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# N4 Mullingar to Longford (Roosky) Route Corridor Selection Report Volume II

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## N4 Mullingar to Longford (Roosky)

### Route Corridor Selection Report Volume II

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## Appendix 1 Project Appraisal Balance Sheets (PABS)

**Route Corridor Option 1 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +106,110; PVB (CO <sub>2</sub> Emissions) = -€6.89m PVC = €239.87m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0287	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors.  No predicted exceedances of PM <sub>10</sub> or NO <sub>2</sub> at receptors. However there is a slight exceedance of EU Limit Value for NO <sub>x</sub> up to 20m at Ballynafid Lake (pNHA)	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,109,276 and exposure (PM <sub>10</sub> ) -24,772 (a negative value indicates a benefit).	Slightly Negative
	<b>Noise and Vibration</b>	467 receptors affected in straight count terms.  Area of greatest impact (Nodes 14 to 19) has limited scope for proprietary mitigation due to lack of space in this built up area.	Potential Impact Rating (PIR) = 896  (Higher PIR score indicates a higher potential noise and vibration impact.)	Slightly Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<p><b>Landscape Quality</b></p> <p><b>Visual Quality</b></p>	<p>As the Route Corridor Option 1 passes through a number of sensitive and protected landscape designations, even with mitigation the impact will remain moderately negative at best.</p> <p>With mitigation, such as replacement hedgerow and tree planting, negative visual impact is likely to be moderate to slight.</p>	<p>47 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor</p> <p>(Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)</p> <p>Potentially, 200 properties / sensitive receptors lie within the 300m route corridor impact zone, all of which are likely to experience views to varying degrees of impact</p>	<p>Moderately Negative</p> <p>Moderately – Slightly Negative</p>
	<p><b>Natural Environment &amp; Biodiversity</b></p>	<p>Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA), Clooneen Bog (pNHA, cSAC), Lough Owel (pNHA, cSAC) and Ballynafid Lake and Fen (pNHA), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence.</p>	<p>Total impacts:</p> <p>0 Significant at International Level</p> <p>0 Significant at National Level</p> <p>2 Significant at County Level</p> <p>3 Significant at Local Level</p> <p>19 Not Significant</p>	<p>Moderately Negative</p>

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		<p>No qualifying interests are anticipated to be present within the road footprint and therefore there would be no impacts on the qualifying features or integrity of these sites.</p>		
	<p><b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b></p>	<p>Direct and Indirect impacts on recorded archaeological sites; recorded built heritage sites and areas of archaeological potential.</p>	<p>Direct Impacts:</p> <p>The following 5 monuments within the RMP constraints are directly affected by the route: AH 87, AH 109, AH 112, AH 115, AH 117</p> <p>There will be a direct impact on 1 built heritage sites: BH 4 and an indirect impact on 2 sites, BH1 and BH 5 located within immediate proximity to the proposed route.</p>	<p>Highly Negative</p>
	<p><b>Land Use: Planning and Socio Economic</b></p>	<p>The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is considered</p>	<p>There are a total of 200 built properties within the 300m route corridor.</p>	<p>Neutral</p>

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		<p>to provide a strong link with identified land-use zones around Longford Town without hindering the potential for further northerly and easterly expansion of the town. In addition, the route is within close proximity to the planned growth of Edgeworthstown, in particular the allocation of employment sites in the South.</p>		
	<p><b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b></p>	<p>The intensity of farming is typical of the study area and is generally non intensive.</p>	<p>This route is the second shortest - 50.4 kms. The projected loss of agricultural land 430 hectares is the lowest projected land take.</p>	<p>Moderately Negative</p>



Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<p><b>Water Resources (Hydrology and Drainage)</b></p>	<p>The route crosses 19 watercourses.</p>	<p>19 river crossings Crosses 2300m length of benefiting lands indicating a possible flood plain</p>	<p>Moderately Negative</p>
	<p><b>Water Resources (Hydrogeology)</b></p>	<p>Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.</p>	<p>Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.</p>	<p>Moderately Negative</p>
	<p><b>Geology, Soils, Natural and Material Assets</b></p>	<p>The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).</p>		<p>Moderately Negative</p>

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Poor Ground Assessment</b>	<p>Route corridor crosses through a bog at Cloonart North and at the Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.</p> <p>Soft soils associated with river floodplains expected.</p>	<p>Highly negative impact on a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.</p> <p>Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.</p>	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	Accident reductions (total 2015-2044): 44 fatal, 196 serious, 1668 slight PVB (Accidents) = €89.40m PVC = €239.87m PVB (Accidents)/PVC = 0.373	Highly Positive
	<b>Security</b>	No potential security issues.		Neutral
<b>Economy</b>	<b>Effectiveness/Efficiency</b>	Improved road alignment ,improved speeds and reduction in accidents	PVB: €336.75m; PVC: -€239.88m, and PVB/PVC = 1.40 (Note: Figures given are for NRA High Traffic Growth)	Highly Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times.		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve connectivity for identified CLAR areas	The majority of the rural areas alongside the route corridor is within a CLAR area.	Slightly Positive
<b>Integration</b>	<b>Transport Integration</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is compatible with regional and local plans but lies in close proximity to a number of environmental designations.	Significant effect at the county level on 2 ecological sites; significant level at the local level on 3 ecological sites. (see Natural Environment & Biodiversity)	Moderately Negative
	<b>Geographical Integration</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area.	Gateway Towns have combined population of 65,500.	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Other Government Policies Integration</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Route Corridor Option 2 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +109,867; PVB (CO <sub>2</sub> Emissions) = -€7.14m PVC = €247.32m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0289	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  No exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,180,888 and exposure (PM <sub>10</sub> ) -26,820 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	576 receptors affected in straight count terms	Potential Impact Rating (PIR) = 1035 (Higher PIR score indicates a higher potential noise and vibration impact.)	Slightly Negative



Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<p><b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b></p>	<p>Direct and Indirect impacts on recorded archaeological sites and areas of archaeological potential.</p>	<p>Direct Impacts: The following 6 monuments within the RMP constraints are directly affected by the route: AH 87, AH 109, AH 112, AH 115, AH 117, AH 126  There are no direct impacts on the built heritage sites located within the proposed route corridor option</p>	<p>Moderately Negative</p>
	<p><b>Land Use: Planning and Socio Economic</b></p>	<p>The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is in close proximity to the Longford Town Council area and conflicts with land zoned for the expansion of the Longford Town, specifically for commercial/light industrial/employment generating uses. In addition, the proximity of the route to the exiting settlement boundary is considered a significant restriction to any future potential expansion of the town.</p>	<p>There are a total of 202 built properties within the 300m route corridor.</p>	<p>Moderately Negative</p>

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b>	The intensity of farming is typical of the study area and is generally non intensive.	This route is 50.2 kms long, the shortest of the route options.  However projected loss of agricultural land is 445 hectares which is 4% higher than the lowest land take.	Highly Negative
	<b>Water Resources (Hydrology and Drainage)</b>	The route crosses 19 watercourses.	19 river crossings, Crosses 2450m of possible flood plain	Moderately Negative
	<b>Water Resources (Hydrogeology)</b>	Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.	Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.	Moderately Negative
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative



<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Poor Ground Assessment</b>	<p>Corridor crosses through a bog at Cloonart North and at the Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.</p> <p>Some soft deposits (peat and alluvium) expected where the corridor crosses the floodplain of the Camlin River and an un-named river close to node 07A.</p>	<p>Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.</p> <p>Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.</p>	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	<p>Accident reductions (total 2015-2044): 42 fatal, 192 serious, 1626 slight.</p> <p>PVB (Accidents) = €90.46m                      PVC = €247.32m                      PVB (Accidents)/PVC = 0.366</p>	Highly Positive
	<b>Security</b>	Option passes close to Longford Town, separating some employment and residential locations; underpass or footbridge would be required		Slightly Negative
<b>Economy</b>	<b>Effectiveness/Efficiency</b>	Improved road alignment and Improved speeds	<p>PVB: €341.17m;                      PVC: -€247.32m, and                      PVB/PVC = 1.38                      (Note: Figures given are for NRA High Traffic Growth)</p>	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times	n/a	Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve connectivity for CLAR and RAPID areas.	The majority of the rural areas alongside the route corridor is within a CLAR area.	Slightly Positive
<b>Integration</b>	<b>Transport Integration</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is compatible with regional and local plans but is in proximity to a Natural Heritage Area and Special Area of Conservation	Significant effect at the county level on 1 ecological site; significant level at the local level on 4 ecological sites. (see Natural Environment & Biodiversity)	Slightly Negative
	<b>Geographical Integration</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENS-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Other Government Policies Integration</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Route Corridor Option 3 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +129,000; PVB (CO <sub>2</sub> Emissions) = -€8.38m PVC = €244.60m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0343	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  No exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,123,814 and exposure (PM <sub>10</sub> ) -25,433 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	335 receptors affected in straight count terms	Potential Impact Rating (PIR) = 634 (Higher PIR score indicates a higher potential noise and vibration impact.)	Slightly Negative

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<p><b>Landscape Quality</b></p> <p><b>Visual Quality</b></p>	<p>Route Corridor Option 3 alignment passes to the north of Edgeworthstown and the existing N4, rejoining the other route corridors at Node 21. It passes through a number of sensitive and protected landscape designations, even with mitigation, landscape impact is likely to be moderate to slightly negative at best.</p> <p>With assumed mitigation such as tree and hedgerow planting and with a few minor alterations to alignment the visual impact could be reduced to slightly negative.</p>	<p>37 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor</p> <p>(Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)</p> <p>Potentially, 148 properties / sensitive receptors lie within the 300m route corridor impact zone, all of which are likely to experience views to varying degrees of impact</p>	<p>Moderately – Slightly Negative</p> <p>Slightly Negative</p>
	<p><b>Natural Environment &amp; Biodiversity</b></p>	<p>Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA) and Clooneen Bog (pNHA, cSAC), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence. At this stage it is uncertain whether there would be any impacts on the qualifying features or integrity of Scragh Bog.</p>	<p>Total impacts:</p> <ul style="list-style-type: none"> <li>0 Significant at International Level</li> <li>1 Significant at National Level</li> <li>5 Significant at County Level</li> <li>5 Significant at Local Level</li> <li>13 Not Significant</li> </ul>	<p>Highly Negative</p>
	<p><b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b></p>	<p>Direct and Indirect impacts on recorded archaeological sites and areas of archaeological potential.</p>	<p>Direct Impacts:</p> <p>The following 6 monuments within the RMP constraints are directly affected by the route: AH 57, AH 61, AH 117, AH 123, AH 139, and AH 151.</p> <p>There are no direct impacts on the</p>	<p>Moderately Negative</p>

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			built heritage sites located within the proposed route corridor option	
	<b>Land Use: Planning and Socio Economic</b>	The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is considered to provide a strong link with identified land-use zones around Longford Town without hindering the potential for further northerly and easterly expansion of the town. The route passes the northerly extent of Edgeworthstown, and does not maximise the potential linkages with the allocated employment land to the south of the town.	There are a total of 148 built properties within the 300m route corridor.	Slightly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<p><b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b></p>	<p>The intensity of farming is typical of the study area and is generally non intensive. This route has the highest potential impact on dairy and equine farms.</p>	<p>This route is 53 kms long which is 6% longer than the shortest route.  Projected loss of agricultural land is 455 hectares which is 6% higher than the route with the lowest projected land take.</p>	<p>Highly Negative</p>
	<p><b>Water Resources (Hydrology and Drainage)</b></p>	<p>The route crosses 20 watercourses.</p>	<p>20 river crossings, Crosses 6370m of possible flood plain</p>	<p>Highly Negative</p>
	<p><b>Water Resources (Hydrogeology)</b></p>	<p>Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.</p>	<p>Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.</p>	<p>Moderately Negative</p>

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative
	<b>Poor Ground Assessment</b>	Route corridor crosses through a bog at Cloonart North and at the Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.	<p>Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.</p> <p>A moderately negative impact has been designated between nodes 15 and 15A, north of the railway, where peat is encountered up to 2.0m below ground level and is underlain locally by soft alluvium up to 4.7m below ground level.</p> <p>North of Ballinalack and north-west of Inny River, peat was encountered to depths of 7.5m in the bog (Moderate Impact)</p> <p>The Bog at Ballynafid between Nodes 18A and 18B comprises up to 3.6m of peat with soft alluvium and soft till extending to depths of up to 4.8m b.g.l. (Moderate Impact).</p>	Moderately Negative



<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	Accident reductions (total 2015-2044): 45 fatal, 200 serious, 1630 slight. PVB (Accidents) = €85.96m PVC = €244.60m PVB (Accidents)/PVC = 0.351	Moderately Positive
	<b>Security</b>	There are no potential security issues.		Neutral
<b>Economy</b>	<b>Effectiveness/ Efficiency</b>	Improved road alignment and Improved speeds	PVB: €286.95m; PVC: -€244.60m, and PVB/PVC = 1.17 (Note: Figures given are for NRA High Traffic Growth)	Highly Positive
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve regional connectivity for identified CLAR areas	The majority of the rural areas alongside the route corridor is within a CLAR area.	Slightly Positive
<b>Integration</b>	<b>Transport Integration</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Land Use Integration</b>	The route is compatible with regional and local plans but is in proximity to a Natural Heritage Area.	Significant effect at the national level on 1 ecological site, significant effect at the county level on 5 ecological sites; significant level at the local level on 5 ecological sites. (see Natural Environment & Biodiversity)	Slightly Negative
	<b>Geographical Integration</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive
	<b>Other Government Policies Integration</b>	Scheme compatible with National Spatial Strategy. The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Route Corridor Option 4 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +91,059; PVB (CO <sub>2</sub> Emissions) = -€5.91m PVC = €252.20m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0234	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  There are no exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,047,777 and exposure (PM <sub>10</sub> ) -23,423 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	412 receptors affected in straight count terms  Area of greatest impact (Nodes 14 to 19) has limited scope for proprietary mitigation due to lack of space in this built up area.	Potential Impact Rating (PIR) = 753 (Higher PIR score indicates a higher potential noise and vibration impact.)	Slightly Negative
	<b>Landscape Quality</b>	Route Corridor Option 4 passes through sensitive and / or protected landscape and some of the route alignment is counter intuitive (e.g. perpendicular to contours).	37 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor (Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)	Moderately Negative
	<b>Visual Quality</b>	As such, even with mitigation the landscape impact is likely to remain moderately negative. However,	Potentially, 156 properties / sensitive receptors lie within the 300m route corridor impact zone, all of which are	Slightly Negative

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		with tree planting, hedgerow planting and appropriate bunds or similar earthworks, the mitigated effect on visual impact is likely to be slightly negative.	likely to experience views to varying degrees of impact	
	<b>Natural Environment &amp; Biodiversity</b>	<p>Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA), Clooneen Bog (pNHA, cSAC), Lough Owel (pNHA, cSAC) and Ballynafid Lake and Fen (pNHA), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence.</p> <p>No qualifying interests are anticipated to be present within the road footprint and therefore there would be no impacts on the qualifying features or integrity of these sites.</p>	<p>Total impacts:</p> <ul style="list-style-type: none"> <li>0 Significant at International Level</li> <li>0 Significant at National Level</li> <li>3 Significant at County Level</li> <li>2 Significant at Local Level</li> <li>20 Not Significant</li> </ul>	Moderately Negative
	<b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b>	Direct and Indirect impacts on recorded archaeological sites; recorded built heritage sites and areas of archaeological potential.	<p>Direct Impacts:</p> <p>The following 6 monuments within the RMP constraints are directly affected by the route: AH 87, AH 109, AH 112, AH 115, AH 117, and AH 126.</p> <p>There will be a direct impact on 1 built heritage sites: BH 1 located within immediate proximity to the proposed route</p>	Highly Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Land Use: Planning and Socio Economic</b>	The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route does not satisfactorily connect with areas of higher population density within Longford Town.	There are a total of 156 built properties within the 300m route corridor.	Slightly Negative
	<b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b>	The intensity of farming is typical of the study area and is generally non intensive.	This route is 50.6 kms long. Projected loss of agricultural land is 454 hectares which is 6% higher than the lowest projected land take.	Highly Negative
	<b>Water Resources (Hydrology and Drainage)</b>	The route crosses 17 watercourses.	17 river crossings. Crosses 2,700m of possible flood plain.	Moderately Negative
	<b>Water Resources (Hydrogeology)</b>	Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.	Route traverses the outer extent of zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.	Slightly Negative
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Poor Ground Assessment</b>	Corridor crosses through a bog at Cloonart North and at the Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.  Some soft deposits (peat and alluvium) expected where the corridor crosses the floodplain of the Camlin River and an un-named river close to node 07A.	Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.  Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	Accident reductions (total 2015-2044): 38 fatal, 171 serious, 1479 slight PVB (Accidents) = €77.73m PVC = €2252.20m PVB (Accidents)/PVC = 0.308	Moderately Positive
	<b>Security</b>	No potential security issues.		Neutral
<b>Economy</b>	<b>Effectiveness/ Efficiency</b>	Improved road alignment and Improved speeds	PVB: €293.47m; PVC: -€252.19m, and PVB/PVC = 1.16  (Note: Figures given are for NRA High Traffic Growth)	Moderately Positive
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The route will improve regional connectivity for identified CLAR areas.	The majority of the rural areas alongside the route corridor is within a CLAR area.	Slightly Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Integration</b>	<b>Transport Integration</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is compatible with regional and local plans and is in proximity to a natural heritage area and special area of conservation.	Significant effect at the county level on 3 ecological sites; significant level at the local level on 2 ecological sites. (see Natural Environment & Biodiversity)	Slightly Negative
	<b>Geographical Integration</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive
	<b>Other Government Policies Integration</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Route Corridor Option 5 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO2 emitted +116,454; PVB (CO <sub>2</sub> Emissions) = -€7.57m PVC = €260.15m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0291	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  There are no exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,123,164 and exposure (PM <sub>10</sub> ) -25,166 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	533 receptors affected in straight count terms  Area of greatest impact (Nodes 14 to 19) has limited scope for proprietary mitigation due to lack of space in this built up area.	Potential Impact Rating (PIR) = 954  (Higher PIR score indicates a higher potential noise and vibration impact)	Slightly Negative
	<b>Landscape Quality</b>  <b>Visual Quality</b>	Route Corridor Option 5 runs south of Longford Town skirting the urban area. It passes through highly sensitive landscape areas and features. As such, at best landscape impact may be reduced by mitigation to a moderately negative result.  Whilst local screening, for example, could reduce some visual impact,	36 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor (Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)  Potentially, 221 properties / sensitive receptors lie within the 300m route	Moderately Negative  Moderately Negative



Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		overall visual impact is likely to remain moderately negative due to extensive lengths of the route impacting on views from receptors and 'protected views and prospects'.	corridor impact zone, all of which are likely to experience views to varying degrees of impact	
	<b>Natural Environment &amp; Biodiversity</b>	Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA), Clooneen Bog (pNHA, cSAC), Lough Owel (pNHA, cSAC) and Ballynafid Lake and Fen (pNHA), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence. No qualifying interests are anticipated to be present within the road footprint and therefore there would be no impacts on the qualifying features or integrity of these sites.	Total impacts: 0 Significant at International Level 0 Significant at National Level 2 Significant at County Level 5 Significant at Local Level 21 Not Significant	Moderately Negative
	<b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b>	Direct and Indirect impacts on recorded archaeological sites; recorded built heritage sites and areas of archaeological potential.	Direct Impacts: The following 8 monuments within the RMP constraints are directly affected by the route: AH 155, AH 157, AH 87, AH 109, AH 112, AH 115, AH 117, and AH 126.  The following built heritage site would also be directly impacted on by the proposed route: BH 4.	Highly Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Land Use: Planning and Socio Economic</b>	The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is in close proximity to the Longford Town urban area and conflicts with land zoned in the south west of the town for the expansion of the settlement. The route is in close proximity to an area of planned growth of Edgeworthstown, in particular the allocation of employment sites in the south.	There are a total of 221 built properties within the 300m route corridor.	Moderately Negative
	<b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b>	The intensity of farming is typical of the study area and is generally non intensive.	This is the longest route – 54.4 kms. Projected loss of agricultural land is the highest at 471 hectares which is 10% higher than the lowest projected land take. However, the quality of soils along this route is the lowest of all the route options.	Highly Negative
	<b>Water Resources (Hydrology and Drainage)</b>	The route crosses 21 watercourses.	21 river crossings, Crosses 2700m of possible flood plain	Highly Negative
	<b>Water Resources (Hydrogeology)</b>	Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.	Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.	Moderately Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative
	<b>Poor Ground Assessment</b>	<p>Corridor crosses through a bog at Cloonart North and at the Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.</p> <p>Between node 05A and node 05B some soft deposits (peat and alluvium) expected where the corridor crosses the floodplain of the Camlin River.</p> <p>Softer soils including peat are encountered southwest of Longford town between the existing N5 and the Royal Canal.</p>	<p>Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.</p> <p>Between the existing N5 and the Royal Canal (node 05B and node 05C) softer soils below the peat can be expected to a depth of between 3.2m and 4.7m b.g.l (moderate negative)</p> <p>Approx 500m NE of where the route crosses the R393 peat was encountered up to 3.0m b.g.l and is underlain by soft soils to a depth of 3.8m b.g.l (moderate negative). Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.</p>	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	<p>Accident reductions (total 2015-2044): 43 fatal, 193 serious, 1615 slight.</p> <p>PVB (Accidents) = €86.58m</p> <p>PVC = €260.14m</p> <p>PVB (Accidents)/PVC = 0..333</p>	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Security</b>	No potential security issues.		Neutral
<b>Economy</b>	<b>Effectiveness/ Efficiency</b>	Improved road alignment and Improved speeds	PVB: €326.03m; PVC: -€260.14m, and PVB/PVC = 1.25 (Note: Figures given are for NRA High Traffic Growth)	Moderately Positive
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve regional connectivity for CLAR and RAPID areas	The majority of the rural areas alongside the route corridor is within a CLAR area	Moderately Positive
<b>Integration</b>	<b>Transport</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is partially compatible with regional and local plans but directly impacts on a SAC and is in proximity to another SAC and NHA.	Significant effect at the county level on 1 ecological site; significant level at the local level on 5 ecological sites. (see Natural Environment & Biodiversity)	Highly Negative
	<b>Geographical</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Other Government Policies</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Route Corridor Option 6 Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +94,055; PVB (CO <sub>2</sub> Emissions) = -€6.19m PVC = €244.29m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0253	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  There are no exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,178,657 and exposure (PM10) -25,418 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	454 receptors affected in straight count terms	Potential Impact Rating (PIR) = 772  (Higher PIR score indicates a higher potential noise and vibration impact)	Slightly Negative
	<b>Landscape Quality</b>	With mitigation this option has the least Landscape Impact because it meanders sensitively through the shallow valleys, avoid cutting through high ground, with minimal effect to landscape designations and minimal construction footprint. Significant local landscape features are avoided and portions of the existing N4 are utilised.	35 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor  (Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)	Slightly Negative
	<b>Visual Quality</b>	Generally, the route also makes good use of the terrain on both its vertical and horizontal alignments.	Potentially, 163 properties / sensitive receptors lie within the 300m route corridor impact zone, all of which are	Moderately - Slightly Negative

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			likely to experience views to varying degrees of impact	
	<b>Natural Environment &amp; Biodiversity</b>	Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA), Clooneen Bog (pNHA, cSAC), and Lough Owel (pNHA, cSAC), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence. No qualifying interests are anticipated to be present within the road footprint and therefore there would be no impacts on the qualifying features or integrity of these sites.	Total impacts: 0 Significant at International Level 0 Significant at National Level 1 Significant at County Level 3 Significant at Local Level 18 Not Significant	Moderately Negative
	<b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b>	Direct and Indirect impacts on recorded archaeological sites; recorded built heritage sites and areas of archaeological potential.	Direct Impacts: The following 5 monuments within the RMP constraints are directly affected by the route: AH 87, AH 109, AH 112, AH 115, AH 117  There will be a significant indirect impact on 1 built heritage site: BH 1, which is located within the immediate proximity of the proposed route.	Moderately Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Land Use: Planning and Socio Economic</b>	The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is considered to provide a strong link with identified land-use zones of Longford Town without hindering the potential for further northerly and easterly expansion of the town. In addition, the route is within close proximity to the planned growth of Edgeworthstown, in particular the allocation of employment sites in the South.	There are a total of 163 built properties within the 300m route corridor.	Neutral
	<b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b>	The intensity of farming is typical of the study area and is generally non intensive.	This route is 50.6 kms long. Projected loss of agricultural land is the joint lowest at 436 hectares.	Moderately Negative
	<b>Water Resources (Hydrology and Drainage)</b>	The route crosses 17 watercourses.	17 river crossings, Crosses 2300m of possible flood plain.	Moderately Negative.
	<b>Water Resources (Hydrogeology)</b>	Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.	Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.	Moderately Negative



<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative
	<b>Poor Ground Assessment</b>	<p>Corridor crosses through a bog at Cloonart North and Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.</p> <p>The route crosses the Camlin River and a second river. Softer deposits are expected to be encountered associated with the rivers' floodplains.</p>	<p>Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.</p> <p>Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.</p> <p>A moderate negative rating between nodes 15A and 17A where the route corridor encroaches onto a large expanse of bog to the east.</p>	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	Accident reductions (total 2015-2044): 44 fatal, 195 serious, 1642 slight. PVB (Accidents) = €88.52m PVC = €2244.29m PVB (Accidents)/PVC = 0.362	Highly Positive
	<b>Security</b>	No potential security issues.		Neutral

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Economy</b>	<b>Effectiveness/ Efficiency</b>	Improved road alignment and Improved speeds	PVB: €342.99m; PVC: -€244.29m, and PVB/PVC = 1.40 (Note: Figures given are for NRA High Traffic Growth)	Highly Positive
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve the regional connectivity of CLAR and RAPID areas.	The majority of the rural areas alongside the route corridor is within a CLAR area.	Moderately Positive
<b>Integration</b>	<b>Transport</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is compatible with regional and local plans but in relative proximity of a Special Area of Conservation and a Natural Heritage Area.	Significant effect at the county level on 1 ecological site; significant level at the local level on 3 ecological sites. (see Natural Environment & Biodiversity)	Slightly Negative
	<b>Geographical</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Other Government Policies</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive

**Preferred Route Corridor Project Appraisal Balance Sheet (PABS)**

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Environment</b>	<b>Air Quality (Climate Change)</b>	Higher vehicle speeds increase emissions	Tonnes of CO <sub>2</sub> emitted +94,055; PVB (CO <sub>2</sub> Emissions) = -€6.15m PVC = €202.58m PVB (CO <sub>2</sub> Emissions)/PVC = -0.0304	Moderately Negative
	<b>Air Quality (General)</b>	Traffic would be relocated to less densely populated areas. As a result there would be an improvement in air quality at residential receptors  There are no exceedances of any EU Limit Value at any sensitive receptors assessed.	Index of overall change in Exposure (NO <sub>x</sub> ) is -1,178,657 and exposure (PM10) -25,418 (a negative value indicates a benefit).	Moderately Positive
	<b>Noise and Vibration</b>	440 receptors affected in straight count terms	Potential Impact Rating (PIR) = 792  (Higher PIR score indicates a higher potential noise and vibration impact)	Slightly Negative
	<b>Landscape Quality</b>  <b>Visual Quality</b>	With mitigation this option has the least Landscape Impact because it meanders sensitively through the shallow valleys, avoid cutting through high ground, with minimal effect to landscape designations and minimal construction footprint. Significant local landscape features are avoided and portions of the existing N4 are utilised.  Despite a localised area where the road is anticipated to be on	35 Landscape related designations (including Areas of Ecological Value) lie within the 300m route corridor  (Note: Number of site taken directly from Landscape Drawings – RFig 4.8 series, Vol.3)  Potentially, 154 properties / sensitive	Slightly Negative  Moderately - Slightly Negative

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		<p>embankment at Carrickmoyragh, generally, the route also makes good use of the terrain on both its vertical and horizontal alignments. The impact at Loch Owel will be minimised by keeping the route in cutting.</p>	<p>receptors lie within the 300m route corridor impact zone, all of which are likely to experience views to varying degrees of impact</p>	
	<p><b>Natural Environment &amp; Biodiversity</b></p>	<p>Although this route corridor would be located within the designated site boundary for Aghnamona Bog (NHA), Clooneen Bog (pNHA, cSAC), and Lough Owel (pNHA, cSAC), it would be possible to accommodate the proposed alignment within the existing N4 boundary fence. No qualifying interests are anticipated to be present within the road footprint and therefore there would be no impacts on the qualifying features or integrity of these sites.</p>	<p>Total impacts:                      0 Significant at International Level                      0 Significant at National Level                      1 Significant at County Level                      3 Significant at Local Level                      18 Not Significant</p>	<p>Moderately Negative</p>
	<p><b>Cultural Heritage, Architectural Heritage (&amp; Archaeology)</b></p>	<p>Direct and Indirect impacts on recorded archaeological sites; recorded built heritage sites and areas of archaeological potential.</p>	<p>Direct Impacts:                      The following 6 monuments within the RMP constraints are directly affected by the route: AH 87, AH 109, AH 112, AH 115, AH 117 and AH 126                      There will be a significant indirect impact on 1 built heritage site: BH 1, which is located within the immediate proximity of the proposed route.</p>	<p>Highly Negative</p>

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
	<b>Land Use: Planning and Socio Economic</b>	The majority of the route covers 'white land' – unallocated and currently used for agricultural purposes. The route is considered to provide a strong link with identified land-use zones of Longford Town without hindering the potential for further northerly and easterly expansion of the town. In addition, the route is within close proximity to the planned growth of Edgeworthstown, in particular the allocation of employment sites in the South.	There are a total of 155 built properties within the 300m route corridor.	Neutral
	<b>Land Use: Agriculture (Soils, Intensity of Farming, Land Take and Severance)</b>	The intensity of farming is typical of the study area and is generally non intensive.	This route is 50.6 kms long. Projected loss of agricultural land is the joint lowest at 436 hectares.	Moderately Negative
	<b>Water Resources (Hydrology and Drainage)</b>  <b>Water Resources (Hydrogeology)</b>	The route crosses 17 watercourses.  Aquifer varied from Poorly Productive to Regionally Important Karst Aquifer along route.	17 river crossings, Crosses 2300m of possible flood plain.  Route traverses a zone of contribution for a Public Groundwater Supply in Karst Aquifer. Requires mitigation measures to contain surface runoff from road.	Moderately Negative.  Moderately Negative

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
	<b>Geology, Soils, Natural and Material Assets</b>	The route crosses over areas of soft ground and shallow rock on karst. It passes close to wetlands that may contain groundwater dependent terrestrial ecosystems (GWDTE).		Moderately Negative
	<b>Poor Ground Assessment</b>	Corridor crosses through a bog at Cloonart North and Dromod-Roosky tie in with significant depths of peat and soft deposits encountered.  The route crosses the Camlin River and a second river. Softer deposits are expected to be encountered associated with the rivers' floodplains.	Highly negative impact for a relatively short section of the route between nodes 01 and 03A with up to 7.3m of soft soils including peat encountered.  Moderately negative rating where corridor passes adjacent to raised bog south of N4 between nodes 14A and 16. Raised bog observed, extending 2-3m above the surrounding ground level.	Moderately Negative
<b>Safety</b>	<b>Accident Reduction</b>	Accident reductions arising from dual carriageway alignment designed to current standards	Accident reductions (total 2015-2044): 44 fatal, 195 serious, 1636 slight. PVB (Accidents) = €88.19m PVC = €202.58m PVB (Accidents)/PVC = 0.304	Highly Positive
	<b>Security</b>	No potential security issues.		Neutral
<b>Economy</b>	<b>Effectiveness/Efficiency</b>	Improved road alignment and Improved speeds	PVB: €341.02m; PVC: -€202.58m, and PVB/PVC = 1.68  (Note: Figures given are for NRA High Traffic Growth)	Highly Positive

<u>Criterion</u>	<u>Element</u>	<u>Qualitative Statement</u>	<u>Quantitative Statement</u>	<u>Scaling Statement</u>
<b>Accessibility and Social Inclusion</b>	<b>Impact on Vulnerable Groups</b>	Scheme will improve road based public transport (bus services) in surrounding areas by removing traffic bottle necks and improving reliability of journey times		Neutral
	<b>Impact on Deprived Geographical Areas</b>	The scheme will improve the regional connectivity of CLAR and RAPID areas.	The majority of the rural areas alongside the route corridor is within a CLAR area.	Moderately Positive
<b>Integration</b>	<b>Transport</b>	Links dual carriageway at Mullingar with dual carriageway at Roosky		Slightly Positive
	<b>Land Use Integration</b>	The scheme is compatible with regional and local plans but in relative proximity of a Special Area of Conservation and a Natural Heritage Area.	Significant effect at the county level on 1 ecological site; significant level at the local level on 3 ecological sites. (see Natural Environment & Biodiversity)	Slightly Negative
	<b>Geographical</b>	Local Community Access to Gateway Town - Mullingar; Improved linkages between gateway towns (Mullingar/Athlone/Tullamore and Sligo) and along Dublin to Sligo TENs-T route; Greater connectivity within the region and wider area	Gateway Towns have combined population of 65,500.	Moderately Positive
	<b>Other Government Policies</b>	Scheme compatible with National Spatial Strategy The Scheme is consistent with the National Development Plan 2007-2013 and is identified with the investment framework associated with the Transport 21 policy	The N4 is a National Primary Route in T21.	Moderately Positive



## Appendix 2 Route Corridor Options Public Exhibitions: Information

# N4 Mullingar to Longford (Roosky)



Westmeath County Council  
Comhairle Chontae na h-Iarmhí



Longford County Council  
Comhairle Chontae Longfoirt

## Welcome to the Public Exhibition for the Route Corridor Options

Representatives from Westmeath County Council,  
Longford County Council and Hyder Tobin Consultants  
are available to answer your questions



# Scheme Objectives

N4 Mullingar to Longford (Roosky)

The National Development Plan (NDP 2007-2013), Transport 21 Policy, National Spatial Strategy, Border Midland and Western (BMW) Operational Programme and the Longford and Westmeath County Development Plans are designed to underpin the development of a dynamic national economy.

The scheme aims to achieve the following objectives which have been developed from these plans, policies and strategies:

- To continue sustainable national economic and employment growth
- To strengthen and improve Ireland's international competitiveness
- To foster balanced regional development
- To promote social inclusion
- To provide a high quality road for strategic traffic
- To reduce congestion
- To improve road safety
- To optimise journey times
- To minimise impacts on the environment

# The Need For The Scheme

## N4 Mullingar to Longford (Roosky)

Currently traffic flows on the existing N4 are approximately:  
14,000 vehicles per day near Mullingar,  
13,000 per day near Edgeworthstown,  
10,000 to 13,000 per day near Longford and  
8,000 per day near Roosky

Traffic flows on the existing N4 have risen significantly in the last few years. Studies indicate that by 2030 traffic volumes will be such that it will no longer be possible to provide the minimum acceptable level of service, equating to an average of 80 kilometres per hour.

This section of the existing N4 route almost entirely comprises single carriageway with intermittent hardshoulders of various widths which means safe overtaking opportunities can be restricted during busy periods. There are also numerous minor junctions and private accesses along the existing route, where slow moving vehicles join the N4. Through traffic also has a negative impact on local communities including Newtownforbes, Longford, Edgeworthstown, Rathowen and Ballinalack.

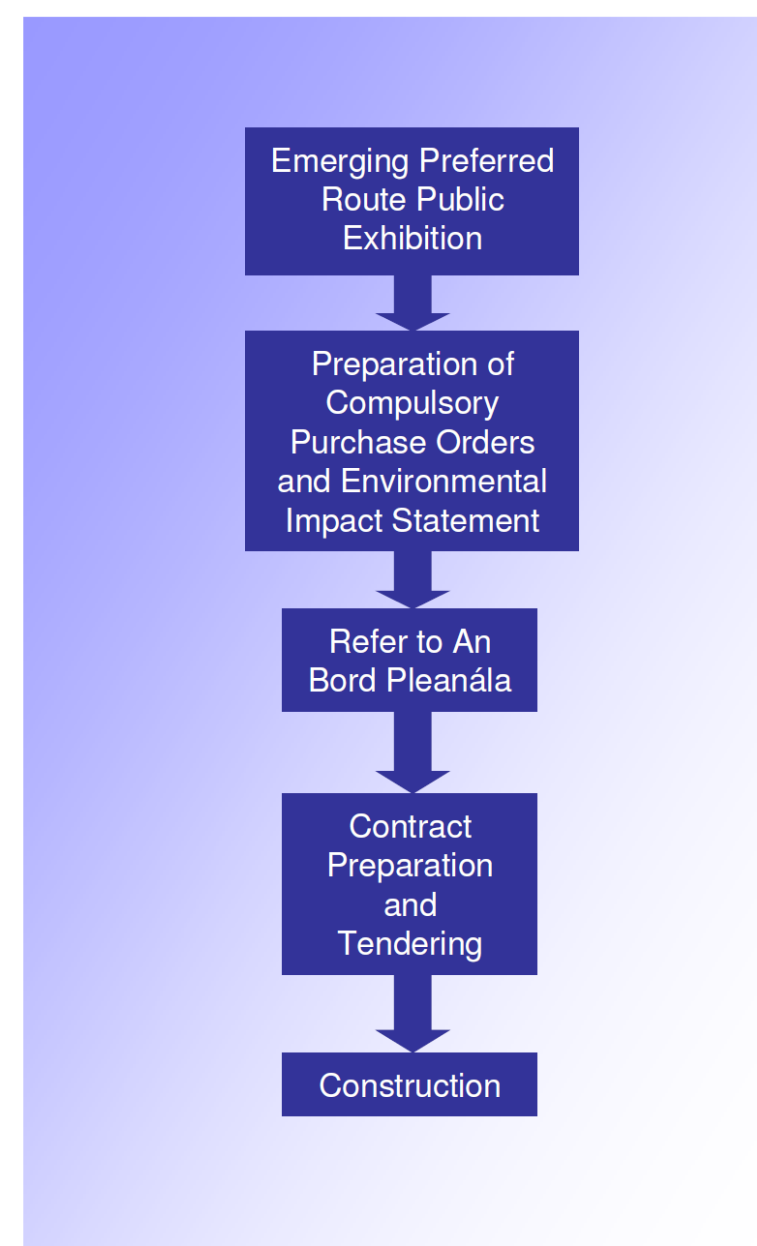


# What Happens Next?

## N4 Mullingar to Longford (Roosky)

Your comments will be reviewed in conjunction with the ongoing Studies into the environmental, engineering and economic assessments of the route corridors. This review will conclude with the selection of an Emerging Preferred Route. An exhibition to present the Emerging Preferred Route will be held before the Route Selection Report is finalised.

A preliminary design for the road will then be undertaken. This will enable the extent of the land required for the scheme to be determined allowing the Compulsory Purchase Orders (CPOs) to be prepared. An Environmental Impact Statement (EIS) will also be prepared. Both the CPO and the EIS will be sent to An Bord Pleanála for confirmation. An Bord Pleanála may hold an Oral Hearing into any Objections received. The likely sequence of events is set out in the diagram opposite. However this is dependant on various approvals being granted and funding being made available.

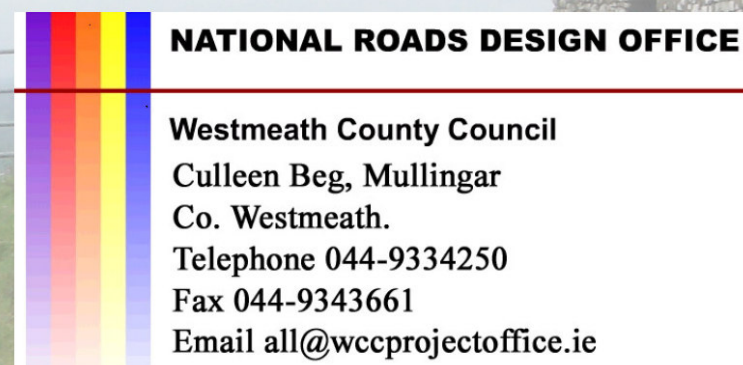


# Further Information

N4 Mullingar to Longford (Roosky)

Westmeath County Council, Longford County Council and Hyder Tobin Consultants wish to consider any comments you may have in relation to the route corridor options that have been identified.

Please carefully consider each route corridor option and let your comments be known by completing the questionnaire and returning it at the exhibitions or by Friday 10<sup>th</sup> October 2008 to the following address:



## YOUR COMMENTS ARE IMPORTANT

Westmeath County Council and Longford County Council wish to consider any comments you may have in relation to the route corridor options that have been identified.

Please carefully consider each route corridor shown in this brochure and the exhibition posters and let your comments be known by completing the questionnaire and returning it to the address below. We would be grateful if you could complete the Questionnaire to let us know your comments on the route corridor options

Please return the completed questionnaire by Friday 10th October 2008 to Ambrose Clarke, Senior Executive Engineer at the address below:

**NATIONAL ROADS DESIGN OFFICE**

Westmeath County Council  
 Culleen Beg, Mullingar  
 Co. Westmeath.  
 Telephone 044-9334250  
 Fax 044-9343661  
 Email [all@wccprojectoffice.ie](mailto:all@wccprojectoffice.ie)

[www.wccprojectoffice.ie](http://www.wccprojectoffice.ie)  
[www.westmeathoco.ie](http://www.westmeathoco.ie)

## WHAT HAPPENS NEXT?

Your comments will be reviewed in conjunction with the ongoing studies into the environmental, engineering and economic assessments of the route corridors presented here.

This review will conclude with the selection of an Emerging Preferred Route. An exhibition to present the Emerging Preferred Route will be held before the Route Selection Report is finalised.

A preliminary design for the road will then be undertaken. This will enable the extent of the land required for the scheme to be determined allowing the Compulsory Purchase Orders (CPOs) to be prepared. An Environmental Impact Statement (EIS) will also be prepared. Both the CPO and the EIS will be sent to An Bord Pleanála for confirmation. An Bord Pleanála may hold an Oral Hearing into any objections received. The likely sequence of events is set out in the diagram opposite. However this is dependant on various approvals being granted and funding being made available.

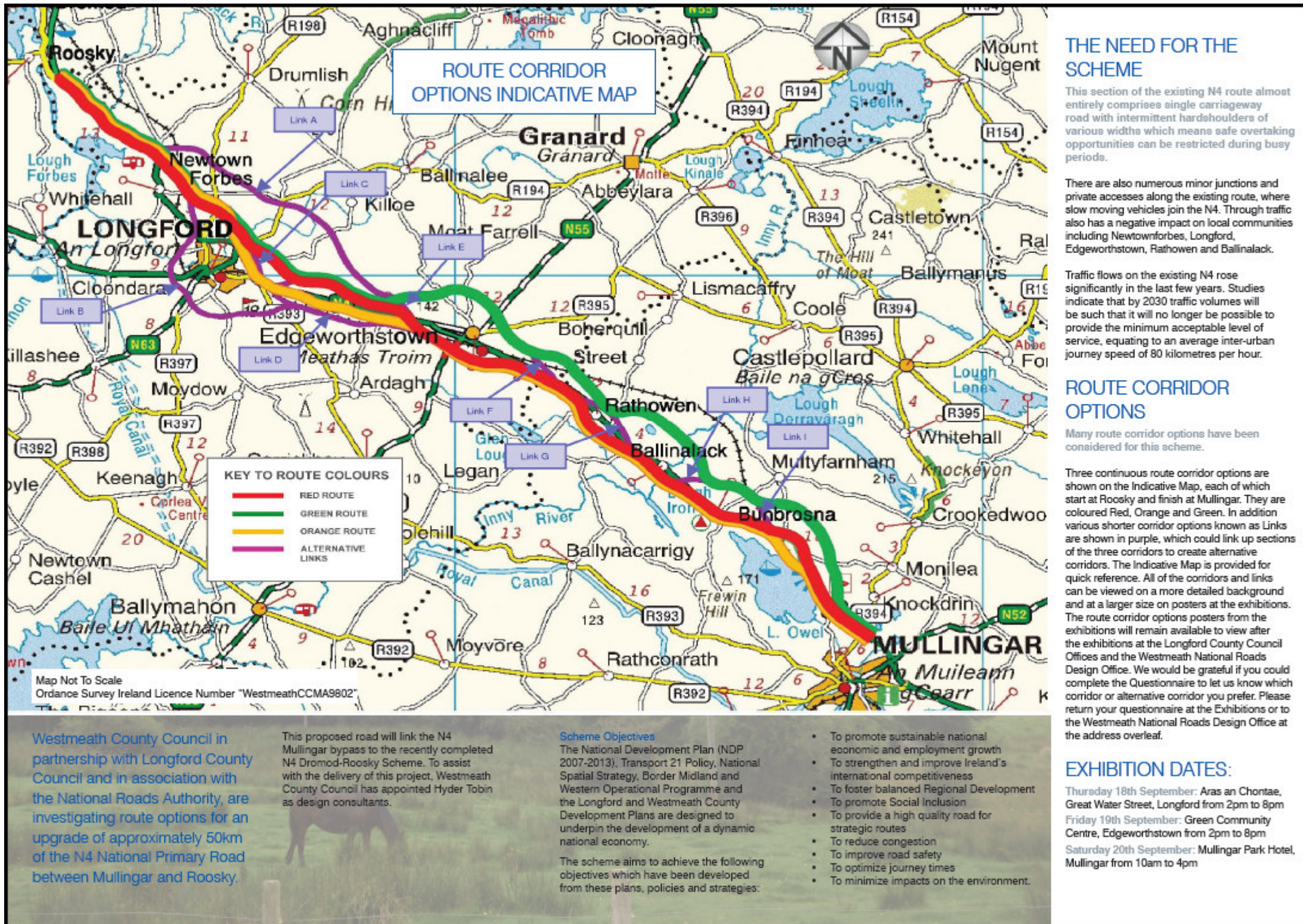
**THANK YOU FOR YOUR INTEREST AND YOUR ASSISTANCE**

```

            graph TD
            A[EMERGING PREFERRED ROUTE IDENTIFIED] --> B[PREPARATION OF COMPULSORY PURCHASE ORDERS AND ENVIRONMENTAL IMPACT STATEMENT]
            B --> C[REFER TO AN BORD PLEANÁLA]
            C --> D[CONTRACT PREPARATION AND TENDERING]
            D --> E[START OF CONSTRUCTION]
            
```

## N4 MULLINGAR TO LONGFORD (ROOSKY)

Route Corridor Options Public Consultation  
September 2008





**N4 Mullingar to Longford (Roosky)**

Questionnaire Seeking Your Views on the Route Corridor Options

September 2008



If you wish to comment on the proposed scheme, please complete and return the Questionnaire at the exhibitions or to the address overleaf.

<b>Your Name:</b>	
<b>Address:</b>	
<b>Phone No.</b>	

**Q1. Do you think that the N4 Mullingar to Longford (Roosky) scheme is necessary?**  
Please also give reasons for your answer.

Yes  No  Reasons \_\_\_\_\_  
\_\_\_\_\_

**Q2. In relation to this project and in your opinion, how important are the following aspects?**  
Rank 1 to 8, with 1 being most important, 8 being least important.

Improving traffic conditions		Effect on archaeological & historical sites	
Improving road safety		Impact on commerce or industry	
Impact on the community near the corridors		Effect on flora & fauna	
Effect on agriculture		Impact on landscape	

**Q3. Do you own, rent or occupy property which is within or adjacent to any of the corridors being considered?**

Yes  No  If yes which option affects the property? \_\_\_\_\_  
\_\_\_\_\_

Description of the property (e.g. Farm, Residential, Shop etc): \_\_\_\_\_

**Q4. Please tick the corridor which most closely represents the one you prefer:**

Red Corridor  Orange Corridor  Green Corridor

Please comment on your preference: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Please turn over, further questions overleaf**

**Q5. Do you think a better alternative corridor could be achieved by combining one or more parts of the three corridors with one or more links?**

Yes  No

Describe alternative corridor and give reasons: \_\_\_\_\_  
\_\_\_\_\_

Please describe your alternative corridor above, starting at Roosky working towards Mullingar.  
For example: Green Route + Bypass South of Cloonart North + Green Route + Link A + Red Route + Link H + Green Route + Link I + Orange Route

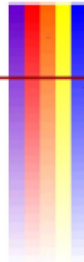
**Q6. Did the Brochure and Exhibition provide sufficient information?**

Yes  No  If No, please comment: \_\_\_\_\_  
\_\_\_\_\_

**Please use the space below for any other comments you may wish to make regarding the proposed scheme**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return your completed questionnaire at the exhibitions or by Friday 10<sup>th</sup> October 2008 to Ambrose Clarke, Senior Executive Engineer at the following address:

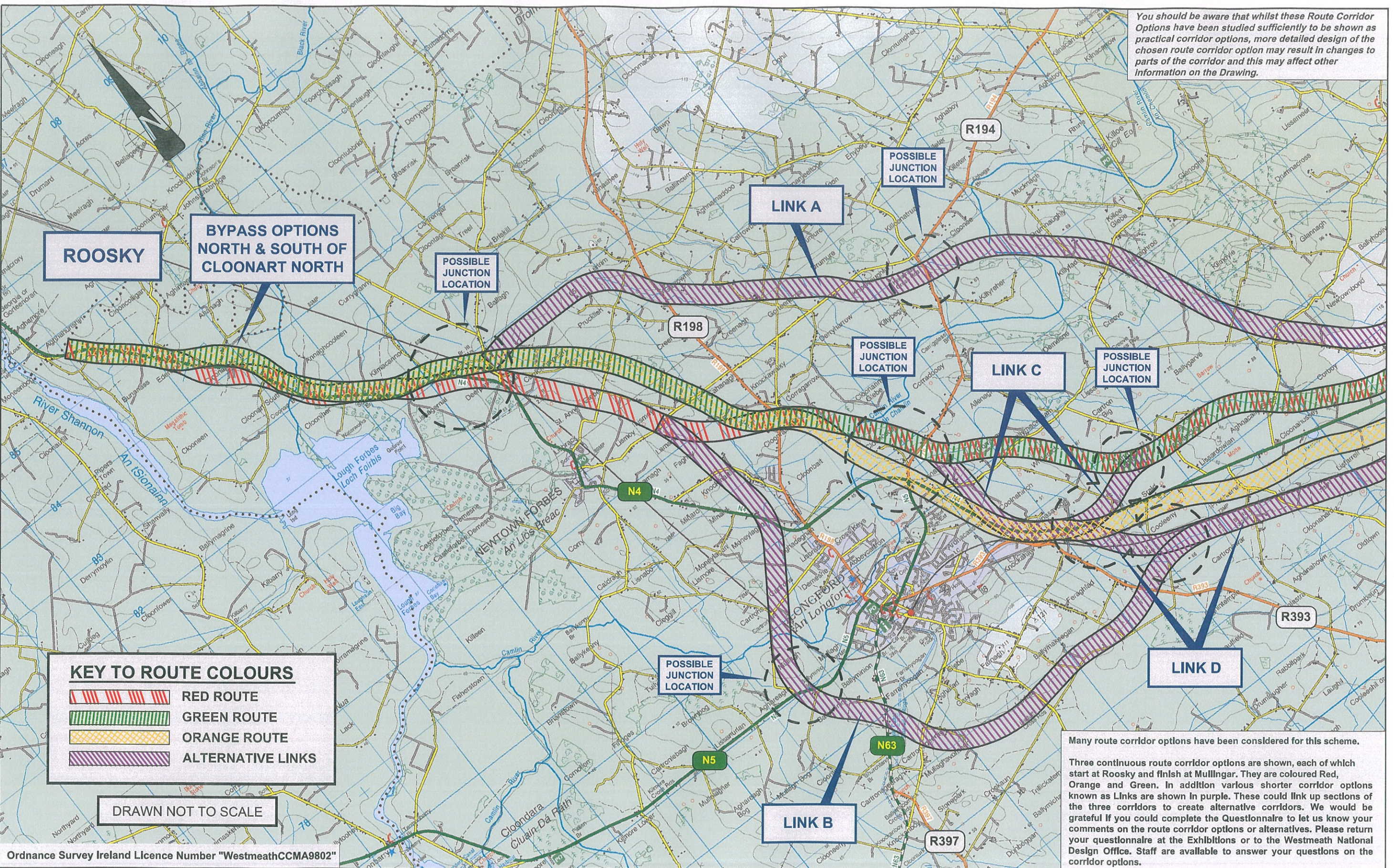


**NATIONAL ROADS DESIGN OFFICE**

Westmeath County Council  
Culleen Beg, Mullingar  
Co. Westmeath.  
Telephone 044-9334250  
Fax 044-9343661  
Email [all@wccprojectoffice.ie](mailto:all@wccprojectoffice.ie)



You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



Many route corridor options have been considered for this scheme.

Three continuous route corridor options are shown, each of which start at Roosky and finish at Mullingar. They are coloured Red, Orange and Green. In addition various shorter corridor options known as Links are shown in purple. These could link up sections of the three corridors to create alternative corridors. We would be grateful if you could complete the Questionnaire to let us know your comments on the route corridor options or alternatives. Please return your questionnaire at the Exhibitions or to the Westmeath National Design Office. Staff are available to answer your questions on the corridor options.

Ordance Survey Ireland Licence Number "WestmeathCCMA9802"

NOTE:  
This drawing is the property of Westmeath County Council and no part of it may be reproduced without their written permission. Refer to constraints report for details and number references. Study area boundary may be subject to change as further information is obtained during the study phases.

transport21 progress in motion | VNDP | Department of Transport

NRA | National Roads Authority

N4 MULLINGAR TO LONGFORD (ROOSKY)

Rev.	Date	Description	App'd

Project: N4 MULLINGAR TO LONGFORD (ROOSKY)

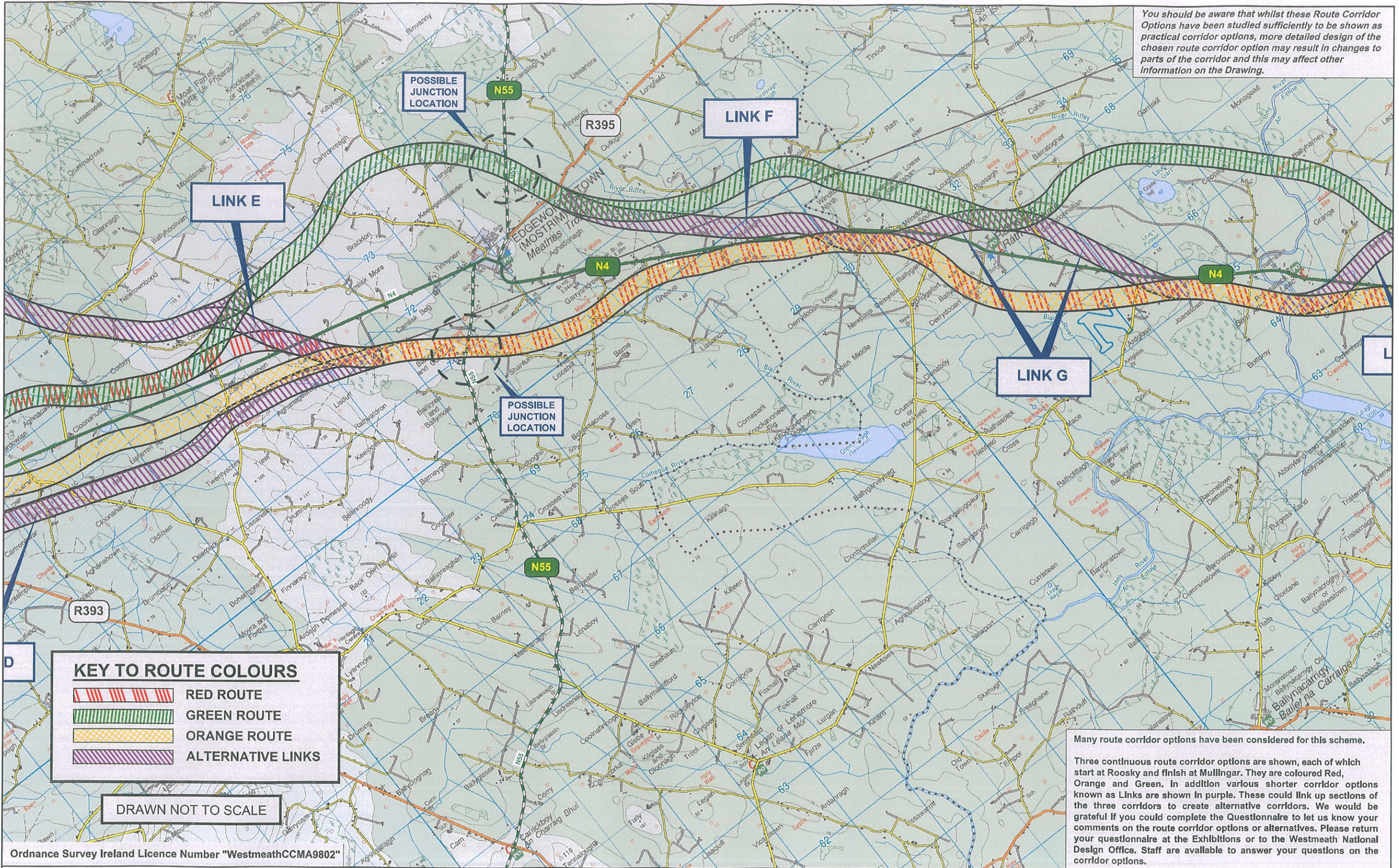
Title: ROUTE CORRIDOR OPTIONS (SHEET 1 OF 3)

HyderTobin CONSULTANTS

Unit 3B, Bracken Business Park, Bracken Road Sandycove, Dublin 18, Ireland  
Tel. +353 1 293 8855  
Fax. +353 1 293 8870

Drawn:	R.A.	Job No:	GD01038
Checked:	W.M.	File No:	018-GD01038-DBU-01-Route Options Poster
Approved:	W.M.	Drawing No:	6018-001
Date:	17 SEP 2008	Rev:	-
Scale:	NOT TO SCALE		

You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



**KEY TO ROUTE COLOURS**

- RED ROUTE
- GREEN ROUTE
- ORANGE ROUTE
- ALTERNATIVE LINKS

DRAWN NOT TO SCALE

Many route corridor options have been considered for this scheme.

Three continuous route corridor options are shown, each of which start at Roosky and finish at Mullingar. They are coloured Red, Orange and Green. In addition various shorter corridor options known as Links are shown in purple. These could link up sections of the three corridors to create alternative corridors. We would be grateful if you could complete the Questionnaire to let us know your comments on the route corridor options or alternatives. Please return your questionnaire at the Exhibitions or to the Westmeath National Design Office. Staff are available to answer your questions on the corridor options.

Ordnance Survey Ireland Licence Number "WestmeathCCMA9802"

NOTE:

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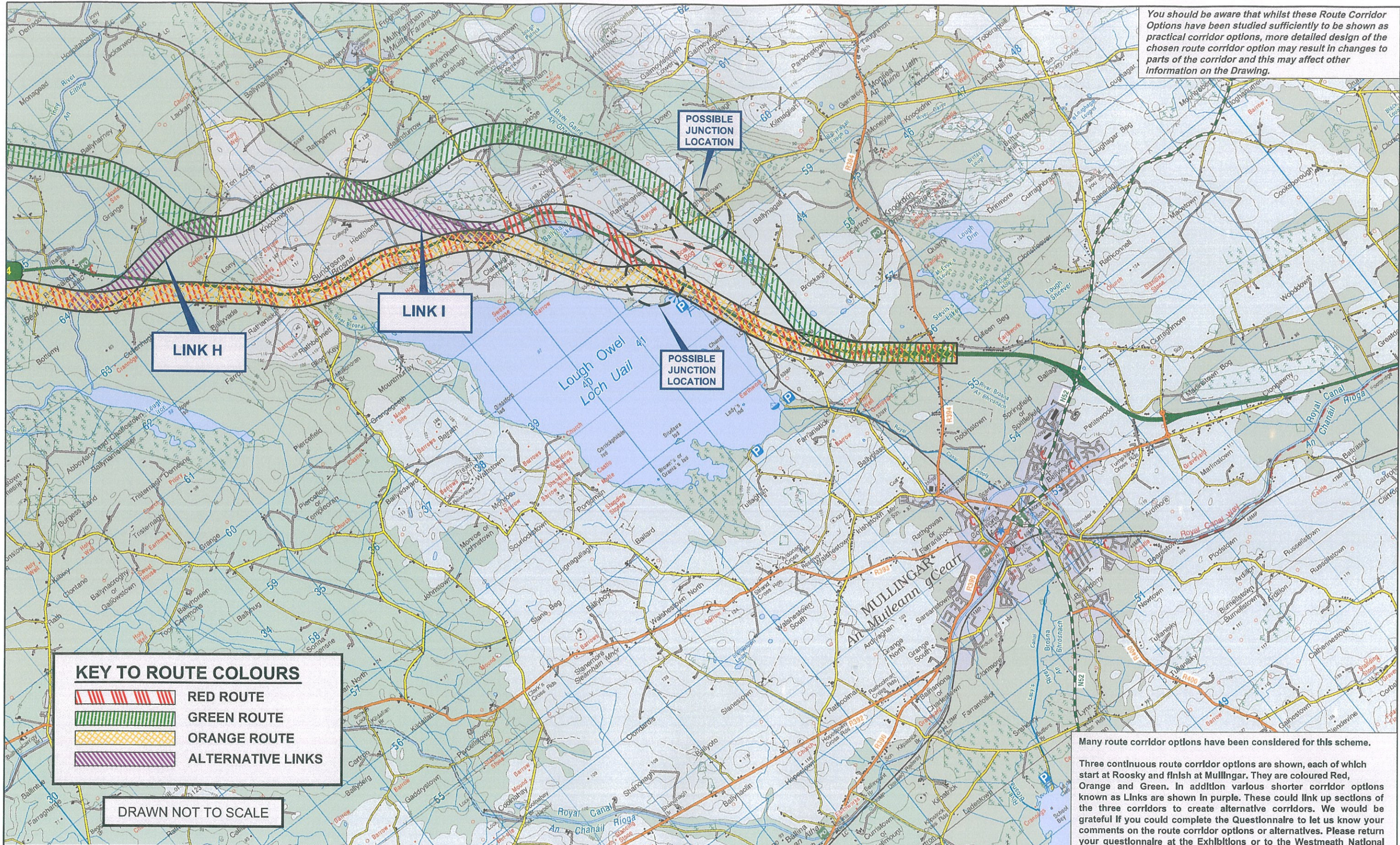
Project: **N4 MULLINGAR TO LONGFORD (ROOSKY)**

Rev.	Date	Description	App'd

Title: **ROUTE CORRIDOR OPTIONS (SHEET 2 OF 3)**

		HYDER TOBIN CONSULTANTS Unit 3B, Bracken Business Park, Bracken Road Sandycove, Dublin 18, Ireland Tel. +353 1 293 8655 Fax. +353 1 293 8870	
Drawn:	R.A.	Job No:	GDD1038
Checked:	W.M.	File No:	6018-GDD1038-DBU-01-Route Options Poster
Approved:	W.M.	Drawing No:	6018-002
Date:	17 SEP 2008	Rev:	-
Scale:	NOT TO SCALE		

You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



**KEY TO ROUTE COLOURS**

-  RED ROUTE
-  GREEN ROUTE
-  ORANGE ROUTE
-  ALTERNATIVE LINKS

DRAWN NOT TO SCALE

Many route corridor options have been considered for this scheme.

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Ordnance Survey Ireland Licence Number "WestmeathCCMA9802"

NOTE:

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Project: <b>N4 MULLINGAR TO LONGFORD (ROOSKY)</b>		
Rev.	Date	Description

Title: <b>ROUTE CORRIDOR OPTIONS (SHEET 3 OF 3)</b>		
Drawn:	R.A.	Job No: G001038
Checked:	W.M.	File No: 6018-G001038-DBU-01-Route Options Poster
Approved:	W.M.	Drawing No:
Date:	17 SEP 2008	Rec:
Scale:	NOT TO SCALE	6018-003

**HyderTobin CONSULTANTS**

Unit 3B, Bracken Business Park, Bracken Road, Sandymount, Dublin 18, Ireland  
 Tel. +353 1 293 8855  
 Fax. +353 1 293 8870

## Appendix 3 Route Corridor Options Public Exhibitions: Analysis of Feedback

The feedback from members of the public was entered into a spreadsheet for each of the questions asked in the questionnaire and the following charts were produced.

Chart 3.1-1 indicates the origin of the responses, in terms of the counties. Westmeath accounted for 258 of the responses, Longford accounted for 146, Leitrim accounted for 11, Dublin accounted for 3 and Tipperary accounted for a single response. The breakdown of the number of respondents from towns within the counties of Westmeath, Longford and Leitrim can be seen in Chart 3.1-2 below. Westmeath accounted for the greatest number of respondents. Multyfarnham, Edgeworthstown and Mullingar were the locations with the greatest number of responses.

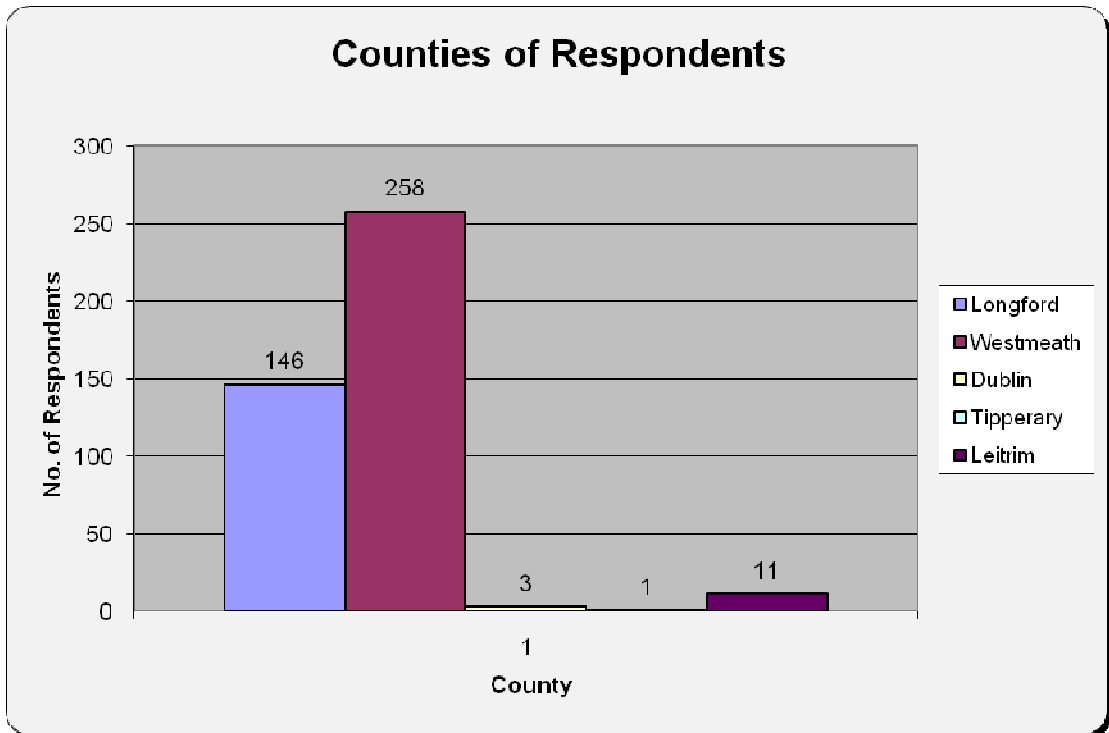


Chart 3.1-1: County of Origin

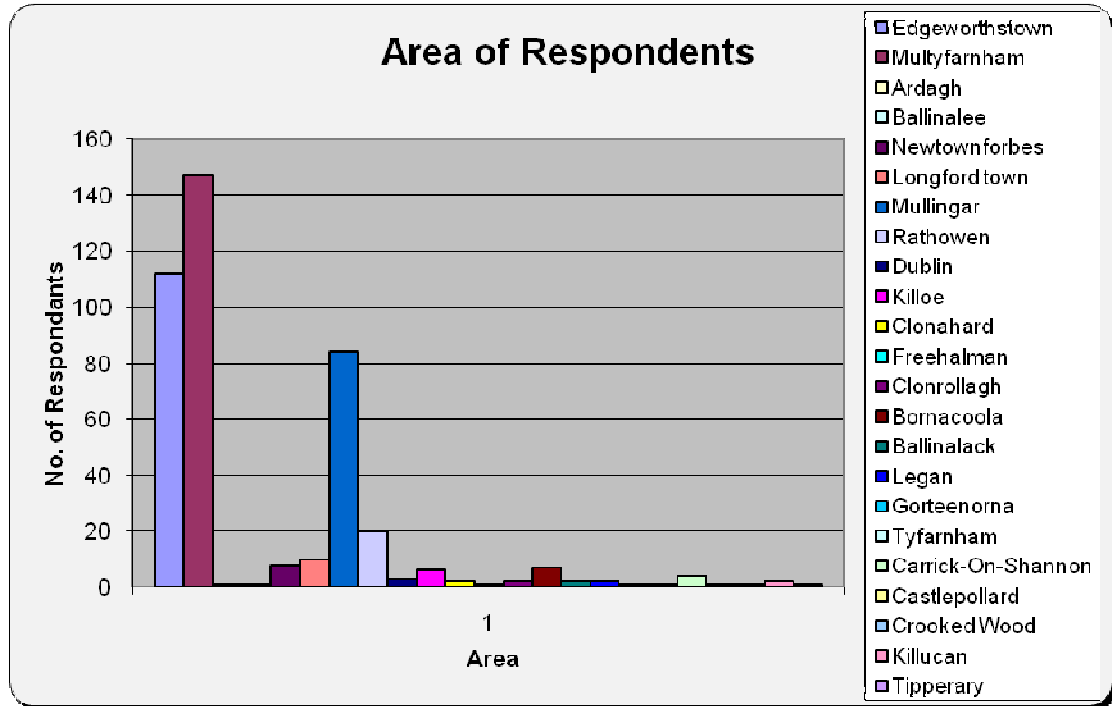


Chart 3.1-2: Principal Local Origins (Towns/Townlands) of Responses

Charts 3.1-3, 3.1-4 and 3.1-5 relate to Q1 in the questionnaire, which asked if the respondent thought the scheme was necessary. The chart shows that the majority of the respondents, 180 people, do not feel that the scheme is necessary. 83 people feel that the scheme is necessary and 35 people have not answered the question either way. Charts 3.1-4 and 3.1-5 show the reasons given for the answers 'Yes' and 'No'. The main reason the scheme is wanted by the respondents is to reduce the journey times, alleviate traffic and increase road safety. On the other hand the scheme is not wanted by many mainly due to the effect it will have on the families and residents in the locality. Suggestions such as upgrading the existing N4 or improving rail services were suggested as an alternative to the proposed scheme.

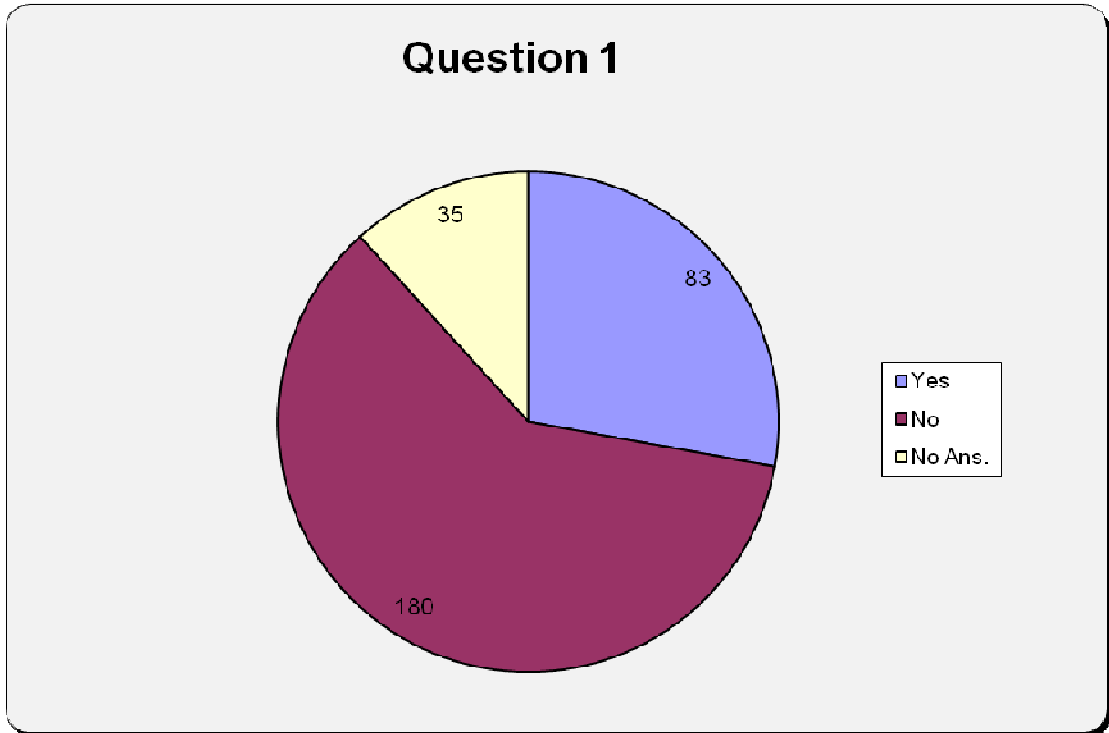


Chart 3.1-3: Responses to Question 1 (Yes/No/No Answer)

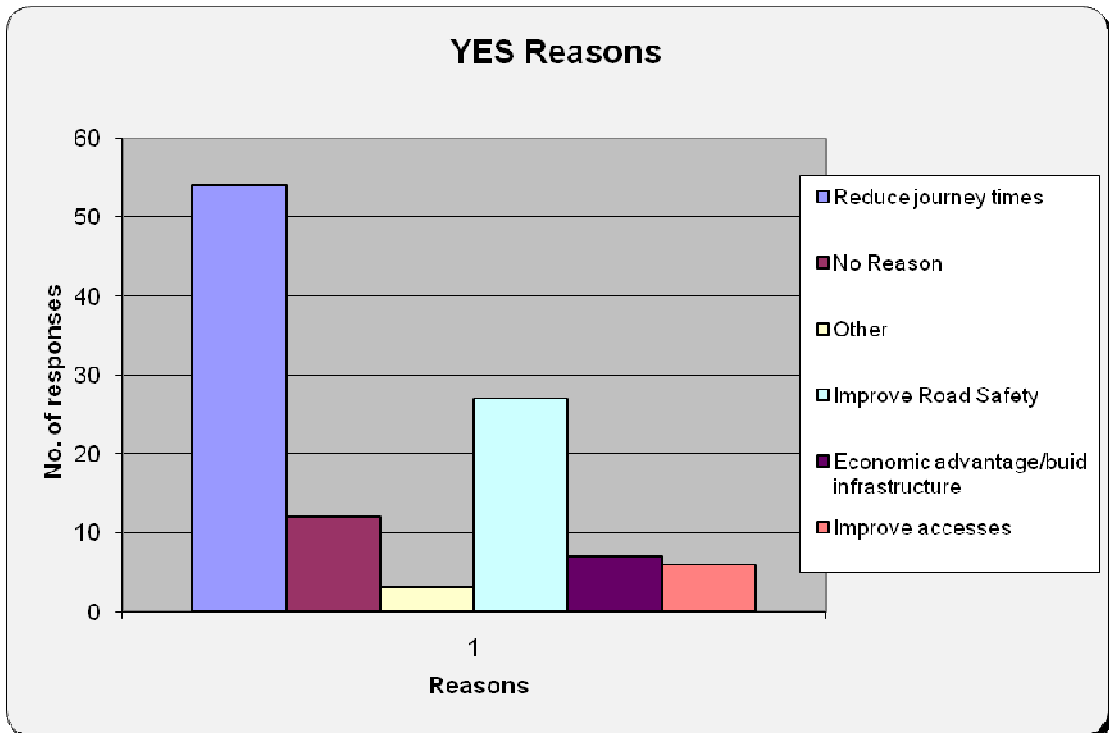


Chart 3.1-4: Responses to Question 1 (Primary Reasons why answer 'Yes' was given)



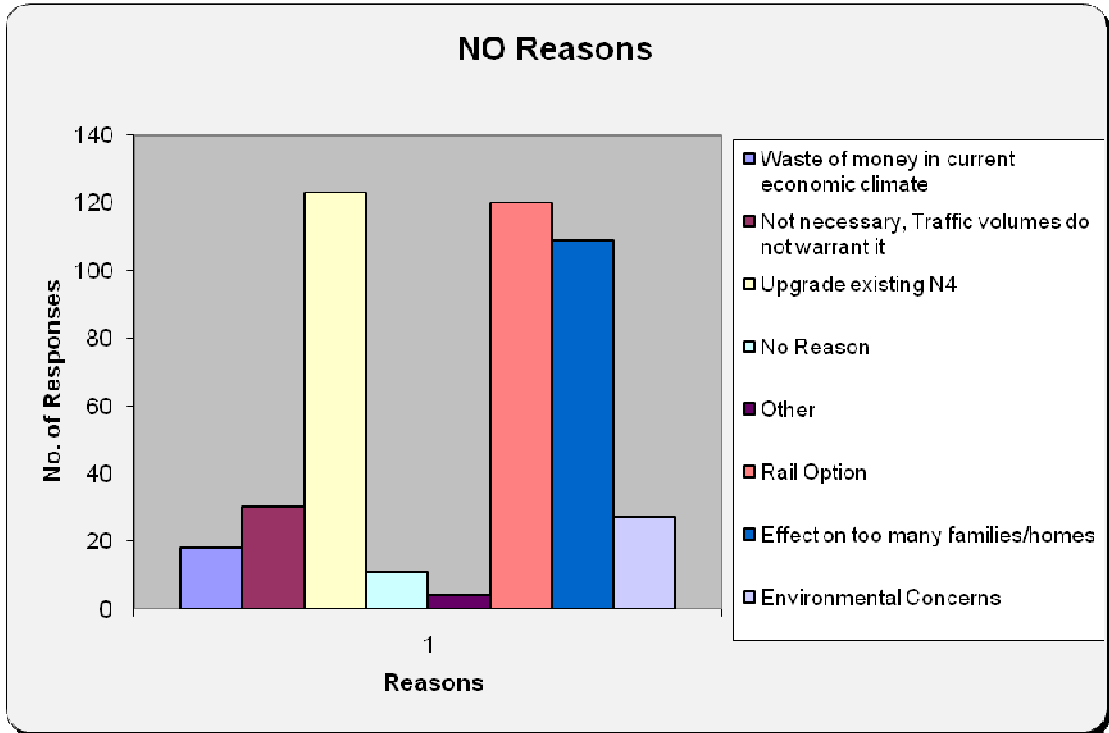


Chart 3.1-5: Responses to Question 1 (Reasons why answer 'No' was given)

In Question 2 of the questionnaire, respondents were asked to rank the importance of particular aspects in relation to the scheme. The ranking system was from 1 to 8, with 1 being most important and 8 being least important. Charts 3.1-6 to 3.1-13 show the results for Question 2. Each chart relates to a different aspect given under this question. In reviewing Charts 3.1-6 to 3.1-13 collectively, it can be seen that the majority of the respondents consider 'improving traffic conditions' and 'improving road safety' to be of low importance. 'Effect on Agriculture' was considered to be of more importance than the latter two, however was ranked quite low on the scale of importance with predominant ranking of '6'. 'Effect on Flora and Fauna' and 'Impact on commerce or industry' was categorised as aspects of intermediate importance with predominant rankings of '4' and '5' respectively. 'Impact on the community near the corridors' is viewed by many of the respondents as the aspect of greatest importance. 'Effect on Archaeological and Historical sites' and 'Impact on landscape' are ranked as being the next two most important aspects.

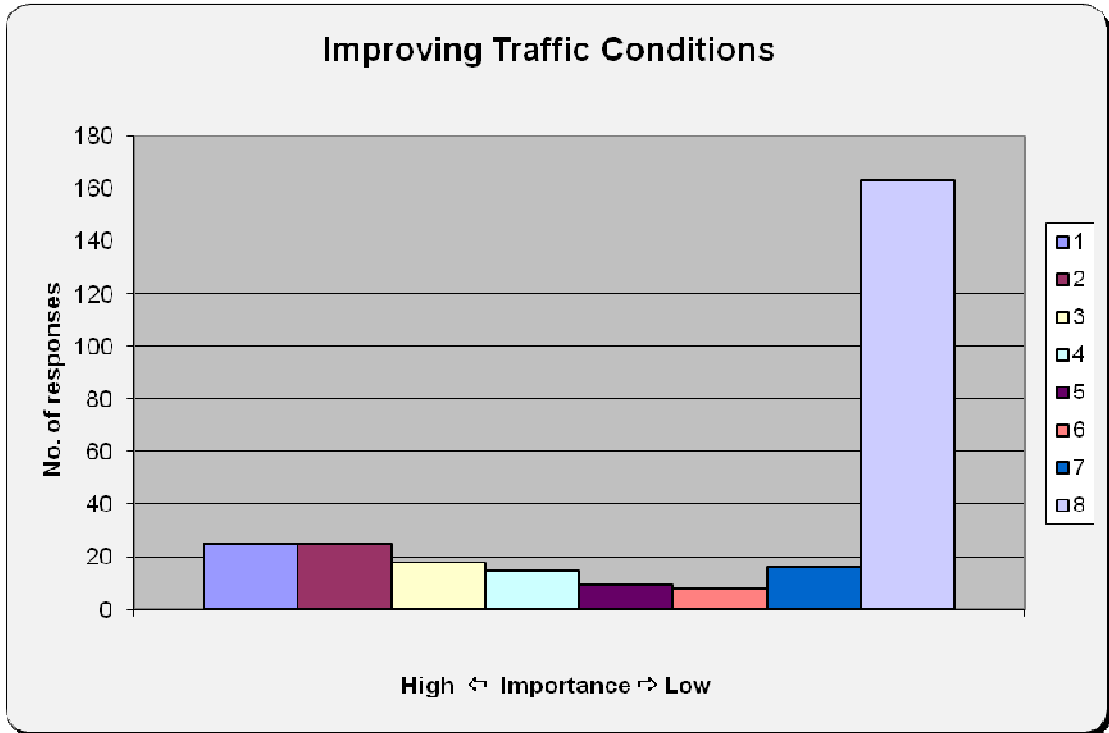


Chart 3.1-6: Question 2, Ranking of Aspect 'Improving Traffic Conditions'

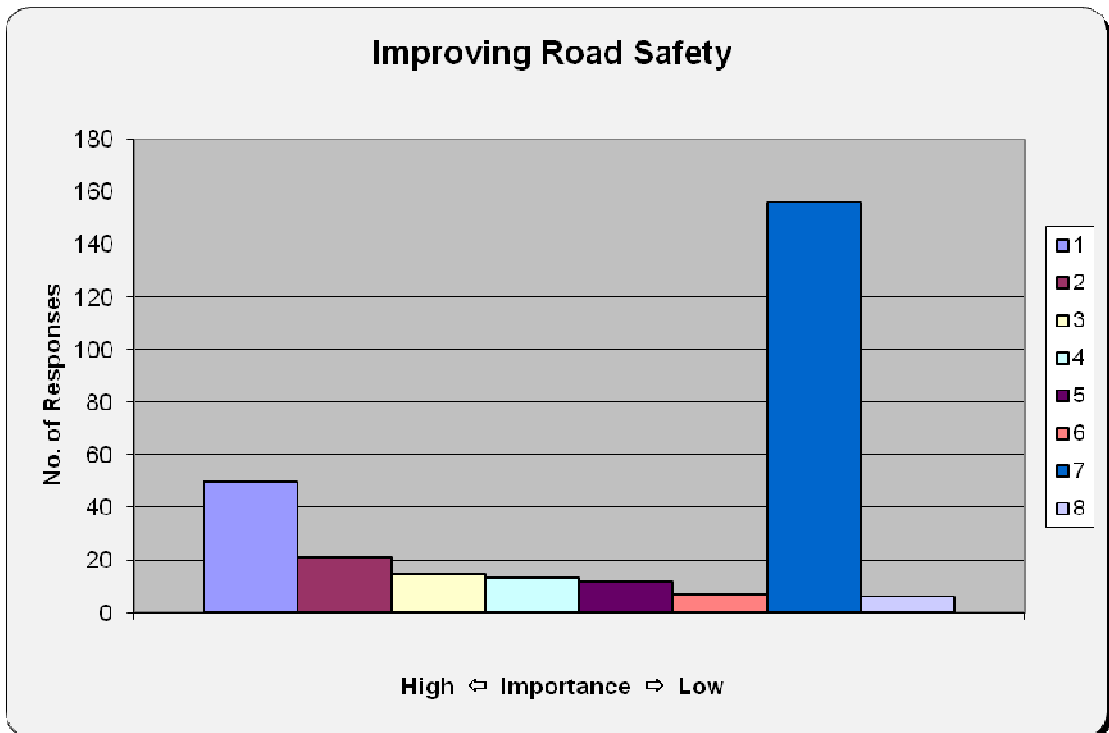


Chart 3.1-7: Question 2, Ranking of Aspect 'Improving Road Safety'

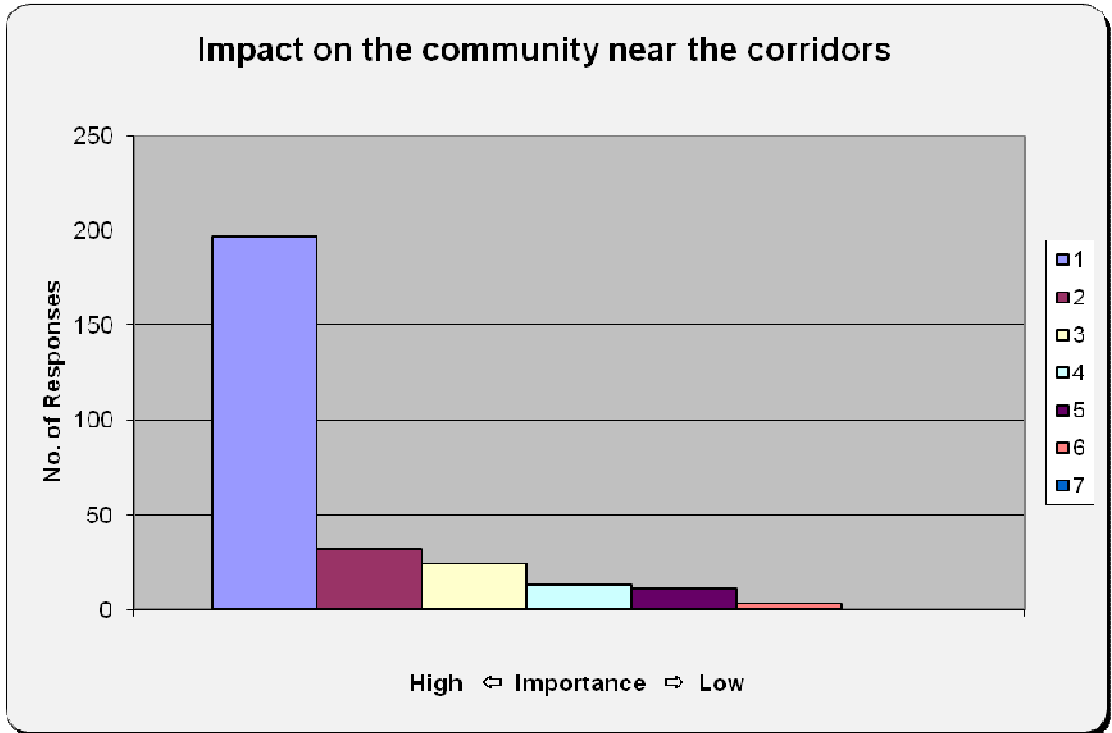


Chart 3.1-8: Question 2, Ranking of Aspect 'Impact on the communities near the corridors'

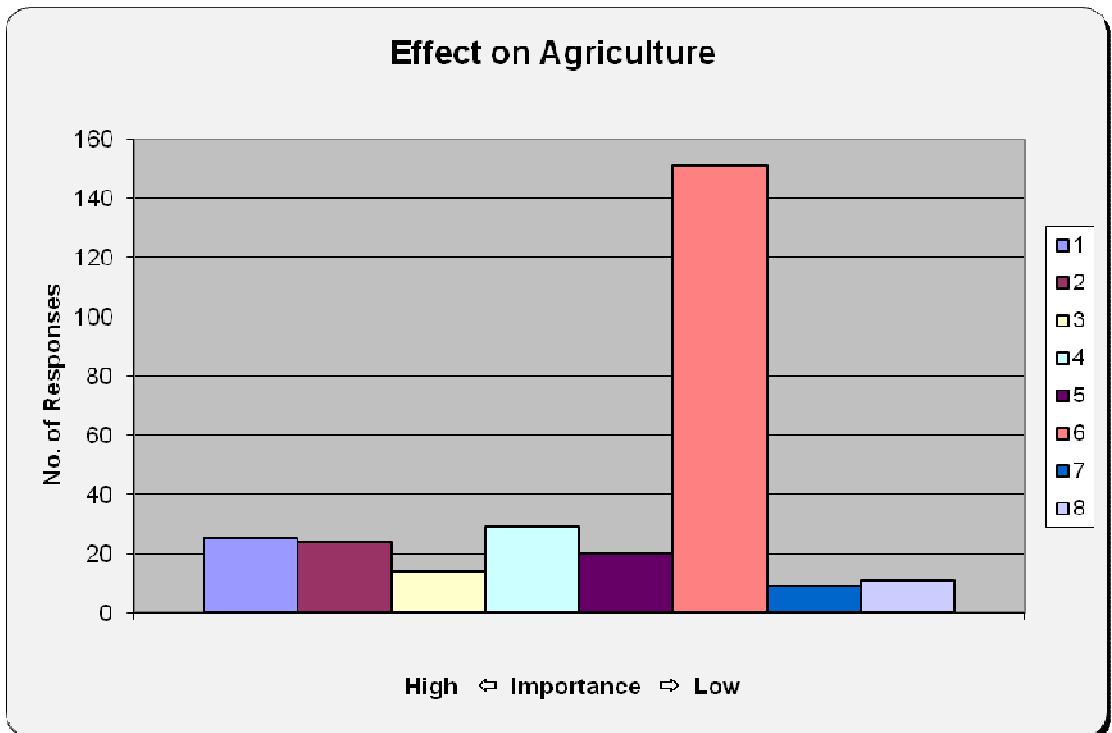


Chart 3.1-9: Question 2, Ranking of Aspect 'Effect on Agriculture'

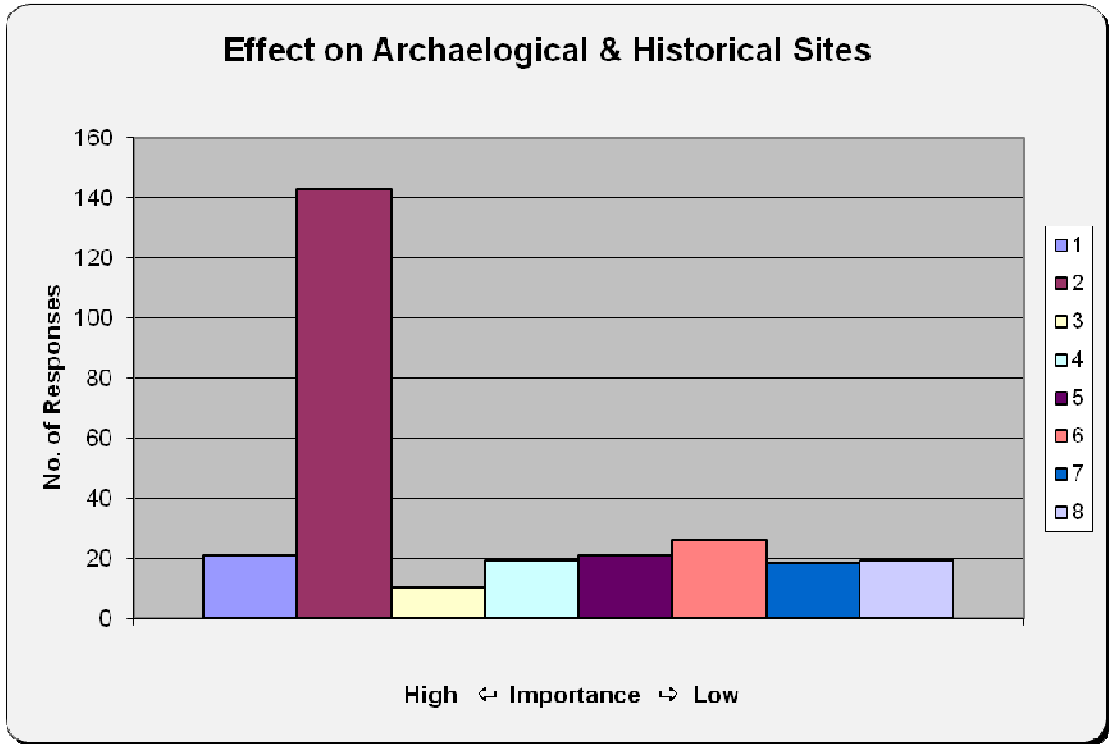


Chart 3.1-10: Question 2, Ranking of Aspect 'Effect on Archaeological & Historical Sites'

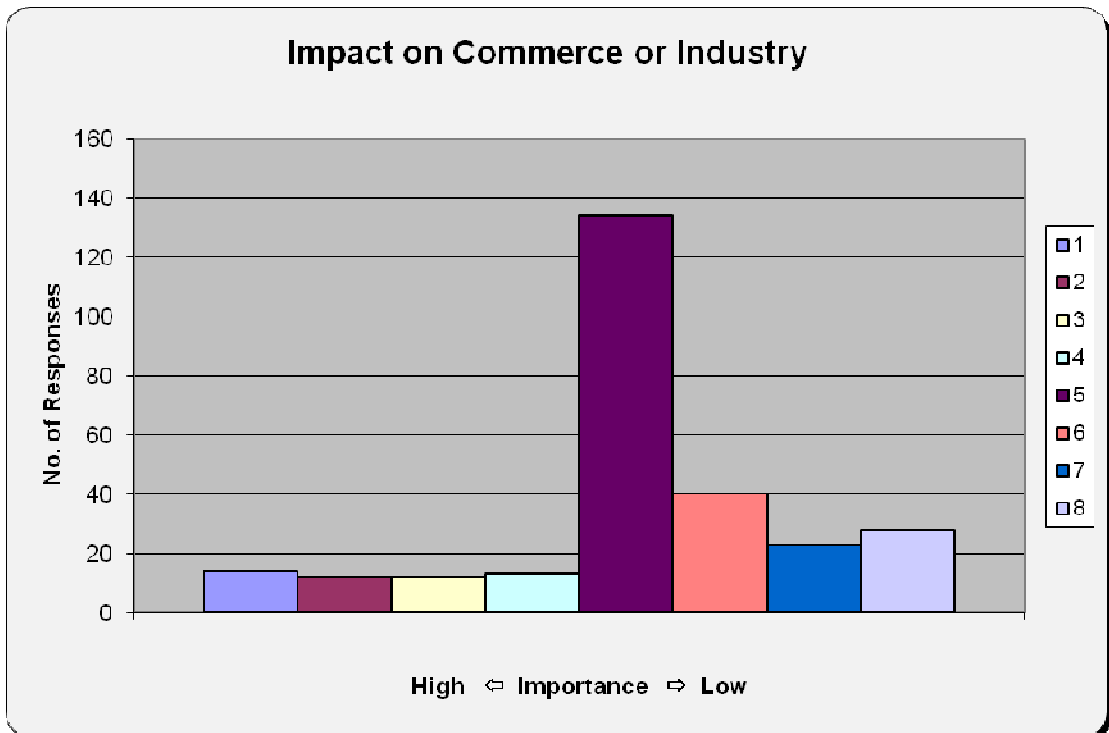


Chart 3.1-11: Question 2, Ranking of Aspect 'Impact on Commerce or Industry'

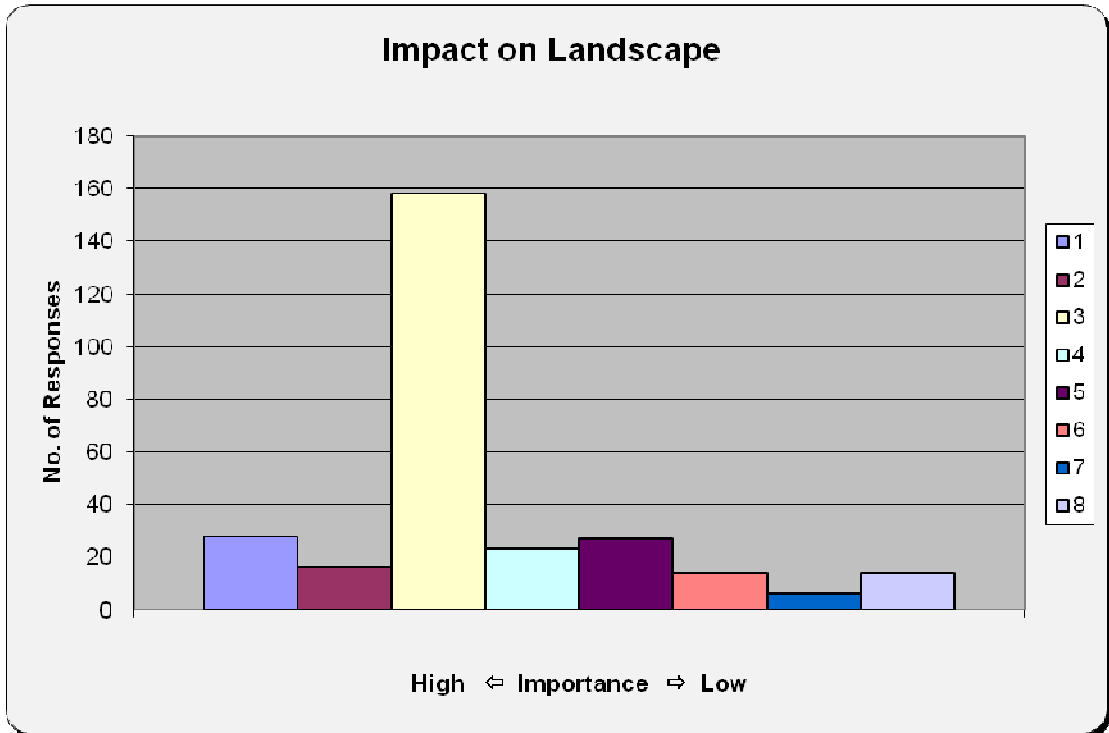


Chart 3.1-12: Question 2, Ranking of Aspect 'Impact on Landscape'

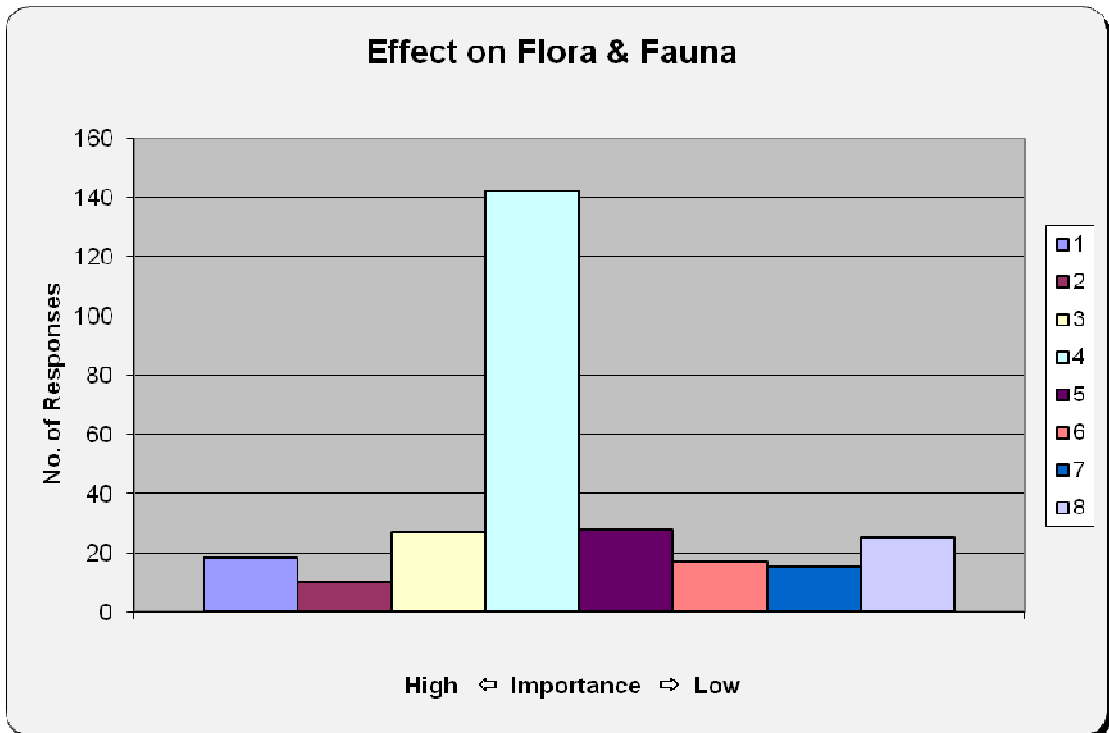


Chart 3.1-13: Question 2, Ranking of Aspect 'Effect on Flora and Fauna'

Charts 3.1-14 and 3.1-15 show the response to Question 3, in terms of the percentage of respondents occupying property near particular routes. Chart 3.1-14 shows the Green Route Corridor (Option 3) has the largest number of people living near it at 30%, followed by the Red Route Corridor (Option 1) at 23% and the Orange Route Corridor (Option 2) at 19%. Chart 3.1-15 gives a description of the type of properties near the route corridors. Respondents from residential properties and farms represent the highest number of properties along the routes.

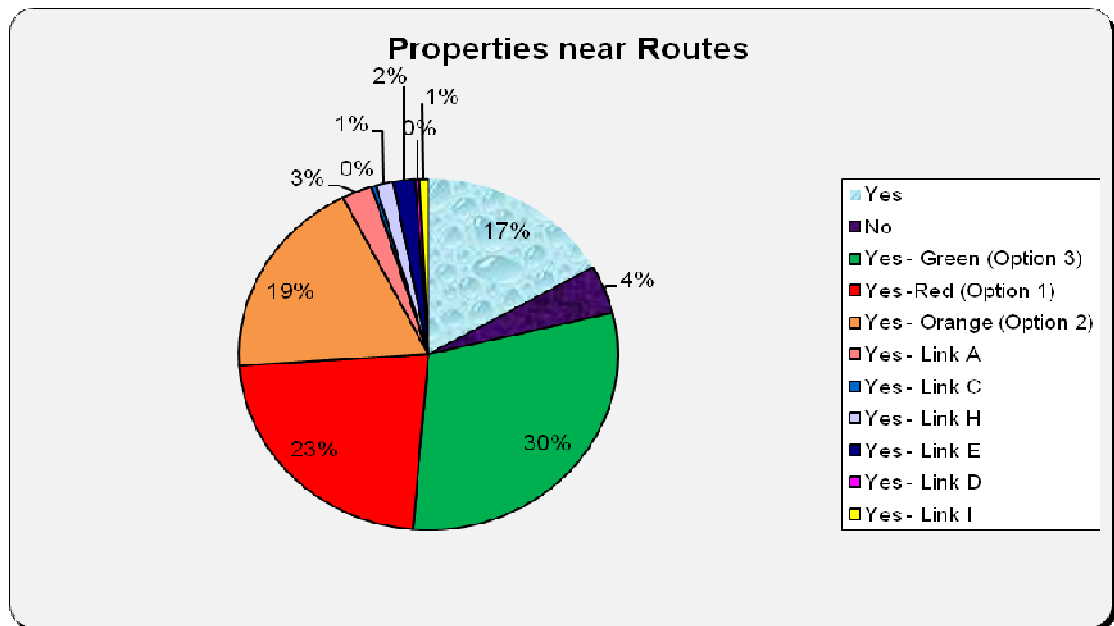
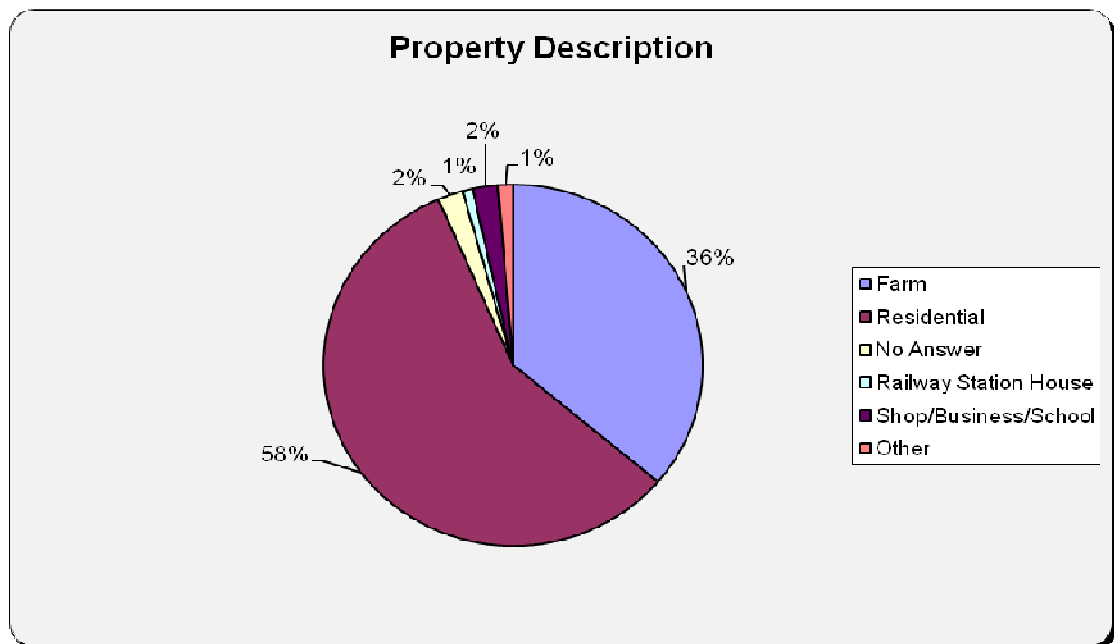
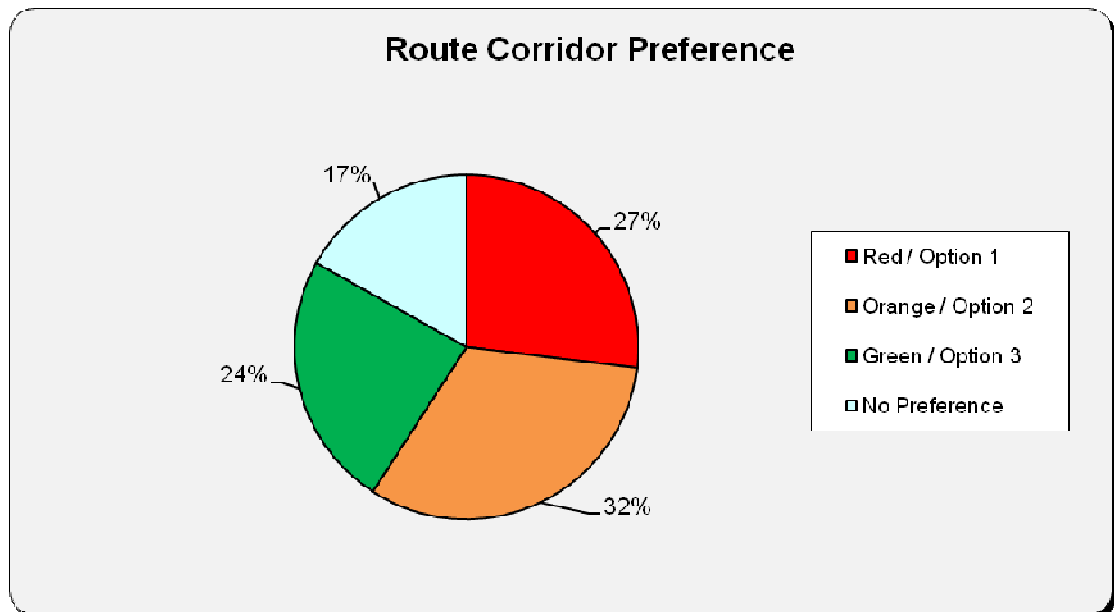


Chart 3.1-14: Response to Question 3, Respondents' Properties near Route Corridors

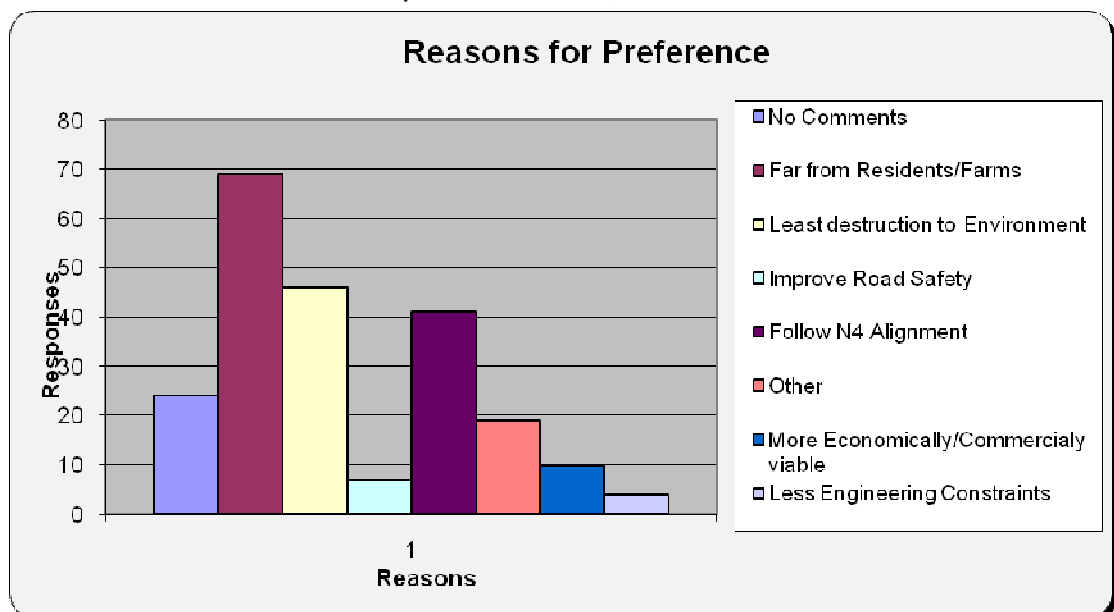


**Chart 3.1-15: Response to Question 3, Types of Properties Occupied**

In Question 4, the respondents were given the opportunity to choose the Route corridor that most closely represents the one that they prefer. Chart 3.1-16 displays their choices. The Orange route corridor (Option 2) is marginally the most popular at 32%, then the Red route corridor (Option 1) at 27%, then the Green route corridor (Option 3) at 24% and 17% of the responses were of no preference. Chart 3.1-17 shows why the respondents made particular preference choices. The most common reasons were that the respondents felt that the particular route corridor they choose would avoid coming into contact with many properties or spoil the landscape. Also upgrading the N4 many felt would avoid these problems.

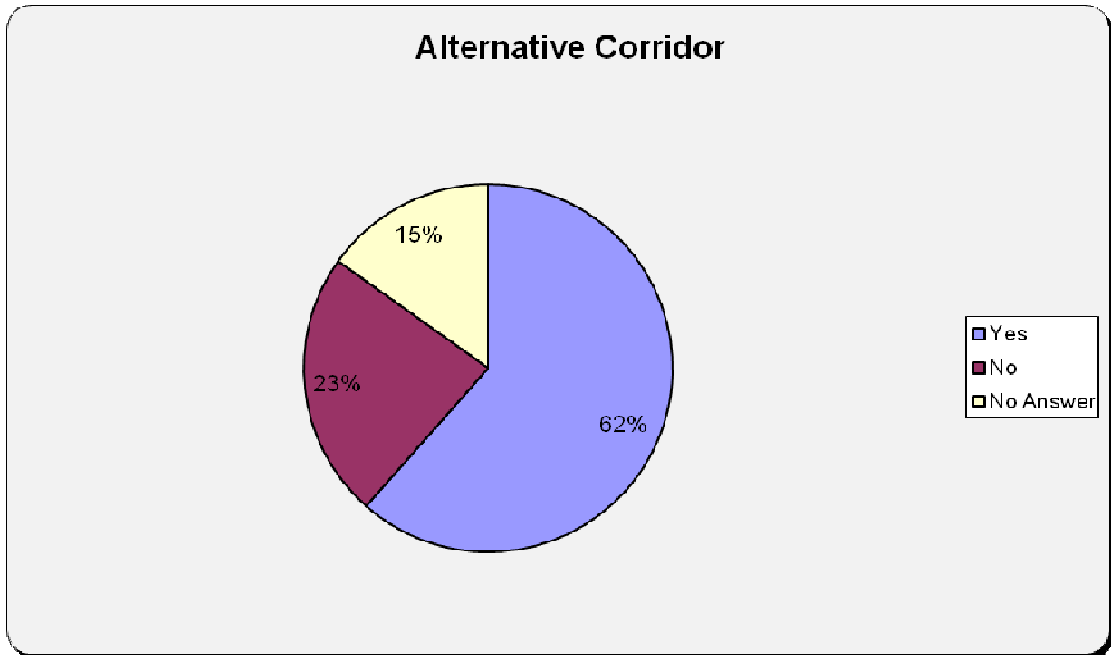


**Chart 3.1-16: Response to Question 4, Route Corridor Preference**

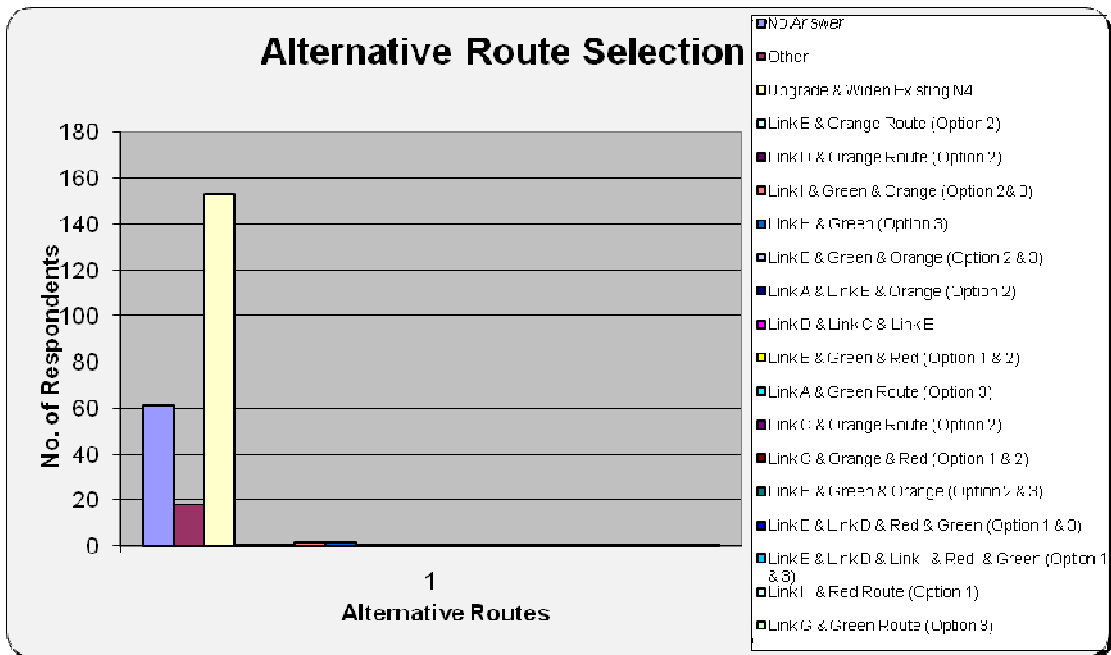


**Chart 3.1-17: Response to Question 4, Reasons for Route Corridor Preference**

In Question 5, the questionnaire asked if the respondents could suggest a preference for an alternative corridor by combining one or more parts of the three corridors with one or more of the links. Chart 3.1-18 shows the percentage of the respondents that could or could not or were indifferent to choosing an alternative corridor. Chart 3.1-19 shows the alternative corridor suggestions made.



**Chart 3.1-18: Response to Question 5: Suggested Alternative Corridors (Yes/No/No Answer)**



**Chart 3.1-19: Response to Question 5: Suggested Alternative Corridors**



Question 6 asked if the respondent was satisfied with the information provided in the Brochure and at the Exhibition. Chart 3.1-20 shows that the majority of exhibition attendees (54%) were satisfied with the information provided on the brochure and at the exhibition. 35% were not satisfied and 11% were indifferent. The reasons for dissatisfaction with the brochure are shown in Chart 3.1-21. Generally the people that responded in the negative gave various reasons including the detail provided on the maps, not enough information or answers were provided or felt that not enough notice was given prior to the exhibitions or a lack of time was given to return the questionnaire.

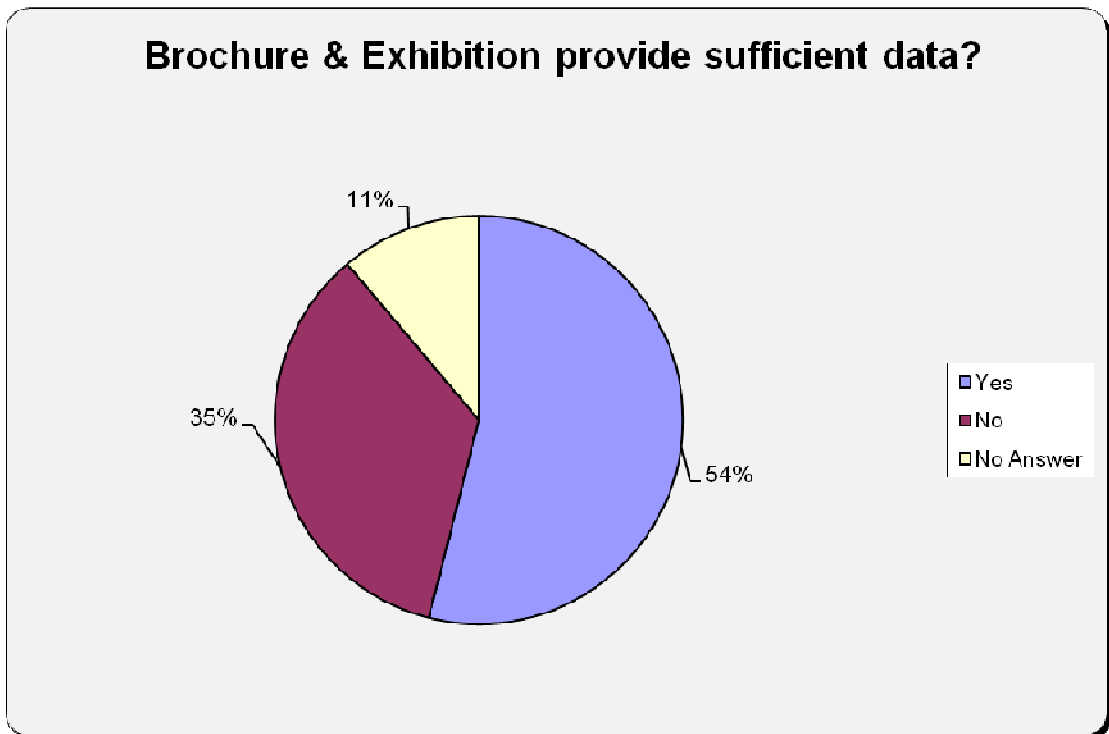
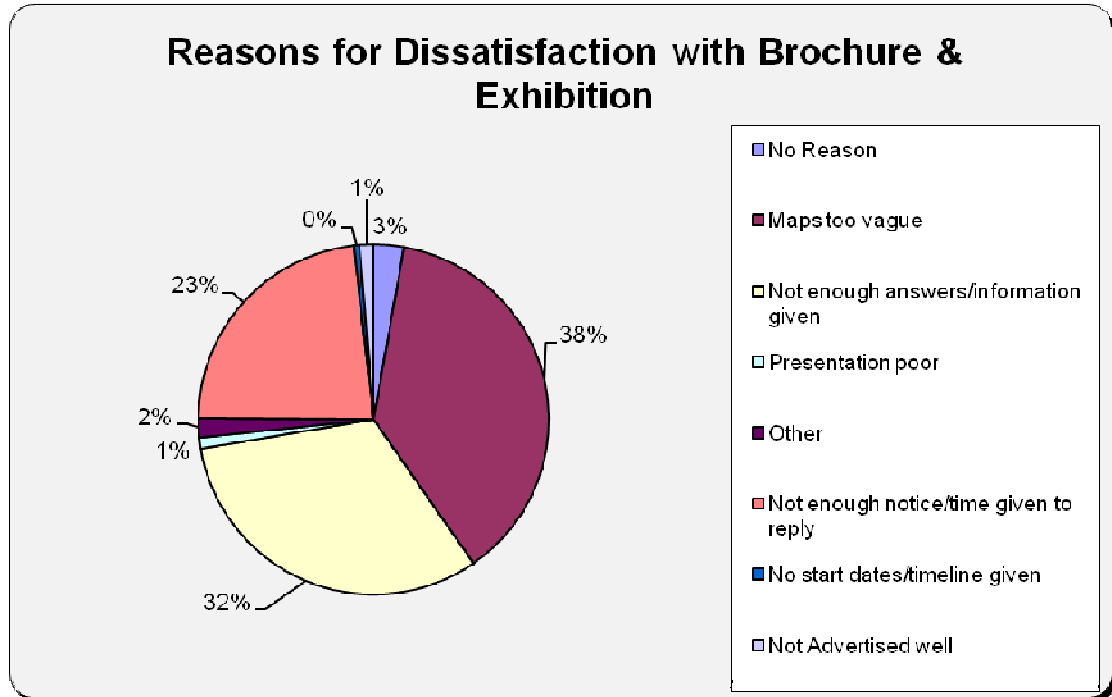
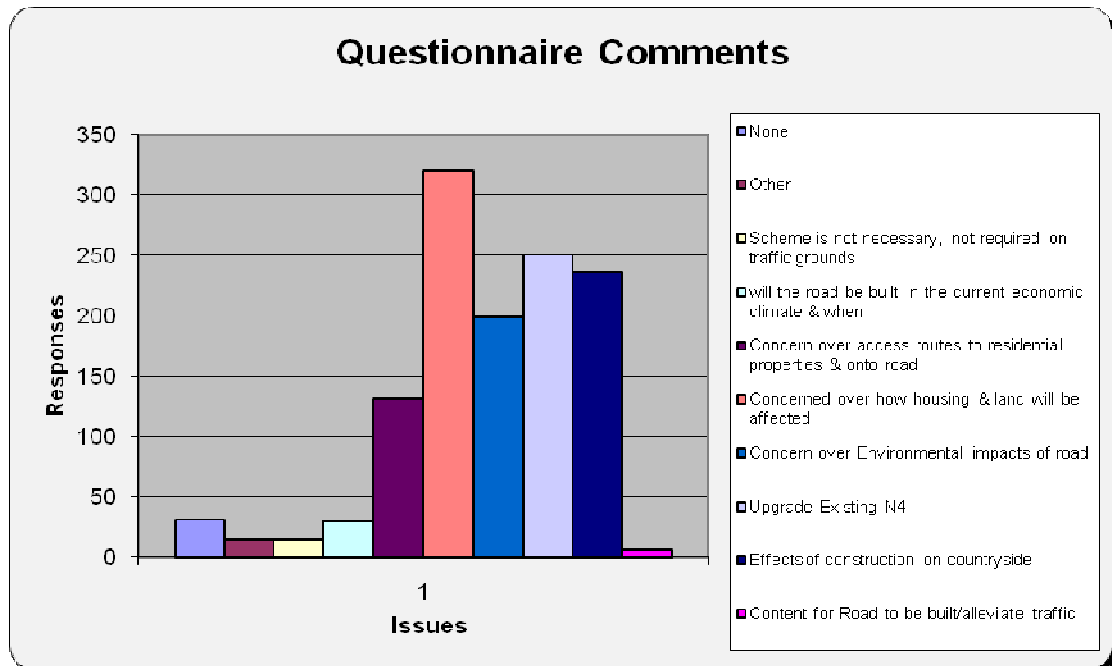


Chart 3.1-20: Response to Question 6: Satisfaction with information provided



**Chart 3.1-21: Response to Question 6, Reasons for Dissatisfaction with information provided**

Space was provided at the end of the questionnaire for any other comments from the respondents. Chart 3.1-22 shows the most common topics of the general comments that were provided. It shows the main concerns in relation to the scheme. The greatest concern is over how housing and land, access and the environment will be affected. A popular suggestion which was made was to upgrade the existing N4.



**Chart 3.1-22: Other Comments Given**

## Appendix 4 CSO Data – Population Growth and Unemployment

Population Growth by Settlement 2002-2006

Geographic Area	Persons 2002	Persons 2006	% change in population 2002-2006	Area *(ha)
051 Longford Rural (part)	3279	3694	12.7	557
051 Longford Rural (part)	1038	1359	30.9	2091
054 Newtown Forbes	847	892	5.3	2889
032 Rathowen	325	317	-2.5	1570
054 Ballinalack	490	576	17.6	1888
092 Multyfarnham	439	467	6.4	2500

## Unemployment by Settlement

Geographic Area	Occupation / Emp Status	Male	Female	Total	Unemployment %
Longford County	At work	8855	5672	14527	
	Unemployed	871	733	1604	9.94
	Total	9726	6405	16131	
051 Longford Rural	At work	1233	863	2096	
	Unemployed	164	157	321	13.28
	Total	1397	1020	2417	
054 Newtown Forbes	At work	227	172	399	
	Unemployed	16	12	28	6.56
	Total	243	184	427	
Westmeath County	At work	20739	14730	35469	
	Unemployed	1430	1174	2604	6.84
	Total	22169	15904	38073	
032 Rathowen	At work	66	44	110	
	Unemployed	13	4	17	13.39
	Total	79	48	127	
054/085 Ballinalack/Lackan	At work	133	98	231	
	Unemployed	13	9	22	8.70
	Total	146	107	253	

<b>Geographic Area</b>	<b>Occupation / Emp Status</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Unemployment %</b>
092 Multyfarnham	At work	109	79	188	
	Unemployed	5	3	8	4.08
	Total	114	82	196	
State	At work	1107234	822808	1930042	
	Unemployed	90205	59879	150084	7.22
	Total	1197439	882687	2080126	

## Appendix 5 Statutory Protection of Archaeological and Built Heritage

### Statutory Protection of Cultural Heritage

The cultural heritage in Ireland is safeguarded through national and international policy designed to secure the protection of the cultural heritage resource to the fullest possible extent (Department of Arts, Heritage, Gaeltacht and the Islands 1999, 35). This is undertaken in accordance with the provisions of the *European Convention on the Protection of the Archaeological Heritage* (Valletta Convention), ratified by Ireland in 1997.

### Archaeological Heritage

The *National Monuments Act 1930 to 2004* and relevant provisions of the *National Cultural Institutions Act 1997* are the primary means of ensuring the satisfactory protection of archaeological remains, which includes all man-made structures of whatever form or date except buildings habitually used for ecclesiastical purposes. A National Monument is described as ‘a monument or the remains of a monument the preservation of which is a matter of national importance by reason of the historical, architectural, traditional, artistic or archaeological interest attaching thereto’ (National Monuments Act 1930 Section 2).

A number of mechanisms under the National Monuments Act are applied to secure the protection of archaeological monuments. These include the Register of Historic Monuments, the Record of Monuments and Places, and the placing of Preservation Orders and Temporary Preservation Orders on endangered sites.

### Ownership and Guardianship of National Monuments

The Minister may acquire national monuments by agreement or by compulsory order. The state or local authority may assume guardianship of any national monument (other than dwellings). The owners of national monuments (other than dwellings) may also appoint the Minister or the local authority as guardian of that monument if the state or local authority agrees. Once the site is in ownership or

guardianship of the state, it may not be interfered with without the written consent of the Minister.

## Register of Historic Monuments

Section 5 of the 1987 Act requires the Minister to establish and maintain a Register of Historic Monuments. Historic monuments and archaeological areas present on the register are afforded statutory protection under the 1987 Act. Any interference with sites recorded on the register is illegal without the permission of the Minister. Two months notice in writing is required prior to any work being undertaken on or in the vicinity of a registered monument. The register also includes sites under Preservation Orders and Temporary Preservation Orders. All registered monuments are included in the Record of Monuments and Places.

## Preservation Orders and Temporary Preservation Orders

Sites deemed to be in danger of injury or destruction can be allocated Preservation Orders under the 1930 Act. Preservation Orders make any interference with the site illegal. Temporary Preservation Orders can be attached under the 1954 Act. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation must be reviewed. Work may only be undertaken on or in the vicinity of sites under Preservation Orders with the written consent, and at the discretion, of the Minister.

## Record of Monuments and Places

Section 12(1) of the 1994 Act requires the Minister for Arts, Heritage, Gaeltacht and the Islands (now the Minister for the Environment, Heritage and Local Government) to establish and maintain a record of monuments and places where the Minister believes that such monuments exist. The record comprises a list of monuments and relevant places and a map/s showing each monument and relevant place in respect of each county in the state. All sites recorded on the Record of Monuments and Places receive statutory protection under the National Monuments Act 1994.

The RMP archaeological constraint areas are indicated on the reduced six inch scale RMP paper maps, and these constraints areas hypothetically cover the entirety of the site extents of each recorded site. The dimensions of RMP constraints areas vary on a site by site basis and these areas are deemed to have archaeological potential by the National Monuments Service of the Department of the Environment, Heritage and Local Government (DoEHLG). All sites listed by the RMP are afforded statutory protection under the National Monuments Legislation (1930-2004).

Section 12(3) of the 1994 Act provides that 'where the owner or occupier (other than the Minister for Arts, Heritage, Gaeltacht and the Islands) of a monument or place included in the Record, or any other person, proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such a monument or place, he or she shall give notice in writing to the Minister of Arts, Heritage, Gaeltacht and the Islands to carry out work and shall not, except in the case of urgent necessity and with the consent of the Minister, commence the work until two months after the giving of notice'.

Under the National Monuments (Amendment) Act 2004, anyone who demolishes or in any way interferes with a recorded site is liable to a fine not exceeding €3,000 or imprisonment for up to 6 months. On summary conviction and on conviction of indictment, a fine not exceeding €10,000 or imprisonment for up to 5 years is the penalty. In addition they are liable for costs for the repair of the damage caused.

In addition to this, under the *European Communities (Environmental Impact Assessment) Regulations 1989*, Environmental Impact Statements (EIS) are required for various classes and sizes of development project to assess the impact the proposed development will have on the existing environment, which includes the cultural, archaeological and built heritage resources. These document's recommendations are typically incorporated into the conditions under which the proposed development must proceed, and thus offer an additional layer of protection for monuments which have not been listed on the RMP.





## Appendix 6 Topographical Files within environs of Route Corridor Options

### Recorded stray finds discovered within Route Corridor Option 1

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon
<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.
<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.

<b>Museum No:</b>	NMI 1943:13
<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1956:1-7
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh

<b>Find:</b>	3 Tin Torcs, 4 pebbles
<b>Find place:</b>	Bog find, Kilsallagh
<b>Description:</b>	Three pure tin torcs dating to Bronze Age. Square rods, twisted into neck torcs, found as straightened rods.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record only
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Dagger
<b>Find place:</b>	Bog find
<b>Description:</b>	Bronze Dagger in good condition with a well developed patina. Harbison type Corkey. Edge of blade slightly damaged in places. Four slightly round headed rivets in place. Two notches at top of butt. Impression of handle visible on both surfaces. Rivets vary in length from 11.79mm to 13.34mm. Diameters vary from 7.89-9.87mm. Section through blade is flat. Edges are bevelled. T. of blade varies from 1.2mm at tip of blade to 2.5mm between lower rivets. Max. L. 27.32cm, Max W. 5.18cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record Only
<b>Townland:</b>	Kilsallagh & Rathowen
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Wooden Vessel
<b>Find place:</b>	Bog find. Rathowen Bog.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:60
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Iron Bell
<b>Find place:</b>	Found Beside Mound and edge of river bed at Joanstown
<b>Description:</b>	Iron hand bell, surfaces are heavily corroded. The mouth is quadrangle and the faces are convex. Slight thickening of the walls noted around the mouth. H 23cm, Dimensions at mouth 18 by 10cm.
<b>Reference:</b>	NMI Topographical Files

## Recorded stray finds discovered within Route Corridor Option 2

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon
<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.

<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.
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<b>Museum No:</b>	NMI 1943:13
<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1956:1-7
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	3 Tin Torcs, 4 pebbles
<b>Find place:</b>	Bog find, Kilsallagh
<b>Description:</b>	Three pure tin torcs dating to Bronze Age. Square rods, twisted into neck torcs, found as straightened rods.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record only
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Dagger
<b>Find place:</b>	Bog find
<b>Description:</b>	Bronze Dagger in good condition with a well developed patina. Harbison

	type Corkey. Edge of blade slightly damaged in places. Four slightly round headed rivets in place. Two notches at top of butt. Impression of handle visible on both surfaces. Rivets vary in length from 11.79mm to 13.34mm. Diameters vary from 7.89-9.87mm. Section through blade is flat. Edges are bevelled. T. of blade varies from 1.2mm at tip of blade to 2.5mm between lower rivets. Max. L. 27.32cm, Max W. 5.18cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record Only
<b>Townland:</b>	Killsallagh & Rathowen
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Wooden Vessel
<b>Find place:</b>	Bog find. Rathowen Bog.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown

<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:60
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Joanstown



<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Iron Bell
<b>Find place:</b>	Found Beside Mound and edge of river bed at Joanstown
<b>Description:</b>	Iron hand bell, surfaces are heavily corroded. The mouth is quadrangle and the faces are convex. Slight thickening of the walls noted around the mouth. H 23cm, Dimensions at mouth 18 by 10cm.
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:137
<b>OS Sheet</b>	Westmeath Sheet 011
<b>Townland:</b>	Clanhugh Demesne
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Find:</b>	Medieval brass basin
<b>Find place:</b>	Lough Owel
<b>Description:</b>	Copper basin found in marl on foreshore of Lough Owel
<b>Reference:</b>	NMI Topographical Files

### Recorded stray finds discovered within Route Corridor Option 3

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon
<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.
<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.

<b>Museum No:</b>	NMI 1943:13
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<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1980:117
<b>OS Sheet</b>	Sheet 020 Longford
<b>Townland:</b>	Cam
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Sword, Leaf Shaped blade
<b>Find place:</b>	Bog find 1970
<b>Description:</b>	Complete Bronze sword. The surface and edges are badly scratched especially near the tip of the blade and around the butt. Eogan Class V? Elongated leaf-shaped blade with concave bords. There are four small rivet holes in the butt. The tang is flangeless and has a central rit running upwards for the butt. No surviving rivet holes in the tang.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File

<b>Reference:</b>	NMI Topographical Files
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<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File

<b>Reference:</b>	NMI Topographical Files
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<b>Museum No:</b>	NMI 1965:57
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Ballyharney (River Inny)
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Find:</b>	Bronze Flanged Hilted Sword
<b>Find place:</b>	River Inny
<b>Description:</b>	Bronze, flanged hilted sword. Long, leaf-shaped blade with rhomboid cross section, rounded shoulders and deep flanges on the fishtail ended hafting plate. The blade is in excellent condition but at one point, roughly in the centre at the shoulders, a small piece of metal has been cut, presumably to fill an ancient casting flaw. From the shoulders to near the point, two grooves run parallel to the cutting edges, one on each side of the ?. There is a gap on one cutting edge. In each shoulder, there are thin rivets of circular cross section. It appears that the hafting plate was never finished after removal of the mould. The edges of the flanges are rough and the longitudinal slot in the hilt has not been cleaned of irregular accretions of metal. (L., 76cm, max. W of blade, 4.2cm, W. at shoulders, 6.1cm, max. of blade, 7mm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1966:4
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Ballyharney (River Inny)
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Find:</b>	Iron Knife
<b>Find place:</b>	River Inny riverbed
<b>Description:</b>	Triangular blade, worn and corroded along the cutting edge. Back almost straight. Section of blade is triangular. Where tang of rectangular cross section meets blade, there are two shoulders at right angles to the

	long axis of the blade. Tang measures from butt of blade to its point, overall L. 11.4cm, L. of tang 4cm, W and T of tang, max 7mm and 4mm respectively, max T.of blade, 4mm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1966:3
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Ballyharney (River Inny)
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Find:</b>	Iron Spearhead
<b>Find place:</b>	River Inny riverbed
<b>Description:</b>	Short slender iron spearhead, tip missing. End of socket defective. Lozenge shaped cross section, socketed circular in section. Specimen corroded. Blade an elongated rhomboid in shape. Overall L. 25.3cm, max W. of blade 1.6cm, max T. of blade 5mm ext of mouth of socket 1.1cm, L of socket, c. 7cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	1993:10
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Ballyharney
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Find:</b>	Stone quern
<b>Find place:</b>	Ditch at Ballyharney
<b>Description:</b>	Cross inscribed stone quern
<b>Reference:</b>	NMI Topographical Files

## Recorded stray finds discovered within Route Corridor Option 4

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon
<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.
<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.

<b>Museum No:</b>	NMI 1943:13
<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1956:1-7
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	3 Tin Torcs, 4 pebbles
<b>Find place:</b>	Bog find, Kilsallagh
<b>Description:</b>	Three pure tin torcs dating to Bronze Age. Square rods, twisted into neck torcs, found as straightened rods.

<b>Reference:</b>	NMI topographical files
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<b>Museum No:</b>	Record only
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Dagger
<b>Find place:</b>	Bog find
<b>Description:</b>	Bronze Dagger in good condition with a well developed patina. Harbison type Corkey. Edge of blade slightly damaged in places. Four slightly round headed rivets in place. Two notches at top of butt. Impression of handle visible on both surfaces. Rivets vary in length from 11.79mm to 13.34mm. Diameters vary from 7.89-9.87mm. Section through blade is flat. Edges are bevelled. T. of blade varies from 1.2mm at tip of blade to 2.5mm between lower rivets. Max. L. 27.32cm, Max W. 5.18cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record Only
<b>Townland:</b>	Kilsallagh & Rathowen
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Wooden Vessel
<b>Find place:</b>	Bog find. Rathowen Bog.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown

<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan



<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:60
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Iron Bell
<b>Find place:</b>	Found Beside Mound and edge of river bed at Joanstown
<b>Description:</b>	Iron hand bell, surfaces are heavily corroded. The mouth is quadrangle and the faces are convex. Slight thickening of the walls noted around the mouth. H 23cm, Dimensions at mouth 18 by 10cm.
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:137
<b>OS Sheet</b>	Westmeath Sheet 011
<b>Townland:</b>	Clanhugh Demesne
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Find:</b>	Medieval brass basin
<b>Find place:</b>	Lough Owel
<b>Description:</b>	Copper basin found in marl on foreshore of Lough Owel
<b>Reference:</b>	NMI Topographical Files

## Recorded stray finds discovered within Route Corridor Option 5

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon
<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.
<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.

<b>Museum No:</b>	NMI 1943:13
<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1921:001
<b>Townland:</b>	Aghareagh
<b>OS Sheet</b>	Sheet 013 Longford
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Hammer/Axe
<b>Find place:</b>	Aghareagh
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1937:2571
<b>Townland:</b>	Cloonahard
<b>OS Sheet</b>	Sheet 014 Longford
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Palstave
<b>Find place:</b>	Cloonahard
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1956:1-7
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	3 Tin Torcs, 4 pebbles
<b>Find place:</b>	Bog find, Kilsallagh
<b>Description:</b>	Three pure tin torcs dating to Bronze Age. Square rods, twisted into neck torcs, found as straightened rods.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record only
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Dagger
<b>Find place:</b>	Bog find
<b>Description:</b>	Bronze Dagger in good condition with a well developed patina. Harbison type Corkey. Edge of blade slightly damaged in places. Four slightly round headed rivets in place. Two notches at top of butt. Impression of

	handle visible on both surfaces. Rivets vary in length from 11.79mm to 13.34mm. Diameters vary from 7.89-9.87mm. Section through blade is flat. Edges are bevelled. T. of blade varies from 1.2mm at tip of blade to 2.5mm between lower rivets. Max. L. 27.32cm, Max W. 5.18cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record Only
<b>Townland:</b>	Killsallagh & Rathowen
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Wooden Vessel
<b>Find place:</b>	Bog find. Rathowen Bog.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish

<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:60
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish

<b>Find:</b>	Iron Bell
<b>Find place:</b>	Found Beside Mound and edge of river bed at Joanstown
<b>Description:</b>	Iron hand bell, surfaces are heavily corroded. The mouth is quadrangle and the faces are convex. Slight thickening of the walls noted around the mouth. H 23cm, Dimensions at mouth 18 by 10cm.
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1993:10
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Ballyharney
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Find:</b>	Stone quern
<b>Find place:</b>	Ditch at Ballyharney
<b>Description:</b>	Cross inscribed stone quern
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1987:137
<b>OS Sheet</b>	Westmeath Sheet 011
<b>Townland:</b>	Clanhugh Demesne
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Find:</b>	Medieval brass basin
<b>Find place:</b>	Lough Owel
<b>Description:</b>	Copper basin found in marl on foreshore of Lough Owel
<b>Reference:</b>	NMI Topographical Files

### Recorded Stray Finds discovered within Route Corridor 6

<b>Museum No:</b>	NMI N/A
<b>Townland:</b>	Edercloon

<b>OS Sheet</b>	Sheet 004 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Stone Axehead with wooden haft (alder) preserved
<b>Find place:</b>	Bog find, Edercloon.
<b>Description:</b>	Found at a depth of 2.4m in bog south of Roosky in Edercloon townland.
<b>Reference:</b>	NMI topographical files; Waddell 1998, 45-46.

<b>Museum No:</b>	NMI 1943:13
<b>Townland:</b>	Cloonart South
<b>OS Sheet</b>	Sheet 008 Longford
<b>Parish:</b>	Mohill
<b>Barony:</b>	Longford
<b>Find:</b>	Bronze Spearhead
<b>Find place:</b>	Bog find, Cloonart Bog, Newtown Forbes.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI 1956:1-7
<b>Townland:</b>	Kilsallagh
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	3 Tin Torcs, 4 pebbles
<b>Find place:</b>	Bog find, Kilsallagh
<b>Description:</b>	Three pure tin torcs dating to Bronze Age. Square rods, twisted into neck torcs, found as straightened rods.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record only
<b>Townland:</b>	Kilsallagh

<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Bronze Dagger
<b>Find place:</b>	Bog find
<b>Description:</b>	Bronze Dagger in good condition with a well developed patina. Harbison type Corkey. Edge of blade slightly damaged in places. Four slightly round headed rivets in place. Two notches at top of butt. Impression of handle visible on both surfaces. Rivets vary in length from 11.79mm to 13.34mm. Diameters vary from 7.89-9.87mm. Section through blade is flat. Edges are bevelled. T. of blade varies from 1.2mm at tip of blade to 2.5mm between lower rivets. Max. L. 27.32cm, Max W. 5.18cm.
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	Record Only
<b>Townland:</b>	Killsallagh & Rathowen
<b>OS Sheet</b>	20
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Find:</b>	Wooden Vessel
<b>Find place:</b>	Bog find. Rathowen Bog.
<b>Description:</b>	None given
<b>Reference:</b>	NMI topographical files

<b>Museum No:</b>	NMI Record Only
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone Axehead/Stone tool
<b>Find place:</b>	Found in back garden of house at Windtown
<b>Description:</b>	None on File



<b>Reference:</b>	NMI Topographical Files
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<b>Museum No:</b>	1928:835
<b>OS Sheet</b>	Westmeath Sheets 005 and 006
<b>Townland:</b>	Windtown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Broken Stone Axehead
<b>Find place:</b>	Windtown
<b>Description:</b>	None on File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1928:836
<b>OS Sheet</b>	Westmeath Sheet 006
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Stone axe of silicified shale or slate
<b>Find place:</b>	Found in a ploughed field at Rathowen
<b>Description:</b>	None On File
<b>Reference:</b>	NMI Topographical Files

<b>Museum No:</b>	1956:228
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Corrydonnellan
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Find:</b>	Wooden Vessel (fragmentary)
<b>Find place:</b>	Bog at Corrydonnellan
<b>Description:</b>	None on File

<b>Reference:</b>	NMI Topographical Files
<b>Museum No:</b>	1987:60
<b>OS Sheets</b>	Westmeath Sheet 006
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Find:</b>	Iron Bell
<b>Find place:</b>	Found Beside Mound and edge of river bed at Joanstown
<b>Description:</b>	Iron hand bell, surfaces are heavily corroded. The mouth is quadrangle and the faces are convex. Slight thickening of the walls noted around the mouth. H 23cm, Dimensions at mouth 18 by 10cm.
<b>Reference:</b>	NMI Topographical Files

## Appendix 7 Archaeological Heritage Sites within environs of Route Corridor Options

All measurements in respect of recorded archaeological monuments are taken from the edge of a 40m wide road landtake (based on the centreline shown in Figure 4.6.2-4.6.9) to the RMP archaeological constraint area of monument. However, if any proposed route should impact on an RMP archaeological constraint area, the measurement is made from the edge of the 40m wide landtake to the upstanding remains where extant. In respect of any proposed route impacting upon an RMP constraint area where no above ground remains exist, the measurement will be made to the centre of the archaeological constraint area.

<b>Recorded Archaeological Heritage (AH Sites) Route Corridor Option 1</b>	
<b>Route Corridor:</b>	Route Corridor Option 1
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	6m SW
<b>Classification:</b>	Earthwork
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor:</b>	Route Corridor Option 1
<b>AH No. :</b>	<b>AH 2</b>
<b>RMP No.:</b>	LF008-007
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	237m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	210820/280980
<b>Description:</b>	A small, almost circular slightly uneven area with a general slope from N to S. bounded by a slight embankment with possible bank on its upper edge. There are slight suggestions of a fosse from SSE-S-W and modern field banks and ditches at the foot of the embankment from W-N-E-ESE. A very slight depression in the embankment on the S may represent the entrance but this is no more than a hint. No visible trace of a causeway. The embankment was partly removed from W-NW-N possibly to make a cart track to the gap in the field fence on the N. Situated on a slight S slope surrounded by gently undulating land of average to good pasture. Extensive news of surrounding country. Top W of the entrance –depression 0.05- 0.8m, bottom W of entrance =2m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	No visible surface traces remain
<b>Type of Impact</b>	Indirect

<b>Route Corridor:</b>	Route Corridor Option 1
<b>AH No. :</b>	<b>AH 4</b>
<b>RMP No.:</b>	LF008-016
<b>Townland:</b>	Carrickmoyragh

<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	107m SW
<b>Classification:</b>	Ringfort
<b>NGR:</b>	211230/280680
<b>Description:</b>	An almost circular, smooth enclosure with a general slight slope from NE-SW bounded by an earthen bank and a wide steep flat bottomed partly waterlogged fosse. The fosse is quite deep and steep on the NE side of the site. A gap in the SSW may represent the entrance. No visible trace of a causeway. The site is densely overgrown. Full inspection not possible. Top width of gap 5m, bottom width of gap 2.20m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Substantial upstanding remains of circular enclosure incorporated into field boundary. Covered in dense vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 5</b>
<b>RMP No.:</b>	LF008-019
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	18m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	212130/279590
<b>Description:</b>	A sub-circular area with a very slight general slope from NW to SE. Bounded by a low smooth embankment. No definite trace of a bank on its upper edge. No visible trace of a fosse. A large portion of the embankment has been completely levelled on the SE. The entrance may

	have been there. The site is crossed NE-SW by old cultivation ridges and it is likely that the earthworks were lowered when making them. Sited on the SE side of the top of a gentle but prominent rise, surrounded by gently undulating land of average pasture.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Ploughed out/Very denuded monument. Slight upstanding remains perceptible as raised platform c. 0.2m - 0.4m. No trace of fosse or embankment on upper edge. Embankment levelled to SE, visible as raised platform on rise in land sloping to NE/N
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 6</b>
<b>RMP No.:</b>	LF008-020
<b>Townland:</b>	Lamagh
<b>Parish:</b>	Lismoy
<b>Barony:</b>	Clongesh
<b>Distance Route Option</b>	45m WSW from centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	212560/279240
<b>Description:</b>	Very small subcircular area bounded by a low embankment with slight remains of a bank on its upper edge and with slight remains of a fosse at its foot. The site is divided in two by a very deep trench and a bank extending NE-SW. To the SW of these, the embankment is almost completely denuded away and there is no definite trace of a fosse. To the NW of the modern boundary, a slight bank and fosse are visible. No visible trace of an entrance. On relatively low-lying wet, almost level hollow. Surrounded by gently undulating land of poor to average pasture.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site</b>	Ploughed out monument. Very subtle remains apparent with raised area

<b>Inspection:</b>	(c. 0.1 -0.2m) surviving as faint circular enclosure.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 8</b>
<b>RMP No.:</b>	LF013-014
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	114m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	214460/277440
<b>Description:</b>	<p>Diameter NW-SE 36m, NE-SW 25m.</p> <p>The oval shaped platform is enclosed by a low earthen bank which is best preserved from W-N-NE. The monument is situated on the edge of a ridge which dominates the townland. There is a clear indication of an external fosse though on the E and W there is a shallow dip in the ground. The bank is absent on the S where the level of the interior and exterior surfaces are the same. The interior is free from scrub with a slight slope from SE to NW. No definite trace of original entrance, however the absence of bank at the S side may indicate its approximate position.</p>
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument survives as an oval enclosure incorporate into a field boundary to the NW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 10</b>
<b>RMP No.:</b>	LF014-001

<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	166m ENE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215240/277209
<b>Description:</b>	Area marked as 'Castle' on Down survey map 1656. Not marked on any edition of OS maps. No descriptive details on file.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 12</b>
<b>RMP No.:</b>	LF014-005
<b>Townland:</b>	Lisnamuck
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	176m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	215380/276210
<b>Description:</b>	A small sub-circular, almost oval shaped ringfort, outlined by a very low embankment with a shallow fosse outside it. On the S side there is a slight bank on the embankment. The interior of the ringfort is quite even and featureless. Earthwork is situated on poorly drained land.  Diameter NW-SE c.33m Diameter NE-SW c. 26m.
<b>Reference:</b>	RMP files, G Mc Cabe.



<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No</b>	<b>AH 13</b>
<b>RMP No.:</b>	LF014-003
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	155m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215740/276610
<b>Description:</b>	Situated on a low hillock in otherwise low-lying ground. Good pasture. Excellent views in all directions. Circular area (diam. 26.7m) enclosed from SE-S-NW by the remains of a levelled bank of earth and stone (W. 3.6m; max H. 0.2m). For the remainder of the circuit the bank has been modified and incorporated into the field boundary bank and has an external ditch. Original entrance not recognisable. The buildings marked within the enclosure on the 1914 OS edition have been removed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument, which has been destroyed subsequent to the 1975 field inspection
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 14</b>
<b>RMP No.:</b>	LF014-004
<b>Townland:</b>	Clooncoose

<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	47m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215879/276374
<b>Description:</b>	<p>Situated on a low rise in relatively level ground. Average pasture. Good views in all directions. The site is very densely overgrown with scrub rendering inspection very difficult and subsequent interpretation dodgy. This report should be regarded as preliminary findings rather than a definitive description. Raised circular area (diam. c. 51.5m) enclosed by two banks of earth and stone with external fosses. The poorly preserved inner bank barely rises above the internal area for most of the circuit. The inner fosse is wide, deep and partially waterlogged. The outer bank is low, very wide, steep sided and flat topped. It apparently survives only from ESE-S-NW. However its outline is identifiable for most of the remainder of the circuit. The outer fosse has been infilled. Its outline is identifiable only at SW. Original entrance not recognisable. H. of internal bank above internal area –0m –0.3m.</p> <p>Section at SW Inner bank – W: 5m.H, above internal area: 0.15m H above inner fosse W: 6.3m Inner fosse W: 6.3 D below outer bank: 1.3m Outer bank W.: 9.9m H above exterior fosse: 1m Outline of outer fosse W. c. 4.5m</p>
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	The monument is well preserved with the SE-S-SW-W-NW extent surviving in best state of preservation. The monument is very densely overgrown which prevents full interpretation; however two earthen banks are apparent in the SW quadrant. Overall diameter c. 50m. Small stream to S of monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 15</b>

<b>RMP No.:</b>	LF014-006
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	173m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216360/276240
<b>Description:</b>	Site is almost completely levelled. A large approximately circular area now bounded by very slight remains of a shallow fosse. The fosse is best preserved from SE to S to W. The interior is fairly smooth with a gentle slope from SE to NE. The diameter NE-SW is c. 35m and the diameter NW to SE is c. 33m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no visible surface remains of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 18</b>
<b>RMP No.:</b>	LF014-021
<b>Townland:</b>	Whiterock
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	238m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	216100/275660
<b>Description:</b>	This is an oval shaped ringfort outlined by a very low bank with a shallow fosse outside. The roadway cuts along the NE side of the monument. The interior slopes gently from NE to SW to W the diameter of the ringfort

	NW to SE is c. 43m and NE-SW is c. 32m. The ringfort is built in rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The monument survives as an oval shaped densely overgrown ringfort, with the NE extent destroyed by a local road. The ringfort is located in marshy/wet ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 20</b>
<b>RMP No.:</b>	LF014-023
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	118m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216710/275850
<b>Description:</b>	This is a fairly small circular ringfort outlined by a very low earthen bank with a shallow fosse outside. On the S side the bank has been partly levelled and fosse partly filled in. The diam of the ringfort is c. 32m E-W. There is no sign of the original entrance to the ringfort. The interior is quite even and is featureless. This earthwork is on a low rise in fairly well drained pasture land with views in all directions.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Site remains as low earthen banked enclosure in a flat well drained pasture field.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
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<b>AH No.</b>	<b>AH 21</b>
<b>RMP No.:</b>	LF014-024
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	130m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216810/275740
<b>Description:</b>	This earthwork is not marked on the OS map. The ringfort is bounded on the N & E by a low earthen bank which now forms part of the field boundary. Outside is a shallow fosse which is part of outside. The interior slopes gently from W-E and has slight remains of old cultivation ridges running E-W. The diameter of the interior N-S is c. 30m. This earthwork is on a low rise in slightly rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Levelled on E, SE, S and SW sides. On W, NW and N side the monument is incorporated into a field boundary and survives as an earthen bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 22</b>
<b>RMP No.:</b>	LF014-025
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	125m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216900/275630

<b>Description:</b>	This is a small circular ringfort outlined by a wide low bank of earth and stones with a wide deep fosse outside. Beyond the fosse there is a very low outer bank. On the E side this low bank swings out from the ringfort to enclose a small triangular berm between the fosse and the bank. This bank may have been altered in more recent times. This outer bank now forms part of a field boundary and there is a field drain beyond the outer bank on the E and S sides. The interior of the earthwork is fairly even and is featureless. The diam of the ringfort E-W is approx 22m. There is no definite trace of the original entrance. There is a narrow entrance on the E side. However this does not appear to be original.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The small circular ringfort survives among dense vegetation growth in an area of boggy/marshy ground. The monument is incorporated into a field boundary and is approximately 20m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 25</b>
<b>RMP No.:</b>	LF014-029
<b>Townland:</b>	Cooleeny/Whiterock
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	232m SW
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	216940/275000
<b>Description:</b>	This earthwork has been destroyed in the 1970's. There are slight traces of the earthen bank which surrounded the monument and very slight indicators of an outer fosse. The interior of the ringfort has sycamores growing in it. The ringfort was built in moderately drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds

<b>Site Inspection:</b>	This site is partially levelled and located to the NE of a driveway leading to a modern farm. The enclosure site is small and the surviving low banks are sub-rectangular in form.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 26</b>
<b>RMP No.:</b>	LF014-036
<b>Townland:</b>	Whiterock
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	25m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	216940/275000
<b>Description:</b>	A circular ringfort outlined by a very low earthen bank with a shallow fosse outside it. The bank has been denuded by cattle in several places. There is an entrance to the interior on the E side. On S, SE and SW the fosse has been deepened to form part of a field boundary. The interior is uneven with two low rises towards the centre, the significance of which are not apparent. Monument built on flat well drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains incorporated into field boundary
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 29</b>
<b>RMP No.:</b>	LF014-037
<b>Townland:</b>	Cartron Little

<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	50m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	217450/274940
<b>Description:</b>	This is a sub-circular ringfort, outlined by a wide, low bank of earth and stones. Beyond this there is a very wide fosse with a very wide outer bank beyond it. This outer has been disturbed and levelled where a field boundary cuts into it on the SE side. There is a second wide fosse beyond this outer bank. The inner bank of the ringfort is straight on the SE side –thus giving the interior a sub-circular “D” shape. .The earthwork is badly overgrown with vegetation. This earthwork is in fairly flat, well drained pastureland.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains of "D" shaped, sub circular ringfort, obscured by dense, mature vegetation. Wide low bank & wide outer fosse cut to SE by field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No</b>	<b>AH 35</b>
<b>RMP No.:</b>	LF014-071
<b>Townland:</b>	Lissardowlan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	318m S
<b>Classification:</b>	Deserted Medieval Settlement
<b>NGR</b>	218675/273952
<b>Description:</b>	The castle of Incheleder, built by Walter de Lacy c. 1200 may be identified with the motte and bailey (LF014-071001), (Otway-Ruthven



	<p>1968b, 414; MacNiocaill 1977, 54-6). A settlement complete with Borough status had grown up here in the 1230's when a burgage plot at Inchcleffer is mentioned in a charter (Mac Niocaill 1977, 55. These lands passed to John de Verdon and in 1284, Theobald de Verdon received a grant allowing a market and annual fair (CDI, ii, nos. 2304). The vill probably shared the vicissitudes of other urban centres held by the de Verdons in the early 14<sup>th</sup> century. The lands of Lisserdawle were mentioned in a subsequent partition in 1332 (Otway-Ruthven 1968b, 422-435). This was 16 years after the death of the last de Verdon and by this time it is more than likely that the vill and surrounding manor had been abandoned. The land was taken over in the following decades by a sept of the Uí Fergail, whose chieftain Sean built a castle (LF017-071003 here in 1377 (AFM). This was also the place of his death six years later, implying its importance to the sept. It is probable that the first O'Fergail structure was erected on the motte. The castle and surrounding lands were re-granted to William O'Farrell Bán "chief and captain of his nation" in 1587 (RDKPRI, 43, nos 5062, 5107) and in 1610, the "castle, bawne, towne and landes" of Lissardawle passed to the Nugents of Delvin (Cat. Pat. Rolls Ire. Jas. I, 145) They are last heard of in 1612 when granted to Captain Roger Atkinson (Cat. Pat. Rolls. Ire., Jas I, 214). Whatever urban development occurred here in the later middle ages did not form a foundation for an urban renaissance in the 17<sup>th</sup> or 18<sup>th</sup> centuries.</p> <p>LF014-071001 –Motte and Bailey Kenny 2006 –</p> <p>Situated on a low but prominent rise in low-lying pasture. This monument was evidently constructed before 1210 as there is a historical reference to the castle of Hindchedeler which can be equated with Lissardowlan being returned to Walter de Lacy in 1215., having been confiscated 5 years earlier (Sweetman 18 (9)75-86, Vol. 1, no. 612). In 1224, the castle of Ard Abhla was burned by Aedh O Conchobhair and the garrison, both Anglo-Norman and Irish were slaughter (ALC; A. Conn). In 1377, Seán Ó Fearghail, taoiseach of Anghaile, erected a castle (LF014-071003) at Lios aird abhla, probably on the motte (AFM; A Conn). It is likely that the motte and bailey described below were constructed</p>
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	<p>partially or either wholly upon or within a much larger, pre-existing rath (LF014-071002). The motte comprises a high, steep sided circular mound of earth and stone (H. c. 9.5m diam at base c. 36m). The summit is flat topped (dims 12.9 NE-SW; 11.2 NW-SE), A report in 1975 (SMR file) recorded the remains of a rectangular structure which is no longer visible. The motte is encircled by a fosse. From ENE-S-SW, where it separates the motte from the inner bailey, it is wide and deep (W. 11.7m; D 1.45m). Elsewhere it has been largely infilled. Bradley noted 'a piece of collapsed masonry in the ditch' of the motte (Bradley et al 1985, 32). This could be part of the remains of Seán Ó Fearghaill's castle. The inner bailey is crescentic in plan (dims c. 60m NE-SW, c. 26m NW-SE). It is enclosed by a wide, low bank of earth and stone (W. 7.6m, H 0.5m) with a very wide, very shallow external fosse (W. 13.3m, D 0.15m). At the outer lip of the fosse is a second, larger bailey. This is also crescentic in plan (dims c. 70 NE-SW c. 40m NW-SE) and is defined by a scarp (H 0.6 -1.1m). At the foot of the scarp is a fosse (W. 5.7m, D 0.8-1.2m) with a very wide, deep external fosse (W. 14.6m D3.7m) At the outer lip of the fosse is a second bank (w. 9.3m, H. 2.2m) also with an external fosse (W. 5.2m, D 0.9m) (Westropp 1902, 712, Orpen 1910 223-5, McNamee 1940c, 81, English, 1971, Bradley et al 1985-32-2). South of the motte, Bradley noted a narrow raised area running towards the modern road which he suggests may be part of an old roadway (Bradley et al 1985, 32).</p> <p>SMR File 1975 -This is a large circular motte, well preserved with fairly steep regular sides. The top is fairly regular and has a very slight trace of a rectangular building. The diam. of the top is c.13-14m. The motte is surrounded by a wide, shallow fosse. Outside the fosse to W/NW is a wide low bank with a shallow fosse beyond it. On the W/SW there is a second wide low bank beyond this. This outer bank is absent on the NW side of the motte. To the SE of the motte and beyond the fosse is a large, crescent shaped bailey. The outer edge of this bailey is bounded by a low bank se on an embankment to E, S and SW. The fosse, which encircles the motte, continues around the bailey. On NE side the low bank runs to the W and NW of the motte, continues as a high bank outside the fosse on the NE of the bailey. On the eastern side of the bailey this bank peters out. The fosses which runs outside it turns</p>
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	<p>outwards from the bailey to enclose a large crescent shaped area to the SE of the bailey. This fosse has remains of a bank on its outer and inner edge and continues around into the outer fosse on the W side of the motte.</p> <p>There is an entrance to the outer crescentic enclosure on the W, however this appears to be partly modern and there is an entrance from this enclosure to the bailey on the SE side of the bailey. This earthwork is situated on a rise in rather rushy pasture land with very wider and extensive views in all directions.</p> <p>G McCabe –A round conical hill, about forty feet high, and about five hundred feet in circumference. On the summit the motte was flat with an indentation in the middle, having a few stones bare which seemed to form part of some masonry concealed under the turf.</p> <p>LF014-071002 –Castle</p> <p>Kenny 2006 – In 1377, SOF, taoiseach of Anghaile, built a castle at Lissardowlan where he died in 1383 (AFM). This was probably constructed on top of the motte (LF014-071001; Bradley et al 1985, 32). In 1417, the castle “outside the bawn” i.e. the settlement outside the castle bawn was burned. The castle and bawn are again mentioned in the grant of Lissardowlan to Lord Delvin in 1610. Farrell (1891, 303, states that the castle survived in a tolerable state of preservation until the late 19<sup>th</sup> century (ibid). No upstanding remains survive.</p> <p>In the 1975 report, slightly visible remains of a rectangular building are described as being present on the top of the motte, and proposed as possible remains of the castle. These remains were given the number LF014-071004 and have been flagged for a site visit. The reference by Bradley et al (1985, 32) to the collapsed masonry in the ditch should be inspected also.</p> <p>G McCabe SMR File –Reference to the building of a castle by Sean O’Farrell at <i>Lios Aird Abhla</i> in 1377.</p> <p>LF014-071003 –Ringfort</p>
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	<p>Kenny 2006-the inner bailey of the motte and bailey (LF014-071001) is almost certainly fashioned from a pre-existing rath. It is crescentic in plan (c. 60m NE-SW, c. 26m NW-SE) and is enclosed by a wide, low bank of earth and stone (W. 7.6m H. 0.5m) with a very wide, very shallow, external fosse (W. 13.3m D.0.15m).</p> <p>Reference to a rath or Ringfort on a hill in Lissardowly. The author suggests that the moat and most of the ramparts now to be seen on the hill can hardly date back earlier than about the 13<sup>th</sup> century and were most likely made by Shane O Fearghail (Slain 1316) on the site of an earlier lios and in imitation of the moat of Granard which had been made by the Tuites in the 13<sup>th</sup> Century.</p> <p>LF014-071004* -Building or possibly LF014-071002 (Castle)</p> <p>In 1975, the field report of the site, slightly visible remains of a rectangular building are referred to as being present on the top of the motte. There is no detailed description of the building.</p>
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	<p>Alcock, O., 2004, Kenny, N., 2006, Walsh, P., 2006;</p> <p>Bradley, J., Urban Archaeological Survey Part IV, Longford.</p> <p>J. G., Kohl, 1844, Ireland, Scotland and England; ACASJ, 2, ID, 1945, 77, J Ard &amp; Clon. A. S, 2, 8, 1942, 5. J Ard &amp; Clon. A. S, 1, 4, 1935, 55-57 (S.F. O Cianáin).</p>
<b>Site Inspection:</b>	<p>Substantial Upstanding remains survive of motte and bailey site. There are no visible traces of the castle site though it reputedly survived till the 19<sup>th</sup> century. Traces of mortared and cut stone visible on sides of the motte, but this could relate to the mound material of the motte breaking away. Primary and secondary baileys visible, with potential for the survival of unrecorded enclosing element/ associated features. Low ridges to the NW and N of the motte and these perhaps represent post medieval cultivation ridges/lazy beds rather than medieval ridge and furrows.</p>
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 1

<b>AH No.</b>	<b>AH 41</b>
<b>RMP No.:</b>	LF014-075
<b>Townland:</b>	Corboy
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Killoe
<b>Distance Route Option</b>	181m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	220000/274220
<b>Description:</b>	A sub-circular area almost completely levelled, measuring 32m N-S by 26m E-W and outlined by a low scarp with a shallow fosse at its foot from W to N to E to SE.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no surface remains of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 44</b>
<b>RMP No.:</b>	LF014-076
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	67m NE to centre of constraint
<b>Classification:</b>	Moated Site Possible
<b>NGR</b>	220040/273970
<b>Description:</b>	A large roughly rectangular earthwork outlined by a low irregular embankment on all sides. Outside the embankment on N and E there is a field drain and bank. On the N side the field drain has been recently deepened. The monument is poorly preserved. The interior is divided

	<p>into two fairly equal parts by a low embankment, running roughly N-S. There are slight remains of a shallow fosse on the E side of the embankment. On the S side there are the slight remains of a fosse. The interior of the monument is fairly even. The W part being higher than the E part. The ground slopes gently towards the E from the centre.</p> <p>Length of earthwork NW-SE is c. 55m NE-SW is c. 85m.</p>
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	There are no visible surface remains of this moated site, save for the NW extent which is formed by a field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 48</b>
<b>RMP No.:</b>	LF014-080
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	63m SW to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	220650/273460
<b>Description:</b>	<p>Situated on a SSE facing slope. Good pasture. Good views in all directions. Raised circular area (diam. 31.6m) enclosed by a largely levelled, low bank of earth and stone. This only rises above the internal area from WSW-W-NNW. No fosse. Original entrance not recognisable. The interior is traversed by NNE-SSW cultivation ridges.</p> <p>Built into the bank at SSW is a small Lime Kiln (LF014-080002). (NGR - 220650/273460). H of bank above interior area 0. 0.4m Section at NW: Bank W. 6.2m H above int. area 0.2m H above ext area 0.8m Photo: Film 4, Frame 31 general view looking SW.</p>
<b>Reference:</b>	RMP files
<b>Site</b>	There are no visible surface remains of this site.

<b>Inspection:</b>	
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 50</b>
<b>RMP No.:</b>	LF014-082
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	221050/273280
<b>Description:</b>	<p>A large circular ringfort outlined by a very low earthen bank set on an embankment. Outside there is a fairly wide fosse with a low outer bank on its outer edge. The fosse and outer bank have been disturbed on the W side. There is an entrance to the interior on the NE side. The interior is fairly even with a gentle slope from the centre towards the bank on the E side. A low bank runs towards the centre from inside the bank on the N side. Here is a slight outline of a rectangular enclosure extending to the centre from inside the bank on the WSW.</p> <p>Diameter E-W is c. 26m.</p>
<b>Reference:</b>	RMP files
<b>Site Inspection</b>	This is a well preserved ringfort located on a rise in wet/marshy ground. The ringfort is large and defined by a low earthen bank. The monument has mature trees growing in its interior.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 53</b>
<b>RMP No.:</b>	LF014-083
<b>Townland:</b>	Corboy

<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	175m S
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	221330/273050
<b>Description:</b>	At time of site inspection in 1986 the monument was recorded as completely destroyed with no surface remains visible.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 56</b>
<b>RMP No.:</b>	LF014-086
<b>Townland:</b>	Ballynagoshen
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	17m from upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	221890/273270
<b>Description:</b>	(1975 field inspection)  This is a small circular ringfort outlined on NE, E and S by a very low bank of earth, with a narrow, shallow fosse outside. Beyond the fosse is a very low outer bank. The NW side of the ringfort which is cut off by a more modern field bank and fosse which runs NE-SW has been partly levelled. On this side the fosse can still be traced and the interior is marked by a low rise. There are 2 breaks in the ringfort bank on the E side. The diameter of the interior NE-SW is c. 22m. The interior of the ringfort is fairly even with slight traces of old cultivation ridges running E-W.



<b>Reference:</b>	RMP files
<b>Site Inspection</b>	Partial upstanding remains. NW quadrant levelled. Surviving remains somewhat denuded & mature trees growing on surface of enclosing bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 58</b>
<b>RMP No.:</b>	LF014-107
<b>Townland:</b>	Lackan
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	81m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	223250/272400
<b>Description:</b>	Circular earthwork outlined by a wide and very low bank set on a low sloping embankment. Outside there is a wide shallow fosse. The fosse is best preserved on the N side of the ringfort. Beyond the fosse there is a wide low outer bank on the N & SW. The interior is fairly even and has a diameter E-W of 25m. There is a slight trace of an entrance on the E side.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no visible traces of this site located on the S side of the existing N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 63</b>
<b>RMP No.:</b>	LF015-060
<b>Townland:</b>	Ballindagny & Cullyvore
<b>Parish:</b>	Mostrim

<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	19m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224530/271390
<b>Description:</b>	(1975 field inspection). This is a fairly large circular ringfort. The earthwork is outlined by a very low earthen bank set on a low embankment. Outside there is a wide fosse. The overall width of the fosse is c. 4-5m. There are slight remains of a wide low outer bank. The interior of the ringfort slopes very gently from S-N, with cultivation ridges running N-S. The interior is 29m in N-S diameter. There are rushy patches in the centre and SW part of the interior. There is no entrance to the ringfort.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Depicted as being levelled on modern mapping, however substantial upstanding remains survive despite some denudation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 64</b>
<b>RMP No.:</b>	LF015-061
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	218m NE
<b>Classification:</b>	Holy Well
<b>NGR</b>	224900/271350
<b>Description:</b>	“St. Mary’s Well” Situated in low-lying, largely waterlogged area which is densely overgrown with scrub. Locally believed that there is an unenclosed spring at the location. Unable to inspect without heavy cutting (1998). SMR File 1978 –A small triangular steep sided hollow

	with weed grown water. There is a small drain carrying a continuous flow of water from its SE angle to the adjacent stream. Lined with at least one course of large stones.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Proximity to Abbey infers direct association. Could not be precisely located owing to vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 65</b>
<b>RMP No.:</b>	LF015-062
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	264m NE
<b>Classification:</b>	Abbey
<b>NGR</b>	224990/271350
<b>Description:</b>	The rectilinear feature marked on the OS map editions is bounded by a substantial earthen bank and could be medieval. The abbey building is almost completely gone but there area mortared masonry remains and a definite T shaped structure can be traced. There are traces of other wall footings too. The S corner of the enclosure is cut off by a low curving earthen bank. To the W is a well called St. Mary's Well on the OS map according to a local landowner this should be titled St. Barry's Well.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	In ruins. Site survives as rectangular masonry footprint with underneath a mature plantation of trees. Some interior wall courses survive but not above c.0.35m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 67</b>
<b>RMP No.:</b>	LF020-002
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	10m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	225123/270706
<b>Description:</b>	A small circular mound with a rounded top. The mound is approx. 2m high and c. 7-8m in overall diameter. There is an oak tree growing on top of the mound. A low field bank with beech trees growing on it skirts the foot of the mound on the E and SE. No trace of a fosse. Possibly a small barrow. Situated on a ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives in a heavily overgrown state to the N of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 68</b>
<b>RMP No.:</b>	LF020-003
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	7m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	225289/270596
<b>Description:</b>	Sub-rectangular earthwork outlined by a wide earthen bank. Outside on

	W, N & E there is a wide deep fosse. This fosse now forms part of a field boundary. There are slight remains of a low outer bank on the N side of the earthwork. On the S side the roadway skirts the bank of the enclosure. The interior has a number of trees growing inside. Possibility that monument is a tree ring.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	A rectangular enclosure located on the N side of a local road. Surviving earthen banks heavily overgrown with mature trees.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 69</b>
<b>RMP No.:</b>	LF020-008
<b>Townland:</b>	Liscahill
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	18m SW of upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	226130/270260
<b>Description:</b>	Small circular ringfort with diameter NE-SW of c. 25m. The ringfort is bounded by a low earthen bank which is set on a low embankment. There is a shallow fosse at the foot of the embankment on NW. There are slight remains of a fosse on the S side. The interior is fairly even with old cultivation ridges running NW-SE. Part of embankment has been broken down on SE; an entrance is also located on this side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Small circular ringfort located in centre of pasture field. Densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 70</b>
<b>RMP No.:</b>	LF020-005
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	221m N
<b>Classification:</b>	Possible Barrow
<b>NGR</b>	226660/270540
<b>Description:</b>	There is a very low mound which has been partly levelled. It is sub-circular in shape c. 18m-20m in diameter E-W and c. 16m-18m in diameter N-S. It is approx. 1m in overall height. This could be the remains of a small barrow. The earthwork is on a low rise in well drained pasture land. The surface of the earthwork is fairly smooth and regular as it had been ploughed down gradually rather than levelled. There are slight remains of an old field fence crossing the E end of the earthwork.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this monument. Located in field of mature meadow grass.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 71</b>
<b>RMP No.:</b>	LF020-010
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	139m N
<b>Classification:</b>	Ringfort

<b>NGR</b>	226800/270460
<b>Description:</b>	A sub-circular almost rectangular enclosure bounded by remains of a wide low earthen bank with a very shallow fosse outside from WNW to N to ENE. From ENE to E to S to W there is a wide deep fosse now reused as a part of a field boundary. The interior is smooth and is featureless with a diameter N-S of 30m and a diameter E-W of 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives as notable kink in field boundary with no upstanding remains in W/NW/N extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 73</b>
<b>RMP No.:</b>	LF020-014
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	168m NE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	228480/270060
<b>Description:</b>	Site is destroyed. A laneway cuts through the site and no remains of the fort can be seen in the fields on either side. A slight rise is visible in pasture land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
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<b>AH No.</b>	<b>AH 75</b>
<b>RMP No.:</b>	LF020-015
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	147m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228570/270000
<b>Description:</b>	This earthwork has been destroyed. There is a very slight rise on the site of the monument and the W half of the site is occupied by a fairly modern house. This site was probably a ringfort. Inspected in 1975.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	This site has been destroyed.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 76</b>
<b>RMP No.:</b>	LF020-016
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228580/269850
<b>Description:</b>	Partly destroyed. The remains of a small circular enclosure bounded on the SE to W to N to N NE by a wide low earthen bank with a shallow fosse outside it. From NE to E to S to SW the perimeter has been destroyed where field banks and drains encroach on the site. The



	interior is fairly smooth with a drain dug in a N NE- S SW direction through the earthen part. The diameter NE-SW is c. 22m. Situated on slight rise in low lying pastoral land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Almost entirely levelled except for very faint low earthen bank (c. 0.1m to 0.3m) in height.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 77</b>
<b>RMP No.:</b>	LF020-027
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	70m NE to upstanding remains
<b>Classification:</b>	Enclosure
<b>NGR</b>	229540/269320
<b>Description:</b>	An unusual earthwork. The monument is circular in outline and delimited by an irregular low bank set on an embankment. The SW side and greater part of the interior have been quarried away. There is a wide shallow fosse on the N side of the earthwork. On the E and SE side there is a wide deep fosse. This is part of a wide fosse which runs through the field in a NE-SW direction and which curves around the E half of the earthwork. Diameter of the earthwork is c. 15m E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Substantial upstanding remains, seemingly in a good state of preservation. Heavily overgrown with mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
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<b>AH No.</b>	<b>AH 82</b>
<b>RMP No.:</b>	WM005-001
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	182m NE
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	230490/268970
<b>Description:</b>	Fort marked on the Fair Plan. Marked with pencil on current OS maps. No visible trace of antiquity on the ground.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 86</b>
<b>RMP No.:</b>	WM006-012
<b>Townland:</b>	Windtown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	156m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	230700/268020
<b>Description:</b>	This is a roughly circular area delimited by a scarp with very slight remains of an earthen bank on its edge and a shallow fosse and a wide low outer bank beyond it. There is a second shallow outer fosse and a third bank outside. A field fence and drain cut across the perimeter of the earthwork, destroying it on the S and SE sides. The outer bank and

	fosse are absent on the W. There is a small rectangular annex and a small platform on the N side of the ringfort. Outlined by a low scarp with a shallow fosse on the W side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 87</b>
<b>RMP No.:</b>	WM006-017
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231110/267480
<b>Description:</b>	A roughly circular area is surrounded by a wide low bank with a fosse outside. The fosse has been redug in recent times on the northern and eastern sides. The interior is crossed by old cultivation ridges. The ringfort is built on a natural rise – diameter measures 39m NW-SE. Wide views of the surrounding countryside
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved single banked ringfort, overgrown with trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 88</b>
<b>RMP No.:</b>	WM006-018

<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	15m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231250/267340
<b>Description:</b>	A large oval area is outlined by a wide earthen bank and a wide deep fosse and a low earthen outer bank. The outer bank has been partly levelled on the eastern side. Built on a natural rise. The diameter N-S is 59m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved large, doubled banked ringfort, which is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 89</b>
<b>RMP No.:</b>	WM006-016
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	223m W
<b>Classification:</b>	Well
<b>NGR</b>	230980/267040
<b>Description:</b>	There is a rectangular shaped hole containing stagnant water with a heavy growth of rushes and reeds in and around it. There is an overgrown stream running SSE from the well. There is a freshly cut channel on the E of the well. The well itself is fenced off and surrounded by barbed wire. The area in general is low lying and marshy. The land rises to the N and E but is flat on the S and SW.

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 187, 1910
<b>Site Inspection:</b>	The site of the well is fenced off and located in marshy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 91</b>
<b>RMP No.:</b>	WM006-046
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	190m SW
<b>Classification:</b>	Castle Site
<b>NGR</b>	233090/262220
<b>Description:</b>	A reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589. The area around Ardglass house was inspected in 1983 and surrounding lands however no trace of any physical remains were noted and both landowners knew of no tradition.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No traces of medieval or post medieval masonry, site now occupied by Ardglass house.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 95</b>
<b>RMP No.:</b>	WM006-050
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick

<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	42m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	234347/264392
<b>Description:</b>	This is an approx. circular area delineated by a fragmentary earthen bank set on a scarp, with a wide deep fosse at its foot. There is a substantial counterscarp bank which has a gap on the S and has been almost completely levelled on NNE, NE and E. There are breaks in the inner and outer banks on the W side. On the NE side of the ringfort there is a D shaped annex bounded by a low scarp with slight remains of a bank on its upper edge. Inside the ringfort bank in the SE part of the annex is a slight rectilinear platform with a fosse at its foot. Sited on the NE end of a low narrow ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort, where middle ditch is very deep and wide - outer bank not so well preserved and site is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 97</b>
<b>RMP No.:</b>	WM011-008
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	Site of earthwork almost completely levelled but appears to have been circular originally. The perimeter is marked by a very slight drop in

	ground level with a corresponding change in vegetation colour running from NW-N-E-S-SW. The perimeter has been destroyed by a drain on the W. The interior slopes from W to E. Diameter 34.7m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is levelled. Located to the E of an N-S oriented field boundary. No visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 98</b>
<b>RMP No.:</b>	WM011-009
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	This site has been levelled and survives only as a cropmark outlining a broad oval and almost pear-shaped area. In places the cropmark corresponds to a very slight dip in ground level. The site was located on and to the NE of a small natural rise. Dims c. 44.3m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The site is levelled and survives as a pear shaped cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 99</b>
<b>RMP No.:</b>	WM011-011

<b>Townland:</b>	Cullenhugh
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	58m NE to centre of constraint
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	235830/263450
<b>Description:</b>	Levelled in the 1970's the site consisted of a small irregular area outlined by a low scarp with very slight traces of an earthen bank at its upper edge and of a fosse at its foot from E-S to W to NW. The interior showed traces of disturbance. The site was located on a slight natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible ploughed out enclosure or ringfort - slight rise in ground noted.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 101</b>
<b>RMP No.:</b>	WM011-018a and b
<b>Townland:</b>	Ballyvade
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	189m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236650/262390
<b>Description:</b>	WM011-018a A sub-circular area delimited by a low scarp with the remains of an earthen bank at its upper edge, a wide shallow fosse cut its foot and the remains of a low bank at the outer edge of the fosse. The outer bank is visible from NNE to E to S and on the WNW and N. The fosse is traceable all round but it has been almost completely filled up in places. The inner bank has been defaced in a number of places but



	<p>there is a causewayed entrance on the NE. Although the edge of the gaps in the bank are defaced. The interior slopes slightly from W to E and is divided by a slight broad bank running WSE to ESE. Diameter 46m.</p> <p>WM011-018b Monument appears to be a long low natural ridge, not likely part of any former archaeological monuments. A rath lies to the S. To the N is a field with a number of rises and depressions in it possibly representing modern drainage</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort survives as low earthen banks. Large monument, diameter c. 50m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 102</b>
<b>RMP No.:</b>	WM011-019
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236860/262200
<b>Description:</b>	An oval area outlined by a substantial earthen bank. The interior is fairly even and slopes from SW to NE. On the NE side the bank has been destroyed. Diameter is c. 36m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort defined by earthen bank to the SW, S and SE. The bank is levelled in N quadrant. Situated on gentle N facing rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 103</b>
<b>RMP No.:</b>	WM011-020
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Circular Earthwork
<b>NGR</b>	237160/262210
<b>Description:</b>	1981 Field inspection: Site noted from St. Joseph's and GS aerial photographs. The site appears to be a destroyed ringfort. On the N sloping face of a steep-ish hill. The site appears to be circular or perhaps slightly oval. The raised interior is enclosed by a fosse, with traces of an outer bank to the S, E and W. On the N side the fosse and outer bank have been interfered with by old field fences which appear to have respected the site. These have since been removed, and have dug into the side of the platform on which the site is dug. There is no trace of an entrance or of any internal features. The interior rises c. 50cm from the fosse on the S, E and W, gently slop into disturbed field boundary. The fosse is 3.50m-4m wide. The outer bank rises c.50cm from the fosse on the E up to 70cm from the fosse on the S and W. The outer bank is c. 3m wide all around and is up to 30cm above the surrounding ground on the S and W, level on the E. Destroyed on N and NE. The internal width of the site N-S 32.50m, internal width of the site E- W 32m. Possible slight traces of an outer fosse on W only. Cutting the site off from W end of the terrace on which it is sited 3.50m wide.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression. Located on N facing slope in marshy field to S of N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
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<b>AH No.</b>	<b>AH 104</b>
<b>RMP No.:</b>	WM011-028
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m NE
<b>Classification:</b>	Church
<b>NGR</b>	237480/262400
<b>Description:</b>	<p>A rectangular church with a square tower at the W end. The church appears to be of 18<sup>th</sup> century or early 19<sup>th</sup> century date. The walls of the church and tower are rendered with pebble dash. There is an aisle on the N side both built of roughly dressed limestone, of seemingly mid or late 19<sup>th</sup> century date. The E window being of 3 lights with tracery above. There is no trace of medieval remains. The church is in the N part of a roughly rectangular graveyard containing numerous 18<sup>th</sup> century and 19<sup>th</sup> century tombstones.</p> <p>Report of Robert of Ardagh who died in 1224 granted and confirmed to Iristernagh the church of Leene and some years later Richard of Meath granted to same church to the same priory.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of medieval church, site occupied by late 18 <sup>th</sup> /early 19 <sup>th</sup> century church.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 105</b>
<b>RMP No.:</b>	WM011-027
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	248m NE

<b>Option</b>	
<b>Classification:</b>	Standing Stone
<b>NGR</b>	237400/262500
<b>Description:</b>	In the field to the SE of standing stone and barrow there is a fallen and broken standing stone situated in a small depression. It was originally a tall thin slab. It is still slotted in the ground. Dimensions 1m still visible above ground, 40cm wide and 10cm thick. It is situated down slope of the aforementioned sites. It is situated on the broad shoulder of a hill. Lough Iron and the plain are surrounding it to the SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of recumbent stone in field
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 109</b>
<b>RMP No.:</b>	WM011-057
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	237810/261930
<b>Description:</b>	Partly destroyed site was oval in shape originally. It is outlined by a scarp with the remains of an earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled on the E and the fosse is only visible at the NNW. Diameter N-S c. 59m and diameter E-W is c. 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910

<b>Site Inspection:</b>	No obvious trace of site, although elements may be preserved within the field boundary.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 108</b>
<b>RMP No.:</b>	WM011-058
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SSW
<b>Classification:</b>	Earthwork
<b>NGR</b>	237730/261780
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a D shaped earthwork on the earlier editions. The site has been destroyed and no surface features remain. It was located at the SW foot of a hill.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site has been levelled; there are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 111</b>
<b>RMP No.:</b>	WM011-062
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	83m S

<b>Classification:</b>	Earthwork Site
<b>NGR</b>	237990/261670
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a small circular earthwork on the earlier editions. The site has been virtually destroyed but it is possible to trace the perimeter in places where it survives as a very faint earthen bank. The site is located on a slight rise in the W side of a hill. Diameter is c. 16m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is completely levelled, survives only as a large circular cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 112</b>
<b>RMP No.:</b>	WM011-063
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238080/261840
<b>Description:</b>	A roughly circular area outlined by a scarp with the slight traces of an earthen bank at its upper edge and of a shallow fosse at its foot. From S to W to NW the perimeter has been incorporated in a modern field fence and a second field fence runs NE-SW just outside the fosse on the N. The site is located on a slight natural rise. Diameter is c. 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Partially truncated ringfort, southern aspect of which survives well.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 113</b>
<b>RMP No.:</b>	WM011-066
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	77m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238680/261600
<b>Description:</b>	Partly destroyed and now in a plantation the site may have been circular originally it is outlined by a scarp with the slight remains of a bank at its top and a slight fosse at its foot. The perimeter has been levelled on the S. The interior rises towards the centre. Diameter is 19.60m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Probably circular originally, only faint traces of W extent of monument survive.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 114</b>
<b>RMP No.:</b>	WM011-068
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	172m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238830/261460
<b>Description:</b>	A large roughly circular area outlined by a scarp with a substantial bank

	of earth and stone at its upper edge, a wide deep fosse at its foot and a substantial outer bank of earth and stone. There is a shallow outer fosse on the N. The outer bank has been modified from N to E to S to W and the inner bank is defaced in places. There are entrance gaps in the banks and a causeway (3.20m) across the fosse on the NNE. The interior slopes from NNE to SSW. The site is located on the S side of a natural hill. Diameter 46m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site partially damaged. SW extent located on S side of rise on hill, remainder of monument incorporated into forestry plantation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 115</b>
<b>RMP No.:</b>	WM011-067
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238870/261660
<b>Description:</b>	Partly destroyed the site was approx circular originally; it is outlined by a scarp with the remains of a low earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled from NNE to E to SE. The interior slopes from NE-SW. The site is located on the W side of a natural ridge. Diameter is c. 27m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible upstanding remains situated S of existing N4, within very dense plantation of coniferous trees
<b>Type of Impact</b>	Direct



<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034
<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	<p>Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W-E -</p> <p>Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.</p> <p>Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area. Situated on shoulder of hill to the SSW of the village Multyfarnham.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 119</b>
<b>RMP No.:</b>	WM011-071
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	217m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	240270/261380
<b>Description:</b>	A roughly circular area outlined by a low earthen bank with an external fosse. The fosse appears to have been redug in relatively recent times. The interior slopes very slightly from NE to SW and has been planted with trees. Site located on rising ground. Diameter 50m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This large circular ringfort is located on a S facing ridge in a pasture field to the E of the Dublin-Sligo railway line and to the SW of a forestry plantation/fox covert
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 127</b>
<b>RMP No.:</b>	WM012-089
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	241530/260210
<b>Description:</b>	At time of 1980 field inspection: greatly defaced ringfort with only the S

	segment of the bank surviving. Within the interior of the fort there is extensive traces of ridge and furrows which have completely removed the banks. Entrance appears to have been on the SE side here there is surrounded by the outline of ploughed out fosse. Interior slopes from the S end of the fort. At time of 1973 inspection diameter had been 25m N-S and 24m E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Slight rise visible in field, but may be natural - excavated due to N4 widening
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 128</b>
<b>RMP No.:</b>	WM012-088
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	241470/260300
<b>Description:</b>	A circular enclosure, single bank, slight evidence of a fosse. The embankment to well worn with many gaps, many of them modern. The largest of gaps is at the SE, but a modern field fence joins the ringfort bank at this point and interrupts the bank. So there is no clear evidence of an entrance. Diameter NE-SW is c. 51m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No obvious surface expression - may have been excavated due to N4 widening
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 129</b>
<b>RMP No.:</b>	WM012-092
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	280m E
<b>Classification:</b>	Ringfort
<b>NGR</b>	241770/260500
<b>Description:</b>	No Description on file.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Large D-shaped ringfort located in pasture land. Banks heavily overgrown with mature vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 132</b>
<b>RMP No.:</b>	WM012-090
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	6m from upstanding remains (to landtake that is an existing road)
<b>Classification:</b>	Ringfort
<b>NGR</b>	241770/260500
<b>Description:</b>	A large approx. circular ringfort outlined by remains of an earthen bank set on a steep scarp with remains of a shallow fosse at its foot. The perimeter and part of the interior have been removed from ESE-S to make way for farm buildings and a hay barn occupies the SW part of the site. Sited on a gentle N facing slope. Diameter NW-SE is c. 60.50m
<b>Reference:</b>	RMP files

<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Partial ringfort present - part of bank still survives but has been heavily impacted on by the construction of farmyard and tyre pit.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 133</b>
<b>RMP No.:</b>	WM012-093
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	88m E
<b>Classification:</b>	Ringfort/Barrow?
<b>NGR</b>	241750/259930
<b>Description:</b>	A low circular mound of earth and stones, which are much disturbed. The mound is c. 9m in diameter and stands 1.25m high. A number of small stones lie on the disturbed surface of the mound. Sited on a rise with wide views to the E, S and W. The monument appears to be a small disturbed bowl barrow.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site is situated in boggy/marshy ground and is obscured by dense vegetation growth.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 146</b>
<b>RMP No.:</b>	WM012-164
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	28m E to upstanding remains

<b>Option</b>	
<b>Classification:</b>	Ringfort
<b>NGR</b>	242070/258830
<b>Description:</b>	Original File Missing therefore no description on file.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is a large subcircular ringfort situated on a NE facing slope, to the E of the cutting for realigned N4 road. There survives earthen banks' varying in height c. 0.5m to c. 1.25m. The enclosure is large, c. 50m in diameter and overlooks Scragh Bog to the E. Farmyard located to the SE.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 148</b>
<b>RMP No.:</b>	WM012-165
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m W to upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	229540/269320
<b>Description:</b>	This ringfort which was probably approximately circular originally has been partly destroyed by the railway line which cuts through it. The remaining part of the ringfort is outlined by a substantial bank of earth with a wide deep fosse on the N, E, and ESE by a low scarp with no fosse on the SE. Situated on the WSE side of a hill overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Minimal surface expression. The site presents as darker vegetation mark betraying curve of NE quadrant of ringfort. Site overgrown and there may

	be very minimal surface traces of the monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 153</b>
<b>RMP No.:</b>	WM012-168
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	13m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242720/257430
<b>Description:</b>	This is an approximately circular ringfort bounded by very slight remains of a low bank of earth set on a low scarp, with very vague traces of a fosse at its foot. A slight gap on the NNE may represent the entrance. Situated on a natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This monument has been damaged by the construction of farmyard buildings to the immediate S of the small circular ringfort.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	27m NE
<b>Classification:</b>	Barrow

<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 162</b>
<b>RMP No.:</b>	WM011-065
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238460/262013
<b>Description:</b>	The site is partly destroyed but was approximately circular originally. It is outlined by a low scarp with faint traces of a low earthen bank at its upper edge and of a fosse at its foot. The perimeter has been destroyed by quarrying on the SE. The interior is uneven, rising irregularly towards the centre. The site is located on a slight natural rise. Diameter 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.



<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 1
<b>AH No.</b>	<b>AH 163</b>
<b>RMP No.:</b>	WM011-064
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	299m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238444/262207
<b>Description:</b>	A roughly circular space outlined by a low scarp with faint traces of an earthen bank at its upper edge and of a shallow fosse at its foot. The perimeter has been incorporated in a modern field fence from S-W to NW. The site is located on a slight natural rise. Diameter c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

<b>Recorded Archaeological Heritage (AH Sites) Route Corridor Option 2</b>	
<b>Route Corridor:</b>	Route Corridor Option 2
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	68m S
<b>Classification:</b>	Enclosure site
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 3</b>
<b>RMP No.:</b>	LF008-008
<b>Townland:</b>	Carrickmoyragh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	3m SW

<b>Classification:</b>	Ringfort
<b>NGR</b>	211860/280970
<b>Description:</b>	A small, almost circular slightly uneven area with a general slope from N to S. bounded by a slight embankment with possible bank on its upper edge. There are slight suggestions of a fosse from SSE-S-W and modern field banks and ditches at the foot of the embankment from W-N-E-ESE. A very slight depression in the embankment on the S may represent the entrance but this is no more than a hint. No visible trace of a causeway. The embankment was partly removed from W-NW-N possibly to make a cart track to the gap in the field fence on the N. Situated on a slight S slope surrounded by gently undulating land of average to good pasture. Extensive news of surrounding country. Top W of the entrance –depression 0.05- 0.8m, bottom W of entrance =2m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Possible low lying surface remains survive, monument obscured by mature meadow grass preventing in depth analysis.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 8</b>
<b>RMP No.:</b>	LF013-014
<b>Townland:</b>	Lisnamuck
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	55m 75m ENE
<b>Classification:</b>	Ringfort
<b>NGR</b>	214460/277440
<b>Description:</b>	Diameter NW-SE 36m, NE-SW 25m.  The oval shaped platform is enclosed by a low earthen bank which is best preserved from W-N-NE. The monument is situated on the edge of a ridge which dominates the townland. There is a clear

	indication of an external fosse though on the E and W there is a shallow dip in the ground. The bank is absent on the S where the level of the interior and exterior surfaces are the same. The interior is free from scrub with a slight slope from SE to NW. No definite trace of original entrance, however the absence of bank at the S side may indicate its approximate position.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument survives as an oval enclosure incorporate into a field boundary to the NW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 9</b>
<b>RMP No.:</b>	LF013-015
<b>Townland:</b>	Lisnamuck
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	186m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	214320/276730
<b>Description:</b>	A platform almost circular in plan delineated by a slight bank. A broad shallow fosse is recorded outside the bank from the SE-NE. There is a hint of an outer bank on the SW, disturbed by a field boundary. The interior is free of scrub with a few trees noted on the crest of the bank to the E. The interior slopes from the SW to NE where a trace of a possible causewayed entrance feature exists.  Diameter W-E 40m, Diameter N-S 46m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument survives as a low earthen bank to the S of the existing N4 Longford Town Bypass. The ringfort is oval in shape and is large at

	c. 50m in diameter.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 11</b>
<b>RMP No.:</b>	LF014-018
<b>Townland:</b>	Templemichael Glebe
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	27m SW
<b>Classification:</b>	Earthwork/Enclosure Site
<b>NGR</b>	214840/27603
<b>Description:</b>	Situate on the highest point of a natural ridge affording extensive views in all directions. Apparently entirely natural mound of earth and stone. Quarry holes in places.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	This site has been destroyed and a car park is located in its vicinity. Consultation of the excavations bulletins and National Monuments database did not reveal any previous excavations in respect of the site, which according to the RMP file was natural in origin.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 16</b>
<b>RMP No.:</b>	LF014-019
<b>Townland:</b>	Ardnacassagh/Ferskill
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	25m W of upstanding remains

<b>Classification:</b>	Ringfort
<b>NGR</b>	215310/275350
<b>Description:</b>	This is a fairly large circular ringfort outlined by a low bank of earth and stones with a very shallow fosse outside. The bank is best preserved on the S & W where it measures c. 0.5m -0.75m in height on the inside. The interior is fairly even with a very gentle slope from E-W. There are very slight traces of old cultivation ridges running SE-NW through the interior. The diam of the ringfort is c. 36m N-S. The perimeter of the ringfort is badly overgrown with vegetation. This earthwork is on a very low rise is fairly well drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1976, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains survive of this large circular ringfort, however site is densely overgrown. The site is located to the E of the existing N4 Longford Town Bypass.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 19</b>
<b>RMP No.:</b>	LF014-027
<b>Townland:</b>	Coolnahinch
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	22m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215560/275080
<b>Description:</b>	A segment of this ringfort remains. It consists of a low, irregular embankment on the W and NW side of the earthwork. This embankment encloses a small elevated platform area. On the E side of the ringfort, an old field bank cuts along the perimeter of the site. The S side of the enclosure has been levelled. This ringfort is on a very slight rise in fairly well drained pasture land.

<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Subtle remains apparent in W & NW quadrant (c. 0.1 -0.2m) located on a rise in pasture field.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 23</b>
<b>RMP No.:</b>	LF014-028
<b>Townland:</b>	Kilnasavogue
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	171m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216140/274800
<b>Description:</b>	This is a fairly large sub-circular ringfort outlined by a wide low bank of earth and stones with a wide shallow fosse outside. The bank is best preserved on the S, SE & W sides. Here it measures c. 1m-1.25m in height. On the N side it is much more poorly preserved. The interior is fairly even and in badly overgrown with vegetation. There is an entrance to the interior on the E side. This earthwork is built on flat, rather rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Well preserved site covered in dense mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 27</b>
<b>RMP No.:</b>	LF014-060
<b>Townland:</b>	Cooleeny

<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	31m NE of centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	216530/274180
<b>Description:</b>	This is a fairly large circular ringfort outlined on S and W by a substantial bank of earth and stones with a wide deep fosse outside. The bank is well preserved and measures c. 1.5m – 2m in height. On the N and E side, the ringfort is bounded by an embankment. The fosse is absent on the N and NE sides. The diam. of the ringfort E-W is c. 39m. The interior of the ringfort is quite even with a gentle slope S-N. The ringfort is built on a gentle slope in slightly rushy pastureland with good views in all directions.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	No visible surface traces of this monument, ringfort destroyed subsequent to Field inspection 1975. Approximate location situation on N facing rise in field to the S of modern house and garden, to the SW of laneway extending S from existing N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 28</b>
<b>RMP No.:</b>	LF014-067
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	111m NNE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	216950/274320
<b>Description:</b>	Monument has been completely destroyed in the 1970's. No further



	description on file.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	This site has been destroyed and modern buildings/farmyard are located in its vicinity.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 31</b>
<b>RMP No.:</b>	LF014-068
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	182m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	217640/274200
<b>Description:</b>	Site is not marked on OS maps. The remains of a large circular ringfort outlined from SE to S to SW by a bank of earth and stone now incorporated into a field fence. There is a shallow fosse outside the bank from WSW to NW, the perimeter is a low scarp with a shallow fosse outside and from NNW to N to E to ESE the perimeter has been levelled and is now marked by a natural scarp. The interior has slight remains of old cultivation ridges running NNE to SSW. A field bank and drain run NNE to SSW through the W part of the interior. The diameter of the ringfort N-S is c. 42m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Partial remains as incorporated bank into W, SW and S portion of field boundary. No visible remains in N-SE extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
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<b>AH No.</b>	<b>AH 32</b>
<b>RMP No.:</b>	LF014-069
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	83m S
<b>Classification:</b>	Barrow
<b>NGR</b>	217610/273720
<b>Description:</b>	(1975 Field inspection) This is a small circular mound approx. 2-3m in height. The mound has a fairly flat top approx. 6m in diameter N-S. Part of the W side of the mound has been dug away. The mound is encircled by a wide shallow fosse. The earthwork is now overgrown with blackthorn, hawthorns and furze. The barrow is on a gently rising rushy pastoral lands with wide views.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Upstanding remains obscured by dense vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 33</b>
<b>RMP No.:</b>	LF014-070
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	87m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	217610/273720
<b>Description:</b>	(1975 field inspection) This appears to have been a circular ringfort. The E side and part of the S

	side of the interior have been quarried away. The ringfort is bounded on the NW and S by a wide low bank of earth and stones, which is set on an embankment. Outside there is a low outer bank beyond the fosse. In places this outer bank has been destroyed. The interior is very uneven and has been partly dug and quarried away. The diameter of the ringfort N-S is c. 30m. This ringfort is on a slight rise in pastoral land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains obscured by mature vegetation growth. Remains of inner raised platform survive to height c. 2.75m -c. 3m.
<b>Type of Impact</b>	Indirect

<b>Route Option</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 34</b>
<b>RMP No.:</b>	LF014-072
<b>Townland:</b>	Freehalman
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	118m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	217990/273460
<b>Description:</b>	A small circular ringfort, outlined by very slight remains of a low earthen bank, set on a low embankment. Outside there is a very shallow fosse with slight remains of a low outer bank. There is an entrance to the interior on the E side. The interior is quite even. Diameter of interior N-S c. 20m. The interior is planted with spruce trees.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Well preserved remains survive adjacent to W field boundary. Mature trees grow on monument and the interior platform is level and c. 1.25m above ground level. The banks of the monument are c. 0.25m in height and appear denuded, perhaps from animals. Monument located in

	pasture field surrounded by very boggy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No</b>	<b>AH 35</b>
<b>RMP No.:</b>	LF014-071
<b>Townland:</b>	Lissardowlan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	155m NNE
<b>Classification:</b>	Deserted Medieval Settlement
<b>NGR</b>	218675/273952
<b>Description:</b>	<p>The castle of Incheleder, built by Walter de Lacy c. 1200 may be identified with the motte and bailey (LF014-071001), (Otway-Ruthven 1968b, 414; MacNiocaill 1977, 54-6). A settlement complete with Borough status had grown up here in the 1230's when a burgage plot at Inchcleffer is mentioned in a charter (Mac Niocaill 1977, 55. These lands passed to John de Verdon and in 1284, Theobald de Verdon received a grant allowing a market and annual fair (CDI, ii, nos. 2304). The vill probably shared the vicissitudes of other urban centres held by the de Verdons in the early 14<sup>th</sup> century. The lands of Lisserdawle were mentioned in a subsequent partition in 1332 (Otway-Ruthven 1968b, 422-435). This was 16 years after the death of the last de Verdon and by this time it is more than likely that the vill and surrounding manor had been abandoned. The land was taken over in the following decades by a sept of the Uí Ferghail, whose chieftain Sean built a castle (LF017-071003 here in 1377 (AFM). This was also the place of his death six years later, implying its importance to the sept. It is probable that the first O'Fergail structure was erected on the motte. The castle and surrounding lands were re-granted to William O'Farrell Bán "chief and captain of his nation" in 1587 (RDKPRI, 43, nos 5062, 5107) and in 1610, the "castle, bawne, towne and landes" of Lissardawle passed to the Nugents of Delvin (Cat. Pat. Rolls Ire. Jas. I, 145) They are last heard of in 1612 when granted to Captain Roger Atkinson (Cat. Pat.</p>

	<p>Rolls. Ire., Jas I, 214). Whatever urban development occurred here in the later middle ages did not form a foundation for an urban renaissance in the 17<sup>th</sup> or 18<sup>th</sup> centuries.</p> <p>LF014-071001 –Motte and Bailey</p> <p>Kenny 2006 –</p> <p>Situated on a low but prominent rise in low-lying pasture. This monument was evidently constructed before 1210 as there is a historical reference to the castle of Hindchedeler which can be equated with Lissardowlan being returned to Walter de Lacy in 1215., having been confiscated 5 years earlier (Sweetman 18 (9)75-86, Vol. 1, no. 612). In 1224, the castle of Ard Abhla was burned by Aedh O Conchobhair and the garrison, both Anglo-Norman and Irish were slaughter (ALC; A. Conn). In 1377, Seán Ó Fearghail, taoiseach of Anghaile, erected a castle (LF014-071003) at Lios aird abhla, probably on the motte (AFM; A Conn). It is likely that the motte and bailey described below were constructed partially or either wholly upon or within a much larger, pre-existing rath (LF014-071002). The motte comprises a high, steep sided circular mound of earth and stone (H. c. 9.5m diam at base c. 36m). The summit is flat topped (dims 12.9 NE-SW; 11.2 NW-SE), A report in 1975 (SMR file) recorded the remains of a rectangular structure which is no longer visible. The motte is encircled by a fosse. From ENE-S-SW, where it separates the motte from the inner bailey, it is wide and deep (W. 11.7m; D 1.45m). Elsewhere it has been largely infilled. Bradley noted 'a piece of collapsed masonry in the ditch' of the motte (Bradley et al 1985, 32). This could be part of the remains of Seán Ó Fearghaill's castle. The inner bailey is crescentic in plan (dims c. 60m NE-SW, c. 26m NW-SE). It is enclosed by a wide, low bank of earth and stone (W. 7.6m, H 0.5m) with a very wide, very shallow external fosse (W. 13.3m, D 0.15m). At the outer lip of the fosse is a second, larger bailey. This is also crescentic in plan (dims c. 70 NE-SW c. 40m NW-SE) and is defined by a scarp (H 0.6 -1.1m). At the foot of the scarp is a fosse (W. 5.7m, D 0.8-1.2m) with a very wide, deep external fosse (W. 14.6m D3.7m) At the outer lip of the fosse is a second bank (w. 9.3m, H. 2.2m) also with an external fosse (W. 5.2m, D 0.9m) (Westropp 1902, 712, Orpen 1910 223-5, McNamee 1940c, 81, English, 1971, Bradley et al 1985-32-2).</p>
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	<p>South of the motte, Bradley noted a narrow raised area running towards the modern road which he suggests may be part of an old roadway (Bradley et al 1985, 32).</p> <p>SMR File 1975 -This is a large circular motte, well preserved with fairly steep regular sides. The top is fairly regular and has a very slight trace of a rectangular building. The diam. of the top is c.13-14m. The motte is surrounded by a wide, shallow fosse. Outside the fosse to W/NW is a wide low bank with a shallow fosse beyond it. On the W/SW there is a second wide low bank beyond this. This outer bank is absent on the NW side of the motte. To the SE of the motte and beyond the fosse is a large, crescent shaped bailey. The outer edge of this bailey is bounded by a low bank se on an embankment to E, S and SW. The fosse, which encircles the motte, continues around the bailey. On NE side the low bank runs to the W and NW of the motte, continues as a high bank outside the fosse on the NE of the bailey. On the eastern side of the bailey this bank peters out. The fosses which runs outside it turns outwards from the bailey to enclose a large crescent shaped area to the SE of the bailey. This fosse has remains of a bank on its outer and inner edge and continues around into the outer fosse on the W side of the motte.</p> <p>There is an entrance to the outer crescentic enclosure on the W, however this appears to be partly modern and there is an entrance from this enclosure to the bailey on the SE side of the bailey. This earthwork is situated on a rise in rather rushy pasture land with very wider and extensive views in all directions.</p> <p>G McCabe –A round conical hill, about forty feet high, and about five hundred feet in circumference. On the summit the motte was flat with an indentation in the middle, having a few stones bare which seemed to form part of some masonry concealed under the turf.</p> <p>LF014-071002 –Castle</p> <p>Kenny 2006 – In 1377, SOF, taoiseach of Anghaile, built a castle at Lissardowlan where he died in 1383 (AFM). This was probably constructed on top of the motte (LF014-071001; Bradley et al 1985, 32). In 1417, the castle “outside the bawn” i.e. the settlement outside the castle bawn was burned. The castle and bawn are again mentioned in</p>
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	<p>the grant of Lissardowlan to Lord Delvin in 1610. Farrell (1891, 303, states that the castle survived in a tolerable state of preservation until the late 19<sup>th</sup> century (ibid). No upstanding remains survive.</p> <p>In the 1975 report, slightly visible remains of a rectangular building are described as being present on the top of the motte, and proposed as possible remains of the castle. These remains were given the number LF014-071004 and have been flagged for a site visit. The reference by Bradley et al (1985, 32) to the collapsed masonry in the ditch should be inspected also.</p> <p>G McCabe SMR File –Reference to the building of a castle by Sean O’Farrell at <i>Lios Aird Abhla</i> in 1377.</p> <p>LF014-071003 –Ringfort</p> <p>Kenny 2006-the inner bailey of the motte and bailey (LF014-071001) is almost certainly fashioned from a pre-existing rath. It is crescentic in plan (c. 60m NE-SW, c. 26m NW-SE) and is enclosed by a wide, low bank of earth and stone (W. 7.6m H. 0.5m) with a very wide, very shallow, external fosse (W. 13.3m D.0.15m).</p> <p>Reference to a rath or Ringfort on a hill in Lissardowly. The author suggests that the moat and most of the ramparts now to be seen on the hill can hardly date back earlier than about the 13<sup>th</sup> century and were most likely made by Shane O Fearghaill (Slain 1316) on the site of an earlier lios and in imitation of the moat of Granard which had been made by the Tuites in the 13<sup>th</sup> Century.</p> <p>LF014-071004* -Building or possibly LF014-071002 (Castle)</p> <p>In 1975, the field report of the site, slightly visible remains of a rectangular building are referred to as being present on the top of the motte. There is no detailed description of the building.</p>
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	<p>Alcock, O., 2004, Kenny, N., 2006, Walsh, P., 2006; Bradley, J., Urban Archaeological Survey Part IV, Longford. J. G., Kohl, 1844, Ireland, Scotland and England; ACASJ, 2, ID, 1945, 77, J Ard &amp; Clon. A. S, 2, 8, 1942, 5., J Ard &amp; Clon. A. S, 1, 4, 1935, 55-</p>

	57 (S.F. O Cianáin).
<b>Site Inspection:</b>	Substantial Upstanding remains survive of motte and bailey site. There are no visible traces of the castle site though it reputedly survived till the 19 <sup>th</sup> century. Traces of mortared and cut stone visible on sides of the motte, but this could relate to the mound material of the motte breaking away. Primary and secondary baileys visible, with potential for the survival of unrecorded enclosing element/ associated features. Low ridges to the NW and N of the motte and these perhaps represent post medieval cultivation ridges/lazy beds rather than medieval ridge and furrows.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 39</b>
<b>RMP No.:</b>	LF014-074
<b>Townland:</b>	Cloonahard
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	60m N
<b>Classification:</b>	Ringfort and Souterrain
<b>NGR</b>	219169/273329
<b>Description:</b>	This is a fairly large circular ringfort outlined by a double bank and double fosse. The banks are fairly wide and measure c. 1m in height. The field boundary runs close to the edge of the earthwork on N, W and SW disfiguring the perimeter of the site on these sides. There is a slight suggestion of a third bank on the SE side of the ringfort. However this is not very definite. There is an entrance to the interior on the SE side of the ringfort. The interior of the monument is fairly even and is divided by a low bank and fosse running NE-SW through the interior. The diameter of the ringfort is c. 37m NE-SW. This ringfort is situated in fairly flat pasture land.
<b>OS Editions</b>	1837, 1882, 1914



<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Substantial upstanding remains Substantial remains survive immediately S of E-W field boundary. Site is substantial bivallate ringfort c.40m in diameter.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 40</b>
<b>RMP No.:</b>	LF014-073
<b>Townland:</b>	Cloonahard
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	237m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	219150/273600
<b>Description:</b>	This is a roughly circular ringfort outlined on NW and SE by a wide earthen bank set on a low embankment. On SW the bank has been destroyed and the site is outlined here by a slight embankment. On NE the bank has also been removed and on this side there remains an embankment approx. 1m high. There is no real sign of a surrounding fosse. The interior has old cultivation ridges running NE to SW through the interior. The ground in the interior rises gently towards the centre from inside the bank on the SW and drops more considerably from the centre towards the edge of the ringfort on NE. The diameter of the interior is c. 33m NW-SE. The monument is situated in well drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This monument has been partially destroyed, however clear traces of the site survives. The site is located immediately S of the existing N4 and the ground rises notably to the SW. The NW, N and NE portions of the bank survive while the S extent has been levelled. The interior rises to

	the centre and traces of old cultivation ridges are apparent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 43</b>
<b>RMP No.:</b>	LF014-079
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	122m NE
<b>Classification:</b>	Enclosure
<b>NGR</b>	220710/271986
<b>Description:</b>	This ringfort was completely destroyed in the 1970's and a reservoir currently situated on the site.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Removed, site of reservoir
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 47</b>
<b>RMP No.:</b>	LF014-081
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	30m SW
<b>Classification:</b>	Ringfort

<b>NGR</b>	220353/273033
<b>Description:</b>	On a gentle NNW facing slope in pasture. Raised circular area (diam. 24.8m) enclosed by a much denuded, low bank of earth and stone (W 3.3m). Both the bank and fosse had been modified and incorporated into a field boundary, which was subsequently removed. A break (with 1.8m) in the bank at the E may mark the original entrance. A report in 1975 (SMR file) recorded a possible house site (LF014-081002) within the interior at SW, it is no longer identifiable.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This is a well preserved monument. It is situated in a flat pasture field on a substantial rise, possibly archaeological in origin. The diameter is c. 30m and the surface of the interior of the monument slopes to N. There was no trace of the house identified in 1975 inspection.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 58</b>
<b>RMP No.:</b>	LF014-107
<b>Townland:</b>	Lackan
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	170m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	223250/272400
<b>Description:</b>	Circular earthwork outlined by a wide and very low bank set on a low sloping embankment. Outside there is a wide shallow fosse. The fosse is best preserved on the N side of the ringfort. Beyond the fosse there is a wide low outer bank on the N & SW. The interior is fairly even and has a diameter E-W of 25m. There is a slight trace of an entrance on the E side.
<b>Reference:</b>	RMP files

<b>Site Inspection:</b>	There are no visible traces of this site located on the S side of the existing N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 63</b>
<b>RMP No.:</b>	LF015-060
<b>Townland:</b>	Ballindagny & Cullyvore
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	19m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224530/271390
<b>Description:</b>	(1975 field inspection). This is a fairly large circular ringfort. The earthwork is outlined by a very low earthen bank set on a low embankment. Outside there is a wide fosse. The overall width of the fosse is c. 4-5m. There are slight remains of a wide low outer bank. The interior of the ringfort slopes very gently from S-N, with cultivation ridges running N-S. The interior is 29m in N-S diameter. There are rushy patches in the centre and SW part of the interior. There is no entrance to the ringfort.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Depicted as being levelled on modern mapping, however substantial upstanding remains survive despite some denudation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 64</b>
<b>RMP No.:</b>	LF015-061
<b>Townland:</b>	Abbey Land

<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	218m NE
<b>Classification:</b>	Holy Well
<b>NGR</b>	224900/271350
<b>Description:</b>	“St. Mary’s Well” Situated in low-lying, largely waterlogged area which is densely overgrown with scrub. Locally believed that there is an unenclosed spring at the location. Unable to inspect without heavy cutting (1998). SMR File 1978 –A small triangular steep sided hollow with weed grown water. There is a small drain carrying a continuous flow of water from its SE angle to the adjacent stream. Lined with at least one course of large stones.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Proximity to Abbey infers direct association. Could not be precisely located owing to vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 65</b>
<b>RMP No.:</b>	LF015-062
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	264m N
<b>Classification:</b>	Abbey
<b>NGR</b>	224990/271350
<b>Description:</b>	The rectilinear feature marked on the OS map editions is bounded by a substantial earthen bank and could be medieval. The abbey building is almost completely gone but there area mortared masonry remains and a definite T shaped structure can be traced. There are traces of other wall

	footings too. The S corner of the enclosure is cut off by a low curving earthen bank. To the W is a well called St. Mary's Well on the OS map according to a local landowner this should be titled St. Barry's Well.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	In ruins. Site survives as rectangular masonry footprint with underneath a mature plantation of trees. Some interior wall courses survive but not above c.0.35m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 67</b>
<b>RMP No.:</b>	LF020-002
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	10m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	225123/270706
<b>Description:</b>	A small circular mound with a rounded top. The mound is approx. 2m high and c. 7-8m in overall diameter. There is an oak tree growing on top of the mound. A low field bank with beech trees growing on it skirts the foot of the mound on the E and SE. No trace of a fosse. Possibly a small barrow. Situated on a ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives in a heavily overgrown state to the N of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
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<b>AH No.</b>	<b>AH 68</b>
<b>RMP No.:</b>	LF020-003
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	7m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	225289/270596
<b>Description:</b>	Sub-rectangular earthwork outlined by a wide earthen bank. Outside on W, N & E there is a wide deep fosse. This fosse now forms part of a field boundary. There are slight remains of a low outer bank on the N side of the earthwork. On the S side the roadway skirts the bank of the enclosure. The interior has a number of trees growing inside. Possibility that monument is a tree ring.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	A rectangular enclosure located on the N side of a local road. Surviving earthen banks heavily overgrown with mature trees.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 69</b>
<b>RMP No.:</b>	LF020-008
<b>Townland:</b>	Liscahill
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	18m SW of upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	226130/270260
<b>Description:</b>	Small circular ringfort with diameter NE-SW of c. 25m. The ringfort is

	bounded by a low earthen bank which is set on a low embankment. There is a shallow fosse at the foot of the embankment on NW. There are slight remains of a fosse on the S side. The interior is fairly even with old cultivation ridges running NW-SE. Part of embankment has been broken down on SE; an entrance is also located on this side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Small circular ringfort located in centre of pasture field. Densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 70</b>
<b>RMP No.:</b>	LF020-005
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	221m N
<b>Classification:</b>	Possible Barrow
<b>NGR</b>	226660/270540
<b>Description:</b>	There is a very low mound which has been partly levelled. It is sub-circular in shape c. 18m-20m in diameter E-W and c. 16m-18m in diameter N-S. It is approx. 1m in overall height. This could be the remains of a small barrow. The earthwork is on a low rise in well drained pasture land. The surface of the earthwork is fairly smooth and regular as it had been ploughed down gradually rather than levelled. There are slight remains of an old field fence crossing the E end of the earthwork.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this monument. Located in field of mature meadow grass.
<b>Type of Impact</b>	Indirect



<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 71</b>
<b>RMP No.:</b>	LF020-010
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	139m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	226800/270460
<b>Description:</b>	A sub-circular almost rectangular enclosure bounded by remains of a wide low earthen bank with a very shallow fosse outside from WNW to N to ENE. From ENE to E to S to W there is a wide deep fosse now reused as a part of a field boundary. The interior is smooth and is featureless with a diameter N-S of 30m and a diameter E-W of 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives as notable kink in field boundary with no upstanding remains in W/NW/N extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 73</b>
<b>RMP No.:</b>	LF020-014
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	168m NE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	228480/270060

<b>Description:</b>	Site is destroyed. A laneway cuts through the site and no remains of the fort can be seen in the fields on either side. A slight rise is visible in pasture land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 75</b>
<b>RMP No.:</b>	LF020-015
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	147m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228570/270000
<b>Description:</b>	This earthwork has been destroyed. There is a very slight rise on the site of the monument and the W half of the site is occupied by a fairly modern house. This site was probably a ringfort. Inspected in 1975.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	This site has been destroyed.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 76</b>
<b>RMP No.:</b>	LF020-016
<b>Townland:</b>	Kilsallagh

<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228580/269850
<b>Description:</b>	Partly destroyed. The remains of a small circular enclosure bounded on the SE to W to N to N NE by a wide low earthen bank with a shallow fosse outside it. From NE to E to S to SW the perimeter has been destroyed where field banks and drains encroach on the site. The interior is fairly smooth with a drain dug in a N NE- S SW direction through the earthen part. The diameter NE-SW is c. 22m. Situated on slight rise in low lying pastoral land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Almost entirely levelled except for very faint low earthen bank (c. 0.1m to 0.3m) in height.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 77</b>
<b>RMP No.:</b>	LF020-027
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	70m NE to upstanding remains
<b>Classification:</b>	Enclosure
<b>NGR</b>	229540/269320
<b>Description:</b>	An unusual earthwork. The monument is circular in outline and delimited by an irregular low bank set on an embankment. The SW side and greater part of the interior have been quarried away. There is a wide shallow fosse on the N side of the earthwork. On the E and SE side

	there is a wide deep fosse. This is part of a wide fosse which runs through the field in a NE-SW direction and which curves around the E half of the earthwork. Diameter of the earthwork is c. 15m E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Substantial upstanding remains, seemingly in a good state of preservation. Heavily overgrown with mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 82</b>
<b>RMP No.:</b>	WM005-001
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	182m NE
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	230490/268970
<b>Description:</b>	Fort marked on the Fair Plan. Marked with pencil on current OS maps. No visible trace of antiquity on the ground.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 86</b>
<b>RMP No.:</b>	WM006-012
<b>Townland:</b>	Windtown
<b>Parish:</b>	Russagh

<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	156m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	230700/268020
<b>Description:</b>	This is a roughly circular area delimited by a scarp with very slight remains of an earthen bank on its edge and a shallow fosse and a wide low outer bank beyond it. There is a second shallow outer fosse and a third bank outside. A field fence and drain cut across the perimeter of the earthwork, destroying it on the S and SE sides. The outer bank and fosse are absent on the W. There is a small rectangular annex and a small platform on the N side of the ringfort. Outlined by a low scarp with a shallow fosse on the W side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 87</b>
<b>RMP No.:</b>	WM006-017
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231110/267480
<b>Description:</b>	A roughly circular area is surrounded by a wide low bank with a fosse outside. The fosse has been redug in recent times on the northern and eastern sides. The interior is crossed by old cultivation ridges. The ringfort is built on a natural rise – diameter measures 39m NW-SE. Wide views of the surrounding countryside

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved single banked ringfort, overgrown with trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 88</b>
<b>RMP No.:</b>	WM006-018
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	15m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231250/267340
<b>Description:</b>	A large oval area is outlined by a wide earthen bank and a wide deep fosse and a low earthen outer bank. The outer bank has been partly levelled on the eastern side. Built on a natural rise. The diameter N-S is 59m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved large, doubled banked ringfort, which is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 89</b>
<b>RMP No.:</b>	WM006-016
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish

<b>Distance Route Option</b>	223m W
<b>Classification:</b>	Well
<b>NGR</b>	230980/267040
<b>Description:</b>	There is a rectangular shaped hole containing stagnant water with a heavy growth of rushes and reeds in and around it. There is an overgrown stream running SSE from the well. There is a freshly cut channel on the E of the well. The well itself is fenced off and surrounded by barbed wire. The area in general is low lying and marshy. The land rises to the N and E but is flat on the S and SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 187, 1910
<b>Site Inspection:</b>	The site of the well is fenced off and located in marshy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 91</b>
<b>RMP No.:</b>	WM006-046
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	190m SW
<b>Classification:</b>	Castle Site
<b>NGR</b>	233090/262220
<b>Description:</b>	A reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589. The area around Ardglass house was inspected in 1983 and surrounding lands however no trace of any physical remains were noted and both landowners knew of no tradition.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	No traces of medieval or post medieval masonry, site now occupied by

<b>Inspection:</b>	Ardglass house.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 95</b>
<b>RMP No.:</b>	WM006-050
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	42m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	234347/264392
<b>Description:</b>	This is an approx. circular area delineated by a fragmentary earthen bank set on a scarp, with a wide deep fosse at its foot. There is a substantial counterscarp bank which has a gap on the S and has been almost completely levelled on NNE, NE and E. There are breaks in the inner and outer banks on the W side. On the NE side of the ringfort there is a D shaped annex bounded by a low scarp with slight remains of a bank on its upper edge. Inside the ringfort bank in the SE part of the annex is a slight rectilinear platform with a fosse at its foot. Sited on the NE end of a low narrow ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort, where middle ditch is very deep and wide - outer bank not so well preserved and site is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Nodal Section</b>	17-19
<b>AH No.</b>	<b>AH 97</b>
<b>RMP No.:</b>	WM011-008
<b>Townland:</b>	Ballinalack



<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	Site of earthwork almost completely levelled but appears to have been circular originally. The perimeter is marked by a very slight drop in ground level with a corresponding change in vegetation colour running from NW-N-E-S-SW. The perimeter has been destroyed by a drain on the W. The interior slopes from W to E. Diameter 34.7m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is levelled. Located to the E of an N-S oriented field boundary. No visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 98</b>
<b>RMP No.:</b>	WM011-009
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	This site has been levelled and survives only as a cropmark outlining a broad oval and almost pear-shaped area. In places the cropmark corresponds to a very slight dip in ground level. The site was located on and to the NE of a small natural rise. Dims c. 44.3m
<b>Reference:</b>	RMP files

<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The site is levelled and survives as a pear shaped cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 99</b>
<b>RMP No.:</b>	WM011-011
<b>Townland:</b>	Cullenhugh
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	38m NE to centre of constraint
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	235830/263450
<b>Description:</b>	Levelled in the 1970's the site consisted of a small irregular area outlined by a low scarp with very slight traces of an earthen bank at its upper edge and of a fosse at its foot from E-S to W to NW. The interior showed traces of disturbance. The site was located on a slight natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible ploughed out enclosure or ringfort - slight rise in ground noted.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 101</b>
<b>RMP No.:</b>	WM011-018a and b
<b>Townland:</b>	Ballyvade
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	189m SW

<b>Option</b>	
<b>Classification:</b>	Ringfort
<b>NGR</b>	236650/262390
<b>Description:</b>	<p>WM011-018a A sub-circular area delimited by a low scarp with the remains of an earthen bank at its upper edge, a wide shallow fosse cut its foot and the remains of a low bank at the outer edge of the fosse. The outer bank is visible from NNE to E to S and on the WNW and N. The fosse is traceable all round but it has been almost completely filled up in places. The inner bank has been defaced in a number of places but there is a causewayed entrance on the NE. Although the edge of the gaps in the bank are defaced. The interior slopes slightly from W to E and is divided by a slight broad bank running WSE to ESE. Diameter 46m.</p> <p>WM011-018b Monument appears to be a long low natural ridge, not likely part of any former archaeological monuments. A rath lies to the S. To the N is a field with a number of rises and depressions in it possibly representing modern drainage</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort survives as low earthen banks. Large monument, diameter c. 50m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 102</b>
<b>RMP No.:</b>	WM011-019
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SW
<b>Classification:</b>	Ringfort

<b>NGR</b>	236860/262200
<b>Description:</b>	An oval area outlined by a substantial earthen bank. The interior is fairly even and slopes from SW to NE. On the NE side the bank has been destroyed. Diameter is c. 36m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort defined by earthen bank to the SW, S and SE. The bank is levelled in N quadrant. Situated on gentle N facing rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 103</b>
<b>RMP No.:</b>	WM011-020
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Circular Earthwork
<b>NGR</b>	237160/262210
<b>Description:</b>	1981 Field inspection: Site noted from St. Joseph's and GS aerial photographs. The site appears to be a destroyed ringfort. On the N sloping face of a steep-ish hill. The site appears to be circular or perhaps slightly oval. The raised interior is enclosed by a fosse, with traces of an outer bank to the S, E and W. On the N side the fosse and outer bank have been interfered with by old field fences which appear to have respected the site. These have since been removed, and have dug into the side of the platform on which the site is dug. There is no trace of an entrance or of any internal features. The interior rises c. 50cm from the fosse on the S, E and W, gently slop into disturbed field boundary. The fosse is 3.50m-4m wide. The outer bank rises c.50cm from the fosse on the E up to 70cm from the fosse on the S and W. The outer bank is c. 3m wide all around and is up to 30cm above the surrounding ground on the S and W, level on the E. Destroyed on N and NE. The internal width

	of the site N-S 32.50m, internal width of the site E- W 32m. Possible slight traces of an outer fosse on W only. Cutting the site off from W end of the terrace on which it is sited 3.50m wide.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression. Located on N facing slope in marshy field to S of N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 104</b>
<b>RMP No.:</b>	WM011-028
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m NE
<b>Classification:</b>	Church
<b>NGR</b>	237480/262400
<b>Description:</b>	<p>A rectangular church with a square tower at the W end. The church appears to be of 18<sup>th</sup> century or early 19<sup>th</sup> century date. The walls of the church and tower are rendered with pebble dash. There is an aisle on the N side both built of roughly dressed limestone, of seemingly mid or late 19<sup>th</sup> century date. The E window being of 3 lights with tracery above. There is no trace of medieval remains. The church is in the N part of a roughly rectangular graveyard containing numerous 18<sup>th</sup> century and 19<sup>th</sup> century tombstones.</p> <p>Report of Robert of Ardagh who died in 1224 granted and confirmed to Iristernagh the church of Leene and some years later Richard of Meath granted to same church to the same priory.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910

<b>Site Inspection:</b>	No trace of medieval church, site occupied by late 18 <sup>th</sup> /early 19 <sup>th</sup> century church.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 108</b>
<b>RMP No.:</b>	WM011-058
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SSW
<b>Classification:</b>	Earthwork
<b>NGR</b>	237730/261780
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a D shaped earthwork on the earlier editions. The site has been destroyed and no surface features remain. It was located at the SW foot of a hill.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site has been levelled; there are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 109</b>
<b>RMP No.:</b>	WM011-057
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort

<b>NGR</b>	237810/261930
<b>Description:</b>	Partly destroyed site was oval in shape originally. It is outlined by a scarp with the remains of an earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled on the E and the fosse is only visible at the NNW. Diameter N-S c. 59m and diameter E-W is c. 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No obvious trace of site, although elements may be preserved within the field boundary.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 111</b>
<b>RMP No.:</b>	WM011-062
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	83m S
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	237990/261670
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a small circular earthwork on the earlier editions. The site has been virtually destroyed but it is possible to trace the perimeter in places where it survives as a very faint earthen bank. The site is located on a slight rise in the W side of a hill. Diameter is c. 16m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is completely levelled, survives only as a large circular cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 112</b>
<b>RMP No.:</b>	WM011-063
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238080/261840
<b>Description:</b>	A roughly circular area outlined by a scarp with the slight traces of an earthen bank at its upper edge and of a shallow fosse at its foot. From S to W to NW the perimeter has been incorporated in a modern field fence and a second field fence runs NE-SW just outside the fosse on the N. The site is located on a slight natural rise. Diameter is c. 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Partially truncated ringfort, southern aspect of which survives well.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 113</b>
<b>RMP No.:</b>	WM011-066
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	77m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238680/261600
<b>Description:</b>	Partly destroyed and now in a plantation the site may have been circular



	originally it is outlined by a scarp with the slight remains of a bank at its top and a slight fosse at its foot. The perimeter has been levelled on the S. The interior rises towards the centre. Diameter is 19.60m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Probably circular originally, only faint traces of W extent of monument survive.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 114</b>
<b>RMP No.:</b>	WM011-068
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	172m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238830/261460
<b>Description:</b>	A large roughly circular area outlined by a scarp with a substantial bank of earth and stone at its upper edge, a wide deep fosse at its foot and a substantial outer bank of earth and stone. There is a shallow outer fosse on the N. The outer bank has been modified from N to E to S to W and the inner bank is defaced in places. There are entrance gaps in the banks and a causeway (3.20m) across the fosse on the NNE. The interior slopes from NNE to SSW. The site is located on the S side of a natural hill. Diameter 46m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site partially damaged. SW extent located on S side of rise on hill, remainder of monument incorporated into forestry plantation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 115</b>
<b>RMP No.:</b>	WM011-067
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238870/261660
<b>Description:</b>	Partly destroyed the site was approx circular originally; it is outlined by a scarp with the remains of a low earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled from NNE to E to SE. The interior slopes from NE-SW. The site is located on the W side of a natural ridge. Diameter is c. 27m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible upstanding remains situated S of existing N4, within very dense plantation of coniferous trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 116</b>
<b>RMP No.:</b>	WM011-073
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	239080/261280
<b>Description:</b>	The ringfort is not marked on the 1914 OS map edition, but is shown as

	an earthwork on the earlier editions. The site has been largely destroyed by the perimeter survives as a low scarp, with the slight remains of an earthen bank at its upper edge, from ESE to S to W to NW, from SSW to W to NW. The perimeter has been modified to form part of the modern field fence. The interior slopes slightly from NW to SE. Diameter c. 25m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort adjacent to possible hollow way or bóithrín. Entrance appears to be on NE side.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034
<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	<p>Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W-E -</p> <p>Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.</p> <p>Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area.</p>

	Situated on shoulder of hill to the SSW of the village Multyfarnham.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 120</b>
<b>RMP No.:</b>	WM012-084
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240650/260160
<b>Description:</b>	This is a roughly circular ringfort bounded by a low scarp with a low earthen bank set on it and a shallow fosse at its foot on the N side. The interior is divided by a field bank running NE-SW through it. Set on level ground overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site lies in ground overlooking Lough Owel to S. Dublin-Sligo railway extends to E of site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 121</b>
<b>RMP No.:</b>	WM012-085
<b>Townland:</b>	Ballynafid

<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	174m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240560/259990
<b>Description:</b>	This is a roughly circular ringfort outlined by a wide bank of earth and stones with a wide fosse outside. Situated on flat pasture land near Lough Owel. Diameter E-W 33m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site, located in the grounds of the Heathland demesne has been levelled. There are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 124</b>
<b>RMP No.:</b>	WM012-098
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	111m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240750/259780
<b>Description:</b>	A small broad oval ringfort outlined by a high scarp. The interior rises unevenly towards the centre. Built around a small steep natural hillock overlooking Lough Owel to the S and W. Diameter ESE-WNW is 18m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Small oval shaped ringfort survives to W of trackway. Located on N shore of Lough Owel.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 125</b>
<b>RMP No.:</b>	WM012-086
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Abbey
<b>NGR</b>	240750/259780
<b>Description:</b>	The grass covered foundations of the NW corner of a rectangular church c. 16m by 6m survive within a small sub-circular graveyard which is enclosed by a modern stone wall. Sited on a small natural rise overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ruins of a church and graveyard contained within a stone wall enclosure
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 126</b>
<b>RMP No.:</b>	WM012-087
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Earthwork
<b>NGR</b>	240950/259850

<b>Description:</b>	The site has been levelled completely. There are several very slight undulations on the surface of the ground at the site but they do not appear to form any recognisable plan.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 130</b>
<b>RMP No.:</b>	WM012-099
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240920/259550
<b>Description:</b>	An approximate circular ringfort outlined by a low bank of earth and stones set on a scarp with remains of a shallow fosse at its foot. Site on a gentle slope overlooking Lough Owel to the W and S. Diameter ENE-WSE is 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved, large ringfort overgrown with trees on NE shore of lough
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 131</b>
<b>RMP No.:</b>	WM012-100

<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	241190/259670
<b>Description:</b>	The remains of an approx circular ringfort outlined by a low earthen bank which has a modern dry stone external facing. On the NE the perimeter has been destroyed where farm buildings encroach on the site. The interior is now used as part of a farmyard site on a gentle slope. Diameter N-S is c. 30m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ringfort that survives partially with bank - possibly doubled banked but not clear. Badly truncated by farmyard.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 140</b>
<b>RMP No.:</b>	WM012-101
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	14m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	241270/259370
<b>Description:</b>	The site has been completely levelled and was situated on top of a natural rise.
<b>Reference:</b>	RMP files
<b>Site</b>	Likely remains of a ploughed out ringfort on crest of drumlin overlooking



<b>Inspection:</b>	lough to W, SW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 141</b>
<b>RMP No.:</b>	WM012-102
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	68m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	241470/259160
<b>Description:</b>	An approximate circular ringfort outlined from N-E-SE by slight remains of an earthen bank with remains of a fosse outside and elsewhere by a crop work indicating the line of a destroyed bank. Sited on a slight SSE slope. The ringfort has since been completely destroyed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 146</b>
<b>RMP No.:</b>	WM012-164
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	28m E to upstanding remains
<b>Classification:</b>	Ringfort

<b>NGR</b>	242070/258830
<b>Description:</b>	Original File Missing therefore no description on file.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is a large subcircular ringfort situated on a NE facing slope, to the E of the cutting for realigned N4 road. There survives earthen banks' varying in height c. 0.5m to c. 1.25m. The enclosure is large, c. 50m in diameter and overlooks Scragh Bog to the E. Farmyard located to the SE.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 148</b>
<b>RMP No.:</b>	WM012-165
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m W to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	229540/269320
<b>Description:</b>	This ringfort which was probably approximately circular originally has been partly destroyed by the railway line which cuts through it. The remaining part of the ringfort is outlined by a substantial bank of earth with a wide deep fosse on the N, E, and ESE by a low scarp with no fosse on the SE. Situated on the WSE side of a hill overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Minimal surface expression. The site presents as darker vegetation mark betraying curve of NE quadrant of ringfort. Site overgrown and there may be very minimal surface traces of the monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>Nodal Section</b>	21-21A
<b>RMP No.:</b>	WM012-168
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	13m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242720/257430
<b>Description:</b>	This is an approximately circular ringfort bounded by very slight remains of a low bank of earth set on a low scarp, with very vague traces of a fosse at its foot. A slight gap on the NNE may represent the entrance. Situated on a natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This monument has been damaged by the construction of farmyard buildings to the immediate S of the small circular ringfort.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	27m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built

	of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 162</b>
<b>RMP No.:</b>	WM011-065
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238460/262013
<b>Description:</b>	The site is partly destroyed but was approximately circular originally. It is outlined by a low scarp with faint traces of a low earthen bank at its upper edge and of a fosse at its foot. The perimeter has been destroyed by quarrying on the SE. The interior is uneven, rising irregularly towards the centre. The site is located on a slight natural rise. Diameter 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Upstanding remains form part of W bank of ringfort, situated on S facing slope to N of existing N4
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>AH No.</b>	<b>AH 163</b>
<b>RMP No.:</b>	WM011-064
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	299m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238444/262207
<b>Description:</b>	A roughly circular space outlined by a low scarp with faint traces of an earthen bank at its upper edge and of a shallow fosse at its foot. The perimeter has been incorporated in a modern field fence from S-W to NW. The site is located on a slight natural rise. Diameter c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

<b>Recorded Archaeological Heritage (AH Sites) Route Corridor Option 3</b>	
<b>Route Corridor:</b>	Route Corridor Option 3
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	68m SW
<b>Classification:</b>	Earthwork
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 3</b>
<b>RMP No.:</b>	LF008-008
<b>Townland:</b>	Carrickmoyragh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Ringfort

<b>NGR</b>	211860/280970
<b>Description:</b>	A small, almost circular slightly uneven area with a general slope from N to S. bounded by a slight embankment with possible bank on its upper edge. There are slight suggestions of a fosse from SSE-S-W and modern field banks and ditches at the foot of the embankment from W-N-E-ESE. A very slight depression in the embankment on the S may represent the entrance but this is no more than a hint. No visible trace of a causeway. The embankment was partly removed from W-NW-N possibly to make a cart track to the gap in the field fence on the N. Situated on a slight S slope surrounded by gently undulating land of average to good pasture. Extensive news of surrounding country. Top W of the entrance –depression 0.05- 0.8m, bottom W of entrance =2m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Possible low lying surface remains survive, monument obscured by mature meadow grass preventing in depth analysis.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 8</b>
<b>RMP No.:</b>	LF013-014
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	75m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	214460/277440
<b>Description:</b>	Diameter NW-SE 36m, NE-SW 25m.  The oval shaped platform is enclosed by a low earthen bank which is best preserved from W-N-NE. The monument is situated on the edge of a ridge which dominates the townland. There is a clear indication of an external fosse though on the E and W there is a shallow dip in the

	ground. The bank is absent on the S where the level of the interior and exterior surfaces are the same. The interior is free from scrub with a slight slope from SE to NW. No definite trace of original entrance, however the absence of bank at the S side may indicate its approximate position.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument survives as an oval enclosure incorporate into a field boundary to the NW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 10</b>
<b>RMP No.:</b>	LF014-001
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	166m ENE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215240/277209
<b>Description:</b>	Area marked as 'Castle' on Down survey map 1656. Not marked on any edition of OS maps. No descriptive details on file.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 12</b>
<b>RMP No.:</b>	LF014-005



<b>Townland:</b>	Lisnamuck
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	176m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	215380/276210
<b>Description:</b>	A small sub-circular, almost oval shaped ringfort, outlined by a very low embankment with a shallow fosse outside it. On the S side there is a slight bank on the embankment. The interior of the ringfort is quite even and featureless. Earthwork is situated on poorly drained land.  Diameter NW-SE c.33m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No</b>	<b>AH 13</b>
<b>RMP No.:</b>	LF014-003
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	155m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215740/276610
<b>Description:</b>	Situated on a low hillock in otherwise low-lying ground. Good pasture. Excellent views in all directions. Circular area (diam. 26.7m) enclosed from SE-S-NW by the remains of a levelled bank of earth and stone (W. 3.6m; max H. 0.2m). For the remainder of the circuit the bank has been

	modified and incorporated into the field boundary bank and has an external ditch. Original entrance not recognisable. The buildings marked within the enclosure on the 1914 OS edition have been removed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument, which has been destroyed subsequent to the 1975 field inspection
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 14</b>
<b>RMP No.:</b>	LF014-004
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	47m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215879/276374
<b>Description:</b>	<p>Situated on a low rise in relatively level ground. Average pasture. Good views in all directions. The site is very densely overgrown with scrub rendering inspection very difficult and subsequent interpretation dodgy. This report should be regarded as preliminary findings rather than a definitive description. Raised circular area (diam. c. 51.5m) enclosed by two banks of earth and stone with external fosses. The poorly preserved inner bank barely rises above the internal area for most of the circuit. The inner fosse is wide, deep and partially waterlogged. The outer bank is low, very wide, steep sided and flat topped. It apparently survives only from ESE-S-NW. However its outline is identifiable for most of the remainder of the circuit. The outer fosse has been infilled. Its outline is identifiable only at SW. Original entrance not recognisable. H. of internal bank above internal area –0m –0.3m.</p> <p>Section at SW Inner bank – W: 5m.H, above internal area: 0.15m H above inner fosse W: 6.3m Inner fosse W: 6.3 D below outer bank: 1.3m</p>

	Outer bank W.: 9.9m H above exterior fosse: 1m Outline of outer fosse W. c. 4.5m
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	The monument is well preserved with the SE-S-SW-W-NW extent surviving in best state of preservation. The monument is very densely overgrown which prevents full interpretation; however two earthen banks are apparent in the SW quadrant. Overall diameter c. 50m. Small stream to S of monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 15</b>
<b>RMP No.:</b>	LF014-006
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	173m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216360/276240
<b>Description:</b>	Site is almost completely levelled. A large approximately circular area now bounded by very slight remains of a shallow fosse. The fosse is best preserved from SE to S to W. The interior is fairly smooth with a gentle slope from SE to NE. The diameter NE-SW is c. 35m and the diameter NW to SE is c. 33m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no visible surface remains of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 20</b>
<b>RMP No.:</b>	LF014-023
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	118m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216710/275850
<b>Description:</b>	This is a fairly small circular ringfort outlined by a very low earthen bank with a shallow fosse outside. On the S side the bank has been partly levelled and fosse partly filled in. The diam of the ringfort is c. 32m E-W. There is no sign of the original entrance to the ringfort. The interior is quite even and is featureless. This earthwork is on a low rise in fairly well drained pasture land with views in all directions.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Site remains as low earthen banked enclosure in a flat well drained pasture field.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 21</b>
<b>RMP No.:</b>	LF014-024
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	130m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216810/275740

<b>Description:</b>	This earthwork is not marked on the OS map. The ringfort is bounded on the N & E by a low earthen bank which now forms part of the field boundary. Outside is a shallow fosse which is part of outside. The interior slopes gently from W-E and has slight remains of old cultivation ridges running E-W. The diameter of the interior N-S is c. 30m. This earthwork is on a low rise in slightly rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Levelled on E, SE, S and SW sides. On W, NW and N side the monument is incorporated into a field boundary and survives as an earthen bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 22</b>
<b>RMP No.:</b>	LF014-025
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	125m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216900/275630
<b>Description:</b>	This is a small circular ringfort outlined by a wide low bank of earth and stones with a wide deep fosse outside. Beyond the fosse there is a very low outer bank. On the E side this low bank swings out from the ringfort to enclose a small triangular berm between the fosse and the bank. This bank may have been altered in more recent times. This outer bank now forms part of a field boundary and there is a field drain beyond the outer bank on the E and S sides. The interior of the earthwork is fairly even and is featureless. The diam of the ringfort E-W is approx 22m. There is no definite trace of the original entrance. There is a narrow entrance on the E side. However this does not appear to be original.
<b>OS Editions</b>	1837, 1882, 1914

<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The small circular ringfort survives among dense vegetation growth in an area of boggy/marshy ground. The monument is incorporated into a field boundary and is approximately 20m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 25</b>
<b>RMP No.:</b>	LF014-029
<b>Townland:</b>	Cooleeny/Whiterock
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	232m SW
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	216940/275000
<b>Description:</b>	This earthwork has been destroyed in the 1970's. There are slight traces of the earthen bank which surrounded the monument and very slight indicators of an outer fosse. The interior of the ringfort has sycamores growing in it. The ringfort was built in moderately drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	This site is partially levelled and located to the NE of a driveway leading to a modern farm. The enclosure site is small and the surviving low banks are sub-rectangular in form.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 26</b>
<b>RMP No.:</b>	LF014-036
<b>Townland:</b>	Whiterock
<b>Parish:</b>	Templemichael

<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	25m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	216940/275000
<b>Description:</b>	A circular ringfort outlined by a very low earthen bank with a shallow fosse outside it. The bank has been denuded by cattle in several places. There is an entrance to the interior on the E side. On S, SE and SW the fosse has been deepened to form part of a field boundary. The interior is uneven with two low rises towards the centre, the significance of which are not apparent. Monument built on flat well drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains incorporated into field boundary
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 29</b>
<b>RMP No.:</b>	LF014-037
<b>Townland:</b>	Cartron Little
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	50m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	217450/274940
<b>Description:</b>	This is a sub-circular ringfort, outlined by a wide, low bank of earth and stones. Beyond this there is a very wide fosse with a very wide outer bank beyond it. This outer has been disturbed and levelled where a field boundary cuts into it on the SE side. There is a second wide fosse beyond this outer bank. The inner bank of the ringfort is straight on the

	SE side –thus giving the interior a sub-circular “D” shape. .The earthwork is badly overgrown with vegetation. This earthwork is in fairly flat, well drained pastureland.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains of "D" shaped, sub circular ringfort, obscured by dense, mature vegetation. Wide low bank & wide outer fosse cut to SE by field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No</b>	<b>AH 35</b>
<b>RMP No.:</b>	LF014-071
<b>Townland:</b>	Lissardowlan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	318m S
<b>Classification:</b>	Deserted Medieval Settlement
<b>NGR</b>	218675/273952
<b>Description:</b>	The castle of Incheleder, built by Walter de Lacy c. 1200 may be identified with the motte and bailey (LF014-071001), (Otway-Ruthven 1968b, 414; MacNiocaill 1977, 54-6). A settlement complete with Borough status had grown up here in the 1230's when a burgage plot at Inchcleffer is mentioned in a charter (Mac Niocaill 1977, 55. These lands passed to John de Verdon and in 1284, Theobald de Verdon received a grant allowing a market and annual fair (CDI, ii, nos. 2304). The vill probably shared the vicissitudes of other urban centres held by the de Verdons in the early 14 <sup>th</sup> century. The lands of Lisserdawle were mentioned in a subsequent partition in 1332 (Otway-Ruthven 1968b, 422-435). This was 16 years after the death of the last de Verdon and by this time it is more than likely that the vill and surrounding manor had been abandoned. The land was taken over in the following decades by a sept of the Uí Fergail, whose chieftain Sean built a castle (LF017-



	<p>071003 here in 1377 (AFM). This was also the place of his death six years later, implying its importance to the sept. It is probable that the first O’Fergail structure was erected on the motte. The castle and surrounding lands were re-granted to William O’Farrell Bán “chief and captain of his nation” in 1587 (RDKPRI, 43, nos 5062, 5107) and in 1610, the “castle, bawne, towne and landes” of Lissardawle passed to the Nugents of Delvin (Cat. Pat. Rolls Ire. Jas. I, 145) They are last heard of in 1612 when granted to Captain Roger Atkinson (Cat. Pat. Rolls. Ire., Jas I, 214). Whatever urban development occurred here in the later middle ages did not form a foundation for an urban renaissance in the 17<sup>th</sup> or 18<sup>th</sup> centuries.</p> <p>LF014-071001 –Motte and Bailey</p> <p>Kenny 2006 –</p> <p>Situated on a low but prominent rise in low-lying pasture. This monument was evidently constructed before 1210 as there is a historical reference to the castle of Hindchedeler which can be equated with Lissardowlan being returned to Walter de Lacy in 1215., having been confiscated 5 years earlier (Sweetman 18 (9)75-86, Vol. 1, no. 612). In 1224, the castle of Ard Abhla was burned by Aedh O Conchobhair and the garrison, both Anglo-Norman and Irish were slaughter (ALC; A. Conn). In 1377, Seán Ó Fearghail, taoiseach of Anghaile, erected a castle (LF014-071003) at Lios aird abhla, probably on the motte (AFM; A Conn). It is likely that the motte and bailey described below were constructed partially or either wholly upon or within a much larger, pre-existing rath (LF014-071002). The motte comprises a high, steep sided circular mound of earth and stone (H. c. 9.5m diam at base c. 36m). The summit is flat topped (dims 12.9 NE-SW; 11.2 NW-SE), A report in 1975 (SMR file) recorded the remains of a rectangular structure which is no longer visible. The motte is encircled by a fosse. From ENE-S-SW, where it separates the motte from the inner bailey, it is wide and deep (W. 11.7m; D 1.45m). Elsewhere it has been largely infilled. Bradley noted ‘a piece of collapsed masonry in the ditch’ of the motte (Bradley et all 1985, 32). This could be part of the remains of Seán Ó Fearghaill’s castle. The inner bailey is crescentic in plan (dims c. 60m NE-SW, c. 26m NW-SE). It is enclosed by a wide, low bank of earth and stone (W. 7.6m, H 0.5m)</p>
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	<p>with a very wide, very shallow external fosse (W. 13.3m, D 0.15m). At the outer lip of the fosse is a second, larger bailey. This is also crescentic in plan (dims c. 70 NE-SW c. 40m NW-SE) and is defined by a scarp (H 0.6 -1.1m). At the foot of the scarp is a fosse (W. 5.7m, D 0.8-1.2m) with a very wide, deep external fosse (W. 14.6m D3.7m) At the outer lip of the fosse is a second bank (w. 9.3m, H. 2.2m) also with an external fosse (W. 5.2m, D 0.9m) (Westropp 1902, 712, Orpen 1910 223-5, McNamee 1940c, 81, English, 1971, Bradley et al 1985-32-2). South of the motte, Bradley noted a narrow raised area running towards the modern road which he suggests may be part of an old roadway (Bradley et al 1985, 32).</p> <p>SMR File 1975 -This is a large circular motte, well preserved with fairly steep regular sides. The top is fairly regular and has a very slight trace of a rectangular building. The diam. of the top is c.13-14m. The motte is surrounded by a wide, shallow fosse. Outside the fosse to W/NW is a wide low bank with a shallow fosse beyond it. On the W/SW there is a second wide low bank beyond this. This outer bank is absent on the NW side of the motte. To the SE of the motte and beyond the fosse is a large, crescent shaped bailey. The outer edge of this bailey is bounded by a low bank se on an embankment to E, S and SW. The fosse, which encircles the motte, continues around the bailey. On NE side the low bank runs to the W and NW of the motte, continues as a high bank outside the fosse on the NE of the bailey. On the eastern side of the bailey this bank peters out. The fosses which runs outside it turns outwards from the bailey to enclose a large crescent shaped area to the SE of the bailey. This fosse has remains of a bank on its outer and inner edge and continues around into the outer fosse on the W side of the motte.</p> <p>There is an entrance to the outer crescentic enclosure on the W, however this appears to be partly modern and there is an entrance from this enclosure to the bailey on the SE side of the bailey. This earthwork is situated on a rise in rather rushy pasture land with very wider and extensive views in all directions.</p> <p>G McCabe –A round conical hill, about forty feet high, and about five</p>
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	<p>hundred feet in circumference. On the summit the motte was flat with an indentation in the middle, having a few stones bare which seemed to form part of some masonry concealed under the turf.</p> <p>LF014-071002 –Castle</p> <p>Kenny 2006 – In 1377, SOF, taoiseach of Anghaile, built a castle at Lissardowlan where he died in 1383 (AFM). This was probably constructed on top of the motte (LF014-071001; Bradley et al 1985, 32). In 1417, the castle “outside the bawn” i.e. the settlement outside the castle bawn was burned. The castle and bawn are again mentioned in the grant of Lissardowlan to Lord Delvin in 1610. Farrell (1891, 303, states that the castle survived in a tolerable state of preservation until the late 19<sup>th</sup> century (ibid). No upstanding remains survive.</p> <p>In the 1975 report, slightly visible remains of a rectangular building are described as being present on the top of the motte, and proposed as possible remains of the castle. These remains were given the number LF014-071004 and have been flagged for a site visit. The reference by Bradley et al (1985, 32) to the collapsed masonry in the ditch should be inspected also.</p> <p>G McCabe SMR File –Reference to the building of a castle by Sean O’Farrell at <i>Lios Aird Abhla</i> in 1377.</p> <p>LF014-071003 –Ringfort</p> <p>Kenny 2006-the inner bailey of the motte and bailey (LF014-071001) is almost certainly fashioned from a pre-existing rath. It is crescentic in plan (c. 60m NE-SW, c. 26m NW-SE) and is enclosed by a wide, low bank of earth and stone (W. 7.6m H. 0.5m) with a very wide, very shallow, external fosse (W. 13.3m D.0.15m).</p> <p>Reference to a rath or Ringfort on a hill in Lissardowly. The author suggests that the moat and most of the ramparts now to be seen on the hill can hardly date back earlier than about the 13<sup>th</sup> century and were most likely made by Shane O Fearghaill (Slain 1316) on the site of an earlier lios and in imitation of the moat of Granard which had been made by the Tuites in the 13<sup>th</sup> Century.</p>
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	<p>LF014-071004* -Building or possibly LF014-071002 (Castle)</p> <p>In 1975, the field report of the site, slightly visible remains of a rectangular building are referred to as being present on the top of the motte. There is no detailed description of the building.</p>
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	<p>Alcock, O., 2004, Kenny, N., 2006, Walsh, P., 2006;</p> <p>Bradley, J., Urban Archaeological Survey Part IV, Longford.</p> <p>J. G., Kohl, 1844, Ireland, Scotland and England; ACASJ, 2, ID, 1945, 77, J Ard &amp; Clon. A. S, 2, 8, 1942, 5. J Ard &amp; Clon. A. S, 1, 4, 1935, 55-57 (S.F. O Cianáin).</p>
<b>Site Inspection:</b>	<p>Substantial Upstanding remains survive of motte and bailey site. There are no visible traces of the castle site though it reputedly survived till the 19<sup>th</sup> century. Traces of mortared and cut stone visible on sides of the motte, but this could relate to the mound material of the motte breaking away. Primary and secondary baileys visible, with potential for the survival of unrecorded enclosing element/ associated features. Low ridges to the NW and N of the motte and these perhaps represent post medieval cultivation ridges/lazy beds rather than medieval ridge and furrows.</p>
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 41</b>
<b>RMP No.:</b>	LF014-075
<b>Townland:</b>	Corboy
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Killoe
<b>Distance Route Option</b>	181m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	220000/274220
<b>Description:</b>	A sub-circular area almost completely levelled, measuring 32m N-S by

	26m E-W and outlined by a low scarp with a shallow fosse at its foot from W to N to E to SE.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no surface remains of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 44</b>
<b>RMP No.:</b>	LF014-076
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	67m NE to centre of constraint
<b>Classification:</b>	Moated Site Possible
<b>NGR</b>	220040/273970
<b>Description:</b>	<p>A large roughly rectangular earthwork outlined by a low irregular embankment on all sides. Outside the embankment on N and E there is a field drain and bank. On the N side the field drain has been recently deepened. The monument is poorly preserved. The interior is divided into two fairly equal parts by a low embankment, running roughly N-S. There are slight remains of a shallow fosse on the E side of the embankment. On the S side there are the slight remains of a fosse. The interior of the monument is fairly even. The W part being higher than the E part. The ground slopes gently towards the E from the centre.</p> <p>Length of earthwork NW-SE is c. 55m NE-SW is c. 85m.</p>
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	There are no visible surface remains of this moated site, save for the NW extent which is formed by a field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 48</b>
<b>RMP No.:</b>	LF014-080
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	63m SW to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	220650/273460
<b>Description:</b>	<p>Situated on a SSE facing slope. Good pasture. Good views in all directions. Raised circular area (diam. 31.6m) enclosed by a largely levelled, low bank of earth and stone. This only rises above the internal area from WSW-W-NNW. No fosse. Original entrance not recognisable. The interior is traversed by NNE-SSW cultivation ridges.</p> <p>Built into the bank at SSW is a small Lime Kiln (LF014-080002). (NGR - 220650/273460). H of bank above interior area 0. 0.4m Section at NW: Bank W. 6.2m H above int. area 0.2m H above ext area 0.8m</p>
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no visible surface remains of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 50</b>
<b>RMP No.:</b>	LF014-082
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m S

<b>Classification:</b>	Ringfort
<b>NGR</b>	221050/273280
<b>Description:</b>	<p>A large circular ringfort outlined by a very low earthen bank set on an embankment. Outside there is a fairly wide fosse with a low outer bank on its outer edge. The fosse and outer bank have been disturbed on the W side. There is an entrance to the interior on the NE side. The interior is fairly even with a gentle slope from the centre towards the bank on the E side. A low bank runs towards the centre from inside the bank on the N side. Here is a slight outline of a rectangular enclosure extending to the centre from inside the bank on the WSW.</p> <p>Diameter E-W is c. 26m.</p>
<b>Reference:</b>	RMP files
<b>Site Inspection</b>	<p>This is a well preserved ringfort located on a rise in wet/marshy ground. The ringfort is large and defined by a low earthen bank. The monument has mature trees growing in its interior.</p>
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 53</b>
<b>RMP No.:</b>	LF014-083
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	175m S
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	221330/273050
<b>Description:</b>	At time of site inspection in 1986 the monument was recorded as completely destroyed with no surface remains visible.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 56</b>
<b>RMP No.:</b>	LF014-086
<b>Townland:</b>	Ballynagoshen
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	29m SE
<b>Classification:</b>	Ringfort
<b>NGR</b>	221890/273270
<b>Description:</b>	(1975 field inspection) This is a small circular ringfort outlined on NE, E and S by a very low bank of earth, with a narrow, shallow fosse outside. Beyond the fosse is a very low outer bank. The NW side of the ringfort which is cut off by a more modern field bank and fosse which runs NE-SW has been partly levelled. On this side the fosse can still be traced and the interior is marked by a low rise. There are 2 breaks in the ringfort bank on the E side. The diameter of the interior NE-SW is c. 22m. The interior of the ringfort is fairly even with slight traces of old cultivation ridges running E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection</b>	Partial upstanding remains. NW quadrant levelled. Surviving remains somewhat denuded & mature trees growing on surface of enclosing bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 57</b>
<b>RMP No.:</b>	LF014-085
<b>Townland:</b>	Lisanagh
<b>Parish:</b>	Killoe



<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	223040/273650
<b>Description:</b>	Diameter NW-SE c. 42m. 1975 site inspection: Ringfort has almost been completely levelled. The outline of the earthwork can still be traced as a very broad low rise. Interior fairly even. Site is not marked on the 1912 OS map edition. But it was shown on the 1837 version.  No visible trace on monument at time of 1977 site inspection
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	No visible upstanding remains & site under very long meadow grass obscuring any potential low lying feature. Levelled
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 59</b>
<b>RMP No.:</b>	LF014-087
<b>Townland:</b>	Bracklon
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	74m S
<b>Classification:</b>	Enclosure/Earthwork
<b>NGR</b>	224070/273590
<b>Description:</b>	A small much defaced enclosure. The original outline is not clear; it may have been roughly circular or rectangular. There are the remains of a low earthen bank with a number of gaps in it. The bank is well preserved on the N, W and SW sides. An old field drain runs NE-SW through the site. Another drain runs NE-SW past the site on the N. The interior is uneven and sumps from N-S. The edge of a slight rise in poor pasture land. Diameter N-S c. 7.0m and E-W c. 7.0m

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Site located in very poor boggy/marshy land. The site is in a poor state of preservation and survives as a low earthen bank and its form is unclear.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 60</b>
<b>RMP No.:</b>	LF015-047
<b>Townland:</b>	Bracklon
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	50m SE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224350/243690
<b>Description:</b>	An oval earthen embankment with traces of a low earthen bank at its upper edge. There is no indication of a fosse. The bank is best preserved on the ESE. The embankment is higher on the NW than it is elsewhere. The embankment and the bank have been defaced at a number of points by animal tracks but there is no indication of an entrance. The interior slopes slightly from NW to SE no features are visible. The perimeter of the site is overgrown. Diameter N-S c. 30m and E-W c. 28m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Site survives as a low earthen bank with mature trees growing on its surface. The ringfort is centrally located in a rectangular shaped pasture field. The monument is extant save for its S quadrant.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
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<b>AH No.</b>	<b>AH 61</b>
<b>RMP No.:</b>	LF015-046
<b>Townland:</b>	Bracklon
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	224670/274020
<b>Description:</b>	Very slight remains of an approx circular enclosure now cut by a field bank running NNW-SSE. The E half of the ringfort has been incorporated into a small garden. The boundary bank running along the line of the original ringfort bank. A field drain runs outside the bank on the SE side. Slight remains of an earthen bank can be traced from NNW to NW to WNW and from SSW to S to SSE. Diameter NNW-SSE is c. 36m. Interior is fairly smooth.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument which lies in a field of rough pasture which obscures the approximate location of the monument. A field boundary extends NNW-SSE through the sites location.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 62</b>
<b>RMP No.:</b>	LF015-048
<b>Townland:</b>	Bracklon
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	212m S
<b>Classification:</b>	Ringfort

<b>NGR</b>	225140/273770
<b>Description:</b>	A roughly circular enclosure bounded by the remains of defaced low earthen bank and of an external fosse. The fosse is very shallow and has been incorporated into a field drainage system; field drains join it on the SE and NW. A modern field fence runs E-W alongside the site on the S. The bank is very low and is broken in many places by narrow gaps. It is best preserved on the W and SW is very faint on the N and absent on the E. There is no indication of an entrance. What appears to be an old drain runs NW-SE through the interior. The interior is fairly level and is featureless. Diameter N-S is c. 22m, E-W is c. 24m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Levelled in 1970's. Land very boggy & marshy. Site possibly located to SSW of NNE-SSW extending ridge which probably correlates to a removed field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 66</b>
<b>RMP No.:</b>	LF015-051
<b>Townland:</b>	Lissnageeragh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	247m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	226140/273210
<b>Description:</b>	A roughly circular enclosure bounded by the remains of an earthen bank with an external fosse. The fosse is best preserved on the NE,E,NW,W,SW it is very faint on the N where it appears to have been filled in. A modern field fence with drain runs roughly NE-SW alongside the site on the S. The bank is very faint and is best preserved on the NE and is absent on the N. There is no indication of an entrance. The interior is fairly level but there are traces of cultivation ridges. The

	perimeter is overgrown with thorns and trees. Diameter N-S c. 35m, E-W c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Land very boggy & marshy. Only faint traces of the monument are present in the S and E extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 72</b>
<b>RMP No.:</b>	LF020-011
<b>Townland:</b>	Cam/Lisnagrish
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	26m NE from centre of constraint
<b>Classification:</b>	Enclosure
<b>NGR</b>	228315/270860
<b>Description:</b>	In poor, low lying pasture. Not indicated on 1837 or 1887 editions of the OS 6 inch mapping. Depicted as the NE portion of a circular or oval enclosure on the 1914 edition. The site is heavily waterlogged and is not visible at ground level.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection</b>	Destroyed. This site is now occupied by a forestry plantation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 78</b>
<b>RMP No.:</b>	LF020-018
<b>Townland:</b>	Clonwhelan
<b>Parish:</b>	Mostrim

<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	32m NE
<b>Classification:</b>	Enclosure
<b>NGR</b>	230540/270160
<b>Description:</b>	A sub-circular earthwork. The NW side is almost straight, possibly as a result of the roadway which runs outside the earthwork on the NW side. The earthwork is bounded by a low embankment, outside of which there is a fairly wide fosse. The interior is quite even and featureless. Diameter of the interior NE-SW is c. 27m. There is an entrance to the interior on the SE.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The ringfort survives in a good state of preservation and is covered in dense vegetation. It is located to the SE of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 79</b>
<b>RMP No.:</b>	LF020-019
<b>Townland:</b>	Clonwhelan
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	154m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	230670/27110
<b>Description:</b>	This is a circular ringfort outlined by a very low wide earthen bank set on a low counterscarp embankment outside the bank on the S and N there is a shallow fosse. The fosse is almost on the E side and it has been obliterated on the E side by the roadway and field boundary which skirt the foot of the embankment. The interior of the ringfort is quite even and featureless. The diameter of the interior N-S is c. 26m. There is no

	apparent entrance way to the interior.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are very faint traces of low circular earthen banks at these monuments.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 80</b>
<b>RMP No.:</b>	WM006-004
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	252m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	230630/269160
<b>Description:</b>	This is a D-shaped enclosure area bounded by a low earthen bank set on a low scarp. From ENE – E-S-SSW the scarp has been incorporated in a field fence with a shallow drain at its foot. There is a possible entrance on the NW but this could be due to disturbance. Dimensions 23m N-S, 27m E-W. No visible trace of habitation on the interior. Sited on the N NNW side of a low gentle rise of average pasture there are extensive views to the NW, N and NNE. Bog visible to the NNW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site survives as a well defined circular ringfort which is incorporated into a field boundary. The monument survives in a good state of preservation and is covered by mature trees/hedgerow.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
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<b>AH No.</b>	<b>AH 81</b>
<b>RMP No.:</b>	WM006-005
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	100m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	230790/269200
<b>Description:</b>	A small D-shaped enclosure against the townland boundary, marked as fort on 1 <sup>st</sup> edition OS map. Shown as an arc of an earthwork on the 2 <sup>nd</sup> edition OS. Circular single banked ringfort, half of which survives – as a low earthen bank, very slight traces of a ditch. Site is divided in half by field fence. Eastern section of enclosure has been completely obliterated although it is possible to trace the outline in the crop mark. No evidence of internal features and the cattle have made numerous cuttings through the bank. Located in good grassland with bog in distance. Another ringfort c. 200m W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of the ringfort survives as a semi-circular/D-shaped bank abutting the field boundary to the E which serves as a townland boundary between Windtown North and Loughanstown Lower townlands.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 83</b>
<b>RMP No.:</b>	WM006-007
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route</b>	68m SW



<b>Option</b>	
<b>Classification:</b>	Ringfort
<b>NGR</b>	231070/268950
<b>Description:</b>	This is an oval area bounded by slight remains of an earthen bank set on a scarp. A modern field fence runs at the foot of the scarp on the western side. A gap on the WSW may represent the entrance. A depression in the perimeter on the NNE is probably due to modern disturbance. The ringfort is built on a small natural hillock. Diameter 35m NW-SE.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Access not granted to this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 84</b>
<b>RMP No.:</b>	WM006-008
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	57m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	231070/268950
<b>Description:</b>	A large oval area with a long axis NW-SE is delimited by an earthen bank set on a low scarp. The bank has been modified in recent times and on SW it has been replaced by a field fence. There is no fosse, but there is a large water hole at the foot of the scarp on the SE. There is a possible entrance gap on the SE (1.60m-4.30m). This ringfort is sited on the NW of the summit of a prominent ridge. Diameter 66m NW-SE.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910

<b>Site Inspection</b>	This large oval ringfort survives at the junction of five field boundaries and is oriented NW-SE. It survives in a good state of preservation and is covered in a growth of mature trees/hedgerow vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 85</b>
<b>RMP No.:</b>	WM006-013
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	65m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	231800/268460
<b>Description:</b>	A large roughly circular are delimited by remains of a massive bank with a wide deep fosse outside. From NE-E-ESE the outer face of the bank has been steepened to form part of a field boundary and the fosse has been filled up from E-SE. There is a possible entrance gap on SE however this may be due to modern disturbance. Sited on top on a prominent ridge. Diameter NW-SE 66m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is large ringfort and the W extent survives as a bank with mature hedgerow incorporated into a field boundary. A low bank survives in the NE, E, and SE extent completing the circuit. To the SW, there is a notable kink in the continuation of the field boundary and examination of aerial photography would suggest a curving feature at the E extent of the field boundary. This is suggestive of two conjoined or immediately adjacent ringforts. Situated on a prominent rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
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<b>AH No.</b>	<b>AH 90</b>
<b>RMP No.:</b>	WM006-014
<b>Townland:</b>	Russagh
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	188m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	232320/267900
<b>Description:</b>	A roughly circular area outlined by a low earthen bank with an external fosse. The fosse appears to have been redug in relatively recent times. The interior slopes very slightly from NE to SW and has been planted with trees. Site located on rising ground. Diameter 50m
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection</b>	The ringfort survives as an earthen banked enclosure with mature trees growing on the banks surface. Four field boundaries about the ringfort. The ringfort is large at c. 45-50m in diameter
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 92</b>
<b>RMP No.:</b>	WM006-021
<b>Townland:</b>	Barratogher
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	257m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	233810/267820
<b>Description:</b>	Ringfort circular univallate enclosure. Single low bank, badly worn down in places. No ditch discernable. Possible entrance to the N, gap in bank.

	Site is badly overgrown with trees and briars. Considerable scatters of stone in the interior presumably dumped after drainage of nearby stream and surrounding land. Small stream situated to the E. Diameter c. 25m. Entrance width c.4m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This single banked circular enclosure survives in good pasture land to the SW of a forestry plantation. The site is overgrown with vegetation and the bank has been broken down in places by animal traffic.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 93</b>
<b>RMP No.:</b>	WM006-022
<b>Townland:</b>	Cappagh
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	46m SW to centre of constraint
<b>Classification:</b>	Earthwork
<b>NGR</b>	234580/266950
<b>Description:</b>	Monument has been destroyed. The outline of a D shaped enclosure can be traced by a band of dark vegetation. The straight side is on the NW and the enclosure is orientated NE-SW. Built on a NE slope of a low prominent rise.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site has been levelled and is now located in a forestry plantation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
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<b>AH No.</b>	<b>AH 94</b>
<b>RMP No.:</b>	WM006-028
<b>Townland:</b>	Cappagh
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	8m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	234910/266670
<b>Description:</b>	A roughly rectangular shaped enclosure labelled 'fort'. On the ground there is the corner of a modern field. A bank of earth and stones running roughly E-W joins a similar bank running N-S. There is a slight curve in the N-S fence to S then it straightens out and runs S. There are no indications of earthworks in the field to the E, nor any surviving features to suggest that the field banks represent part of a former enclosure.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The bank survives as low banks in the NW corner of a pasture field. The W and N field boundaries contain an earthen embankment and faint traces of subtle banks extends SE from the W field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 96</b>
<b>RMP No.:</b>	WM006-032
<b>Townland:</b>	Ballyharney
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	38m SW
<b>Classification:</b>	Motte
<b>NGR</b>	23860/265670

<b>Description:</b>	Fairly high, steep sided, circular mound with a wide flat top. Part of the mound has been quarried away on NW and NE. Spoil from river drainage has been dumped against the motte on the W. Situated on level ground beside the River Inny. Diameter E-W c. 10-50m (from upper edge of motte). Diameter N-S c. 11m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This high motte is located on the E bank of the River Inny. It has steep sides and has been disturbed by quarrying activity and river drainage spoil from the Inny.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 100</b>
<b>RMP No.:</b>	WM006-054
<b>Townland:</b>	Carrick
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	69m W
<b>Classification:</b>	Ringfort
<b>NGR</b>	236560/264140
<b>Description:</b>	This is a sub-rectangular area outlined by a substantial earthen bank with a wide shallow fosse and remains of a low outer bank of earth. The outer bank has been levelled from the NE –S-WSW and the inner bank has been modified to form part of a field fence. The interior is uneven with a rise in the western quadrant. The ringfort is located on fairly low lying ground. Diameter is 43m N-S
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This bivallate ringfort is nestled into a curved field boundary situated in low lying ground. The outer bank has been levelled and the inner bank is covered in dense vegetation.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 107</b>
<b>RMP No.:</b>	WM011-013
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	38m N to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	237620/263510
<b>Description:</b>	A large broad oval area outlined by an earthen bank with an external fosse. Modern field fences run just outside the bank from SE to S to W. There is a wide, shallow fosse-like depression inside the bank from S to W to N. The site is located on the E slope of a hill. Diameter 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This oval enclosure survives as low banks in the NW, N, and NE and is incorporated into a field boundary to the S where earthen banks survive in the boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 106</b>
<b>RMP No.:</b>	WM011-014
<b>Townland:</b>	Knockmorris
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	34m S
<b>Classification:</b>	Ringfort

<b>NGR</b>	237800/263340
<b>Description:</b>	A roughly circular area outlined by a scarp with fragments of a bank of earth and stones at its upper edge. The interior slopes from SW to NE and both perimeter and interior have been defaced by quarrying. The site is located on a steep slope. Diameter 28m. Local info that people used to live within the enclosure c. 150 years ago.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Upstanding Remains</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 110</b>
<b>RMP No.:</b>	WM011-029
<b>Townland:</b>	Fulmort
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	33m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238410/263200
<b>Description:</b>	An approximately circular area outlined by a low scarp with the slight remains of an earthen bank at its upper edge and of a fosse at its foot. The fosse survives only from S to W and the bank has been defaced in places. There is a possible entrance causeway on the SSW but there is no corresponding gap in the bank. Interior slopes slightly from W to E. Diameter 31.4m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This small circular ringfort survives in pasture field to the SW of a local road. The earthen bank is somewhat denuded and is covered in dense vegetation.



<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034
<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	<p>Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W-E. Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.</p> <p>Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area. Situated on shoulder of hill to the SSW of the village Multyfarnham.</p>
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 122</b>
<b>RMP No.:</b>	WM012-022
<b>Townland:</b>	Knightswood
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	193m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	241680/261680
<b>Description:</b>	This is an approximate circular ringfort outlined by remains of a substantial bank of earth and stones with a fosse outside from the SSE-SSW. On WNW the bank has been levelled. A deep drain runs through the N part of the ringfort in a NE-SW direction and an old field bank extends from this drain in a NW direction. Sited on a slight ENE slope at the W edge of a marsh. Diameter NNW-SSE is 45m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP file
<b>Site Inspection:</b>	This site survives as a single banked circular enclosure, through which a local road extends NE-SW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 123</b>
<b>RMP No.:</b>	WM012-023
<b>Townland:</b>	Knightswood
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	241689/261683

<b>Description:</b>	A small rectilinear enclosure bounded by remains of a low earthen bank set on a scarp with a shallow fosse at its foot. The outer edge of the fosse has been quarried away on the N and E sides, sited on the S end of a slight ridge.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Very small enclosure located in pasture field. The site is univallate and is densely overgrown with mature trees.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 134</b>
<b>RMP No.:</b>	WM012-029
<b>Townland:</b>	Knightswood
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	130m SW
<b>Classification:</b>	Well
<b>NGR</b>	241950/261070
<b>Description:</b>	An overgrown spring and marshy area with deep drain outlet on the W side of the valley. The site is overgrown with bushes and briars and cannot be satisfactorily be examined. No evidence of visitation at the site at present.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	The holy well site is densely overgrown
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 135</b>

<b>RMP No.:</b>	WM012-030
<b>Townland:</b>	Knightswood
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	149m SW
<b>Classification:</b>	Ring Barrow
<b>NGR</b>	242050/260880
<b>Description:</b>	A small circular earthen mound surrounded by a wide shallow fosse with remains of a low outer bank. There is a slight depression in the top of the mound, due to disturbance. Sited on the NNE slope of a high ridge. Diameter NW-SE is 20m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are only very faint traces of this monument, which is otherwise levelled.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 136</b>
<b>RMP No.:</b>	WM012-094
<b>Townland:</b>	Rathlevanagh
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	34m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	242280/260560
<b>Description:</b>	An approximately circular ringfort outlined by the remains of an earthen bank set on a scarp with a wide shallow fosse and a low outer bank at its foot. There are only slight remains of an outer fosse from ESE-SWSW. There is an entrance on the E side. The interior slopes gently from SW

	to NE. Diameter ENE-WSE is c.38m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site is very heavily overgrown and located in well drained pasture land.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 137</b>
<b>RMP No.:</b>	WM012-035
<b>Townland:</b>	Rathlevanagh
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	82m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242541/260660
<b>Description:</b>	An approximate circular ringfort outlined by a slight bank of earth and stones set on a low scarp with remains of a wide shallow fosse at its foot. There is an entrance on the E side. The interior slopes gently from W-E. Sited on top of a low rise.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site is heavily overgrown and is incorporated into a field boundary on the NW and N extents.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 138</b>
<b>RMP No.:</b>	WM012-103
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Portnashangan

<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	170m W
<b>Classification:</b>	Ringfort
<b>NGR</b>	242420/259740
<b>Description:</b>	A broad oval ringfort, outlined by slight remains of a low earthen bank set on a steep scarp with remains of a shallow fosse at its fosse. The scarp has been incorporated in a field fence and the fosse deepened from SSE-E. The original entrance appears to have been at SE. The interior slopes gradually SE. Sited on the SE slope of a ridge. Diam ENE-WSW is c. 44m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This oval shaped ringfort survives in its E extent and partially at its SW extent. The remainder of the site is more or less levelled.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 139</b>
<b>RMP No.:</b>	WM012-097
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	0m
<b>Classification:</b>	Moated Site
<b>NGR</b>	242600/259900
<b>Description:</b>	A rectilinear enclosure bounded by a bank of earth and stones set on a low scarp with a fosse outside. The bank in the SE corner is raised while there are narrow gaps in the SW and NW corners. There is an entrance towards the N end of the E side. Sited on the SE slope of a ridge.
<b>OS Editions</b>	1838, 1877, 1910

<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no traces of this site.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 143</b>
<b>RMP No.:</b>	WM012-114
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	144m E
<b>Classification:</b>	Castle Site
<b>NGR</b>	242910/259490
<b>Description:</b>	The exact location of the monument cannot be identified with certainty; the associated documentary evidence does not show the precise location. Therefore the central part of the constraint circle on the RMP map has been used for the location of the monument. No other description on file.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site inspection:</b>	There are no visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 145</b>
<b>RMP No.:</b>	WM012-104
<b>Townland:</b>	Loughanstown
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree

<b>Distance route Option</b>	180m E
<b>Classification:</b>	Ringfort
<b>NGR</b>	252750/259380
<b>Description:</b>	<p>Site is shown on the 1837 OS map edition of the area, but not shown on the 1911, 1912 edition.</p> <p>A wide flat circular platform on the site of an E facing gentle slope. The platform is bounded by a low scarp from SW to S to E to NE. The roadway cuts along the foot of the scarp from NE to N to NNW. The scarp continues from NNW to NW. The perimeter of the site from NW to SW has been destroyed. The interior is quite even and featureless. The site measures c. 37m in diameter from NE-SW by c. 36m in diameter NW-SE</p>
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no visible surface remains of this monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 147</b>
<b>RMP No.:</b>	WM012-166
<b>Townland:</b>	Ballynagall
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	8m W to up standing remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	252750/259380
<b>Description:</b>	This is a fairly large circular ringfort outlined by a wide low bank of earth and stones with a wide fosse outside it. The bank is c. 0.75m-1m in height while the fosse is c. 1m deep on the S side. There is a very low outer bank beyond the fosse. There is an entrance to the interior on the



	SE side. The interior is even and has recently been under tillage. On the E side, the fosse is very shallow and there is no trace of an outer bank. The ringfort is on fairly level well drained pastureland with wide views to the E and moderate views in other directions.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This is a large circular ringfort, which is well preserved in a well drained pasture field. Mature trees/hedgerow vegetation line the circular earthen bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 149</b>
<b>RMP No.:</b>	WM012-202
<b>Townland:</b>	Ballynagall
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance route Option</b>	58m W
<b>Classification:</b>	Earthwork
<b>NGR</b>	242850/258130
<b>Description:</b>	Tree ring? Now destroyed, no archaeological significance. Original SMR File missing.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Subcircular double-banked enclosure surrounded by mature trees. This site is not destroyed and the above SMR designation appears erroneous.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 150</b>

<b>RMP No.:</b>	WM012-170
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Mullingar
<b>Barony:</b>	Moyashel and Magheradernon
<b>Distance route Option</b>	60m E
<b>Classification:</b>	Ringfort
<b>NGR</b>	243150/257820
<b>Description:</b>	This is a small subcircular ringfort bounded by slight remains of a low earthen bank set on a low scarp with a shallow fosse at its foot on the W and NW sides. Part of the perimeter has been dug away on the N and NE sides. Situated on a slight natural rise. Diam NW-SE 25m.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Very small circular ringfort located at the junction of three field boundaries. Site is densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 151</b>
<b>RMP No.:</b>	WM012-171
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Mullingar
<b>Barony:</b>	Moyashel and Magheradernon
<b>Distance route Option</b>	0m
<b>Classification:</b>	Earthwork
<b>NGR</b>	243030/257600
<b>Description:</b>	This was a roughly circular ringfort bounded by very slight remains of a bank set on a low scarp on NW, W, S and SE with a slight fosse on SSW. Situated on a slight natural rise. The site was destroyed in 1975.
<b>OS Editions</b>	1838, 1877, 1910

<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface remains of this monument save for subtle traces of earthen banks in SW extent.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 152</b>
<b>RMP No.:</b>	WM012-172
<b>Townland:</b>	Brockagh
<b>Parish:</b>	Mullingar
<b>Barony:</b>	Moyashel and Magheradernon
<b>Distance route Option</b>	247m E
<b>Classification:</b>	Ringfort
<b>NGR</b>	243340/257540
<b>Description:</b>	A large sub-circular ringfort bounded by a wide bank of earth and stones, set on a scarp with a wide deep fosse at its foot. The bank has been disturbed on the SE side. Situated on a low rise. A field bank runs outside the fosse on WSW to W to N. Diameter NW-SW c. 46m
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Single banked oval shaped enclosure which incorporates field boundary to the W. Well preserved site with banks overgrown with dense hedgerow vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Mullingar
<b>Barony:</b>	Moyashel and Magheradernon

<b>Distance route Option</b>	87m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Recorded Archaeological Heritage (AH Sites) Route Corridor Option 4</b>	
<b>Route Corridor:</b>	Route Corridor Option 4
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	6m SW
<b>Classification:</b>	Earthwork
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 7</b>
<b>RMP No.:</b>	LF008-018
<b>Townland:</b>	Greenagh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance route Option</b>	215m SSW

<b>Classification:</b>	Ringfort
<b>NGR</b>	214200/280080
<b>Description:</b>	Remains of a small circular ringfort outlined from S to W to NNW by the slight remains of a low bank of earth and stones from NNW to N to E to SSE by a steep circular scarp. The interior slopes from W to E. The earthwork is now badly obscured and disfigured by a dense thicket of elder, hawthorn and blackthorns. The diameter E-W is c. 22m.
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	This small circular ringfort is densely overgrown and located to the S of a small stream. The overgrowth prevents full assessment.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 36</b>
<b>RMP No.:</b>	LF014-012
<b>Townland:</b>	Ballygarve
<b>Parish:</b>	Killoe
<b>Barony:</b>	Longford
<b>Distance route Option</b>	44m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	219840/276050
<b>Description:</b>	A circular earthwork, densely overgrown, thus full inspection not possible. The earthwork is bounded by a wide low bank of earth and stones. On the SE and E side the bank is set on a low embankment. On the NW and SW there is a wide shallow fosse outside the bank. The interior is fairly even. It was not possible to measure the diameter. Monument built on rushy pasture land.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	This site is located in a field of rough pasture and is densely overgrown with vegetation. Forestry plantation located to NE.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 42</b>
<b>RMP No.:</b>	LF014-042
<b>Townland:</b>	Newtown bond
<b>Parish:</b>	Killoe
<b>Barony:</b>	Longford
<b>Distance route Option</b>	74m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	221100/275040
<b>Description:</b>	A small earthwork. Part of the S and SW end of the site has been destroyed. The earthwork is outlined by a very low embankment. On the W side the field boundary runs along the edge of the earthwork. There is no real trace of a surrounding fosse. Diameter of the interior N-S is c. 20m. The interior is quite even. The surrounding fields are very rushy pasture
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	There are no visible traces of this site
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 45</b>
<b>RMP No.:</b>	LF014-077
<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	25m SW

<b>Classification:</b>	Ringfort
<b>NGR</b>	220810/274360
<b>Description:</b>	Diameter N-S c. 25m. A small circular ringfort outlined by a wide low earthen bank. Outside the bank on the N, E and SE there is a shallow fosse. The fosse has been obliterated on the S and W sides where the roadway and laneway run close to the edge of the ringfort. The interior slopes gently from S-N. The surrounding land is well drained pasture.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	The site survives as very subtle low earthen banks in a pasture field. The road to the S kinks around S extent of monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 58</b>
<b>RMP No.:</b>	LF014-107
<b>Townland:</b>	Lackan
<b>Parish:</b>	Killoe
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	81m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	223250/272400
<b>Description:</b>	Circular earthwork outlined by a wide and very low bank set on a low sloping embankment. Outside there is a wide shallow fosse. The fosse is best preserved on the N side of the ringfort. Beyond the fosse there is a wide low outer bank on the N & SW. The interior is fairly even and has a diameter E-W of 25m. There is a slight trace of an entrance on the E side.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	There are no visible traces of this site located on the S side of the existing N4.
<b>Type of Impact</b>	Indirect



<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 63</b>
<b>RMP No.:</b>	LF015-060
<b>Townland:</b>	Ballindagny & Cullyvore
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	19m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224530/271390
<b>Description:</b>	(1975 field inspection). This is a fairly large circular ringfort. The earthwork is outlined by a very low earthen bank set on a low embankment. Outside there is a wide fosse. The overall width of the fosse is c. 4-5m. There are slight remains of a wide low outer bank. The interior of the ringfort slopes very gently from S-N, with cultivation ridges running N-S. The interior is 29m in N-S diameter. There are rushy patches in the centre and SW part of the interior. There is no entrance to the ringfort.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Depicted as being levelled on modern mapping, however substantial upstanding remains survive despite some denudation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 64</b>
<b>RMP No.:</b>	LF015-061
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route</b>	218m NE

<b>Option</b>	
<b>Classification:</b>	Holy Well
<b>NGR</b>	224900/271350
<b>Description:</b>	“St. Mary’s Well” Situated in low-lying, largely waterlogged area which is densely overgrown with scrub. Locally believed that there is an unenclosed spring at the location. Unable to inspect without heavy cutting (1998). SMR File 1978 –A small triangular steep sided hollow with weed grown water. There is a small drain carrying a continuous flow of water from its SE angle to the adjacent stream. Lined with at least one course of large stones.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Proximity to Abbey infers direct association. Could not be precisely located owing to vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 65</b>
<b>RMP No.:</b>	LF015-062
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	264m NE
<b>Classification:</b>	Abbey
<b>NGR</b>	224990/271350
<b>Description:</b>	The rectilinear feature marked on the OS map editions is bounded by a substantial earthen bank and could be medieval. The abbey building is almost completely gone but there area mortared masonry remains and a definite T shaped structure can be traced. There are traces of other wall footings too. The S corner of the enclosure is cut off by a low curving earthen bank. To the W is a well called St. Mary’s Well on the OS map according to a local landowner this should be titled St. Barry’s Well.

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	In ruins. Site survives as rectangular masonry footprint with underneath a mature plantation of trees. Some interior wall courses survive but not above c.0.35m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 67</b>
<b>RMP No.:</b>	LF020-002
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	10m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	225123/270706
<b>Description:</b>	A small circular mound with a rounded top. The mound is approx. 2m high and c. 7-8m in overall diameter. There is an oak tree growing on top of the mound. A low field bank with beech trees growing on it skirts the foot of the mound on the E and SE. No trace of a fosse. Possibly a small barrow. Situated on a ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives in a heavily overgrown state to the N of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 68</b>
<b>RMP No.:</b>	LF020-003
<b>Townland:</b>	Shantum

<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	7m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	225289/270596
<b>Description:</b>	Sub-rectangular earthwork outlined by a wide earthen bank. Outside on W, N & E there is a wide deep fosse. This fosse now forms part of a field boundary. There are slight remains of a low outer bank on the N side of the earthwork. On the S side the roadway skirts the bank of the enclosure. The interior has a number of trees growing inside. Possibility that monument is a tree ring.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	A rectangular enclosure located on the N side of a local road. Surviving earthen banks heavily overgrown with mature trees.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 69</b>
<b>RMP No.:</b>	LF020-008
<b>Townland:</b>	Liscahill
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	18m SW of upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	226130/270260
<b>Description:</b>	Small circular ringfort with diameter NE-SW of c. 25m. The ringfort is bounded by a low earthen bank which is set on a low embankment. There is a shallow fosse at the foot of the embankment on NW. There are slight remains of a fosse on the S side. The interior is fairly even with old cultivation ridges running NW-SE. Part of embankment has been

	broken down on SE; an entrance is also located on this side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Small circular ringfort located in centre of pasture field. Densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 70</b>
<b>RMP No.:</b>	LF020-005
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	221m N
<b>Classification:</b>	Possible Barrow
<b>NGR</b>	226660/270540
<b>Description:</b>	There is a very low mound which has been partly levelled. It is sub-circular in shape c. 18m-20m in diameter E-W and c. 16m-18m in diameter N-S. It is approx. 1m in overall height. This could be the remains of a small barrow. The earthwork is on a low rise in well drained pasture land. The surface of the earthwork is fairly smooth and regular as it had been ploughed down gradually rather than levelled. There are slight remains of an old field fence crossing the E end of the earthwork.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this monument. Located in field of mature meadow grass.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 71</b>

<b>RMP No.:</b>	LF020-010
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	139m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	226800/270460
<b>Description:</b>	A sub-circular almost rectangular enclosure bounded by remains of a wide low earthen bank with a very shallow fosse outside from WNW to N to ENE. From ENE to E to S to W there is a wide deep fosse now reused as a part of a field boundary. The interior is smooth and is featureless with a diameter N-S of 30m and a diameter E-W of 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives as notable kink in field boundary with no upstanding remains in W/NW/N extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 73</b>
<b>RMP No.:</b>	LF020-014
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	168m NE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	228480/270060
<b>Description:</b>	Site is destroyed. A laneway cuts through the site and no remains of the fort can be seen in the fields on either side. A slight rise is visible in pasture land.

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 75</b>
<b>RMP No.:</b>	LF020-015
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	147m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228570/270000
<b>Description:</b>	This earthwork has been destroyed. There is a very slight rise on the site of the monument and the W half of the site is occupied by a fairly modern house. This site was probably a ringfort. Inspected in 1975.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	This site has been destroyed.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 76</b>
<b>RMP No.:</b>	LF020-016
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route</b>	15m NE

<b>Option</b>	
<b>Classification:</b>	Ringfort
<b>NGR</b>	228580/269850
<b>Description:</b>	Partly destroyed. The remains of a small circular enclosure bounded on the SE to W to N to N NE by a wide low earthen bank with a shallow fosse outside it. From NE to E to S to SW the perimeter has been destroyed where field banks and drains encroach on the site. The interior is fairly smooth with a drain dug in a N NE- S SW direction through the earthen part. The diameter NE-SW is c. 22m. Situated on slight rise in low lying pastoral land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Almost entirely levelled except for very faint low earthen bank (c. 0.1m to 0.3m) in height.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 77</b>
<b>RMP No.:</b>	LF020-027
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	70m NE to upstanding remains
<b>Classification:</b>	Enclosure
<b>NGR</b>	229540/269320
<b>Description:</b>	An unusual earthwork. The monument is circular in outline and delimited by an irregular low bank set on an embankment. The SW side and greater part of the interior have been quarried away. There is a wide shallow fosse on the N side of the earthwork. On the E and SE side there is a wide deep fosse. This is part of a wide fosse which runs through the field in a NE-SW direction and which curves around the E half of the earthwork. Diameter of the earthwork is c. 15m E-W.



<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Substantial upstanding remains, seemingly in a good state of preservation. Heavily overgrown with mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 82</b>
<b>RMP No.:</b>	WM005-001
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	182m NE
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	230490/268970
<b>Description:</b>	Fort marked on the Fair Plan. Marked with pencil on current OS maps. No visible trace of antiquity on the ground.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 86</b>
<b>RMP No.:</b>	WM006-012
<b>Townland:</b>	Windtown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	156m SW

<b>Classification:</b>	Ringfort
<b>NGR</b>	230700/268020
<b>Description:</b>	This is a roughly circular area delimited by a scarp with very slight remains of an earthen bank on its edge and a shallow fosse and a wide low outer bank beyond it. There is a second shallow outer fosse and a third bank outside. A field fence and drain cut across the perimeter of the earthwork, destroying it on the S and SE sides. The outer bank and fosse are absent on the W. There is a small rectangular annex and a small platform on the N side of the ringfort. Outlined by a low scarp with a shallow fosse on the W side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 87</b>
<b>RMP No.:</b>	WM006-017
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231110/267480
<b>Description:</b>	A roughly circular area is surrounded by a wide low bank with a fosse outside. The fosse has been redug in recent times on the northern and eastern sides. The interior is crossed by old cultivation ridges. The ringfort is built on a natural rise – diameter measures 39m NW-SE. Wide views of the surrounding countryside
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	Well preserved single banked ringfort, overgrown with trees

<b>Inspection:</b>	
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 88</b>
<b>RMP No.:</b>	WM006-018
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	15m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231250/267340
<b>Description:</b>	A large oval area is outlined by a wide earthen bank and a wide deep fosse and a low earthen outer bank. The outer bank has been partly levelled on the eastern side. Built on a natural rise. The diameter N-S is 59m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved large, doubled banked ringfort, which is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 89</b>
<b>RMP No.:</b>	WM006-016
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	223m W
<b>Classification:</b>	Well

<b>NGR</b>	230980/267040
<b>Description:</b>	There is a rectangular shaped hole containing stagnant water with a heavy growth of rushes and reeds in and around it. There is an overgrown stream running SSE from the well. There is a freshly cut channel on the E of the well. The well itself is fenced off and surrounded by barbed wire. The area in general is low lying and marshy. The land rises to the N and E but is flat on the S and SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 187, 1910
<b>Site Inspection:</b>	The site of the well is fenced off and located in marshy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 91</b>
<b>RMP No.:</b>	WM006-046
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	190m SW
<b>Classification:</b>	Castle Site
<b>NGR</b>	233090/262220
<b>Description:</b>	A reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589. The area around Ardglass house was inspected in 1983 and surrounding lands however no trace of any physical remains were noted and both landowners knew of no tradition.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No traces of medieval or post medieval masonry, site now occupied by Ardglass house.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 95</b>
<b>RMP No.:</b>	WM006-050
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	42m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	234347/264392
<b>Description:</b>	This is an approx. circular area delineated by a fragmentary earthen bank set on a scarp, with a wide deep fosse at its foot. There is a substantial counterscarp bank which has a gap on the S and has been almost completely levelled on NNE, NE and E. There are breaks in the inner and outer banks on the W side. On the NE side of the ringfort there is a D shaped annex bounded by a low scarp with slight remains of a bank on its upper edge. Inside the ringfort bank in the SE part of the annex is a slight rectilinear platform with a fosse at its foot. Sited on the NE end of a low narrow ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort, where middle ditch is very deep and wide - outer bank not so well preserved and site is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 97</b>
<b>RMP No.:</b>	WM011-008
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	73m SW

<b>Option</b>	
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	Site of earthwork almost completely levelled but appears to have been circular originally. The perimeter is marked by a very slight drop in ground level with a corresponding change in vegetation colour running from NW-N-E-S-SW. The perimeter has been destroyed by a drain on the W. The interior slopes from W to E. Diameter 34.7m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is levelled. Located to the E of an N-S oriented field boundary. No visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 98</b>
<b>RMP No.:</b>	WM011-009
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	This site has been levelled and survives only as a cropmark outlining a broad oval and almost pear-shaped area. In places the cropmark corresponds to a very slight dip in ground level. The site was located on and to the NE of a small natural rise. Dims c. 44.3m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The site is levelled and survives as a pear shaped cropmark on aerial photography.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 99</b>
<b>RMP No.:</b>	WM011-011
<b>Townland:</b>	Cullenhugh
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	58m NE to centre of constraint
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	235830/263450
<b>Description:</b>	Levelled in the 1970's the site consisted of a small irregular area outlined by a low scarp with very slight traces of an earthen bank at its upper edge and of a fosse at its foot from E-S to W to NW. The interior showed traces of disturbance. The site was located on a slight natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible ploughed out enclosure or ringfort - slight rise in ground noted.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 101</b>
<b>RMP No.:</b>	WM011-018a and b
<b>Townland:</b>	Ballyvade
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	189m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236650/262390

<b>Description:</b>	<p>WM011-018a A sub-circular area delimited by a low scarp with the remains of an earthen bank at its upper edge, a wide shallow fosse cut its foot and the remains of a low bank at the outer edge of the fosse. The outer bank is visible from NNE to E to S and on the WNW and N. The fosse is traceable all round but it has been almost completely filled up in places. The inner bank has been defaced in a number of places but there is a causewayed entrance on the NE. Although the edge of the gaps in the bank are defaced. The interior slopes slightly from W to E and is divided by a slight broad bank running WSE to ESE. Diameter 46m.</p> <p>WM011-018b Monument appears to be a long low natural ridge, not likely part of any former archaeological monuments. A rath lies to the S. To the N is a field with a number of rises and depressions in it possibly representing modern drainage</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort survives as low earthen banks. Large monument, diameter c. 50m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 102</b>
<b>RMP No.:</b>	WM011-019
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236860/262200
<b>Description:</b>	An oval area outlined by a substantial earthen bank. The interior is fairly even and slopes from SW to NE. On the NE side the bank has been



	destroyed. Diameter is c. 36m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort defined by earthen bank to the SW, S and SE. The bank is levelled in N quadrant. Situated on gentle N facing rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 103</b>
<b>RMP No.:</b>	WM011-020
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Circular Earthwork
<b>NGR</b>	237160/262210
<b>Description:</b>	1981 Field inspection: Site noted from St. Joseph's and GS aerial photographs. The site appears to be a destroyed ringfort. On the N sloping face of a steep-ish hill. The site appears to be circular or perhaps slightly oval. The raised interior is enclosed by a fosse, with traces of an outer bank to the S, E and W. On the N side the fosse and outer bank have been interfered with by old field fences which appear to have respected the site. These have since been removed, and have dug into the side of the platform on which the site is dug. There is no trace of an entrance or of any internal features. The interior rises c. 50cm from the fosse on the S, E and W, gently slop into disturbed field boundary. The fosse is 3.50m-4m wide. The outer bank rises c.50cm from the fosse on the E up to 70cm from the fosse on the S and W. The outer bank is c. 3m wide all around and is up to 30cm above the surrounding ground on the S and W, level on the E. Destroyed on N and NE. The internal width of the site N-S 32.50m, internal width of the site E- W 32m. Possible slight traces of an outer fosse on W only. Cutting the site off from W end of the terrace on which it is sited 3.50m wide.

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression. Located on N facing slope in marshy field to S of N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>Nodal Section</b>	19-21
<b>RMP No.:</b>	WM011-028
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m NE
<b>Classification:</b>	Church
<b>NGR</b>	237480/262400
<b>Description:</b>	<p>A rectangular church with a square tower at the W end. The church appears to be of 18<sup>th</sup> century or early 19<sup>th</sup> century date. The walls of the church and tower are rendered with pebble dash. There is an aisle on the N side both built of roughly dressed limestone, of seemingly mid or late 19<sup>th</sup> century date. The E window being of 3 lights with tracery above. There is no trace of medieval remains. The church is in the N part of a roughly rectangular graveyard containing numerous 18<sup>th</sup> century and 19<sup>th</sup> century tombstones.</p> <p>Report of Robert of Ardagh who died in 1224 granted and confirmed to Iristernagh the church of Leene and some years later Richard of Meath granted to same church to the same priory.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of medieval church, site occupied by late 18 <sup>th</sup> /early 19 <sup>th</sup> century church.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 105</b>
<b>RMP No.:</b>	WM011-027
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	248m NE
<b>Classification:</b>	Standing Stone
<b>NGR</b>	237400/262500
<b>Description:</b>	In the field to the SE of standing stone and barrow there is a fallen and broken standing stone situated in a small depression. It was originally a tall thin slab. It is still slotted in the ground. Dimensions 1m still visible above ground, 40cm wide and 10cm thick. It is situated down slope of the aforementioned sites. It is situated on the broad shoulder of a hill. Lough Iron and the plain are surrounding it to the SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of recumbent stone in field
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 108</b>
<b>RMP No.:</b>	WM011-058
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SSW
<b>Classification:</b>	Earthwork
<b>NGR</b>	237730/261780

<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a D shaped earthwork on the earlier editions. The site has been destroyed and no surface features remain. It was located at the SW foot of a hill.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site has been levelled; there are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 109</b>
<b>RMP No.:</b>	WM011-057
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	237810/261930
<b>Description:</b>	Partly destroyed site was oval in shape originally. It is outlined by a scarp with the remains of an earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled on the E and the fosse is only visible at the NNW. Diameter N-S c. 59m and diameter E-W is c. 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No obvious trace of site, although elements may be preserved within the field boundary.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 111</b>

<b>RMP No.:</b>	WM011-062
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	83m S
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	237990/261670
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a small circular earthwork on the earlier editions. The site has been virtually destroyed but it is possible to trace the perimeter in places where it survives as a very faint earthen bank. The site is located on a slight rise in the W side of a hill. Diameter is c. 16m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is completely levelled, survives only as a large circular cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 112</b>
<b>RMP No.:</b>	WM011-063
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238080/261840
<b>Description:</b>	A roughly circular area outlined by a scarp with the slight traces of an earthen bank at its upper edge and of a shallow fosse at its foot. From S to W to NW the perimeter has been incorporated in a modern field fence and a second field fence runs NE-SW just outside the fosse on the N.

	The site is located on a slight natural rise. Diameter is c. 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Partially truncated ringfort, southern aspect of which survives well.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 113</b>
<b>RMP No.:</b>	WM011-066
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	77m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238680/261600
<b>Description:</b>	Partly destroyed and now in a plantation the site may have been circular originally it is outlined by a scarp with the slight remains of a bank at its top and a slight fosse at its foot. The perimeter has been levelled on the S. The interior rises towards the centre. Diameter is 19.60m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Probably circular originally, only faint traces of W extent of monument survive.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 114</b>
<b>RMP No.:</b>	WM011-068
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny

<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	172m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238830/261460
<b>Description:</b>	A large roughly circular area outlined by a scarp with a substantial bank of earth and stone at its upper edge, a wide deep fosse at its foot and a substantial outer bank of earth and stone. There is a shallow outer fosse on the N. The outer bank has been modified from N to E to S to W and the inner bank is defaced in places. There are entrance gaps in the banks and a causeway (3.20m) across the fosse on the NNE. The interior slopes from NNE to SSW. The site is located on the S side of a natural hill. Diameter 46m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site partially damaged. SW extent located on S side of rise on hill, remainder of monument incorporated into forestry plantation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 115</b>
<b>RMP No.:</b>	WM011-067
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238870/261660
<b>Description:</b>	Partly destroyed the site was approx circular originally; it is outlined by a scarp with the remains of a low earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled from NNE to E to SE. The interior slopes from NE-SW. The site is located on

	the W side of a natural ridge. Diameter is c. 27m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible upstanding remains situated S of existing N4, within very dense plantation of coniferous trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 116</b>
<b>RMP No.:</b>	WM011-073
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	239080/261280
<b>Description:</b>	The ringfort is not marked on the 1914 OS map edition, but is shown as an earthwork on the earlier editions. The site has been largely destroyed by the perimeter survives as a low scarp, with the slight remains of an earthen bank at its upper edge, from ESE to S to W to NW, from SSW to W to NW. The perimeter has been modified to form part of the modern field fence. The interior slopes slightly from NW to SE. Diameter c. 25m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort adjacent to possible hollow way or bóithrín. Entrance appears to be on NE side.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034



<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	<p>Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W- E -</p> <p>Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.</p> <p>Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area. Situated on shoulder of hill to the SSW of the village Multyfarnham.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 120</b>
<b>RMP No.:</b>	WM012-084
<b>Townland:</b>	Ballynafid

<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240650/260160
<b>Description:</b>	This is a roughly circular ringfort bounded by a low scarp with a low earthen bank set on it and a shallow fosse at its foot on the N side. The interior is divided by a field bank running NE-SW through it. Set on level ground overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site lies in ground overlooking Lough Owel to S. Dublin-Sligo railway extends to E of site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 121</b>
<b>RMP No.:</b>	WM012-085
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	174m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240560/259990
<b>Description:</b>	This is a roughly circular ringfort outlined by a wide bank of earth and stones with a wide fosse outside. Situated on flat pasture land near Lough Owel. Diameter E-W 33m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	This site, located in the grounds of the Heathland demesne has been

<b>Inspection:</b>	levelled. There are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 124</b>
<b>RMP No.:</b>	WM012-098
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	111m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240750/259780
<b>Description:</b>	A small broad oval ringfort outlined by a high scarp. The interior rises unevenly towards the centre. Built around a small steep natural hillock overlooking Lough Owel to the S and W. Diameter ESE-WNW is 18m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Small oval shaped ringfort survives to W of trackway. Located on N shore of Lough Owel.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 125</b>
<b>RMP No.:</b>	WM012-086
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Abbey
<b>NGR</b>	240750/259780

<b>Description:</b>	The grass covered foundations of the NW corner of a rectangular church c. 16m by 6m survive within a small sub-circular graveyard which is enclosed by a modern stone wall. Sited on a small natural rise overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ruins of a church and graveyard contained within a stone wall enclosure
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 126</b>
<b>RMP No.:</b>	WM012-087
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Earthwork
<b>NGR</b>	240950/259850
<b>Description:</b>	The site has been levelled completely. There are several very slight undulations on the surface of the ground at the site but they do not appear to form any recognisable plan.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 130</b>
<b>RMP No.:</b>	WM012-099

<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240920/259550
<b>Description:</b>	An approximate circular ringfort outlined by a low bank of earth and stones set on a scarp with remains of a shallow fosse at its foot. Site on a gentle slope overlooking Lough Owel to the W and S. Diameter ENE-WSE is 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved, large ringfort overgrown with trees on NE shore of lough
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 131</b>
<b>RMP No.:</b>	WM012-100
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	241190/259670
<b>Description:</b>	The remains of an approx circular ringfort outlined by a low earthen bank which has a modern dry stone external facing. On the NE the perimeter has been destroyed where farm buildings encroach on the site. The interior is now used as part of a farmyard site on a gentle slope. Diameter N-S is c. 30m.

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ringfort that survives partially with bank - possibly doubled banked but not clear. Badly truncated by farmyard.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 140</b>
<b>RMP No.:</b>	WM012-101
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	14m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	241270/259370
<b>Description:</b>	The site has been completely levelled and was situated on top of a natural rise.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Likely remains of a ploughed out ringfort on crest of drumlin overlooking lough to W, SW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 141</b>
<b>RMP No.:</b>	WM012-102
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	68m SW
<b>Classification:</b>	Earthwork

<b>NGR</b>	241470/259160
<b>Description:</b>	An approximate circular ringfort outlined from N-E-SE by slight remains of an earthen bank with remains of a fosse outside and elsewhere by a crop work indicating the line of a destroyed bank. Sited on a slight SSE slope. The ringfort has since been completely destroyed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 146</b>
<b>RMP No.:</b>	WM012-164
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	28m E to upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	242070/258830
<b>Description:</b>	Original File Missing therefore no description on file.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is a large subcircular ringfort situated on a NE facing slope, to the E of the cutting for realigned N4 road. There survives earthen banks' varying in height c. 0.5m to c. 1.25m. The enclosure is large, c. 50m in diameter and overlooks Scragh Bog to the E. Farmyard located to the SE.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
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<b>AH No.</b>	<b>AH 148</b>
<b>RMP No.:</b>	WM012-165
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	229540/269320
<b>Description:</b>	This ringfort which was probably approximately circular originally has been partly destroyed by the railway line which cuts through it. The remaining part of the ringfort is outlined by a substantial bank of earth with a wide deep fosse on the N, E, and ESE by a low scarp with no fosse on the SE. Situated on the WSE side of a hill overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Minimal surface expression. The site presents as darker vegetation mark betraying curve of NE quadrant of ringfort. Site overgrown and there may be very minimal surface traces of the monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 153</b>
<b>RMP No.:</b>	WM012-168
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	13m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242720/257430



<b>Description:</b>	This is an approximately circular ringfort bounded by very slight remains of a low bank of earth set on a low scarp, with very vague traces of a fosse at its foot. A slight gap on the NNE may represent the entrance. Situated on a natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This monument has been damaged by the construction of farmyard buildings to the immediate S of the small circular ringfort.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	27m NE
<b>Classification:</b>	Barrow
<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 162</b>
<b>RMP No.:</b>	WM011-065
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238460/262013
<b>Description:</b>	The site is partly destroyed but was approximately circular originally. It is outlined by a low scarp with faint traces of a low earthen bank at its upper edge and of a fosse at its foot. The perimeter has been destroyed by quarrying on the SE. The interior is uneven, rising irregularly towards the centre. The site is located on a slight natural rise. Diameter 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Upstanding remains form part of W bank of ringfort, situated on S facing slope to N of existing N4
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>AH No.</b>	<b>AH 163</b>
<b>RMP No.:</b>	WM011-064
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	299m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238444/262207
<b>Description:</b>	A roughly circular space outlined by a low scarp with faint traces of an

	earthen bank at its upper edge and of a shallow fosse at its foot. The perimeter has been incorporated in a modern field fence from S-W to NW. The site is located on a slight natural rise. Diameter c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

### Recorded Archaeological Heritage (AH Sites) Route Corridor Option 5

<b>Route Corridor:</b>	Route Corridor Option 5
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	6m SW
<b>Classification:</b>	Earthwork
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor:</b>	Route Corridor Option 5
<b>AH No. :</b>	<b>AH 2</b>
<b>RMP No.:</b>	LF008-007
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	237m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	210820/280980
<b>Description:</b>	A small, almost circular slightly uneven area with a general slope from N to S. bounded by a slight embankment with possible bank on its upper edge. There are slight suggestions of a fosse from SSE-S-W and modern field banks and ditches at the foot of the embankment from W-N-E-ESE. A very slight depression in the embankment on the S may represent the entrance but this is no more than a hint. No visible trace of a causeway. The embankment was partly removed from W-NW-N possibly to make a cart track to the gap in the field fence on the N. Situated on a slight S slope surrounded by gently undulating land of average to good pasture. Extensive news of surrounding country. Top W of the entrance –depression 0.05- 0.8m, bottom W of entrance =2m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	No visible surface traces remain
<b>Type of Impact</b>	Indirect

<b>Route Corridor:</b>	Route Corridor Option 5
<b>AH No. :</b>	<b>AH 4</b>
<b>RMP No.:</b>	LF008-016
<b>Townland:</b>	Carrickmoyragh

<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	107m SW
<b>Classification:</b>	Ringfort
<b>NGR:</b>	211230/280680
<b>Description:</b>	An almost circular, smooth enclosure with a general slight slope from NE-SW bounded by an earthen bank and a wide steep flat bottomed partly waterlogged fosse. The fosse is quite deep and steep on the NE side of the site. A gap in the SSW may represent the entrance. No visible trace of a causeway. The site is densely overgrown. Full inspection not possible. Top width of gap 5m, bottom width of gap 2.20m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Substantial upstanding remains of circular enclosure incorporated into field boundary. Covered in dense vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 5</b>
<b>RMP No.:</b>	LF008-019
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	18m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	212130/279590
<b>Description:</b>	A sub-circular area with a very slight general slope from NW to SE. Bounded by a low smooth embankment. No definite trace of a bank on its upper edge. No visible trace of a fosse. A large portion of the embankment has been completely levelled on the SE. The entrance may

	have been there. The site is crossed NE-SW by old cultivation ridges and it is likely that the earthworks were lowered when making them. Sited on the SE side of the top of a gentle but prominent rise, surrounded by gently undulating land of average pasture.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Ploughed out/Very denuded monument. Slight upstanding remains perceptible as raised platform c. 0.2m - 0.4m. No trace of fosse or embankment on upper edge. Embankment levelled to SE, visible as raised platform on rise in land sloping to NE/N
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 6</b>
<b>RMP No.:</b>	LF008-020
<b>Townland:</b>	Lamagh
<b>Parish:</b>	Lismoy
<b>Barony:</b>	Clongesh
<b>Distance Route Option</b>	45m WSW to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	212560/279240
<b>Description:</b>	Very small subcircular area bounded by a low embankment with slight remains of a bank on its upper edge and with slight remains of a fosse at its foot. The site is divided in two by a very deep trench and a bank extending NE-SW. To the SW of these, the embankment is almost completely denuded away and there is no definite trace of a fosse. To the NW of the modern boundary, a slight bank and fosse are visible. No visible trace of an entrance. On relatively low-lying wet, almost level hollow. Surrounded by gently undulating land of poor to average pasture.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>Site</b>	Ploughed out monument. Very subtle remains apparent with raised area

<b>Inspection:</b>	(c. 0.1 -0.2m) surviving as faint circular enclosure.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 155</b>
<b>RMP No.:</b>	LF008-031
<b>Townland:</b>	Knockmartin
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	212560/278400
<b>Description:</b>	Site is levelled. What remains is an approximately circular area, sloping slightly from N-S and c. 22m in diameter. The circular area is surrounded by an area of dense vegetation and stony rushy land. Outside this is a very slight fosse, c. 4m in width at the top. On the S side there is a short segment of low earthen bank outside the fosse, which may be the remains of a counterscarp bank.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Levelled. A very low, hardly perceptible bank is apparent (c. 0.1 -0.2m). The enclosure element displayed a difference in vegetation cover & was c. 20m in diameter.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 156</b>
<b>RMP No.:</b>	LF013-024
<b>Townland:</b>	Mullagh
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Longford

<b>Distance Route Option</b>	161m E
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	211820/275300
<b>Description:</b>	This was bulldozed a in the 1970s. No other description on file.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no visible traces of this site as it was bulldozed in the 1970's.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 157</b>
<b>RMP No.:</b>	LF013-040
<b>Townland:</b>	Cartronageeragh
<b>Parish:</b>	Ballymacormick
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	25m E to the upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	212570/273550
<b>Description:</b>	Diameter N-S is c. 40m. This monument was partly destroyed and is only indicated on the OS maps as a small roughly circular field enclosure on the townland boundary. It was circular in plan and delimited on the N-E by a substantial earthen bank which still survives as part of the townland boundary. The bank shelves sharply here on its external face into the townland boundary stream but which may have also served as a surrounding wet fosse. From NW-W-S the bank has been completely destroyed but the interior platform remains and a diameter can be measured. The interior slopes from E to W. Height of bank at interior c. 2m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds



<b>Site Inspection:</b>	Survives it N and E extent as notable kink in mature hedge field boundary with no upstanding remains in W extent. However, a raised platform area survives indicating approximate diameter of c. 35 – c.40m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 158</b>
<b>RMP No.:</b>	LF013-042
<b>Townland:</b>	Mullaghavorneen
<b>Parish:</b>	Ballymacormick
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	212660/27331
<b>Description:</b>	This site has been completely destroyed by bulldozing in the 1970's. Area was recorded as under dense scrub with a very slight bank 2-3m high with no visible fosse at the time of site inspection in 1965.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	This site was levelled in the 1970's. There survives some very minimal surface expression in the form of a location in a platform near the W field boundary. There are no traces of banks recorded from 1965 field inspection.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 159</b>
<b>RMP No.:</b>	LF013-044
<b>Townland:</b>	Lisduff
<b>Parish:</b>	Ballymacormick
<b>Barony:</b>	Ardagh

<b>Distance Route Option</b>	135m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	2140100/272980
<b>Description:</b>	Diameter N-S 55m, E-W 37m. A well preserved oval plan is delimited by a broad earthen bank and fosse. The bank is best preserved from N-NW and on the SE, with scrub on the W sides. The fosse is wet in most places and may have been deepened in modern times on the W and SW, where a shallow drain emerges. No clear evidence of an entrance feature. The interior is free of scrub and a slight platform feature can be discerned near the centre. There is evidence of lazy bed cultivation in the NE section and a small quarry hole near the inner face of the bank to the S.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The oval enclosure survives in a fair state of preservation. The banks survive in best state of preservation in NW-N to SE extents.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 160</b>
<b>RMP No.:</b>	LF014-062
<b>Townland:</b>	Ballymakeegan
<b>Parish:</b>	Ballymacormick
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	134m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	214680/273080
<b>Description:</b>	A small circular earthwork outlined by slight remains of a very low bank of earth with a shallow fosse outside it. The bank is very poorly preserved from NE to SE and from SE to S. A field bank runs across the line of the fosse. The interior is fairly even with a gentle slope from W to

	E. The ringfort measures c. 22m N to S by 21m E-W.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are faint visible surface traces of this monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 34</b>
<b>RMP No.:</b>	LF014-072
<b>Townland:</b>	Freehalman
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	219m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	217990/273460
<b>Description:</b>	A small circular ringfort, outlined by very slight remains of a low earthen bank, set on a low embankment. Outside there is a very shallow fosse with slight remains of a low outer bank. There is an entrance to the interior on the E side. The interior is quite even. Diameter of interior N-S c. 20m. The interior is planted with spruce trees.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Well preserved remains survive adjacent to W field boundary. Mature trees grow on monument and the interior platform is level and c. 1.25m above ground level. The banks of the monument are c. 0.25m in height and appear denuded, perhaps from animals. Monument located in pasture field surrounded by very boggy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 37</b>
<b>RMP No.:</b>	LF014-093
<b>Townland:</b>	Cartronawar
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	116m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	218300/272820
<b>Description:</b>	This is a small ringfort roughly oval in outline. The long axis running E-W. On the N & NW sides the ringfort is bounded by a very low embankment with a shallow fosse outside. On the S & E sides the ringfort is bounded by a wide low bank of earth and stones with a shallow fosse outside it. The interior of the ringfort is fairly even.  Diameter of ringfort E-W is c. 42m & N-S c. 35m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	Oval shaped ringfort survives in a good state of preservation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 38</b>
<b>RMP No.:</b>	LF014-094
<b>Townland:</b>	Cartronawar
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	194m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	218620/272630

<b>Description:</b>	This is a small sub-circular ringfort outlined by a wide low bank of earth and stones with a good fosse outside. The bank is fairly well preserved and measures c. 0.75m-1m in height. There is an entrance to the interior on the E side. The interior is overgrown with blackthorns, briars and it is impossible to measure the diameter. This earthwork is built in fairly level well drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP Archive
<b>Site Inspection:</b>	This small ringfort is obscured by dense vegetation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 46</b>
<b>RMP No.:</b>	LF014-096
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	113m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	219940/271160
<b>Description:</b>	A small sub-circular ringfort outlined by a low bank of earth & stones set on an embankment. Outside there is a shallow fosse with a low outer bank. In places the outer bank has been broken down. The earthwork is now badly overgrown. Diameter of interior NE-SW is c. 30m. The earthwork is on a rise in rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This monument is badly overgrown with vegetation which obscures analysis.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 49</b>
<b>RMP No.:</b>	LF014-097
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	57m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	220370/272180
<b>Description:</b>	A very small oval enclosure outlined by a wide low earthen bank with a shallow fosse outside it. The field bank cuts into the SW corner of the earthwork. This enclosure measure approximately 11m NE-SW & 9m NW-SE. The monument is in flat rushy pasture land. Bank measures c. 0.50m-1m in height and 3m-4m in overall width. There is no entrance to the enclosure.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site is very small and located in an area of dense overgrowth, incorporating two field boundaries to the SW and SE. The site is listed as a ringfort in the SMR/RMP file and listed in <a href="http://www.archaeology.ie">www.archaeology.ie</a> as a barrow, which is perhaps a more apt classification given its dimensions.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 51</b>
<b>RMP No.:</b>	LF014-099
<b>Townland:</b>	Twentyacres
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	167m S

<b>Classification:</b>	Ringfort
<b>NGR</b>	220760/272050
<b>Description:</b>	This is a small circular ringfort outlined by a wide low bank of earth and stones on N, W and SW and by a very slight rise on the SE and E sides. Outside there is a shallow fosse. The diameter of the interior is c. 27m E-W. The interior of the ringfort is quite even and is partly overgrown with blackthorns and briars.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument is located to the NW and NE of two field boundaries and is best preserved at its W extent with mature trees situated along the bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 52</b>
<b>RMP No.:</b>	LF014-098
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	55m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	220720/272170
<b>Description:</b>	This is a small circular earthwork outlined by a wide bank of earth & stones, c. 1m – 1.50m high. Outside there is a wide shallow fosse. The bank & fosse are best preserved on the SE and SW sides of the ringfort. The interior is even & slopes gently from SW to NE. Original entrance may have been on the NE where there is a gap now.  Diameter E-W is c. 29m. Built in moderately drained pasture land.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site</b>	Small earthwork incorporated into field boundary to the SE. Overgrown

<b>Inspection:</b>	with vegetation, best preserved to SE and SE in sections incorporated into field boundary
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 54</b>
<b>RMP No.:</b>	LF014-101
<b>Townland:</b>	Treel
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	235m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	221190/272020
<b>Description:</b>	A large circular ringfort outlined by a very low earthen bank set on a low embankment. The top of the bank is c. 1m-1.50m above the level of surrounding field. Outside the embankment N, E and SE is a shallow fosse. The fosse on the E side could be a later feature, contemporary with an old field boundary which runs along side the ringfort. On the N and NW there are slight traces of a low outer bank beyond the fosse. Interior of the ringfort is quite even. A narrow entrance on the SE side may be original. Diameter N-S c. 48m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Large circular ringfort which survives as a very low earthen bank with vegetation growing on its surface.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 55</b>
<b>RMP No.:</b>	LF014-100
<b>Townland:</b>	Lisaghanedan



<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	111m S
<b>Classification:</b>	Barrow
<b>NGR</b>	221490/272160
<b>Description:</b>	Low circular mound (diameter 5.95m, max Height 0.80m) enclosed by a wide low earthen bank (Width 5.30m, Height 0.50m) with shallow internal fosse (Width 2.50m). At the centre of the mound is a large boulder resting on its side. The remains of three low earthen banks extend from the mound to the inner face of the bank at the NW, E and SE.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	In good state of preservation, low mound with earthen bank survives to c.0.60m in height. Has 2 large stones in SW quadrant & 1 to N.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 63</b>
<b>RMP No.:</b>	LF015-060
<b>Townland:</b>	Ballindagny & Cullyvore
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	19m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224530/271390
<b>Description:</b>	(1975 field inspection). This is a fairly large circular ringfort. The earthwork is outlined by a very low earthen bank set on a low embankment. Outside there is a wide fosse. The overall width of the fosse is c. 4-5m. There are slight remains of a wide low outer bank. The interior of the ringfort slopes very gently from S-N, with cultivation ridges running N-S. The interior is 29m in N-S diameter. There are rushy

	patches in the centre and SW part of the interior. There is no entrance to the ringfort.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Depicted as being levelled on modern mapping, however substantial upstanding remains survive despite some denudation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 64</b>
<b>RMP No.:</b>	LF015-061
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	218m NE
<b>Classification:</b>	Holy Well
<b>NGR</b>	224900/271350
<b>Description:</b>	“St. Mary’s Well” Situated in low-lying, largely waterlogged area which is densely overgrown with scrub. Locally believed that there is an unenclosed spring at the location. Unable to inspect without heavy cutting (1998). SMR File 1978 –A small triangular steep sided hollow with weed grown water. There is a small drain carrying a continuous flow of water from its SE angle to the adjacent stream. Lined with at least one course of large stones.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Proximity to Abbey infers direct association. Could not be precisely located owing to vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
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<b>AH No.</b>	<b>AH 65</b>
<b>RMP No.:</b>	LF015-062
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	264m NE
<b>Classification:</b>	Abbey
<b>NGR</b>	224990/271350
<b>Description:</b>	The rectilinear feature marked on the OS map editions is bounded by a substantial earthen bank and could be medieval. The abbey building is almost completely gone but there area mortared masonry remains and a definite T shaped structure can be traced. There are traces of other wall footings too. The S corner of the enclosure is cut off by a low curving earthen bank. To the W is a well called St. Mary's Well on the OS map according to a local landowner this should be titled St. Barry's Well.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	In ruins. Site survives as rectangular masonry footprint with underneath a mature plantation of trees. Some interior wall courses survive but not above c.0.35m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 67</b>
<b>RMP No.:</b>	LF020-002
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	10m SW
<b>Classification:</b>	Barrow

<b>NGR</b>	225123/270706
<b>Description:</b>	A small circular mound with a rounded top. The mound is approx. 2m high and c. 7-8m in overall diameter. There is an oak tree growing on top of the mound. A low field bank with beech trees growing on it skirts the foot of the mound on the E and SE. No trace of a fosse. Possibly a small barrow. Situated on a ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives in a heavily overgrown state to the N of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 68</b>
<b>RMP No.:</b>	LF020-003
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	7m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	225289/270596
<b>Description:</b>	Sub-rectangular earthwork outlined by a wide earthen bank. Outside on W, N & E there is a wide deep fosse. This fosse now forms part of a field boundary. There are slight remains of a low outer bank on the N side of the earthwork. On the S side the roadway skirts the bank of the enclosure. The interior has a number of trees growing inside. Possibility that monument is a tree ring.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	A rectangular enclosure located on the N side of a local road. Surviving earthen banks heavily overgrown with mature trees.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 69</b>
<b>RMP No.:</b>	LF020-008
<b>Townland:</b>	Liscahill
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	18m SW of upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	226130/270260
<b>Description:</b>	Small circular ringfort with diameter NE-SW of c. 25m. The ringfort is bounded by a low earthen bank which is set on a low embankment. There is a shallow fosse at the foot of the embankment on NW. There are slight remains of a fosse on the S side. The interior is fairly even with old cultivation ridges running NW-SE. Part of embankment has been broken down on SE; an entrance is also located on this side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Small circular ringfort located in centre of pasture field. Densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 70</b>
<b>RMP No.:</b>	LF020-005
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	221m N
<b>Classification:</b>	Possible Barrow

<b>NGR</b>	226660/270540
<b>Description:</b>	There is a very low mound which has been partly levelled. It is sub-circular in shape c. 18m-20m in diameter E-W and c. 16m-18m in diameter N-S. It is approx. 1m in overall height. This could be the remains of a small barrow. The earthwork is on a low rise in well drained pasture land. The surface of the earthwork is fairly smooth and regular as it had been ploughed down gradually rather than levelled. There are slight remains of an old field fence crossing the E end of the earthwork.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this monument. Located in field of mature meadow grass.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 71</b>
<b>RMP No.:</b>	LF020-010
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	139m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	226800/270460
<b>Description:</b>	A sub-circular almost rectangular enclosure bounded by remains of a wide low earthen bank with a very shallow fosse outside from WNW to N to ENE. From ENE to E to S to W there is a wide deep fosse now reused as a part of a field boundary. The interior is smooth and is featureless with a diameter N-S of 30m and a diameter E-W of 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives as notable kink in field boundary with no upstanding remains in W/NW/N extent.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 73</b>
<b>RMP No.:</b>	LF020-014
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	168m NE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	228480/270060
<b>Description:</b>	Site is destroyed. A laneway cuts through the site and no remains of the fort can be seen in the fields on either side. A slight rise is visible in pasture land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 75</b>
<b>RMP No.:</b>	LF020-015
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	147m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228570/270000
<b>Description:</b>	This earthwork has been destroyed. There is a very slight rise on the site

	of the monument and the W half of the site is occupied by a fairly modern house. This site was probably a ringfort. Inspected in 1975.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	This site has been destroyed.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 76</b>
<b>RMP No.:</b>	LF020-016
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228580/269850
<b>Description:</b>	Partly destroyed. The remains of a small circular enclosure bounded on the SE to W to N to N NE by a wide low earthen bank with a shallow fosse outside it. From NE to E to S to SW the perimeter has been destroyed where field banks and drains encroach on the site. The interior is fairly smooth with a drain dug in a N NE- S SW direction through the earthen part. The diameter NE-SW is c. 22m. Situated on slight rise in low lying pastoral land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Almost entirely levelled except for very faint low earthen bank (c. 0.1m to 0.3m) in height.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
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<b>AH No.</b>	<b>AH 77</b>
<b>RMP No.:</b>	LF020-027
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	70m NE to upstanding remains
<b>Classification:</b>	Enclosure
<b>NGR</b>	229540/269320
<b>Description:</b>	An unusual earthwork. The monument is circular in outline and delimited by an irregular low bank set on an embankment. The SW side and greater part of the interior have been quarried away. There is a wide shallow fosse on the N side of the earthwork. On the E and SE side there is a wide deep fosse. This is part of a wide fosse which runs through the field in a NE-SW direction and which curves around the E half of the earthwork. Diameter of the earthwork is c. 15m E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Substantial upstanding remains, seemingly in a good state of preservation. Heavily overgrown with mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 82</b>
<b>RMP No.:</b>	WM005-001
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	182m NE
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	230490/268970

<b>Description:</b>	Fort marked on the Fair Plan. Marked with pencil on current OS maps. No visible trace of antiquity on the ground.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 86</b>
<b>RMP No.:</b>	WM006-012
<b>Townland:</b>	Windtown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	156m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	230700/268020
<b>Description:</b>	This is a roughly circular area delimited by a scarp with very slight remains of an earthen bank on its edge and a shallow fosse and a wide low outer bank beyond it. There is a second shallow outer fosse and a third bank outside. A field fence and drain cut across the perimeter of the earthwork, destroying it on the S and SE sides. The outer bank and fosse are absent on the W. There is a small rectangular annex and a small platform on the N side of the ringfort. Outlined by a low scarp with a shallow fosse on the W side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
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<b>AH No.</b>	<b>AH 87</b>
<b>RMP No.:</b>	WM006-017
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231110/267480
<b>Description:</b>	A roughly circular area is surrounded by a wide low bank with a fosse outside. The fosse has been redug in recent times on the northern and eastern sides. The interior is crossed by old cultivation ridges. The ringfort is built on a natural rise – diameter measures 39m NW-SE. Wide views of the surrounding countryside
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved single banked ringfort, overgrown with trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 88</b>
<b>RMP No.:</b>	WM006-018
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	15m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231250/267340
<b>Description:</b>	A large oval area is outlined by a wide earthen bank and a wide deep fosse and a low earthen outer bank. The outer bank has been partly

	levelled on the eastern side. Built on a natural rise. The diameter N-S is 59m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved large, doubled banked ringfort, which is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 89</b>
<b>RMP No.:</b>	WM006-016
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	223m W
<b>Classification:</b>	Well
<b>NGR</b>	230980/267040
<b>Description:</b>	There is a rectangular shaped hole containing stagnant water with a heavy growth of rushes and reeds in and around it. There is an overgrown stream running SSE from the well. There is a freshly cut channel on the E of the well. The well itself is fenced off and surrounded by barbed wire. The area in general is low lying and marshy. The land rises to the N and E but is flat on the S and SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 187, 1910
<b>Site Inspection:</b>	The site of the well is fenced off and located in marshy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 91</b>

<b>RMP No.:</b>	WM006-046
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	190m SW
<b>Classification:</b>	Castle Site
<b>NGR</b>	233090/262220
<b>Description:</b>	A reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589. The area around Ardglass house was inspected in 1983 and surrounding lands however no trace of any physical remains were noted and both landowners knew of no tradition.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No traces of medieval or post medieval masonry, site now occupied by Ardglass house.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 95</b>
<b>RMP No.:</b>	WM006-050
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	42m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	234347/264392
<b>Description:</b>	This is an approx. circular area delineated by a fragmentary earthen bank set on a scarp, with a wide deep fosse at its foot. There is a substantial counterscarp bank which has a gap on the S and has been almost completely levelled on NNE, NE and E. There are breaks in the inner and outer banks on the W side. On the NE side of the ringfort there

	is a D shaped annex bounded by a low scarp with slight remains of a bank on its upper edge. Inside the ringfort bank in the SE part of the annex is a slight rectilinear platform with a fosse at its foot. Sited on the NE end of a low narrow ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort, where middle ditch is very deep and wide - outer bank not so well preserved and site is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 97</b>
<b>RMP No.:</b>	WM011-008
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	Site of earthwork almost completely levelled but appears to have been circular originally. The perimeter is marked by a very slight drop in ground level with a corresponding change in vegetation colour running from NW-N-E-S-SW. The perimeter has been destroyed by a drain on the W. The interior slopes from W to E. Diameter 34.7m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is levelled. Located to the E of an N-S oriented field boundary. No visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
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<b>AH No.</b>	<b>AH 98</b>
<b>RMP No.:</b>	WM011-009
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	This site has been levelled and survives only as a cropmark outlining a broad oval and almost pear-shaped area. In places the cropmark corresponds to a very slight dip in ground level. The site was located on and to the NE of a small natural rise. Dims c. 44.3m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The site is levelled and survives as a pear shaped cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 99</b>
<b>RMP No.:</b>	WM011-011
<b>Townland:</b>	Cullenhugh
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	58m NE to centre of constraint
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	235830/263450
<b>Description:</b>	Levelled in the 1970's the site consisted of a small irregular area outlined by a low scarp with very slight traces of an earthen bank at its upper edge and of a fosse at its foot from E-S to W to NW. The interior showed

	traces of disturbance. The site was located on a slight natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible ploughed out enclosure or ringfort - slight rise in ground noted.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 101</b>
<b>RMP No.:</b>	WM011-018a and b
<b>Townland:</b>	Ballyvade
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	189m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236650/262390
<b>Description:</b>	<p>WM011-018a A sub-circular area delimited by a low scarp with the remains of an earthen bank at its upper edge, a wide shallow fosse cut its foot and the remains of a low bank at the outer edge of the fosse. The outer bank is visible from NNE to E to S and on the WNW and N. The fosse is traceable all round but it has been almost completely filled up in places. The inner bank has been defaced in a number of places but there is a causewayed entrance on the NE. Although the edge of the gaps in the bank are defaced. The interior slopes slightly from W to E and is divided by a slight broad bank running WSE to ESE. Diameter 46m.</p> <p>WM011-018b Monument appears to be a long low natural ridge, not likely part of any former archaeological monuments. A rath lies to the S. To the N is a field with a number of rises and depressions in it possibly representing modern drainage</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910



<b>Site Inspection:</b>	Oval shaped ringfort survives as low earthen banks. Large monument, diameter c. 50m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 102</b>
<b>RMP No.:</b>	WM011-019
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236860/262200
<b>Description:</b>	An oval area outlined by a substantial earthen bank. The interior is fairly even and slopes from SW to NE. On the NE side the bank has been destroyed. Diameter is c. 36m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort defined by earthen bank to the SW, S and SE. The bank is levelled in N quadrant. Situated on gentle N facing rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 103</b>
<b>RMP No.:</b>	WM011-020
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Circular Earthwork

<b>NGR</b>	237160/262210
<b>Description:</b>	1981 Field inspection: Site noted from St. Joseph's and GS aerial photographs. The site appears to be a destroyed ringfort. On the N sloping face of a steep-ish hill. The site appears to be circular or perhaps slightly oval. The raised interior is enclosed by a fosse, with traces of an outer bank to the S, E and W. On the N side the fosse and outer bank have been interfered with by old field fences which appear to have respected the site. These have since been removed, and have dug into the side of the platform on which the site is dug. There is no trace of an entrance or of any internal features. The interior rises c. 50cm from the fosse on the S, E and W, gently slop into disturbed field boundary. The fosse is 3.50m-4m wide. The outer bank rises c.50cm from the fosse on the E up to 70cm from the fosse on the S and W. The outer bank is c. 3m wide all around and is up to 30cm above the surrounding ground on the S and W, level on the E. Destroyed on N and NE. The internal width of the site N-S 32.50m, internal width of the site E- W 32m. Possible slight traces of an outer fosse on W only. Cutting the site off from W end of the terrace on which it is sited 3.50m wide.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression. Located on N facing slope in marshy field to S of N4.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 104</b>
<b>RMP No.:</b>	WM011-028
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m NE
<b>Classification:</b>	Church
<b>NGR</b>	237480/262400

<b>Description:</b>	<p>A rectangular church with a square tower at the W end. The church appears to be of 18<sup>th</sup> century or early 19<sup>th</sup> century date. The walls of the church and tower are rendered with pebble dash. There is an aisle on the N side both built of roughly dressed limestone, of seemingly mid or late 19<sup>th</sup> century date. The E window being of 3 lights with tracery above. There is no trace of medieval remains. The church is in the N part of a roughly rectangular graveyard containing numerous 18<sup>th</sup> century and 19<sup>th</sup> century tombstones.</p> <p>Report of Robert of Ardagh who died in 1224 granted and confirmed to Iristernagh the church of Leene and some years later Richard of Meath granted to same church to the same priory.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of medieval church, site occupied by late 18 <sup>th</sup> /early 19 <sup>th</sup> century church.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 105</b>
<b>RMP No.:</b>	WM011-027
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	248m NE
<b>Classification:</b>	Standing Stone
<b>NGR</b>	237400/262500
<b>Description:</b>	<p>In the field to the SE of standing stone and barrow there is a fallen and broken standing stone situated in a small depression. It was originally a tall thin slab. It is still slotted in the ground. Dimensions 1m still visible above ground, 40cm wide and 10cm thick. It is situated down slope of the aforementioned sites. It is situated on the broad shoulder of a hill. Lough Iron and the plain are surrounding it to the SW.</p>

<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of recumbent stone in field
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 108</b>
<b>RMP No.:</b>	WM011-058
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SSW
<b>Classification:</b>	Earthwork
<b>NGR</b>	237730/261780
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a D shaped earthwork on the earlier editions. The site has been destroyed and no surface features remain. It was located at the SW foot of a hill.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site has been levelled; there are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 109</b>
<b>RMP No.:</b>	WM011-057
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	0m

<b>Option</b>	
<b>Classification:</b>	Ringfort
<b>NGR</b>	237810/261930
<b>Description:</b>	Partly destroyed site was oval in shape originally. It is outlined by a scarp with the remains of an earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled on the E and the fosse is only visible at the NNW. Diameter N-S c. 59m and diameter E-W is c. 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No obvious trace of site, although elements may be preserved within the field boundary.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 111</b>
<b>RMP No.:</b>	WM011-062
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	83m S
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	237990/261670
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a small circular earthwork on the earlier editions. The site has been virtually destroyed but it is possible to trace the perimeter in places where it survives as a very faint earthen bank. The site is located on a slight rise in the W side of a hill. Diameter is c. 16m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is completely levelled, survives only as a large circular cropmark on aerial photography.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 112</b>
<b>RMP No.:</b>	WM011-063
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238080/261840
<b>Description:</b>	A roughly circular area outlined by a scarp with the slight traces of an earthen bank at its upper edge and of a shallow fosse at its foot. From S to W to NW the perimeter has been incorporated in a modern field fence and a second field fence runs NE-SW just outside the fosse on the N. The site is located on a slight natural rise. Diameter is c. 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Partially truncated ringfort, southern aspect of which survives well.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 113</b>
<b>RMP No.:</b>	WM011-066
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	77m SSW
<b>Classification:</b>	Ringfort

<b>NGR</b>	238680/261600
<b>Description:</b>	Partly destroyed and now in a plantation the site may have been circular originally it is outlined by a scarp with the slight remains of a bank at its top and a slight fosse at its foot. The perimeter has been levelled on the S. The interior rises towards the centre. Diameter is 19.60m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Probably circular originally, only faint traces of W extent of monument survive.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 114</b>
<b>RMP No.:</b>	WM011-068
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	172m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238830/261460
<b>Description:</b>	A large roughly circular area outlined by a scarp with a substantial bank of earth and stone at its upper edge, a wide deep fosse at its foot and a substantial outer bank of earth and stone. There is a shallow outer fosse on the N. The outer bank has been modified from N to E to S to W and the inner bank is defaced in places. There are entrance gaps in the banks and a causeway (3.20m) across the fosse on the NNE. The interior slopes from NNE to SSW. The site is located on the S side of a natural hill. Diameter 46m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site partially damaged. SW extent located on S side of rise on hill, remainder of monument incorporated into forestry plantation.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 115</b>
<b>RMP No.:</b>	WM011-067
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238870/261660
<b>Description:</b>	Partly destroyed the site was approx circular originally; it is outlined by a scarp with the remains of a low earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled from NNE to E to SE. The interior slopes from NE-SW. The site is located on the W side of a natural ridge. Diameter is c. 27m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible upstanding remains situated S of existing N4, within very dense plantation of coniferous trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 116</b>
<b>RMP No.:</b>	WM011-073
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SSW
<b>Classification:</b>	Ringfort



<b>NGR</b>	239080/261280
<b>Description:</b>	The ringfort is not marked on the 1914 OS map edition, but is shown as an earthwork on the earlier editions. The site has been largely destroyed by the perimeter survives as a low scarp, with the slight remains of an earthen bank at its upper edge, from ESE to S to W to NW, from SSW to W to NW. The perimeter has been modified to form part of the modern field fence. The interior slopes slightly from NW to SE. Diameter c. 25m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort adjacent to possible hollow way or bóithrín. Entrance appears to be on NE side.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034
<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W-E -  Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.

	Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area. Situated on shoulder of hill to the SSW of the village Multyfarnham.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 120</b>
<b>RMP No.:</b>	WM012-084
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240650/260160
<b>Description:</b>	This is a roughly circular ringfort bounded by a low scarp with a low earthen bank set on it and a shallow fosse at its foot on the N side. The interior is divided by a field bank running NE-SW through it. Set on level ground overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site lies in ground overlooking Lough Owel to S. Dublin-Sligo railway extends to E of site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
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<b>AH No.</b>	<b>AH 121</b>
<b>RMP No.:</b>	WM012-085
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	174m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240560/259990
<b>Description:</b>	This is a roughly circular ringfort outlined by a wide bank of earth and stones with a wide fosse outside. Situated on flat pasture land near Lough Owel. Diameter E-W 33m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site, located in the grounds of the Heathland demesne has been levelled. There are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 124</b>
<b>RMP No.:</b>	WM012-098
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	111m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240750/259780
<b>Description:</b>	A small broad oval ringfort outlined by a high scarp. The interior rises unevenly towards the centre. Built around a small steep natural hillock overlooking Lough Owel to the S and W. Diameter ESE-WNW is 18m.
<b>Reference:</b>	RMP files

<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Small oval shaped ringfort survives to W of trackway. Located on N shore of Lough Owel.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 125</b>
<b>RMP No.:</b>	WM012-086
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Abbey
<b>NGR</b>	240750/259780
<b>Description:</b>	The grass covered foundations of the NW corner of a rectangular church c. 16m by 6m survive within a small sub-circular graveyard which is enclosed by a modern stone wall. Sited on a small natural rise overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ruins of a church and graveyard contained within a stone wall enclosure
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 126</b>
<b>RMP No.:</b>	WM012-087
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	0m

<b>Option</b>	
<b>Classification:</b>	Earthwork
<b>NGR</b>	240950/259850
<b>Description:</b>	The site has been levelled completely. There are several very slight undulations on the surface of the ground at the site but they do not appear to form any recognisable plan.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 130</b>
<b>RMP No.:</b>	WM012-099
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	240920/259550
<b>Description:</b>	An approximate circular ringfort outlined by a low bank of earth and stones set on a scarp with remains of a shallow fosse at its foot. Site on a gentle slope overlooking Lough Owel to the W and S. Diameter ENE-WSE is 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved, large ringfort overgrown with trees on NE shore of lough
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 131</b>
<b>RMP No.:</b>	WM012-100
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	2m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	241190/259670
<b>Description:</b>	The remains of an approx circular ringfort outlined by a low earthen bank which has a modern dry stone external facing. On the NE the perimeter has been destroyed where farm buildings encroach on the site. The interior is now used as part of a farmyard site on a gentle slope. Diameter N-S is c. 30m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ringfort that survives partially with bank - possibly doubled banked but not clear. Badly truncated by farmyard.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 140</b>
<b>RMP No.:</b>	WM012-101
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	14m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	241270/259370
<b>Description:</b>	The site has been completely levelled and was situated on top of a

	natural rise.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Likely remains of a ploughed out ringfort on crest of drumlin overlooking lough to W, SW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 141</b>
<b>RMP No.:</b>	WM012-102
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	68m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	241470/259160
<b>Description:</b>	An approximate circular ringfort outlined from N-E-SE by slight remains of an earthen bank with remains of a fosse outside and elsewhere by a crop work indicating the line of a destroyed bank. Sited on a slight SSE slope. The ringfort has since been completely destroyed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 146</b>
<b>RMP No.:</b>	WM012-164
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree

<b>Distance Route Option</b>	28m E to upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	242070/258830
<b>Description:</b>	Original File Missing therefore no description on file.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is a large subcircular ringfort situated on a NE facing slope, to the E of the cutting for realigned N4 road. There survives earthen banks' varying in height c. 0.5m to c. 1.25m. The enclosure is large, c. 50m in diameter and overlooks Scragh Bog to the E. Farmyard located to the SE.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 148</b>
<b>RMP No.:</b>	WM012-165
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m W to centre of constraint
<b>Classification:</b>	Ringfort
<b>NGR</b>	229540/269320
<b>Description:</b>	This ringfort which was probably approximately circular originally has been partly destroyed by the railway line which cuts through it. The remaining part of the ringfort is outlined by a substantial bank of earth with a wide deep fosse on the N, E, and ESE by a low scarp with no fosse on the SE. Situated on the WSE side of a hill overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	Minimal surface expression. The site presents as darker vegetation mark



<b>Inspection:</b>	betraying curve of NE quadrant of ringfort. Site overgrown and there may be very minimal surface traces of the monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 153</b>
<b>RMP No.:</b>	WM012-168
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	13m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242720/257430
<b>Description:</b>	This is an approximately circular ringfort bounded by very slight remains of a low bank of earth set on a low scarp, with very vague traces of a fosse at its foot. A slight gap on the NNE may represent the entrance. Situated on a natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This monument has been damaged by the construction of farmyard buildings to the immediate S of the small circular ringfort.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	27m NE

<b>Classification:</b>	Barrow
<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 162</b>
<b>RMP No.:</b>	WM011-065
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238460/262013
<b>Description:</b>	The site is partly destroyed but was approximately circular originally. It is outlined by a low scarp with faint traces of a low earthen bank at its upper edge and of a fosse at its foot. The perimeter has been destroyed by quarrying on the SE. The interior is uneven, rising irregularly towards the centre. The site is located on a slight natural rise. Diameter 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	Upstanding remains form part of W bank of ringfort, situated on S facing

<b>Inspection:</b>	slope to N of existing N4
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>AH No.</b>	<b>AH 163</b>
<b>RMP No.:</b>	WM011-064
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	299m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238444/262207
<b>Description:</b>	A roughly circular space outlined by a low scarp with faint traces of an earthen bank at its upper edge and of a shallow fosse at its foot. The perimeter has been incorporated in a modern field fence from S-W to NW. The site is located on a slight natural rise. Diameter c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

<b>Recorded Archaeological Heritage (AH Sites) Route Corridor Option 6</b>	
<b>Route Corridor:</b>	Route Corridor Option 6
<b>AH No.:</b>	<b>AH 1</b>
<b>RMP No.:</b>	LF008-005
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	68m SW
<b>Classification:</b>	Earthwork
<b>NGR:</b>	209590/279590
<b>Description:</b>	Demolished within the last few weeks (1976). No trace of antiquity there now. The site is just SE of the highest part of a gentle, but prominent rise of average pasture. Fragments of pottery and charcoal around find spot.
<b>Reference:</b>	RMP files
<b>OS Editions:</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Destroyed 1976. Marked on modern OS mapping as being upstanding, but only faint surface remains.
<b>Type of Impact:</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 3</b>
<b>RMP No.:</b>	LF008-008
<b>Townland:</b>	Carrickmoyragh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	3m SW

<b>Classification:</b>	Ringfort
<b>NGR</b>	211860/280970
<b>Description:</b>	A small, almost circular slightly uneven area with a general slope from N to S. bounded by a slight embankment with possible bank on its upper edge. There are slight suggestions of a fosse from SSE-S-W and modern field banks and ditches at the foot of the embankment from W-N-E-ESE. A very slight depression in the embankment on the S may represent the entrance but this is no more than a hint. No visible trace of a causeway. The embankment was partly removed from W-NW-N possibly to make a cart track to the gap in the field fence on the N. Situated on a slight S slope surrounded by gently undulating land of average to good pasture. Extensive news of surrounding country. Top W of the entrance –depression 0.05- 0.8m, bottom W of entrance =2m.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Possible low lying surface remains survive, monument obscured by mature meadow grass preventing in depth analysis.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	AH 8
<b>RMP No.:</b>	LF013-014
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	114m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	214460/277440
<b>Description:</b>	Diameter NW-SE 36m, NE-SW 25m.  The oval shaped platform is enclosed by a low earthen bank which is best preserved from W-N-NE. The monument is situated on the edge of a ridge which dominates the townland. There is a clear indication of an

	external fosse though on the E and W there is a shallow dip in the ground. The bank is absent on the S where the level of the interior and exterior surfaces are the same. The interior is free from scrub with a slight slope from SE to NW. No definite trace of original entrance, however the absence of bank at the S side may indicate its approximate position.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument survives as an oval enclosure incorporate into a field boundary to the NW.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 10</b>
<b>RMP No.:</b>	LF014-001
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	166m ENE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215240/277209
<b>Description:</b>	Area marked as 'Castle' on Down survey map 1656. Not marked on any edition of OS maps. No descriptive details on file.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 12</b>
<b>RMP No.:</b>	LF014-005

<b>Townland:</b>	Lisnamuck
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	176m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	215380/276210
<b>Description:</b>	<p>A small sub-circular, almost oval shaped ringfort, outlined by a very low embankment with a shallow fosse outside it. On the S side there is a slight bank on the embankment. The interior of the ringfort is quite even and featureless. Earthwork is situated on poorly drained land.</p> <p>Diameter NW-SE c.33m</p> <p>Diameter NE-SW c. 26m.</p>
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 13</b>
<b>RMP No.:</b>	LF014-003
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	155m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215740/276610
<b>Description:</b>	<p>Situated on a low hillock in otherwise low-lying ground. Good pasture. Excellent views in all directions. Circular area (diam. 26.7m) enclosed from SE-S-NW by the remains of a levelled bank of earth and stone (W. 3.6m; max H. 0.2m). For the remainder of the circuit the bank has been</p>

	modified and incorporated into the field boundary bank and has an external ditch. Original entrance not recognisable. The buildings marked within the enclosure on the 1914 OS edition have been removed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	There are no visible traces of this monument, which has been destroyed subsequent to the 1975 field inspection
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 14</b>
<b>RMP No.:</b>	LF014-004
<b>Townland:</b>	Clooncoose
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	47m NNE
<b>Classification:</b>	Ringfort
<b>NGR</b>	215879/276374
<b>Description:</b>	<p>Situated on a low rise in relatively level ground. Average pasture. Good views in all directions. The site is very densely overgrown with scrub rendering inspection very difficult and subsequent interpretation dodgy. This report should be regarded as preliminary findings rather than a definitive description. Raised circular area (diam. c. 51.5m) enclosed by two banks of earth and stone with external fosses. The poorly preserved inner bank barely rises above the internal area for most of the circuit. The inner fosse is wide, deep and partially waterlogged. The outer bank is low, very wide, steep sided and flat topped. It apparently survives only from ESE-S-NW. However its outline is identifiable for most of the remainder of the circuit. The outer fosse has been infilled. Its outline is identifiable only at SW. Original entrance not recognisable. H. of internal bank above internal area –0m –0.3m.</p> <p>Section at SW Inner bank – W: 5m.H, above internal area: 0.15m H above inner fosse W: 6.3m Inner fosse W: 6.3 D below outer bank: 1.3m</p>



	Outer bank W.: 9.9m H above exterior fosse: 1m Outline of outer fosse W. c. 4.5m
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	The monument is well preserved with the SE-S-SW-W-NW extent surviving in best state of preservation. The monument is very densely overgrown which prevents full interpretation; however two earthen banks are apparent in the SW quadrant. Overall diameter c. 50m. Small stream to S of monument.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 15</b>
<b>RMP No.:</b>	LF014-006
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	173m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216360/276240
<b>Description:</b>	Site is almost completely levelled. A large approximately circular area now bounded by very slight remains of a shallow fosse. The fosse is best preserved from SE to S to W. The interior is fairly smooth with a gentle slope from SE to NE. The diameter NE-SW is c. 35m and the diameter NW to SE is c. 33m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	There are no visible surface remains of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
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<b>AH No.</b>	<b>AH 18</b>
<b>RMP No.:</b>	LF014-021
<b>Townland:</b>	Whiterock
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	238m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	216100/275660
<b>Description:</b>	This is an oval shaped ringfort outlined by a very low bank with a shallow fosse outside. The roadway cuts along the NE side of the monument. The interior slopes gently from NE to SW to W the diameter of the ringfort NW to SE is c. 43m and NE-SW is c. 32m. The ringfort is built in rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The monument survives as an oval shaped densely overgrown ringfort, with the NE extent destroyed by a local road. The ringfort is located in marshy/wet ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 20</b>
<b>RMP No.:</b>	LF014-023
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	118m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216710/275850

<b>Description:</b>	This is a fairly small circular ringfort outlined by a very low earthen bank with a shallow fosse outside. On the S side the bank has been partly levelled and fosse partly filled in. The diam of the ringfort is c. 32m E-W. There is no sign of the original entrance to the ringfort. The interior is quite even and is featureless. This earthwork is on a low rise in fairly well drained pasture land with views in all directions.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Site remains as low earthen banked enclosure in a flat well drained pasture field.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 21</b>
<b>RMP No.:</b>	LF014-024
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	130m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216810/275740
<b>Description:</b>	This earthwork is not marked on the OS map. The ringfort is bounded on the N & E by a low earthen bank which now forms part of the field boundary. Outside is a shallow fosse which is part of outside. The interior slopes gently from W-E and has slight remains of old cultivation ridges running E-W. The diameter of the interior N-S is c. 30m. This earthwork is on a low rise in slightly rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Levelled on E, SE, S and SW sides. On W, NW and N side the monument is incorporated into a field boundary and survives as an earthen bank.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 22</b>
<b>RMP No.:</b>	LF014-025
<b>Townland:</b>	Ballymacwilliam
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	125m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	216900/275630
<b>Description:</b>	This is a small circular ringfort outlined by a wide low bank of earth and stones with a wide deep fosse outside. Beyond the fosse there is a very low outer bank. On the E side this low bank swings out from the ringfort to enclose a small triangular berm between the fosse and the bank. This bank may have been altered in more recent times. This outer bank now forms part of a field boundary and there is a field drain beyond the outer bank on the E and S sides. The interior of the earthwork is fairly even and is featureless. The diam of the ringfort E-W is approx 22m. There is no definite trace of the original entrance. There is a narrow entrance on the E side. However this does not appear to be original.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	The small circular ringfort survives among dense vegetation growth in an area of boggy/marshy ground. The monument is incorporated into a field boundary and is approximately 20m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 25</b>
<b>RMP No.:</b>	LF014-029
<b>Townland:</b>	Cooleeny/Whiterock

<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	232m SW
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	216940/275000
<b>Description:</b>	This earthwork has been destroyed in the 1970's. There are slight traces of the earthen bank which surrounded the monument and very slight indicators of an outer fosse. The interior of the ringfort has sycamores growing in it. The ringfort was built in moderately drained pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	This site is partially levelled and located to the NE of a driveway leading to a modern farm. The enclosure site is small and the surviving low banks are sub-rectangular in form.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 29</b>
<b>RMP No.:</b>	LF014-037
<b>Townland:</b>	Cartron Little
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	89m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	217450/274940
<b>Description:</b>	This is a sub-circular ringfort, outlined by a wide, low bank of earth and stones. Beyond this there is a very wide fosse with a very wide outer bank beyond it. This outer has been disturbed and levelled where a field boundary cuts into it on the SE side. There is a second wide fosse beyond this outer bank. The inner bank of the ringfort is straight on the SE side –thus giving the interior a sub-circular “D” shape. .The earthwork

	is badly overgrown with vegetation. This earthwork is in fairly flat, well drained pastureland.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Substantial upstanding remains of "D" shaped, sub circular ringfort, obscured by dense, mature vegetation. Wide low bank & wide outer fosse cut to SE by field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 31</b>
<b>RMP No.:</b>	LF014-068
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	103m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	217640/274200
<b>Description:</b>	Site is not marked on OS maps. The remains of a large circular ringfort outlined from SE to S to SW by a bank of earth and stone now incorporated into a field fence. There is a shallow fosse outside the bank from WSW to NW, the perimeter is a low scarp with a shallow fosse outside and from NNW to N to E to ESE the perimeter has been levelled and is now marked by a natural scarp. The interior has slight remains of old cultivation ridges running NNE to SSW. A field bank and drain run NNE to SSW through the W part of the interior. The diameter of the ringfort N-S is c. 42m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Partial remains as incorporated bank into W, SW and S portion of field boundary. No visible remains in N-SE extent.
<b>Type of Impact</b>	Indirect

<b>Route Option</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 34</b>
<b>RMP No.:</b>	LF014-072
<b>Townland:</b>	Freehalman
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	118m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	217990/273460
<b>Description:</b>	A small circular ringfort, outlined by very slight remains of a low earthen bank, set on a low embankment. Outside there is a very shallow fosse with slight remains of a low outer bank. There is an entrance to the interior on the E side. The interior is quite even. Diameter of interior N-S c. 20m. The interior is planted with spruce trees.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files 1975, J. Reynolds
<b>Site Inspection:</b>	Well preserved remains survive adjacent to W field boundary. Mature trees grow on monument and the interior platform is level and c. 1.25m above ground level. The banks of the monument are c. 0.25m in height and appear denuded, perhaps from animals. Monument located in pasture field surrounded by very boggy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No</b>	<b>AH 35</b>
<b>RMP No.:</b>	LF014-071
<b>Townland:</b>	Lissardowlan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route</b>	155m NNE

<b>Option</b>	
<b>Classification:</b>	Deserted Medieval Settlement
<b>NGR</b>	218675/273952
<b>Description:</b>	<p>The castle of Incheleder, built by Walter de Lacy c. 1200 may be identified with the motte and bailey (LF014-071001), (Otway-Ruthven 1968b, 414; MacNiocaill 1977, 54-6). A settlement complete with Borough status had grown up here in the 1230's when a burgage plot at Inchcleffer is mentioned in a charter (Mac Niocaill 1977, 55. These lands passed to John de Verdon and in 1284, Theobald de Verdon received a grant allowing a market and annual fair (CDI, ii, nos. 2304). The vill probably shared the vicissitudes of other urban centres held by the de Verdons in the early 14<sup>th</sup> century. The lands of Lisserdawle were mentioned in a subsequent partition in 1332 (Otway-Ruthven 1968b, 422-435). This was 16 years after the death of the last de Verdon and by this time it is more than likely that the vill and surrounding manor had been abandoned. The land was taken over in the following decades by a sept of the Uí Ferghail, whose chieftain Sean built a castle (LF017-071003 here in 1377 (AFM). This was also the place of his death six years later, implying its importance to the sept. It is probable that the first O'Fergail structure was erected on the motte. The castle and surrounding lands were re-granted to William O'Farrell Bán "chief and captain of his nation" in 1587 (RDKPRI, 43, nos 5062, 5107) and in 1610, the "castle, bawne, towne and landes" of Lissardawle passed to the Nugents of Delvin (Cat. Pat. Rolls Ire. Jas. I, 145) They are last heard of in 1612 when granted to Captain Roger Atkinson (Cat. Pat. Rolls. Ire., Jas I, 214). Whatever urban development occurred here in the later middle ages did not form a foundation for an urban renaissance in the 17<sup>th</sup> or 18<sup>th</sup> centuries.</p> <p>LF014-071001 –Motte and Bailey Kenny 2006 –</p> <p>Situated on a low but prominent rise in low-lying pasture. This monument was evidently constructed before 1210 as there is a historical reference to the castle of Hindchedeler which can be equated with Lissardowlan being returned to Walter de Lacy in 1215., having been confiscated 5 years earlier (Sweetman 18 (9)75-86, Vol. 1, no. 612). In 1224, the</p>



	<p>castle of Ard Abhla was burned by Aedh O Conchobhair and the garrison, both Anglo-Norman and Irish were slaughter (ALC; A. Conn). In 1377, Seán Ó Fearghail, taoiseach of Anghaile, erected a castle (LF014-071003) at Lios aird abhla, probably on the motte (AFM; A Conn). It is likely that the motte and bailey described below were constructed partially or either wholly upon or within a much larger, pre-existing rath (LF014-071002). The motte comprises a high, steep sided circular mound of earth and stone (H. c. 9.5m diam at base c. 36m). The summit is flat topped (dims 12.9 NE-SW; 11.2 NW-SE), A report in 1975 (SMR file) recorded the remains of a rectangular structure which is no longer visible. The motte is encircled by a fosse. From ENE-S-SW, where it separates the motte from the inner bailey, it is wide and deep (W. 11.7m; D 1.45m). Elsewhere it has been largely infilled. Bradley noted 'a piece of collapsed masonry in the ditch' of the motte (Bradley et al 1985, 32). This could be part of the remains of Seán Ó Fearghaill's castle. The inner bailey is crescentic in plan (dims c. 60m NE-SW, c. 26m NW-SE). It is enclosed by a wide, low bank of earth and stone (W. 7.6m, H 0.5m) with a very wide, very shallow external fosse (W. 13.3m, D 0.15m). At the outer lip of the fosse is a second, larger bailey. This is also crescentic in plan (dims c. 70 NE-SW c. 40m NW-SE) and is defined by a scarp (H 0.6 -1.1m). At the foot of the scarp is a fosse (W. 5.7m, D 0.8-1.2m) with a very wide, deep external fosse (W. 14.6m D3.7m) At the outer lip of the fosse is a second bank (w. 9.3m, H. 2.2m) also with an external fosse (W. 5.2m, D 0.9m) (Westropp 1902, 712, Orpen 1910 223-5, McNamee 1940c, 81, English, 1971, Bradley et al 1985-32-2). South of the motte, Bradley noted a narrow raised area running towards the modern road which he suggests may be part of an old roadway (Bradley et al 1985, 32).</p> <p>SMR File 1975 -This is a large circular motte, well preserved with fairly steep regular sides. The top is fairly regular and has a very slight trace of a rectangular building. The diam. of the top is c.13-14m. The motte is surrounded by a wide, shallow fosse. Outside the fosse to W/NW is a wide low bank with a shallow fosse beyond it. On the W/SW there is a second wide low bank beyond this. This outer bank is absent on the NW side of the motte. To the SE of the motte and beyond the fosse is a large, crescent shaped bailey. The outer edge of this bailey is bounded by a low bank se on an embankment to E, S and SW. The fosse, which</p>
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	<p>encircles the motte, continues around the bailey. On NE side the low bank runs to the W and NW of the motte, continues as a high bank outside the fosse on the NE of the bailey. On the eastern side of the bailey this bank peters out. The fosses which runs outside it turns outwards from the bailey to enclose a large crescent shaped area to the SE of the bailey. This fosse has remains of a bank on its outer and inner edge and continues around into the outer fosse on the W side of the motte.</p> <p>There is an entrance to the outer crescentic enclosure on the W, however this appears to be partly modern and there is an entrance from this enclosure to the bailey on the SE side of the bailey. This earthwork is situated on a rise in rather rushy pasture land with very wider and extensive views in all directions.</p> <p>G McCabe –A round conical hill, about forty feet high, and about five hundred feet in circumference. On the summit the motte was flat with an indentation in the middle, having a few stones bare which seemed to form part of some masonry concealed under the turf.</p> <p>LF014-071002 –Castle</p> <p>Kenny 2006 – In 1377, SOF, taoiseach of Anghaile, built a castle at Lissardowlan where he died in 1383 (AFM). This was probably constructed on top of the motte (LF014-071001; Bradley et al 1985, 32). In 1417, the castle “outside the bawn” i.e. the settlement outside the castle bawn was burned. The castle and bawn are again mentioned in the grant of Lissardowlan to Lord Delvin in 1610. Farrell (1891, 303, states that the castle survived in a tolerable state of preservation until the late 19<sup>th</sup> century (ibid). No upstanding remains survive.</p> <p>In the 1975 report, slightly visible remains of a rectangular building are described as being present on the top of the motte, and proposed as possible remains of the castle. These remains were given the number LF014-071004 and have been flagged for a site visit. The reference by Bradley et al (1985, 32) to the collapsed masonry in the ditch should be inspected also.</p> <p>G McCabe SMR File –Reference to the building of a castle by Sean O’Farrell at <i>Lios Aird Abhla</i> in 1377.</p>
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	<p>LF014-071003 –Ringfort</p> <p>Kenny 2006-the inner bailey of the motte and bailey (LF014-071001) is almost certainly fashioned from a pre-existing rath. It is crescentic in plan (c. 60m NE-SW, c. 26m NW-SE) and is enclosed by a wide, low bank of earth and stone (W. 7.6m H. 0.5m) with a very wide, very shallow, external fosse (W. 13.3m D.0.15m).</p> <p>Reference to a rath or Ringfort on a hill in Lissardowly. The author suggests that the moat and most of the ramparts now to be seen on the hill can hardly date back earlier than about the 13<sup>th</sup> century and were most likely made by Shane O Fearghaill (Slain 1316) on the site of an earlier lios and in imitation of the moat of Granard which had been made by the Tuites in the 13<sup>th</sup> Century.</p> <p>LF014-071004* -Building or possibly LF014-071002 (Castle)</p> <p>In 1975, the field report of the site, slightly visible remains of a rectangular building are referred to as being present on the top of the motte. There is no detailed description of the building.</p>
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	<p>Alcock, O., 2004, Kenny, N., 2006, Walsh, P., 2006;</p> <p>Bradley, J., Urban Archaeological Survey Part IV, Longford.</p> <p>J. G., Kohl, 1844, Ireland, Scotland and England; ACASJ, 2, ID, 1945, 77, J Ard &amp; Clon. A. S, 2, 8, 1942, 5., , J Ard &amp; Clon. A. S, 1, 4,1935, 55-57 (S.F. O Cianáin).</p>
<b>Site Inspection:</b>	<p>Substantial Upstanding remains survive of motte and bailey site. There are no visible traces of the castle site though it reputedly survived till the 19<sup>th</sup> century. Traces of mortared and cut stone visible on sides of the motte, but this could relate to the mound material of the motte breaking away. Primary and secondary baileys visible, with potential for the survival of unrecorded enclosing element/ associated features. Low ridges to the NW and N of the motte and these perhaps represent post medieval cultivation ridges/lazy beds rather than medieval ridge and furrows.</p>
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 39</b>
<b>RMP No.:</b>	LF014-074
<b>Townland:</b>	Cloonahard
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	60m N
<b>Classification:</b>	Ringfort and Souterrain
<b>NGR</b>	219169/273329
<b>Description:</b>	This is a fairly large circular ringfort outlined by a double bank and double fosse. The banks are fairly wide and measure c. 1m in height. The field boundary runs close to the edge of the earthwork on N, W and SW disfiguring the perimeter of the site on these sides. There is a slight suggestion of a third bank on the SE side of the ringfort. However this is not very definite. There is an entrance to the interior on the SE side of the ringfort. The interior of the monument is fairly even and is divided by a low bank and fosse running NE-SW through the interior. The diameter of the ringfort is c. 37m NE-SW. This ringfort is situated in fairly flat pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Substantial upstanding remains Substantial remains survive immediately S of E-W field boundary. Site is substantial bivallate ringfort c.40m in diameter.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 46</b>
<b>RMP No.:</b>	LF014-096
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael

<b>Barony:</b>	Ardagh
<b>Distance proposed Route Option</b>	113m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	219940/271160
<b>Description:</b>	A small sub-circular ringfort outlined by a low bank of earth & stones set on an embankment. Outside there is a shallow fosse with a low outer bank. In places the outer bank has been broken down. The earthwork is now badly overgrown. Diameter of interior NE-SW is c. 30m. The earthwork is on a rise in rushy pasture land.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This monument is badly overgrown with vegetation which obscures analysis.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 49</b>
<b>RMP No.:</b>	LF014-097
<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	57m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	220370/272180
<b>Description:</b>	A very small oval enclosure outlined by a wide low earthen bank with a shallow fosse outside it. The field bank cuts into the SW corner of the earthwork. This enclosure measure approximately 11m NE-SW & 9m NW-SE. The monument is in flat rushy pasture land. Bank measures c. 0.50m-1m in height and 3m-4m in overall width. There is no entrance to the enclosure.

<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	This site is very small and located in an area of dense overgrowth, incorporating two field boundaries to the SW and SE. The site is listed as a ringfort in the SMR/RMP file and listed in <a href="http://www.archaeology.ie">www.archaeology.ie</a> as a barrow, which is perhaps a more apt classification given its dimensions.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 51</b>
<b>RMP No.:</b>	LF014-099
<b>Townland:</b>	Twentyacres
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	167m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	220760/272050
<b>Description:</b>	This is a small circular ringfort outlined by a wide low bank of earth and stones on N, W and SW and by a very slight rise on the SE and E sides. Outside there is a shallow fosse. The diameter of the interior is c. 27m E-W. The interior of the ringfort is quite even and is partly overgrown with blackthorns and briars.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	The monument is located to the NW and NE of two field boundaries and is best preserved at its W extent with mature trees situated along the bank.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 52</b>
<b>RMP No.:</b>	LF014-098

<b>Townland:</b>	Lisfarrell
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	55m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	220720/272170
<b>Description:</b>	This is a small circular earthwork outlined by a wide bank of earth & stones, c. 1m – 1.50m high. Outside there is a wide shallow fosse. The bank & fosse are best preserved on the SE and SW sides of the ringfort. The interior is even & slopes gently from SW to NE. Original entrance may have been on the NE where there is a gap now.  Diameter E-W is c. 29m. Built in moderately drained pasture land.
<b>Reference:</b>	RMP files, G Mc Cabe.
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	Small earthwork incorporated into field boundary to the SE. Overgrown with vegetation, best preserved to SE and SE in sections incorporated into field boundary
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 54</b>
<b>RMP No.:</b>	LF014-101
<b>Townland:</b>	Treel
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	235m S
<b>Classification:</b>	Ringfort
<b>NGR</b>	221190/272020
<b>Description:</b>	A large circular ringfort outlined by a very low earthen bank set on a low embankment. The top of the bank is c. 1m-1.50m above the level of surrounding field. Outside the embankment N, E and SE is a shallow

	fosse. The fosse on the E side could be a later feature, contemporary with an old field boundary which runs along side the ringfort. On the N and NW there are slight traces of a low outer bank beyond the fosse. Interior of the ringfort is quite even. A narrow entrance on the SE side may be original. Diameter N-S c. 48m.
<b>OS Editions</b>	1837, 1882, 1914
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	Large circular ringfort which survives as a very low earthen bank with vegetation growing on its surface.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 55</b>
<b>RMP No.:</b>	LF014-100
<b>Townland:</b>	Lisaghanedan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	111m S
<b>Classification:</b>	Barrow
<b>NGR</b>	221490/272160
<b>Description:</b>	Low circular mound (diameter 5.95m, max Height 0.80m) enclosed by a wide low earthen bank (Width 5.30m, Height 0.50m) with shallow internal fosse (Width 2.50m). At the centre of the mound is a large boulder resting on its side. The remains of three low earthen banks extend from the mound to the inner face of the bank at the NW, E and SE.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1882, 1914
<b>Site Inspection:</b>	In good state of preservation, low mound with earthen bank survives to c.0.60m in height. Has 2 large stones in SW quadrant & 1 to N.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
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<b>AH No.</b>	<b>AH 63</b>
<b>RMP No.:</b>	LF015-060
<b>Townland:</b>	Ballindagny & Cullyvore
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	19m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	224530/271390
<b>Description:</b>	(1975 field inspection). This is a fairly large circular ringfort. The earthwork is outlined by a very low earthen bank set on a low embankment. Outside there is a wide fosse. The overall width of the fosse is c. 4-5m. There are slight remains of a wide low outer bank. The interior of the ringfort slopes very gently from S-N, with cultivation ridges running N-S. The interior is 29m in N-S diameter. There are rushy patches in the centre and SW part of the interior. There is no entrance to the ringfort.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Depicted as being levelled on modern mapping, however substantial upstanding remains survive despite some denudation.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 64</b>
<b>RMP No.:</b>	LF015-061
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	218m NE
<b>Classification:</b>	Holy Well

<b>NGR</b>	224900/271350
<b>Description:</b>	“St. Mary’s Well” Situated in low-lying, largely waterlogged area which is densely overgrown with scrub. Locally believed that there is an unenclosed spring at the location. Unable to inspect without heavy cutting (1998). SMR File 1978 –A small triangular steep sided hollow with weed grown water. There is a small drain carrying a continuous flow of water from its SE angle to the adjacent stream. Lined with at least one course of large stones.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Proximity to Abbey infers direct association. Could not be precisely located owing to vegetation growth
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 65</b>
<b>RMP No.:</b>	LF015-062
<b>Townland:</b>	Abbey Land
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	264m NE
<b>Classification:</b>	Abbey
<b>NGR</b>	224990/271350
<b>Description:</b>	The rectilinear feature marked on the OS map editions is bounded by a substantial earthen bank and could be medieval. The abbey building is almost completely gone but there area mortared masonry remains and a definite T shaped structure can be traced. There are traces of other wall footings too. The S corner of the enclosure is cut off by a low curving earthen bank. To the W is a well called St. Mary’s Well on the OS map according to a local landowner this should be titled St. Barry’s Well.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914

<b>Site Inspection:</b>	In ruins. Site survives as rectangular masonry footprint with underneath a mature plantation of trees. Some interior wall courses survive but not above c.0.35m
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 67</b>
<b>RMP No.:</b>	LF020-002
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	10m SW
<b>Classification:</b>	Barrow
<b>NGR</b>	225123/270706
<b>Description:</b>	A small circular mound with a rounded top. The mound is approx. 2m high and c. 7-8m in overall diameter. There is an oak tree growing on top of the mound. A low field bank with beech trees growing on it skirts the foot of the mound on the E and SE. No trace of a fosse. Possibly a small barrow. Situated on a ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives in a heavily overgrown state to the N of a local road.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 68</b>
<b>RMP No.:</b>	LF020-003
<b>Townland:</b>	Shantum
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh

<b>Distance Route Option</b>	7m SW
<b>Classification:</b>	Enclosure
<b>NGR</b>	225289/270596
<b>Description:</b>	Sub-rectangular earthwork outlined by a wide earthen bank. Outside on W, N & E there is a wide deep fosse. This fosse now forms part of a field boundary. There are slight remains of a low outer bank on the N side of the earthwork. On the S side the roadway skirts the bank of the enclosure. The interior has a number of trees growing inside. Possibility that monument is a tree ring.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	A rectangular enclosure located on the N side of a local road. Surviving earthen banks heavily overgrown with mature trees.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 69</b>
<b>RMP No.:</b>	LF020-008
<b>Townland:</b>	Liscahill
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	18m SW of upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	226130/270260
<b>Description:</b>	Small circular ringfort with diameter NE-SW of c. 25m. The ringfort is bounded by a low earthen bank which is set on a low embankment. There is a shallow fosse at the foot of the embankment on NW. There are slight remains of a fosse on the S side. The interior is fairly even with old cultivation ridges running NW-SE. Part of embankment has been broken down on SE; an entrance is also located on this side.
<b>Reference:</b>	RMP files

<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Small circular ringfort located in centre of pasture field. Densely overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 70</b>
<b>RMP No.:</b>	LF020-005
<b>Townland:</b>	Garryandrew
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	221m N
<b>Classification:</b>	Possible Barrow
<b>NGR</b>	226660/270540
<b>Description:</b>	There is a very low mound which has been partly levelled. It is sub-circular in shape c. 18m-20m in diameter E-W and c. 16m-18m in diameter N-S. It is approx. 1m in overall height. This could be the remains of a small barrow. The earthwork is on a low rise in well drained pasture land. The surface of the earthwork is fairly smooth and regular as it had been ploughed down gradually rather than levelled. There are slight remains of an old field fence crossing the E end of the earthwork.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	No visible surface traces of this monument. Located in field of mature meadow grass.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 71</b>
<b>RMP No.:</b>	LF020-010
<b>Townland:</b>	Garryandrew

<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	139m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	226800/270460
<b>Description:</b>	A sub-circular almost rectangular enclosure bounded by remains of a wide low earthen bank with a very shallow fosse outside from WNW to N to ENE. From ENE to E to S to W there is a wide deep fosse now reused as a part of a field boundary. The interior is smooth and is featureless with a diameter N-S of 30m and a diameter E-W of 29m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Survives as notable kink in field boundary with no upstanding remains in W/NW/N extent.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 73</b>
<b>RMP No.:</b>	LF020-014
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	168m NE
<b>Classification:</b>	Enclosure Site
<b>NGR</b>	228480/270060
<b>Description:</b>	Site is destroyed. A laneway cuts through the site and no remains of the fort can be seen in the fields on either side. A slight rise is visible in pasture land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914

<b>Site Inspection:</b>	No visible surface traces of this site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 75</b>
<b>RMP No.:</b>	LF020-015
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	147m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	228570/270000
<b>Description:</b>	This earthwork has been destroyed. There is a very slight rise on the site of the monument and the W half of the site is occupied by a fairly modern house. This site was probably a ringfort. Inspected in 1975.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	This site has been destroyed.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 76</b>
<b>RMP No.:</b>	LF020-016
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	15m NE
<b>Classification:</b>	Ringfort

<b>NGR</b>	228580/269850
<b>Description:</b>	Partly destroyed. The remains of a small circular enclosure bounded on the SE to W to N to N NE by a wide low earthen bank with a shallow fosse outside it. From NE to E to S to SW the perimeter has been destroyed where field banks and drains encroach on the site. The interior is fairly smooth with a drain dug in a N NE- S SW direction through the earthen part. The diameter NE-SW is c. 22m. Situated on slight rise in low lying pastoral land.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914
<b>Site Inspection:</b>	Almost entirely levelled except for very faint low earthen bank (c. 0.1m to 0.3m) in height.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 77</b>
<b>RMP No.:</b>	LF020-027
<b>Townland:</b>	Kilsallagh
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	70m NE to upstanding remains
<b>Classification:</b>	Enclosure
<b>NGR</b>	229540/269320
<b>Description:</b>	An unusual earthwork. The monument is circular in outline and delimited by an irregular low bank set on an embankment. The SW side and greater part of the interior have been quarried away. There is a wide shallow fosse on the N side of the earthwork. On the E and SE side there is a wide deep fosse. This is part of a wide fosse which runs through the field in a NE-SW direction and which curves around the E half of the earthwork. Diameter of the earthwork is c. 15m E-W.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1837, 1862, 1914



<b>Site Inspection:</b>	Substantial upstanding remains, seemingly in a good state of preservation. Heavily overgrown with mature vegetation
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 82</b>
<b>RMP No.:</b>	WM005-001
<b>Townland:</b>	Windtown North
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	182m NE
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	230490/268970
<b>Description:</b>	Fort marked on the Fair Plan. Marked with pencil on current OS maps. No visible trace of antiquity on the ground.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	There are no visible traces of this monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 86</b>
<b>RMP No.:</b>	WM006-012
<b>Townland:</b>	Windtown
<b>Parish:</b>	Russagh
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	156m SW
<b>Classification:</b>	Ringfort

<b>NGR</b>	230700/268020
<b>Description:</b>	This is a roughly circular area delimited by a scarp with very slight remains of an earthen bank on its edge and a shallow fosse and a wide low outer bank beyond it. There is a second shallow outer fosse and a third bank outside. A field fence and drain cut across the perimeter of the earthwork, destroying it on the S and SE sides. The outer bank and fosse are absent on the W. There is a small rectangular annex and a small platform on the N side of the ringfort. Outlined by a low scarp with a shallow fosse on the W side.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection</b>	Yes
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 87</b>
<b>RMP No.:</b>	WM006-017
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231110/267480
<b>Description:</b>	A roughly circular area is surrounded by a wide low bank with a fosse outside. The fosse has been redug in recent times on the northern and eastern sides. The interior is crossed by old cultivation ridges. The ringfort is built on a natural rise – diameter measures 39m NW-SE. Wide views of the surrounding countryside
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Well preserved single banked ringfort, overgrown with trees

<b>Type of Impact</b>	Direct
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<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 88</b>
<b>RMP No.:</b>	WM006-018
<b>Townland:</b>	Ballygarren
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	15m
<b>Classification:</b>	Ringfort
<b>NGR</b>	231250/267340
<b>Description:</b>	A large oval area is outlined by a wide earthen bank and a wide deep fosse and a low earthen outer bank. The outer bank has been partly levelled on the eastern side. Built on a natural rise. The diameter N-S is 59m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved large, doubled banked ringfort, which is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 89</b>
<b>RMP No.:</b>	WM006-016
<b>Townland:</b>	Rathowen
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	223m W
<b>Classification:</b>	Well
<b>NGR</b>	230980/267040

<b>Description:</b>	There is a rectangular shaped hole containing stagnant water with a heavy growth of rushes and reeds in and around it. There is an overgrown stream running SSE from the well. There is a freshly cut channel on the E of the well. The well itself is fenced off and surrounded by barbed wire. The area in general is low lying and marshy. The land rises to the N and E but is flat on the S and SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 187, 1910
<b>Site Inspection:</b>	The site of the well is fenced off and located in marshy ground.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 91</b>
<b>RMP No.:</b>	WM006-046
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	190m SW
<b>Classification:</b>	Castle Site
<b>NGR</b>	233090/262220
<b>Description:</b>	A reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589. The area around Ardglass house was inspected in 1983 and surrounding lands however no trace of any physical remains were noted and both landowners knew of no tradition.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No traces of medieval or post medieval masonry, site now occupied by Ardglass house.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
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<b>AH No.</b>	<b>AH 95</b>
<b>RMP No.:</b>	WM006-050
<b>Townland:</b>	Joanstown
<b>Parish:</b>	Rathaspick
<b>Barony:</b>	Moygoish
<b>Distance Route Option</b>	42m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	234347/264392
<b>Description:</b>	This is an approx. circular area delineated by a fragmentary earthen bank set on a scarp, with a wide deep fosse at its foot. There is a substantial counterscarp bank which has a gap on the S and has been almost completely levelled on NNE, NE and E. There are breaks in the inner and outer banks on the W side. On the NE side of the ringfort there is a D shaped annex bounded by a low scarp with slight remains of a bank on its upper edge. Inside the ringfort bank in the SE part of the annex is a slight rectilinear platform with a fosse at its foot. Sited on the NE end of a low narrow ridge.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Very well preserved double banked ringfort, where middle ditch is very deep and wide - outer bank not so well preserved and site is very overgrown.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 97</b>
<b>RMP No.:</b>	WM011-008
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m SW

<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	Site of earthwork almost completely levelled but appears to have been circular originally. The perimeter is marked by a very slight drop in ground level with a corresponding change in vegetation colour running from NW-N-E-S-SW. The perimeter has been destroyed by a drain on the W. The interior slopes from W to E. Diameter 34.7m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is levelled. Located to the E of an N-S oriented field boundary. No visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 98</b>
<b>RMP No.:</b>	WM011-009
<b>Townland:</b>	Ballinalack
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	235040/263660
<b>Description:</b>	This site has been levelled and survives only as a cropmark outlining a broad oval and almost pear-shaped area. In places the cropmark corresponds to a very slight dip in ground level. The site was located on and to the NE of a small natural rise. Dims c. 44.3m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The site is levelled and survives as a pear shaped cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 99</b>
<b>RMP No.:</b>	WM011-011
<b>Townland:</b>	Cullenhugh
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	58m NE to centre of constraint
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	235830/263450
<b>Description:</b>	Levelled in the 1970's the site consisted of a small irregular area outlined by a low scarp with very slight traces of an earthen bank at its upper edge and of a fosse at its foot from E-S to W to NW. The interior showed traces of disturbance. The site was located on a slight natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Possible ploughed out enclosure or ringfort - slight rise in ground noted.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 101</b>
<b>RMP No.:</b>	WM011-018a and b
<b>Townland:</b>	Ballyvade
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	189m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236650/262390
<b>Description:</b>	WM011-018a A sub-circular area delimited by a low scarp with the remains of an earthen bank at its upper edge, a wide shallow fosse cut

	<p>its foot and the remains of a low bank at the outer edge of the fosse. The outer bank is visible from NNE to E to S and on the WNW and N. The fosse is traceable all round but it has been almost completely filled up in places. The inner bank has been defaced in a number of places but there is a causewayed entrance on the NE. Although the edge of the gaps in the bank are defaced. The interior slopes slightly from W to E and is divided by a slight broad bank running WSE to ESE. Diameter 46m.</p> <p>WM011-018b Monument appears to be a long low natural ridge, not likely part of any former archaeological monuments. A rath lies to the S. To the N is a field with a number of rises and depressions in it possibly representing modern drainage</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Oval shaped ringfort survives as low earthen banks. Large monument, diameter c. 50m.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 102</b>
<b>RMP No.:</b>	WM011-019
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	236860/262200
<b>Description:</b>	An oval area outlined by a substantial earthen bank. The interior is fairly even and slopes from SW to NE. On the NE side the bank has been destroyed. Diameter is c. 36m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910



<b>Site Inspection:</b>	Oval shaped ringfort defined by earthen bank to the SW, S and SE. The bank is levelled in N quadrant. Situated on gentle N facing rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 103</b>
<b>RMP No.:</b>	WM011-020
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	3m SW
<b>Classification:</b>	Circular Earthwork
<b>NGR</b>	237160/262210
<b>Description:</b>	1981 Field inspection: Site noted from St. Joseph's and GS aerial photographs. The site appears to be a destroyed ringfort. On the N sloping face of a steep-ish hill. The site appears to be circular or perhaps slightly oval. The raised interior is enclosed by a fosse, with traces of an outer bank to the S, E and W. On the N side the fosse and outer bank have been interfered with by old field fences which appear to have respected the site. These have since been removed, and have dug into the side of the platform on which the site is dug. There is no trace of an entrance or of any internal features. The interior rises c. 50cm from the fosse on the S, E and W, gently slop into disturbed field boundary. The fosse is 3.50m-4m wide. The outer bank rises c.50cm from the fosse on the E up to 70cm from the fosse on the S and W. The outer bank is c. 3m wide all around and is up to 30cm above the surrounding ground on the S and W, level on the E. Destroyed on N and NE. The internal width of the site N-S 32.50m, internal width of the site E- W 32m. Possible slight traces of an outer fosse on W only. Cutting the site off from W end of the terrace on which it is sited 3.50m wide.
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression. Located on N facing slope in marshy field to S of N4.

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 104</b>
<b>RMP No.:</b>	WM011-028
<b>Townland:</b>	Leny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	198m NE
<b>Classification:</b>	Church
<b>NGR</b>	237480/262400
<b>Description:</b>	<p>A rectangular church with a square tower at the W end. The church appears to be of 18<sup>th</sup> century or early 19<sup>th</sup> century date. The walls of the church and tower are rendered with pebble dash. There is an aisle on the N side both built of roughly dressed limestone, of seemingly mid or late 19<sup>th</sup> century date. The E window being of 3 lights with tracery above. There is no trace of medieval remains. The church is in the N part of a roughly rectangular graveyard containing numerous 18<sup>th</sup> century and 19<sup>th</sup> century tombstones.</p> <p>Report of Robert of Ardagh who died in 1224 granted and confirmed to Iristernagh the church of Leene and some years later Richard of Meath granted to same church to the same priory.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of medieval church, site occupied by late 18 <sup>th</sup> /early 19 <sup>th</sup> century church.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 105</b>
<b>RMP No.:</b>	WM011-027
<b>Townland:</b>	Leny

<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	248m NE
<b>Classification:</b>	Standing Stone
<b>NGR</b>	237400/262500
<b>Description:</b>	In the field to the SE of standing stone and barrow there is a fallen and broken standing stone situated in a small depression. It was originally a tall thin slab. It is still slotted in the ground. Dimensions 1m still visible above ground, 40cm wide and 10cm thick. It is situated down slope of the aforementioned sites. It is situated on the broad shoulder of a hill. Lough Iron and the plain are surrounding it to the SW.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No trace of recumbent stone in field
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 109</b>
<b>RMP No.:</b>	WM011-057
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	237810/261930
<b>Description:</b>	Partly destroyed site was oval in shape originally. It is outlined by a scarp with the remains of an earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled on the E and the fosse is only visible at the NNW. Diameter N-S c. 59m and diameter E-W

	is c. 48m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No obvious trace of site, although elements may be preserved within the field boundary.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 108</b>
<b>RMP No.:</b>	WM011-058
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	108m SSW
<b>Classification:</b>	Earthwork
<b>NGR</b>	237730/261780
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a D shaped earthwork on the earlier editions. The site has been destroyed and no surface features remain. It was located at the SW foot of a hill.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site has been levelled; there are no visible surface traces.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 111</b>
<b>RMP No.:</b>	WM011-062
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny

<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	83m S
<b>Classification:</b>	Earthwork Site
<b>NGR</b>	237990/261670
<b>Description:</b>	Not marked on the 1914 OS 6" but shown as a small circular earthwork on the earlier editions. The site has been virtually destroyed but it is possible to trace the perimeter in places where it survives as a very faint earthen bank. The site is located on a slight rise in the W side of a hill. Diameter is c. 16m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This site is completely levelled, survives only as a large circular cropmark on aerial photography.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 112</b>
<b>RMP No.:</b>	WM011-063
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238080/261840
<b>Description:</b>	A roughly circular area outlined by a scarp with the slight traces of an earthen bank at its upper edge and of a shallow fosse at its foot. From S to W to NW the perimeter has been incorporated in a modern field fence and a second field fence runs NE-SW just outside the fosse on the N. The site is located on a slight natural rise. Diameter is c. 31m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910

<b>Site Inspection:</b>	Partially truncated ringfort, southern aspect of which survives well.
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 113</b>
<b>RMP No.:</b>	WM011-066
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	77m SSW
<b>Classification:</b>	Ringfort
<b>NGR</b>	238680/261600
<b>Description:</b>	Partly destroyed and now in a plantation the site may have been circular originally it is outlined by a scarp with the slight remains of a bank at its top and a slight fosse at its foot. The perimeter has been levelled on the S. The interior rises towards the centre. Diameter is 19.60m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Probably circular originally, only faint traces of W extent of monument survive.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 114</b>
<b>RMP No.:</b>	WM011-068
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	172m SSW

<b>Classification:</b>	Ringfort
<b>NGR</b>	238830/261460
<b>Description:</b>	A large roughly circular area outlined by a scarp with a substantial bank of earth and stone at its upper edge, a wide deep fosse at its foot and a substantial outer bank of earth and stone. There is a shallow outer fosse on the N. The outer bank has been modified from N to E to S to W and the inner bank is defaced in places. There are entrance gaps in the banks and a causeway (3.20m) across the fosse on the NNE. The interior slopes from NNE to SSW. The site is located on the S side of a natural hill. Diameter 46m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site partially damaged. SW extent located on S side of rise on hill, remainder of monument incorporated into forestry plantation.
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 115</b>
<b>RMP No.:</b>	WM011-067
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Ringfort
<b>NGR</b>	238870/261660
<b>Description:</b>	Partly destroyed the site was approx circular originally; it is outlined by a scarp with the remains of a low earthen bank at its upper edge and with faint traces of a fosse at its foot. The perimeter has been levelled from NNE to E to SE. The interior slopes from NE-SW. The site is located on the W side of a natural ridge. Diameter is c. 27m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site</b>	Possible upstanding remains situated S of existing N4, within very dense

<b>Inspection:</b>	plantation of coniferous trees
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 117</b>
<b>RMP No.:</b>	WM011-034
<b>Townland:</b>	Kilpatrick/ Clanhugh Demesne / Ballindurrow/ Rathganny
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Linear Earthwork –Black Pigs Dyke?
<b>NGR</b>	239730/263270
<b>Description:</b>	<p>Kilpatrick/ Clanhugh Demesne - A linear earthwork consisting of W-Ea drain, a field fence, a slight depression, a wide fosse, a bank, a very deep fosse/drain and a low outer bank now forming part of the boundary of a laneway. The entire earthwork extends from near Kilpatrick to the shore of Lough Owel. It runs roughly N-S. It is overgrown for its full extent and is much worn in places. There have been many gaps through the banks – probably modern. The dimensions of the earthwork from W-E -</p> <p>Total width – 22.5m; drain 2.6m;field fence 2.4m; drain fosse 2m; bank 4.7m; fosse 2m; bank 3.3m; fosse drain 3.5m; outer bank 2m.</p> <p>Ballindurrow/ Rathganny – appears to be a continuation of Kilpatrick section. Some changes such as field fences have been removed in the area. Part of what appears to be the earthwork indicated is now simply part of the field boundary with little to distinguish from others in the area. Situated on shoulder of hill to the SSW of the village Multyfarnham.</p>
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	A possible holloway or bóithrín, Black Pigs Dyke reference seems erroneous in terms of geographical context. Survives intact adjacent to WM011-073 (AH 116).



<b>Type of Impact</b>	Direct
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<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 119</b>
<b>RMP No.:</b>	WM011-071
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	239m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	240270/261380
<b>Description:</b>	A roughly circular area outlined by a low earthen bank with an external fosse. The fosse appears to have been redug in relatively recent times. The interior slopes very slightly from NE to SW and has been planted with trees. Site located on rising ground. Diameter 50m
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This large circular ringfort is located on a S facing ridge in a pasture field to the E of the Dublin-Sligo railway line and to the SW of a forestry plantation/fox covert
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 120</b>
<b>RMP No.:</b>	WM012-084
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	61m SW
<b>Classification:</b>	Ringfort

<b>NGR</b>	240650/260160
<b>Description:</b>	This is a roughly circular ringfort bounded by a low scarp with a low earthen bank set on it and a shallow fosse at its foot on the N side. The interior is divided by a field bank running NE-SW through it. Set on level ground overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Site lies in ground overlooking Lough Owel to S. Dublin-Sligo railway extends to E of site.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 125</b>
<b>RMP No.:</b>	WM012-086
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	105m SW
<b>Classification:</b>	Abbey
<b>NGR</b>	240750/259780
<b>Description:</b>	The grass covered foundations of the NW corner of a rectangular church c. 16m by 6m survive within a small sub-circular graveyard which is enclosed by a modern stone wall. Sited on a small natural rise overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ruins of a church and graveyard contained within a stone wall enclosure
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
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<b>AH No.</b>	<b>AH 126</b>
<b>RMP No.:</b>	WM012-087
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	240950/259850
<b>Description:</b>	The site has been levelled completely. There are several very slight undulations on the surface of the ground at the site but they do not appear to form any recognisable plan.
<b>OS Editions</b>	1838, 1877, 1910
<b>Reference:</b>	RMP files
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	AH 131
<b>RMP No.:</b>	WM012-100
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m SW
<b>Classification:</b>	Ringfort
<b>NGR</b>	241190/259670
<b>Description:</b>	The remains of an approx circular ringfort outlined by a low earthen bank which has a modern dry stone external facing. On the NE the perimeter has been destroyed where farm buildings encroach on the site. The interior is now used as part of a farmyard site on a gentle slope.

	Diameter N-S is c. 30m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	Ringfort that survives partially with bank - possibly doubled banked but not clear. Badly truncated by farmyard.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 141</b>
<b>RMP No.:</b>	WM012-102
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	185m SW
<b>Classification:</b>	Earthwork
<b>NGR</b>	241470/259160
<b>Description:</b>	An approximate circular ringfort outlined from N-E-SE by slight remains of an earthen bank with remains of a fosse outside and elsewhere by a crop work indicating the line of a destroyed bank. Sited on a slight SSE slope. The ringfort has since been completely destroyed.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	No visible surface expression
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 146</b>
<b>RMP No.:</b>	WM012-164
<b>Townland:</b>	Portnashangan
<b>Parish:</b>	Portnashangan

<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	28m E to upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	242070/258830
<b>Description:</b>	Original File Missing therefore no description on file.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This is a large subcircular ringfort situated on a NE facing slope, to the E of the cutting for realigned N4 road. There survives earthen banks' varying in height c. 0.5m to c. 1.25m. The enclosure is large, c. 50m in diameter and overlooks Scragh Bog to the E. Farmyard located to the SE.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 148</b>
<b>RMP No.:</b>	WM012-165
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	23m W to upstanding remains
<b>Classification:</b>	Ringfort
<b>NGR</b>	229540/269320
<b>Description:</b>	This ringfort which was probably approximately circular originally has been partly destroyed by the railway line which cuts through it. The remaining part of the ringfort is outlined by a substantial bank of earth with a wide deep fosse on the N, E, and ESE by a low scarp with no fosse on the SE. Situated on the WSE side of a hill overlooking Lough Owel.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910

<b>Site Inspection:</b>	Minimal surface expression. The site presents as darker vegetation mark betraying curve of NE quadrant of ringfort. Site overgrown and there may be very minimal surface traces of the monument
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 153</b>
<b>RMP No.:</b>	WM012-168
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	13m NE
<b>Classification:</b>	Ringfort
<b>NGR</b>	242720/257430
<b>Description:</b>	This is an approximately circular ringfort bounded by very slight remains of a low bank of earth set on a low scarp, with very vague traces of a fosse at its foot. A slight gap on the NNE may represent the entrance. Situated on a natural rise.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	This monument has been damaged by the construction of farmyard buildings to the immediate S of the small circular ringfort.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 154</b>
<b>RMP No.:</b>	WM019-013
<b>Townland:</b>	Culleen More
<b>Parish:</b>	Portnashangan
<b>Barony:</b>	Corkaree
<b>Distance Route</b>	27m NE

<b>Option</b>	
<b>Classification:</b>	Barrow
<b>NGR</b>	243110/256560
<b>Description:</b>	This is a small roughly circular mound with a flat top. The mound is built of earth and stones and measures c. 1m in height & 6m-7m in diam. the mound has been incorporated in an old field bank which runs roughly NW-SE and it appears to have been used as a survey point. The mound is set on the summit of a prominent hill with wide views to Croghan Hill to the S, Loughcrew to the W and Frewin Hill to the NW. This appears to be a disturbed barrow.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The mound survives as a slight rise on the summit of a natural rise.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 162</b>
<b>RMP No.:</b>	WM011-065
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	106m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238460/262013
<b>Description:</b>	The site is partly destroyed but was approximately circular originally. It is outlined by a low scarp with faint traces of a low earthen bank at its upper edge and of a fosse at its foot. The perimeter has been destroyed by quarrying on the SE. The interior is uneven, rising irregularly towards the centre. The site is located on a slight natural rise. Diameter 31m.
<b>Reference:</b>	RMP files

<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>AH No.</b>	<b>AH 163</b>
<b>RMP No.:</b>	WM011-064
<b>Townland:</b>	Kilpatrick
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	299m N
<b>Classification:</b>	Ringfort
<b>NGR</b>	238444/262207
<b>Description:</b>	A roughly circular space outlined by a low scarp with faint traces of an earthen bank at its upper edge and of a shallow fosse at its foot. The perimeter has been incorporated in a modern field fence from S-W to NW. The site is located on a slight natural rise. Diameter c. 34m.
<b>Reference:</b>	RMP files
<b>OS Editions</b>	1838, 1877, 1910
<b>Site Inspection:</b>	The W extent of this site survives as a semi-circular shaped kink in an N-S extending field boundary.
<b>Type of Impact</b>	Indirect

## Appendix 8 Potential Impacts on Archaeological and Historical Remains

Impacts are defined as ‘the degree of change in an environment resulting from a development’ (Environmental Protection Agency 2003: 31). They are described as



profound, significant or slight impacts on archaeological remains. They may be negative, positive or neutral, direct, indirect or cumulative, temporary or permanent. Impacts can be identified from detailed information about a project, the nature of the area affected and the range of archaeological and historical resources potentially affected. Development can affect the archaeological and historical resource of a given landscape in a number of ways.

Permanent and temporary land-take, associated structures, landscape mounding, and their construction may result in damage to or loss of archaeological remains and deposits, or physical loss to the setting of historic monuments and to the physical coherence of the landscape.

- Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping and the passage of heavy machinery; disturbance by vehicles working in unsuitable conditions; or burial of sites, limiting accessibility for future archaeological investigation.
- Hydrological changes in groundwater or surface water levels can result from construction activities such as de-watering and spoil disposal, or longer-term changes in drainage patterns. These may desiccate archaeological remains and associated deposits.
- Visual impacts on the historic landscape sometimes arise from construction traffic and facilities, built earthworks and structures, landscape mounding and planting, noise, fences and associated works. These features can impinge directly on historic monuments and historic landscape elements as well as their visual amenity value.
- Landscape measures such as tree planting can damage sub-surface archaeological features, due to topsoil stripping and through the root action of trees and shrubs as they grow.
- Ground consolidation by construction activities or the weight of permanent embankments can cause damage to buried archaeological remains, especially in colluviums or peat deposits.

- Disruption due to construction also offers in general the potential for adversely affecting archaeological remains. This can include machinery, site offices, and service trenches.

*Although not widely appreciated, positive impacts can accrue from developments. These can include positive resource management policies, improved maintenance and access to archaeological monuments, and the increased level of knowledge of a site or historic landscape as a result of archaeological assessment and fieldwork.*

### **Predicted Impacts**

The severity of a given level of land-take or visual intrusion varies with the type of monument, site or landscape features and its existing environment. Severity of impact can be judged taking the following into account:

- The proportion of the feature affected and how far physical characteristics fundamental to the understanding of the feature would be lost;
- Consideration of the type, date, survival/condition, fragility/vulnerability, rarity, potential and amenity value of the feature affected;
- Assessment of the levels of noise, visual and hydrological impacts, either in general or site specific terms, as may be provided by other specialists.

## **Appendix 9 Archaeological, Historical and Built Heritage Background of the Study Area**

### **Mesolithic Period (c. 7000BC – c. 4000BC)**

The Mesolithic Period (c.7000 – c. 4000BC) is the earliest time for which there is clear evidence of prehistoric human activity in Ireland. During this time, inhabitants hunted, foraged and gathered food and appear to have had a mobile lifestyle. The most common evidence found to show the presence of Mesolithic communities at sites, are scatters of worked flint material; a by-product from the production of flint implements. The earliest human occupants of Counties Longford and Westmeath appeared to live around lakes and rivers. No known sites from this period have been identified within the study area however, there are a number of sites in Co.

Westmeath where Mesolithic material has been uncovered (Cooney 2000, 8) with three large rivers running (Rivers Rinn, Camlin and Riffey) through the landscape the potential for discovery is present.

### Neolithic Period (c. 4000BC – c. 2500BC)

Archaeological evidence suggests that during the Neolithic period communities appear to become less mobile and their economy becomes based on the earliest practice of agricultural activities, with the rearing of stock and cereal cultivation. This transition is accompanied with major social change. Agriculture demanded an altering of the physical landscape in light of the demand for agriculturally productive lands and forests were rapidly cleared to accommodate this, with some evidence supporting the construction of field boundaries. The construction of large ritual monuments at the time might suggest a greater concern for territory. These megalithic tombs, from the Greek "*Mega lithos*" meaning "great stone" built tombs, characteristic of the period. Archaeological excavations have identified the practice of the communal interment of cremated human remains within small chambers of these large monuments, which is suggestive of a hierarchical or stratified society.

Unusually, no megalithic tombs are recorded within the study area. Many development led archaeological investigations in advance of infrastructure projects have revealed previously unrecorded evidence for Neolithic settlement. Neolithic houses have been identified in the recent past. These discoveries generally consist of pit and postholes arranged in rectangular or circular form and their discovery has furthered the collective knowledge concerning this site type and settlement patterns within the Neolithic period across Ireland.

### Bronze Age Period (c. 2500BC – c. 500BC)

The Bronze Age is marked by the widespread use of metal for the first time in Ireland. As with the transition from Mesolithic to Neolithic, the gradual transition to the Early Bronze Age is accompanied by social change discernable within the material culture. The construction of Megalithic tombs cease, apart from the Linkardstown type monument, which places greater emphasis on individual burial. The Bronze Age burial record demonstrates the prominence of individual, which

becomes typical. Cremated or inhumed bodies were often placed in a cist, a small stone lined pit, frequently accompanied by pottery and less often grave goods. Bronze Age burials are often found within mounds, some of which can date from the Neolithic period, illustrating continuity within the landscape for the reverence of particular places.

A familiar feature of the rural landscape, which may have its roots grounded in the Bronze Age, is the standing stone. These monuments are very difficult to date, with each example having the potential to belong to a number of different periods. It is likely that those with a long NE/SW axis date to the Bronze Age having close affinity in orientation to similarly dated stone rows and pairs. They appear to have been erected for a variety of reasons. Certain stones mark prehistoric burials whilst others may have had a commemorative or ritual role, or served as boundary markers or positions posts along ancient routeways (Moore 2007). The earliest recorded archaeological activity within the Study Area dates to the Bronze Age period (c. 2500 BC – c. 500 BC), evidenced by a standing stone in Leny (AH 105), located 248m NE of Route Corridor Options 1, 2, 4, 5 and 6 in Co. Westmeath

A site thought to reveal of glimpse of the domestic life during the Bronze Age at this time is the *fulacht fiadh*. There is still widespread debate about the function of these frequently occurring sites, with theories ranging from seasonal cooking sites to bathing and textile production centres. It is certain that due to the vast numbers of these monuments in the landscape that they performed an integral role in Bronze Age society. These sites survive as low mounds of charcoal-enriched soil mixed with an abundance of heat shattered stones. They are usually horse-shoe shaped and located in low-lying areas near a water source and are often found in clusters. Even when levelled by an activity such as ploughing, they are identifiable as burnt spreads in the landscape. There are no recorded examples of *fulachta fiadh* or burnt mounds within the proposed route corridors, however excavations in advance of the Longford Town Bypass in Lisnamuck Co. Longford, revealed four burnt mounds/*fulachta fiadh* (Ó Maoldúin 2003, Licence Ref.: 03E1421, and Read 2003, Licence Ref.:03E142). These investigations took place within Route Corridor Options 2 and 6. At the northwest extent of the six proposed route corridors, ten previously unrecorded burnt mounds were identified as part of the N4 Dromod to

Roosky Realignment Scheme (Moore 2007, Ministerial Direction numbers A031/005;007;015;017;019;022 and 023) in the townlands of Cloonturk, Clooncolry, Moher, Georgia and Aghanhunsin on the Longford/Leitrim county border. Likewise in Edgeworthstown Co. Longford, archaeological testing in advance of the N4 Edgeworthstown bypass identified a previously unrecorded fulacht fiadh which was badly truncated/ploughed out (McQuade 2005, Licence Ref.: 05 E0152).

Evidence for Bronze Age settlement within the Study Area has been identified in Cam townland near Edgeworthstown Co. Longford. This comprised the discovery of a Late Bronze Age sword (*c.* 900BC – *c.* 500BC), which was identified during peat cutting (NMI IA/167/80) in proximity to the proposed Route Corridor Option 3. Another possible bronze dagger was identified from within the same parish at the time of the discovery, but was not acquired by the National Museum of Ireland (Seaver 2004).

Other sites thought to date to the Bronze Age and possibly the Iron Age (*c.* 500BC – *c.* 400AD) include barrows. These are earthen burial monuments, which consist of a circular area surrounded by a fosse often with an external bank. There are five barrows located within the proposed route corridors, including the examples at Cooleeny (AH 32) located 83m south of the proposed Route Corridor Option 2 Lissaghanedan (AH 55) located 111m south of the Route Corridor Option 5, Shantum (AH 67 and AH 71) located 10m south and 138m north of Route Corridors 1, 2, 4, 5 and 6 and Garryandrew (AH 70) located 139m north of Route Corridors 1, 2, 4, 5 and 6 in County Longford. The sole example of this site type in Westmeath is that at Culleen More (AH 154), located 27m southwest of the Route Corridor Options 1, 2, 4, 5 and 6, and 87m southwest of the proposed Route Corridor Option 3 option.

### Iron Age Period (*c.* 500BC –*c.* 400AD)

Trackways are a monument type which is prevalent in the midlands regions where anaerobic conditions of raised wetland bogs, commonplace in the constraints study area; enable the preservation of organic matter. The most famous example in

Ireland was identified at Corlea, near Keenagh Co. Longford: More recent archaeological discoveries as part of the N4 Dromod to Roosky realignment scheme at the northwest extent of the six proposed route corridors identified the remains of a previously unidentified bog trackway at Edercloon, Co. Longford (Moore 2007). The trackway or 'toghers' identified, consisted of primary, secondary, tertiary toghers and wooden platforms. Radiocarbon dates retrieved from the site indicated use between the Neolithic (c. 400BC – c. 2500BC) to the Medieval Period (c. 1100AD – c. 1600AD), there was a marked peak in the sites usage during the Bronze and Iron Ages (c. 2500BC – c. 500BC) and (c. 500BC – c. 400AD) respectively, specifically Cal 750BC -390BC (Moore 2007, Ministerial Consent Ref.: A031-025). The area immediately adjacent to the site of excavation lying within the proposed Route Corridors has been designated area of archaeological potential 1 (AAP 1) owing to its proximity to known archaeological remains.

In terms of artefactual evidence, three tin torcs and small pebbles of possible Iron Age dating (c. 500BC – c. 400AD) were discovered in Killsallagh Bog, Co. Longford in proximity to Route Corridor Options 1, 2, 4, 5 and 6.

## Early Medieval Period (c. 500AD – c. 1100AD)

### **Secular Activity**

The most frequently occurring site within the proposed route corridors are ringforts, with 121 recorded examples recorded (Appendix 4.6.3). These sites date to the Early Medieval Period (c. 400AD – c. 1100AD) and represent rural farmsteads of the contemporary population. Ringforts are typically enclosed by an earthen bank and exterior ditch, and range from 25m to 50m in diameter. The smaller sized, single banked type (univallate) are more likely to have housed the lower ranks of society while larger examples with more than one bank such as bivallate (with two banks such as AH 39, located 60m north of the proposed Route Corridor Options 2 and 6 and trivallate (three banks) probably housed more powerful kings and lords.

The Early Medieval period is depicted in the surviving sources as entirely rural characterised by the basic territorial unit known as *túath*. Byrne (1973) estimates

that there were probably at least one hundred and fifty kings in Ireland at any given time during this period, each ruling over his own *túath*. During this sometimes violent period, roughly circular defensive enclosures known as ringforts were constructed to protect farmsteads. Although most of the ringforts that have been excavated are shown to date to this period, some have earlier origins and may have been originally constructed during the Iron Age, or even earlier (Stout 1997, 14-31).

Archaeological excavations in Portnashangan Co. Westmeath just north of Lough Owel took place in advance of improvements to the N4 Longford Road Improvement Scheme on the existing N4 National Route. The excavations were sited in close proximity to the ringforts AH 127 and AH 128 (which would be directly impacted upon by the proposed Route Corridor Option 1. At AH 127, the excavations revealed a 'V' shaped cutting from the enclosing ditch of the ringfort, but no artefactual evidence was retrieved. At AH 128, substantial remains of the ringforts bank were identified and a deposit of animal bones found at the base of the bank would suggest that their deposition was contemporary with the banks construction (Keeley 1990, (Bulletin number 1990:117), In Bennet 1993 (Ed)).

In addition to the density of ringforts, there are nine 'earthworks' (including a linear earthwork) and three 'earthwork sites', five 'enclosures' (including a rectangular enclosure) and nine "enclosure sites" recorded within the proposed route corridors. An earthwork refers to any monument made entirely or largely of earth, while an enclosure refers to monuments consisting of an enclosing feature, such as a bank or a ditch, usually earthen, such as barrows or ringforts (NRA Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes 2005, 57). These sites are of unknown function and chronology owing to damage or denudation over time, however following archaeological investigation, many prove to be deteriorated ringforts. It is believed that there are approximately 45,119 potential ringforts or enclosure sites throughout Ireland, signifying their prominence as one of the most frequently occurring sites in the country (Stout 1997). The majority of the examples from the route corridors have been identified through successive aerial photography surveys as crop-marks in the land, with no visible surface traces of the monument above the ground.

Souterrains, or artificial underground passages, are frequently found in association with ringforts and occasionally occur in ecclesiastical enclosures. They consist of a concealed narrow entrance at ground level leading into a passage, which opens into a single chamber or series of chambers. The only recorded example lies within AH 39, a bivallate ringfort in Cloonahard and this is located 60m north of the proposed Route Corridor Options 2 and 6.

### **Ecclesiastical Activity**

The organisation of the Irish church from the 6<sup>th</sup> and 7<sup>th</sup> centuries onwards was primarily ordered into monastic federations or *paruchia* under the supreme jurisdiction of the heir or “*Conarb*” of the founding saint (Chadwick, 1970). It was not until the beginning of the 12<sup>th</sup> century that it was gradually reorganised into dioceses, and abbots were replaced by bishops and the Episcopal rule. The evidence for widespread Christian sites within the proposed route corridors is also supported by the occurrence of monument types that are not strictly speaking ‘official’ church sites. These include holy wells which are a Christian adaptation of a pre-Christian tradition of sacred springs which, like their pagan predecessors, were often visited at certain times of the year, such as saints’ or other holy days and often had the reputation for effecting cures. There are three holy wells located within the proposed route corridors AH 64 in Abbeyland which is 218m northeast of Route Corridors 1, 2, 4, 5 and 6 in Co Longford, AH 89 in Rathowen which is 223m west of Route Corridors 1, 2, 4, 5 and 6 in Co. Westmeath and AH 134 located 130m southwest of the proposed Route Corridor Option 3 in Co. Westmeath. The wells can manifest themselves in a variety of forms ranging from natural springs to rain collecting rock depressions.

There is one recorded church within Route Corridors 1, 2, 4, 5 and 6 in Co. Westmeath. This site (AH 104) lies 198m northeast of route corridor options and while the present structure dates to the 19<sup>th</sup> century, it is thought the original foundation may date to the 13<sup>th</sup> century (Appendix 4.6.3). In Co. Longford, AH 65 relates to the Abbey site in Abbeyland located 264m west of a Route Corridor Options 1, 2, 4, 5 and 6. The footprint of the site is all that can be traced presently



and the RMP file (Appendix 4.6.3) states that the site could be medieval in origin. AH 125 is the Abbey site in Portnashangan Co. Westmeath which lies 11m southwest of the proposed Route Corridor Option 2, 4 and 5 and 105m southwest of Route Corridor Option 6. The present church is a rectangular structure, contained by a modern stone wall and the site is referred to as an Abbey on the first edition Ordnance Survey dating to 1837 (Westmeath Sheet 12).

The see of Ardagh in Longford, of which St Mel became the first bishop, was founded by St Patrick in the 5<sup>th</sup> century; St. Patrick installed St. Mel as bishop in the diocese. In Westmeath, it is reputed that the Norse king Turgesius, led an incursion into the area in the 9<sup>th</sup> century following the foundation of the town of Dublin in 832AD. Turgesius is believed to have sailed up the Shannon with the aim of attacking the monastery of Clonmacnoise. The plunder of Clonmacnoise being successfully executed, several other midland monasteries in Ireland were targeted and it believed that Turgesius was responsible for these incursions also. He made his centre on the shores of Lough Owel after sailing up the River Brosna and it is at Lough Owel where the sources suggest he met Ard Rí (or High King) Malachy to engage in single combat. It is alleged that King Malachy killed Turgesius on the shores of Lough Owel, just south of the study area and that he cast the gold collar Turgesius wore around his neck into the waters of Lough Owel.

## Medieval Period (c. 1100AD – c. 1600AD)

In the Medieval Period, Co. Longford became known as Annaly which was controlled by the powerful O'Farrell dynasty who retained links with the Uí Neill (Farrell 1891, 20-23, Gillespie 1991, 20). The entry of the Anglo-Normans led to conflict and the Tuite and Russell Anglo-Norman families settled in Granard, Abbeylara and Mostrim or Edgeworthstown (MacNamee 1954, 182).

### **Anglo-Norman Activity**

The piecemeal conquest by the Anglo-Normans of Ireland had a fundamental impact on the Irish landscape. Anglo-Norman involvement in Ireland began in May 1169, when Richard de Clare and his followers landed in Co. Wexford to support Diarmáit MacMurchadha, the deposed king of Leinster, in order to assist him in his

challenge for the kingship. By the end of the 12<sup>th</sup> century the Anglo-Normans had succeeded in conquering much of the country. Between 1170 and 1350, the Normans had stamped their influence on the Irish landscape.

During this period moated sites (defended farmsteads) begin to appear regularly in the landscape of Co. Longford and Co. Westmeath. These sites tend to be and are situated in low-lying or poorly drained inaccessible land. The distinctive feature of these sites is the fosse or moat which could be two to ten metres or more in width and was usually designed to hold water, unlike the fosses of other earthworks which are an almost accidental by-product of buildings the earthen bank. Moats almost always assume a flat-bottomed appearance which is retained when water-filled, and wet moats, requiring a water source, were supplied by leats or ground water. At these sites the upcast from the moat was used to raise the level of the platform and build a defensive bank. The bank would have been originally defended by wooded palisades. The centre of the moated site in Corboy Co. Longford (AH 44) is located 67m northeast of Route Corridor Options 1 and 3 while the example in Loughanstown Co. Westmeath (AH 139) would be directly impacted upon by the proposed Route Corridor Option 3. Like the ringfort of the Early Medieval period the moated enclosure represent the small farming class of the Anglo Norman settlement of the county, and it is thought that some moated sites may have been built by the colonists in response to the Gaelic resurgence of the late 13<sup>th</sup> and early 14<sup>th</sup> centuries and were also built in Britain and elsewhere in NW Europe.

The castle site (AH 8) recorded in Clooncoose townland located 75m southwest of the Route Corridor Options 1 and 3 and located 114m east northeast of Route Corridor Options 2 and 6 may in fact be a possible moated site according to a partial rectangular depiction on the first edition Ordnance Survey of 1837 (Sheet 14 Longford).

There are two mottes within the proposed route corridors. AH 96 the motte in Ballyharney Co. Westmeath which is located c. 42m southwest of the proposed Route Corridor Option 3. A motte is a large steep sided, earthen constructed mound, with a flat top. A *bretasche* or wooden tower would have crowned the

summit of the motte and this served as a watch tower. The motte is usually accompanied by a bailey, a rectangular enclosure which housed the garrison and livestock of the inhabitants.

### **Lissardowlan**

The motte (AH 35) in Lissardowlan is part of a wider medieval complex which is an area of heightened archaeological sensitivity. The archaeological constraint is located 155m north of Route Corridor Options 2 and 6 and 318m south of Route Corridor Options 1 and 3. The placename of Lissardowlan possibly refers to “the fort of the hill of apple trees” or “fort of the hill of the little apple trees”. Recent studies (O’ Conor and De Meulemeester 2007, 81 in Manning (Ed)) have suggested that the motte and baileys which survive to the present day may have been constructed upon a pre-existing ringfort utilising the raised earthen banks as foundation for the steep topped motte. This perhaps would account for the “*Lios*” element in the placename.

Lissardowlan lay in the ancient territory of Annaly which was under the auspices of the O’ Farrell clan in the 11<sup>th</sup> and 12<sup>th</sup> centuries. The area was considered a frontier zone at the time as historically the lands were part of Connacht; the area had fallen under the jurisdiction of the kingdom of Meath in the early medieval period (O’ Conor and De Meulemeester 2007, *ibid*). The lands at Lissardowlan were granted to Hugh de Lacy in 1172 by Henry II (1154-1189) as part of his grant of the lordship of Meath. Prior to this, the Gaelic Irish ruler of the area was Murrough O’Melaghin who died in 1153. His death fuelled ongoing instability among the Gaelic Irish rulers and led to the rise of the O’Farrell clan in Longford. It is thought that the motte was constructed in the sometime during the 1180’s or 1190’s by Walter de Lacy, son of Hugh and documentary sources note that the manor was a demesne manor and that a rural borough existed there by the late 12<sup>th</sup> century.

The castle was sacked by Hugh O’Conor, King of Connacht in 1224 and the entire garrison was massacred. In 1271, Hugh O’Conor had raided east as far as Granard and it is thought that fortifications such as that at Lissardowlan were vital in defending the settler from the Gaelic Irish. The motte at Lissardowlan has two baileys or enclosing elements. It is thought that this occurs only at three other sites

-Donaghmoynes, Co Monaghan, Ballyroney, Co. Down and Mount Temple Co. Westmeath. Such a site in the Lordship of Meath is thought to represent a motte in a frontier area or at the centre of an important manor held by the Lord of Meath or one of his chief vassals (Graham 1980, 47).

As a demesne manor, there would normally be associated features lying beyond the immediate environs of the motte structure. These would potentially include byres, stables, barns, granaries, corn-drying kilns and sheepcotes (O' Conor and De Meulemeester 2007, 86 in Manning (Ed)), with larger demesnes having a deerpark, mill, rabbit warren and dovecote. Such features could survive within the environs of Lissardowlan as subsurface archaeological remains.

The Anglo-Norman settlement was abandoned in the 14<sup>th</sup> century and Lissardowlan became the principal seat of the O'Farrell clan following their successful removal of the Anglo-Norman inhabitants. The O'Farrell Ban sept of the O'Farrell clan built a masonry castle at Lissardowlan which survived until the 16<sup>th</sup> century and it is thought that this was a tower house (O' Conor and De Meulemeester 2007, 93 in Manning (Ed)). The castle remained in their hands until the Nine Years War when it was occupied by the Devlin family, however the O'Farrells had regained the castle by 1634 and the site is thought to have been abandoned later that century. In a regional context, the site at Lissardowlan can be viewed as one of the most important places in the landscape of Anglo-Norman and later Medieval Longford (O' Conor and De Meulemeester 2007, 94 in Manning (Ed)).

### **Later Medieval Activity**

A castle whether constructed of earth and timber or of stone functioned primarily as a private residence, but as a defended residence inhabited by a person of importance, be it of local or wider influence. There is the potential for associated features (such as bawns, field systems and other sub-surface archaeological remains) to survive in close proximity to these fortified sites as previously unrecorded, unidentified archaeological remains. In addition to the castle site at Clooncoose (AH 10), there is another castle site noted 37m southwest of Route Corridor Options 1, 2, 4, 5 and 6 in Joanstown townland at Ardglass House. A

reference to the 'Castle of Joanstown' being assaulted by Christopher Nugent in 1589 is referred to by the RMP (Appendix 4.6.3) however there are no visible traces of a castle in this area.

According to local sources, it is reputed that a battle took place in the environs of Leny Hill in the townland of Leny, Co. Westmeath. It is unknown when this battle took place and its precise location has not been identified to date. It is possible that the battle may have taken place nearer to 'Leny Castle', which is located in Carrick townland (WM011-012) which is located c. 200m north of Route Corridor Options 1 and 6 and the battle may as such date to the Medieval (c. 1100AD – c. 1600AD) or Post-Medieval (c. 1600AD – c. 1800AD) Periods. Consultation with the Irish Battlefields Project did not list any battle within the area and it is possible that the local folklore of such an event relates to a smaller skirmish.

The origins of the name 'Longford' are derived from 15<sup>th</sup> century when a local chieftain named O' Farrell established a stronghold at Longford Town, which later lent its name to the county. This fortress became known as Longford O'Farrell and since the establishment of this fortress in the 15<sup>th</sup> century, the O'Farrells have been the ruling clan in the county, having at one stage had a total of seven castles distributed in the southern part of the county. In the original Gaelic divisions *Míde* was in fact a fifth province and incorporated what is now Westmeath, as well as the present Co. Meath, and large parts of Cavan and Longford. Westmeath covers what was the northern part of the province, known as '*Teffia*'. The province was granted to the de Lacy's in the 12<sup>th</sup> century, but was never defended or exploited as intensively as the de Lacy possessions further east. By the end of the 13<sup>th</sup> century it had reverted to the Gaelic Irish. Among the chief clans were the McGeoghegans, the O'Currys and the O'Mulleadys. Westmeath was separated from Meath becoming a county in its own right in 1541.

## Post-Medieval Period (c. 1600AD – c.1900AD)

The period after the Restoration in 1660 witnessed a marked growth in the appearance of purely domestic unfortified houses in Ireland. These replaced the semi-fortified houses which had begun to replace the tower house at the start of the

century. From the 1660's onwards, the older mosaic of lordships that had dominated Ireland was swallowed up by a centralising state and was replaced by a commercial system of landed estates (Whelan 1997, 68). After the final defeat by Cromwell, there were huge confiscations of land in the region and virtually none of the original proprietors survived. There was a consequent restructuring of the rural settlement and society around the new principal components of estates, with the landed estate became the principal factor in the 18<sup>th</sup> century growth of the Irish economy which was fuelled by a rent-paying tenantry. The pivotal transition occurred in the 1730's when the first post-Boyer generation of landowners came to power. The country was experiencing a new sense of security that inspired confidence amongst the landed classes and this coincided with an increase in rents. These dramatic changes brought with them a rapid phase of house and demesne building as new landowners sought to lay claim to their recently acquired positions of power. Significant demesne landscapes within the receiving environments of the proposed road corridors include Castleforbes and Carrickglass in Co. Longford and Clanhugh Demesne in Co. Westmeath. The remaining smaller demesnes which are located within the environs of the proposed route corridors consist of the following:

In Co. Longford; Farraghroe, Newtownbond and Oldtown Demesnes.

In Co. Westmeath; Newpass, Ardglass, Heathland and Ballynagall Demesnes

In the 1760s an Act was passed by the parliament in Dublin, known as the Presentment Act. This led to the creation of a fine network of roads across the country. It is possible that the existing N4 is one such road and it is referred to on the First Edition Ordnance Survey mapping dating to 1837 as the "Mail Coach Road" between Dublin and Sligo.

Emigration from County Westmeath commenced on a large scale during the Famine years of 1845 and 1850. Prior to 1845 there was a population of 141,000. By 1851 the figure decreased by 21 per cent, partly accounted for by deaths through famine and through emigration. In addition to the usual destinations of Irish emigrants - England, the U.S., Canada and Australia, many emigrants from

Westmeath made their way to Argentina in the nineteenth century, where their sheep-rearing skills were much valued.

## Demesne and Estate Lands

In Ireland, the earliest demesnes were in the formal style, focusing on the planter's ownership over the land and their ability to control and subdue the natural landscape. A Review of the Longford Record of Protected Structures and has identified one demesne located within the path of Options 1, 4 and 5. This is subject to legislative protection under the *Local Government (Planning and Development) Act 2000*. This demesne ground relates to the original extent of Deerpark (BH 4) to the north of Newtown Forbes which is the deerpark associated with Castleforbes demesne and through which the three of the route corridor options extend. The demesne is the seat of the Earls of Granard and the demesne house comprises an imposing castellated mansion dating to the 17<sup>th</sup> century and was described by Nicholas Dowdall Esq., in 1682 as a '*fair and spacious house with lovely gardens of pleasure*'.

A review of the Westmeath County Development Plan (2002-2008) and the County Record of Protected Structures has identified no demesne houses within the proposed route corridors. Route Corridor Option 2 extends through the northern extent of the original demesne lands in Clanhugh. However the surviving demesne house (RPS B199) is located beyond the proposed route corridor and is located c. 550m to the southeast. This is evident also at the former Wilson's Hospital (RPS 276) building at Heathland. Route Corridor Option 3 option extends through the north-western section of the original extents of the demesne grounds; however the former Wilson's Hospital building is located c. 500m southwest of the proposed route option.

The houses at Newpass Demesne (RPS 247) and Ardglass House (NIAH 15400604) are located beyond Route Corridor Options 1 and 2. Route Corridor Option 3 breaches the original extents of Ballynagall demesne as depicted on the First Edition Ordnance Survey of 1838, although the demesne house (NIAH 15401212) was abandoned in the 1960's and survives only in ruins over 700m to

the east of Route Option 3. The former demesne in this circumstance has lost almost all of its ornamental characteristics, with the land sub-divided into agricultural plots serviced by a network of tertiary roads (one of which was a former avenue associated with the demesne), characterised by modern detached residential units. Corridor option 1, 2, 4, 5 and 6 all travel to the immediate west of the original extent of Ballynagall demesne.

The construction of peripheral structures invariably associated with the demesne houses is evidenced within the proposed route corridors. In Co. Longford, there are two gate lodges including BH 3 (located 45m southwest of Route Corridors 1 and 5 and located 107m southwest of Route Corridors 2, 3, 4 and 6 and BH 5 (located 5m northeast of Route Corridors 1 and 5). BH 5 was definitely were built in association with the deerpark and attendant grounds of Castleforbes demesne in Deerpark townland, although BH 3 remains as a possible such. The perimeters of demesnes usually comprised well constructed stone encircling walls and/or tree-belts and over time, many large demesnes decreased in proportions as land was released usually to fund the upkeep of the demesne house. This often resulted in features once associated with the structures becoming isolated and loosing their original context.

Sections of the impressive walling, probably dating to the late 18<sup>th</sup>, early 19<sup>th</sup> century also survive in the area of Deerpark and are listed within the NIAH survey as demesne wall associated with the Castle Forbes estate. Three of the route options will result in the truncation of this wall, although sections have already been impacted on by the realignment of the Dublin to Sligo road at some point between the second (1882) and third (1914) editions of the Ordnance Survey.

## Country Houses and Modest sized Structures

Houses which are considered country houses are those displayed within their own parklands but are not depicted as being within demesne lands on the first edition Ordnance Survey. These country houses are larger in size in terms of the residence and their grounds compared with the more prevalent 19<sup>th</sup> century farmhouses. The built heritage features identified within the proposed Route



Corridors 1, 4 and 5 (BH 6, BH 7 and BH 8), Route Corridors 2 and 6 (BH 14) and Route Corridors 1, 2, 4 and 5 (BH 21) can be viewed in this light.

Three of the built heritage features noted within Route Corridors 1, 2, 4, 5 and 6 between counties Longford and Westmeath relate to farmhouses dating to the 19<sup>th</sup> century. These structures (BH 17, BH 18 and BH 20) are typical of the detached, two storey, three-bay structures which are prevalent where the steady economy gained from pastoral farming enabled the construction of solid houses with associated outbuildings.

## Vernacular structures

Vernacular architecture is the term appropriated to methods of construction where locally available resources are used to address local construction needs. This genre tends to evolve over time reflecting the local environmental, cultural and historical context in which the individual structure may exist. Where available, local building materials were used such as sods, mud, stones, grass and slate, with each region in Ireland having, a distinctive type of dwelling. Some traditional crafts like thatching and lime washing are lost in the midst of modern building techniques; however, some examples of our native architecture still exist. Many typical 19<sup>th</sup> century two storey farmhouses are evidence of this architectural style, such as BH 2 – a vernacular house within the townland of Lissagernal. This structure was identified through a windshield survey and has no statutory protection; however it is deemed to have retained much of its original context despite some modifications.

## Structures in Urban/Village contexts

In Co. Westmeath, in the townland and small hamlet of Ballynafid, BH 23 (now a private dwelling was originally constructed as a Royal Irish Constabulary (RIC) in the 1820's. The structure is a well known landmark on the existing N4 and would have been very impressive in its contemporary context with the road at a lower level and in its original alignment. The structure is listed on the Westmeath Record of Protected Structures and Westmeath National Inventory of Architectural Heritage. Route Corridor Options 1 and 6 would have a direct impact on this structure.

## Industrial Structures

In Co. Longford, the Longford Town Branch line of the Royal Canal (BH 11) extends northeast from Cloonsheerin to Longford Town where a canal dock formerly existed. Route Corridor Option 5 extends across the branch line in Cartronageeragh/ Mullaghavorneen townlands and as such would have a direct impact on the canal. The main line of the Royal Canal from Dublin was complete to Cloondara at the River Shannon by 1817 and the branch line was constructed in 1830 despite several malicious breaches of the canal by those who were opposed to the project. Several bridges were constructed as part of the project including those at Farranyoogan and Churchland. However these are located beyond the proposed route corridor of Route Corridor Option 5.

Some of the most notable structures of industrial architectural heritage merit within Route Corridor Option 5 (BH 15, located 103m north of the proposed route), Route Corridor Option 3 (BH 19 located 57m northeast of the proposed route) and Route Corridor Options 1 and 6 (BH 22 located 213m northeast of the proposed route), are attributed to structures which were constructed in tandem with the arrival of the railways in this region in 1862 (Rynne 2006). The Midland and Great Western Railway Company (MGWR) purchased the Royal Canal and its adjacent lands in 1845 following the bankruptcy of the Royal Canal Company. The principal line which extends through the study area is the Dublin to Sligo route, and this extends in a broadly north-westerly direction with operational stations at Mullingar Co Westmeath, Edgeworthstown, Longford and Dromod in Co. Longford in the environs of the study area. The MGWR began construction of the western line at Mullingar and reached Athlone ahead of its rival the Great Southern and Western Railway Company, thus bridging the Shannon and route to the west. The Sligo branch was opened in 1862 and from the Inny junction a further branch line was built to Cavan and Clones which linked up with the Great Northern Railways.

Clonhugh Station (BH 22) is located in the townland of Ballynafid, Co. Westmeath and is a good example of a surviving and perhaps unusual rural railway station. This small station was originally built in 1855 by the MGWR to serve the Mullingar

to Sligo line by order of Lord Greville of Clonhugh Demesne, which resulted in a long running dispute between Lord Greville (who's lands the railway extended through) and the Midland and Great Western Railway Company. This station had two platforms and served passenger trains until 1947. The structure is located 213m north of the Route Corridor Options 1 and 6

In Co. Longford, there are two level crossing gate houses which feature as recorded (NIAH) sites. These are BH 15 and BH 19 which are located in Cloonahard and Clonwhelan townlands respectively. The example at Cloonahard (BH 15) is located 103m north of the Route Corridor Option 5 and the example at Clonwhelan (BH 19) is located 57 northeast of the proposed Route Corridor Option 3.

## Appendix 10 Built Heritage Sites within environs of Route Corridor Options

All measurements in respect of built heritage sites located within a route corridor are taken from the edge of 40m wide road landtake (based on the centreline shown in Figure 4.6.2-4.6.9) to the structure itself.

<b>Built Heritage (BH Sites) Route Corridor Option 1</b>	
<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	11m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<p><b>Description</b></p> <p>Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance,</p>

	<p>is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19<sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.</p>
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	48m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914)

	Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	45m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gate lodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the north (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh

<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	0m
<b>Classification:</b>	Demesne Lands & Wall
<b>NGR</b>	211230/280680
<b>Description:</b>	<p>Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey.</p> <p><b>Description</b></p> <p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the north of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS & Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 5</b>
<b>RPS No:</b>	21
<b>NIAH No.:</b>	13400802
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	5m NE/SW (Link Road)
<b>Classification:</b>	Gate Lodge

<b>NGR</b>	210827/281428
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey former gate lodge, built c. 1885, with projecting central gable-fronted bay to the front elevation (SE) and flat-roofed extensions to rear (NW). Pitched artificial slate roof with central moulded redbrick chimneystack. Roughcast rendered walls over smooth rendered plinth. Square-headed window openings having six-over-two pane timber sliding sash windows and tooled limestone sills. Square-headed door opening to front face of projecting bay/breakfront (SE) with replacement door. Located adjacent to demesne walls, opposite entrance gates to Castle Forbes, to the NE of the main house and to the north of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>Although modest in architectural detailing the simple design of this former gate lodge is enhanced by the retention of such features as the timber sliding sash windows and by the prominent moulded redbrick chimneystack. It was originally built to serve a secondary entrance to Castle Forbes to the southwest but has become somewhat orphaned from the main house by the realignment of the main road to the west, which has removed much of its original context. Located opposite the gates to Castle Forbes, this building forms part of a group of related structures with the main house and adds historic interest to its rural location.</p>
<b>Reference:</b>	Longford RPS & Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 6</b>
<b>RPS No:</b>	316 & 317
<b>NIAH No:</b>	13400809 & 13400808
<b>Townland:</b>	Carrickmoyragh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford



<b>Distance Route Option:</b>	54m SW
<b>Classification:</b>	Country House and Outbuildings
<b>NGR</b>	211043/280985
<b>Description:</b>	<p><b>House - Description</b></p> <p>Detached four-bay two-storey house on complex plan, built c. 1860, having advanced single-bay projection to the W end of the front elevation (S) and lean-to single-bay single-storey extension to the rear (N) at the W end. Possibly incorporating the fabric of an earlier house to site (rear). Hipped natural slate roofs with four brown brick chimneystacks (some with moulded stone coping), cast-iron rainwater goods and overhanging eaves. Roughcast lime rendered walls, render partially failing exposing rubble stone (limestone and sandstone) construction and brick reveals to openings. Square-headed window openings with two-over-two pane timber sliding sash windows having tooled limestone sills. Wrought-iron window guards to a number of the ground floor window openings. Square-headed door opening to front elevation (S) with timber panelled door having an overlight and flanked by fluted timber pilasters with foliate console brackets and cornice above. Wrought-iron water tank to the rear, at roof eaves level. Set back from road in extensive grounds to the N of Newtown-Forbes. Complex of single-storey outbuildings to the rear (13400808). Entrance to the SW, adjacent to railway line, having a pair of moulded tooled limestone gates posts with moulded caps and wrought-iron flat bar gates. Low rubble stone walls, iron railings and wrought-iron gates to site.</p> <p><b>House – Appraisal</b></p> <p>This interesting middle-sized house, of mid 19<sup>th</sup> century appearance, retains its early form and character. The complex plan, the low hipped roofs and the tall chimneystacks give it a strong presence in the rural landscape to the N of Newtown-Forbes. It retains much of its early fabric, including sash windows and natural slate roofs, while the ornate doorcase lends artistic interest to the otherwise plain facades. The low hipped roof lends it a vaguely Regency character but map information suggests that the house was largely built during the mid 19<sup>th</sup> century. The ornate tooled limestone gate posts to the southwest of the house add further artistic interest to the site. This building forms the centrepiece</p>

	<p>of a pair of related structures along with the outbuildings (13400808) to the rear and is a worthy addition to the architectural heritage of the Newtown-Forbes area. The present house may incorporate the fabric of an earlier narrow-plan house to this site, which is indicated on this site in 1838 (Ordnance Survey first edition six-inch map). Indeed, there are a number of six-over-six pane timber sash windows to the rear elevation that might be survivals from this earlier structure, suggesting that it was incorporated into the present building.</p> <p><b>Outbuildings - Description</b></p> <p>Complex of three single-storey outbuildings arranged around a courtyard to the rear (N) of Carrickmoyragh House (13400809), built c. 1820. Single-storey lean-to extension to the W gable end of outbuilding to the N, flight of stone steps give access to loft level of outbuilding to the W of complex. Pitched natural slate roofs with surviving sections of cast-iron rainwater goods, rendered chimneystack to the centre of the E range. Roughcast lime rendered finish over rubble limestone construction. Square-headed openings with timber battened doors and timber shutters. Segmental-headed carriage to the S end of outbuilding to the E side of complex having redbrick voussoirs to arch and a replacement metal door. Entrance to complex to the SW. Tall rubble stone boundary walls to site. Located to rear to the N of Newtown-Forbes.</p> <p><b>Outbuildings – Appraisal</b></p> <p>A modest complex of single-storey outbuildings associated with Carrickmoyragh House (13400809), which retain their early character, form and fabric. Their humble form and the lime roughcast rendered finish gives these outbuildings a vernacular character, which creates an interesting contrast with the more formal architectural form of the main house. The survival of many features and materials such as the slate roofs and timber battened doors enhance the group. These outbuildings predate the present Carrickmoyragh House (13400809) and were probably originally built to serve an earlier house to site. This complex provides an interesting historical insight into the resources required to run and maintain a modest country estate in Ireland during the 19<sup>th</sup> century and forms part of a group of related structures along with the main house to the S.</p>
<b>Reference:</b>	Longford NIAH, Longford RPS

<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 7</b>
<b>RPS No:</b>	325 & 326
<b>NIAH No:</b>	13303014 & 13303015
<b>Townland:</b>	St. Anne's Glebe
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	130m SW
<b>Classification:</b>	House & Outbuildings
<b>NGR</b>	211458/280395
<b>Description:</b>	<p><b>House - Description</b></p> <p>Detached three-bay two-storey over half basement former Church of Ireland rectory, built 1810. Two-storey return and wrought-iron water tank to rear (NE). Now ruinous and out of use. Rood now collapsed, originally hipped, with a central pair of rendered chimneystacks. Cut stone eaves course. Roughcast rendered walls over cut stone plinth. Square-headed window openings with cut stone sills, windows now missing. Central round-headed doorcase, fittings now missing, accessed by flight of cut stone steps. Located in extensive mature, landscaped grounds to the northeast of Newtown-Forbes. Entrance gates to the SW and complex of outbuildings (13303015) to the rear.</p> <p><b>House – Appraisal</b></p> <p>Although now ruinous, the original architectural quality and form of this former Church of Ireland rectory are still discernible. Its three-bay two-storey form is typical of Church of Ireland rectory buildings, and many middle class gentleman's residences, dating from the early 19<sup>th</sup> century. The wide window openings suggest that it originally had tripartite/Wyatt windows, while the wide door opening hints that it originally had a tripartite doorcase. It was constructed at a cost of £1107, and Lewis (1837) records that 'the glebe-house was built in 1810, by aid of a gift of</p>

	<p>£100, and a loan of £650, from the late Board of First Fruits'. It was the residence of a Rev. George Crawford LL.D. and J.P. c. 1840. This building forms part of a group of related structures along with the gateway to the SW and complex of outbuildings (13303015) to the rear and represents an interesting element of the social history of the Newtown-Forbes area.</p> <p><b>Outbuildings - Description</b></p> <p>Complex of two-storey outbuildings arranged around yard to the rear (NE) of St. Anne's Church of Ireland rectory (13303014), built c. 1810. Now ruinous and out of use. Pitched slate and artificial slate roofs with surviving sections of cast-iron rainwater goods. Roughcast rendered walls with cast-iron patrice plates/tie bars to the buildings to the NW, squared rubble limestone walls to the building to the SE. Red brick buildings to the NE. Square-headed window openings with tooled limestone sills. Redbrick surrounds to the window openings to the southwest range. Remains of metal lattice windows to range to the NW. Square-headed door openings to NW range with timber battened doors. Segmental-headed carriage arch to centre of NW range and two segmental-headed carriage arches with tooled limestone surrounds to southwest range. Pair of dressed limestone gate piers on square-plan gives access to the site from the SW. Complex bounded by high rubble limestone wall. Located to the NE of Newtown-Forbes.</p> <p><b>Outbuildings – Appraisal</b></p> <p>This good quality complex of two-storey outbuildings retains its early form and character despite being out of use for a considerable period. The survival of many original features and materials, such as the slate natural roofs, metal lattice windows and stone dressings to the carriage arches enhance the form of these modest and unassuming utilitarian outbuildings. It was originally built to serve the former Church of Ireland rectory (13303014) adjacent to the SW, now ruinous. This is an unusually large complex of outbuildings to find associated with a Church of Ireland rectory, indicating that the glebe was once also a large working farm. The well-constructed gateway and the imposing boundary wall complete the setting of this appealing composition, which is an integral element of the built heritage of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS/ Longford NIAH

<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 8</b>
<b>RPS No:</b>	321 to 324
<b>NIAH No:</b>	13400811, 13400812, 13303019, 13303032
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	90m SW
<b>Classification:</b>	Country House and Outbuildings
<b>NGR</b>	211957/279886
<b>Description:</b>	<p><b>House - Description</b></p> <p>Detached four-bay two-storey house, built c. 1800 and altered c. 1860, having two-storey flat-roofed extension to the rear (N). Pitched natural slate roof with terracotta ridge tiles and three ruled-and-lined rendered chimneystacks, one to either end and a larger chimneystack to the centre. Raised verge to the W gable end. Roughcast rendered walls over smooth rendered plinth. Square-headed window openings with replacement windows, bipartite round-headed window opening to centre of main elevation (S) at first floor level having moulded surround with console brackets and cornice, and having replacement windows. Tooled limestone sills to all windows. Recessed segmental-headed door opening to front elevation with replacement door. Set within extensive grounds to the E of Newtown-Forbes.</p> <p><b>House – Appraisal</b></p> <p>Despite some alterations and the loss of the original fittings to the openings, this unusual house retains much of its early character and form. The proportions and scale of this building are unusual, suggesting that it might contain earlier fabric. The bipartite round-headed window adds artistic interest to the otherwise plain front façade. This window is a later addition, perhaps added c. 1860. The location of the main doocase</p>

suggests that this building may have been extended to the E by a bay at some stage. This building formerly had a substantial return to the rear (Ordnance Survey maps 1838 and 1914) but this has been demolished and replaced with a modern return. This building forms the centrepiece of a group of related structures along with the substantial outbuilding to the W (13400811) and the gateway (13303019) and gate lodge (13303032) to the SW, and is an integral element of the built heritage of the Newtown-Forbes area. This house was possibly in the ownership of a George Beatty in 1798 (deed). It was later the home of a Rev. J. Mitchell in 1837 (Lewis), perhaps rented; a Thomas Gosselin, Esq., in 1841 (newspaper article); and 1846 (Slater's Directory). In 1852, the Commissioners for the Sale of Encumbered Estates Ireland sold(?) the house and lands to Nicholas McCann for £3800 (it was in the ownership of a George Beatty Moore prior to this). It was later the property of a Mrs McCann in 1881 (Slater's Directory) and a Michael McCann in 1894 (Slater's Directory).

#### **Outbuildings - Description**

Detached eight-bay two-storey outbuilding associated with Lismoy House (13400811), built c. 1800. Hipped natural slate roof with a redbrick chimneystack having dog-tooth detailing. Roughcast rendered walls over smooth rendered plinth with flush dressed block-and-start limestone quoins to the corners. Square-headed openings with flush dressed limestone block-and-start surrounds and having timber louvred fittings to openings. Slit vents/loop holes and rectangular openings with flush dressed limestone surrounds, some with block-and-start surrounds. Square-headed door openings with flush dressed limestone block-and-start surrounds and timber battened doors Segmental-headed integral carriage arch to the east end of the main elevation having flush dressed limestone block-and-start surround, dressed limestone voussoirs and modern corrugated-metal sliding door. Located to the W of Lismoy House and to the E of Newtown-Forbes.

#### **Outbuildings – Appraisal**

This impressive outbuilding retains its early form and character. The scale of the outbuilding is quite substantial, while the form and design is clearly architectural. It is an unusually large outbuilding to find associated with a such modestly-sized house as Lismoy. The good

	<p>quality dressed limestone surrounds to the openings are of an unusually high quality for an outbuilding, and these give this building a strong architectural presence that compliments that of the main house. It survives in good condition and provides an interesting historical insight into the resources required to run and maintain a small country estate in Ireland during the 19<sup>th</sup> century. This building forms part of a group of related structures along with the main house (13400812) and the gateway (13303019) and gate lodge (13303032) to the SW, and is an integral element of the built heritage of the Newtown-Forbes area.</p> <p><b>Entrance Gates - Description</b></p> <p>Entrance gates serving Lismoy House (13400812), erected c. 1860. Comprising pair of cut limestone gate piers on square-plan with chamfered dressed limestone plinth and moulded dressed limestone capping stones. Cast-iron double leaf gates. Located to the SW of Lismoy House (13400812) and to the E of Newtown-Forbes. Attendant gate lodge (13303032) adjacent to the E. Rubble limestone boundary walls to the W.</p> <p><b>Entrance Gates – Appraisal</b></p> <p>A simple but well-crafted gateway formerly served Lismoy House (13400812), which retains its early character and form. Good quality craftsmanship is apparent in the dressed limestone gate piers. It forms an integral part of a group of structures along with the main house (13400812), outbuildings (13400811) and the attendant gate lodge (13303032) and is an interesting feature in the landscape to the E of Newtown-Forbes. The rubble stone boundary walls to the west complete the setting and add to this composition. This gateway was probably erected c. 1860, at the same time the Dublin-Sligo railway was constructed, which is adjacent to the W. Indeed, the construction costs may have been provided by the Midland and Great Western Railway Company, as was often the case when a railway line interfered with a large private holding.</p> <p><b>Gate lodge - Description</b></p> <p>Detached three-bay single-storey gate lodge serving Lismoy House (13400812), built c. 1860, now disused. Gable-fronted entrance porch to the centre of the front elevation (N). Hipped slate roof with overhanging eaves and a central red brick chimneystack. Rubble limestone walls with</p>
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	<p>cut limestone quoins to the corners. Square-headed window openings with yellow brick surrounds to replacement timber windows. Square-headed door opening to porch with replacement timber door. Rubble limestone boundary wall to front (N) with cut limestone capping stones over. Single-storey rubble limestone outbuilding to the rear (S). Located to the SW of Lismoy House (13400812) and to the E of Newtown-Forbes. Main gates (13303019) to Lismoy House adjacent to the W.</p> <p><b>Gate lodge – Appraisal</b></p> <p>This simple Victorian gate lodge retains much of its early form and character despite recent alterations. The rubble limestone walls with brick dressings to the openings, and the raised quoins to the corners indicate that it was originally rendered. The porch is probably a recent addition. It forms an integral part of a group of structures along with the main house (13400812), outbuildings (13400811) and the attendant gateway (13303019) and is an interesting feature in the landscape to the east of Newtown-Forbes. It was probably built c. 1860, at the same time the associated gates were erected. The outbuilding to the rear adds to the composition and completes the setting.</p>
<b>Reference:</b>	Longford RPS/ Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 17</b>
<b>NIAH Reg:</b>	13401447
<b>Townland:</b>	Lackan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option:</b>	117m NE
<b>Classification:</b>	Farmhouse and Outbuildings
<b>NGR</b>	223170/272469
<b>Description:</b>	<b>Description</b> Detached three-bay two-storey house, built c. 1870, on L-shape plan



	<p>having two-bay two-storey return to rear (W). Modern single-bay single-storey extension to the rear (W) Hipped natural slate roof with three rendered chimneystacks having terracotta chimney pots over, two chimneystacks to the centre of the main body of building and one to return. Painted roughcast rendered walls over smooth rendered plinth course and smooth rendered quoins to corners. Square-headed openings having two-over-two pane timber sliding sash windows, limestone sills and rendered reveals. Central elliptical-headed opening to front elevation (E) having timber panelled double doors, sidelights and with spoked fanlight over. Set back from road in own grounds to the W of Edgeworthstown, adjacent to main Edgeworthstown to Longford Town road. Enclosed yard to the front of house (E) having rendered boundary walls with wrought-iron railings over. Pedestrian gateway to the east of house having cast-iron gate posts and a hooped wrought-iron gate. Complex of outbuildings on L-shaped plan to the rear (W) comprising a single-storey stable range to the S and an adjoining single-storey barn to the W. Pitched slate roof with brick eaves course to range to S, corrugated-metal roof to range to W having raised rendered verges. Coursed rubble limestone masonry walls. Square-headed window openings with red brick surrounds, timber fittings and limestone sills to range to S. Loop hole openings to range to S. Square-headed door openings to range to S with red brick surrounds and voussoirs, and with timber battened half-doors. Square-headed carriage arch to the building to the west having metal-sheeted doors, timber lintel and an elliptical-headed red brick relieving arch over. Modern farm buildings to the N side of outbuilding to the W, and to the NW of house.</p> <p><b>Appraisal</b></p> <p>This appealing and well-proportioned house/farmhouse, of mid-to-late 19<sup>th</sup> century appearance, retains its original form and character. It is enhanced by the retention of most of its early fabric including natural slate roof and the timber sash windows and the timber panelled double doors to the main entrance. As in many modest houses and farmhouses of the 18<sup>th</sup> and 19<sup>th</sup> centuries, the decorative focus is reserved for the central entrance. This doorway is particularly notable for its solid timber panelled double doors flanked by sidelights and by the elegant elliptical-headed spoked fanlight overhead. The diminishing windows are a typical feature of such houses in Longford. The robust quoins to the corners</p>
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	<p>help to articulate the form of the building. The two outbuildings to the rear are well-maintained and provide important historical context and form part of a working farm. These outbuildings are solidly built, while the contrast between the rubble limestone construction and the red brick detailing to the openings, and to the eaves course, creates an interesting and attractive appearance. The simple cast-iron gate posts and hooped wrought-iron gate to the E of the house adds considerably to the setting. This house and associated outbuildings, located in mature grounds, is an integral element of the built heritage of the local area and adds interest along the main road between Edgeworthstown and Longford Town</p>
<b>OS Editions</b>	1862, 1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 18</b>
<b>NIAH Reg:</b>	13401448
<b>Townland:</b>	Lackan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	98m SW
<b>Classification:</b>	Farmhouse and Outbuildings
<b>NGR</b>	222690/272619
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house on L-shaped plan, built c. 1820, having central flat porch to front elevation (E), single-bay two-storey return to rear (W) having a four-bay two-storey extension attached to the west. Pitched slate roof with rendered chimneystacks to either gable end (N and S). Painted roughcast rendered walls at first floor level and smooth rendered walls at ground floor level, separated by rendered string course. Rendered block quoins to corners at first floor level. Square-headed openings with replacement windows and having painted</p>

	<p>limestone sills. Rendered surrounds to ground floor windows. Round-headed entrance to porch having round-headed doorway with replacement timber glazed door having rendered surround, and having spoke fanlight over. Moulded render cornice to roof of porch. Multiple-bay single-storey outbuilding to W having corrugated-metal roof with rendered chimneystack. Painted roughcast rendered walls. Set back from road in own grounds to the W of Edgeworthstown. Main entrance gates to the N comprising a pair of rendered gate piers (on square-plan) with stepped rendered caps and modern wrought-iron or mild steel gate. Roughcast rendered boundary walls to either side of gateway.</p> <p><b>Appraisal</b></p> <p>Although altered, this simple but well-proportioned farmhouse/house retains much of its early character and form. The loss of the original fittings to the openings detracts from its appearance but it retains a spoked fanlight to the doorway and a natural slate roof. The subtly diminishing windows add emphasis to the vertical thrust, and further interest to the façade. The limestone sills are finely carved and add textural contrast against the rendered walls. The outbuildings and yard provide historical context to the site. The single-storey outbuilding with the end chimneystack may be an earlier house to site. This building adds interest to the rural landscape along the main road between Longford Town and Edgeworthstown.</p>
<b>OS Editions</b>	1862, 1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 20</b>
<b>NIAH Reg:</b>	15401115
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m NE

<b>Classification:</b>	Farm House
<b>NGR</b>	236952/262638
<b>Description:</b>	Attached Five-bay two-storey house, built c.1820. Now out of use. Half-hipped natural slate roof with decorative cast-iron ridge on clay tiles and two rendered brick chimneystacks to either end with tall clay pots and cast-iron rainwater goods. Constructed of rubble stone with roughcast render over. Square-headed window openings with two-over-two pane timber sliding sash windows and cut stone sills. Square-headed door case with timber panelled door with solid panel over, probably originally an overlight. Two-storey rubble stone outbuildings with natural slate roofs, cast-iron rainwater goods and early fittings to the NE and SE sides form an enclosed rear courtyard. Central integral segmental-headed carriage-arch to main range to NE with circular openings with brick surrounds over to first floor. Set back from the road in own grounds with a low stone wall with crenellated coping over and a looped wrought-iron gate to SW. Access to the rear courtyard is through a pair of flat-bar wrought-iron gates supported on square cut stone gate posts with stone coping. Located just to the northeast of the village of Bunbrosna adjacent to main Dublin-Sligo Road.
<b>OS Editions:</b>	1838, 1877, 1914
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 21</b>
<b>NIAH Reg:</b>	15401135
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Country House
<b>NGR</b>	237043/ 262319

<b>Description:</b>	Attached three-bay single-storey house, built c.1865, having an earlier house attached to the rear (Sh). Hipped natural slate roof with overhanging eaves having exposed rather tails and with a central pair of cut stone chimneystacks having brick detailing. Snecked limestone/calp walls with flush limestone quoins to the corners and flush brick block-and-start detailing to the openings. Segmental-headed window openings with stone sills and two-over-two pane timber sliding sash windows. Central round-headed doorway to the main façade (N) having brick block-and-start surrounds, an early timber panelled door and a plain glass overlight. Four-bay single-storey outbuilding on L-shaped plan to the east side of house having hipped natural slate roofs, a projecting stone eaves course, coursed rubble limestone walls, square-headed doorways with timber sheeted doors and a segmental-headed carriage arch to the E side of the 'L', having timber sheeted double doors. Segmental-headed window opening to the W end of outbuilding having brick surrounds matching detailing of windows to the house. Set back from road in own grounds to the southwest of Bunbrosna. Main entrance gates to the E having a pair of timber gate posts supporting cast-iron double gates.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 22</b>
<b>NIAH Reg:</b>	15401123
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	213m NE
<b>Classification:</b>	Former Railway Station
<b>NGR</b>	239021/263069
<b>Description:</b>	Detached gable-fronted two-bay two-storey former railway station and

	station master's house, built c.1855. Now in use as a private dwelling. Pitched artificial slate roof with wide overhanging eaves, cast-iron rainwater goods and three moulded brick chimneystacks (one modern). Constructed of snecked limestone over projecting chamfered cut stone plinth with rusticated limestone quoins to corners. Cut stone plaque to gable-fronted section facing railway tracks (W) with carved inscription 'Clonhugh'. Square-headed window openings with surviving two-over-two pane timber sliding sash windows with cut stone sills to N elevation, replacement uPVC and concrete sills to modified main elevation (W). Square-headed doorcase to W elevation with replacement glazed timber door. Situated adjacent to Mullingar to Sligo railway line, close to the shores of Lough Owel. Modern single-storey extension to SE side with overhanging eaves and timber casement windows.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 23</b>
<b>RPS No:</b>	B265
<b>NIAH Reg:</b>	15401201
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	18m
<b>Classification:</b>	RIC Barracks
<b>NGR</b>	241016/260929
<b>Description:</b>	Detached two-bay two storey former Royal Irish Constabulary barracks, built c.1825, with projecting two-storey single-bay towers on square plan to SE and NW corners. Later is use as a post office, now in use as a private dwelling. Hipped natural slate roofs (graded) with cast-iron rainwater goods and a cut stone chimneystack to centre. Constructed of coursed rubble limestone with chamfered cut stone plinth to base and

	flush cut stone quoins to corners. Cut stone plaque to S-facing elevation at first floor level no longer legible. Square-headed window openings with flush cut stone surrounds, horizontal sliding cast-iron diamond pane windows with central mullion and cut stone sills. Cast-iron bars to ground floor window openings. Square-headed doorcase to W face of SE tower with flush cut stone surround and timber door. Set back from road in own grounds adjacent to main Dublin-Sligo road.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH/Westmeath RPS
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 1
<b>BH No.</b>	<b>BH 24</b>
<b>NIAH Reg:</b>	15401204
<b>Townland:</b>	Knightswood
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	38m
<b>Classification:</b>	School
<b>NGR</b>	237810/261930
<b>Description:</b>	Detached five-bay single-storey former National School, built c.1847, with projecting gable-fronted single-bay single-storey entrance porch to centre of front façade (SW). Now in use as a community centre. Hipped natural slate roof. Constructed of coursed rubble limestone with square-headed window openings with splayed cut stone surrounds (flush), cut stone sills and replacement windows.' Ballynafid National Schools'. Square-headed doorcases to E face of porch and to E elevation with replacement timber doors.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH/Westmeath RPS
<b>Type of Impact</b>	Indirect

<b>Built Heritage (BH Sites) Route Corridor Option 2</b>	
<b>Route Corridor</b>	Route Corridor Option 2
<b>BH</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	77m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<p><b>Description</b></p> <p>Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance, is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature</p>



	of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19 <sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	39m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914) Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	107m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gatelodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the north (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Demesne Lands & Wall
<b>NGR</b>	211230/280680
<b>Description:</b>	Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey.

	<p><b>Description</b></p> <p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the N of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 12</b>
<b>NIAH Reg:</b>	13401406
<b>Townland:</b>	Cooleeny
<b>Parish</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option:</b>	104m S
<b>Classification:</b>	Country House
<b>NGR</b>	217033/273915
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house on L-shaped plan, built c. 1845, having two-bay two-storey return and single-bay two-storey flat-roofed extension surmounted by metal water tank to the rear (SE). Now out of use. Hipped natural slate roofs with overhanging bracketed, cast-iron rainwater goods and rendered chimneystacks with terracotta chimney pots. Roughcast rendered walls over smooth rendered plinth course. Render failing in places exposing rubble stone construction. Square-</p>

	<p>headed window openings with two-over-two timber sliding sash windows having tooled limestone sills; six-over-six pane timber sash windows to rear elevation. Central segmental-headed door opening to the NW elevation with rendered surround having dentil details. Glazed overlight over timber panelled door, flanked to either side by moulded timber pilasters. Squared-headed door opening to flat-roofed extension to rear having round-headed window opening over with margin glazing with coloured glass to margin panes. Five-bay single-storey outbuilding attached to the SE end of house having pitched natural slate roof and render over yellow brick chimneystacks. Roughcast render walls over coursed rubble limestone masonry walls. Square-headed window openings, some with six-over-six timber sliding sash windows, and with limestone sills. Square-headed door openings with timber battened doors. Five-bay two-storey outbuilding to south having pitched natural slate roof with dormer window and render over brick chimneystack. Coursed rubble limestone masonry walls. Square-headed window openings with brick surrounds having timber fittings and limestone sills. Square-headed door opening with brick surrounds and timber battened door. Segmental-headed carriage arch to gable end having red brick voussoirs. Set back from road in extensive grounds. Located to the E of Longford Town.</p> <p><b>Appraisal</b></p> <p>Although now out of use, this substantial and well-proportioned two-storey house, of mid 19<sup>th</sup> century appearance, retains its original form and character. This house is typical of modest 19<sup>th</sup> century houses in Longford, the regular three-bay two-storey façade is enlivened by the central round-headed doorway and the diminishing windows counterbalance the horizontal of the roofline. The house has unusually ornate overhanging eaves with carved timber brackets that lends an air of grandeur to the house. The building retains notable features such as the tooled limestone sills, timber sash windows and the natural slate roofs. The present house replaced a smaller, unnamed, dwelling on this site (Ordnance Survey first edition six-inch map 1838), which was aligned along a different axis. The site retains its solidly constructed outbuildings, which retain their original form and features such as the slate roofs. The outbuildings provide further interest and context to this site, which is an integral element of the built heritage of the local area. A</p>
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	number of these outbuildings, including the two-storey outbuilding to the south, predate the house (map information) and were associated with the earlier house to site. Cooleeny (Culleeny) was the residence of a Richard Raymond Esq.(1820 - 1893) in 1881 (Slater's Directory).
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 13</b>
<b>NIAH Reg:</b>	13401405
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	133m N
<b>Classification:</b>	Roman Catholic Church
<b>NGR</b>	217143/247202
<b>Description:</b>	<p><b>Description</b></p> <p>Freestanding barn-type five-bay single-storey Roman Catholic chapel, built c. 1830, having projecting single-bay gable-fronted porch, c. 1920, to the SW end of the main elevation (SE) and a three-bay single-storey projection (sacristy) with hipped slate roof and rendered chimneystack to the NE end of the E main elevation (c. 1960). Pitched natural slate roof with raised rendered verges with kneeler stones to either gable end (SW and NE), having ornate wrought-iron cross finials to gable apexes. Remaining sections of cast-iron rainwater goods. Render coping and kneeler stones to projecting porch with wrought-iron cross finial to gable apex. Roughcast rendered walls over smooth rendered plinth. Pointed arch window openings to side elevations (NW and SE), and to the SW gable end, with lattice stained glass windows and painted limestone sills. Single pointed arch window opening to the NW elevation of nave. Two pointed arch window openings to chancel gable (NE) having figurative stained glass windows, added c. 1900. Square-headed openings to</p>

	<p>three-bay projection having one-over-one timber sliding sash windows with painted limestone sills. Square-headed doorway to front face of projection porch, set in pointed arch recess, with timber battened double doors having ornate cast-iron strap hinges. Set back from the road in own grounds to the E of Longford Town. Rubble stone boundary wall with crenellated coping over to road-frontage (S). Cast-iron post box, c. 1960, built into boundary wall. Main entrance gates to the S of the chapel comprising a pair of rendered gate piers (on square-plan) having modern metal double leaf gates.</p> <p><b>Appraisal</b></p> <p>This simple early 19<sup>th</sup> century hall/barn-type chapel, prominently sited on a main road, presents a pleasing façade along the main approach road into Longford Town from the east. The relatively lack of detailing, and the absence of an attached belfry, is indicative of the lack of resources available to the Roman Catholic church in Ireland at the time of construction. The absence of a belfry may also be the result of the restrictions of the Penal Laws, prior to Emancipation in 1829, when the Roman Catholic Church was not permitted to have a bell for worship. The simple pointed arch window openings give this simple building a muted Gothic theme and character. The understated coherent decorative scheme culminates in the later ornate porch with decorative brackets to the double doors, which unifies and emphasises the subdued Gothic theme of the building. The gable ends are adorned with delicate wrought-iron finials, which add artistic interest. The fine figurative stained glass windows to the chancel gable add a further decorative element the interior. These ornate windows were probably added c. 1900 and may be by Mayer of Munich, a prolific firm whose work can be found in many Roman Catholic churches and chapels throughout Ireland. This church was probably originally built as a chapel of ease within the Templemichael Parish.</p>
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 2

<b>BH No.</b>	<b>BH 14</b>
<b>NIAH Reg:</b>	13401443
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	81m S
<b>Classification:</b>	Farmhouse and outbuildings
<b>NGR</b>	217822/273922
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house, built c. 1825, on L-shaped plan having two-storey return to rear (W) at the N end and a later two-storey block attached to the S end of the rear elevation, built c. 1860, having lean-to extension attached to S elevation. House currently disused. Hipped slate roof to main block having cast-iron rainwater goods and a central pair of rendered chimneystacks, aligned parallel to roof ridge. Projecting eaves course to main block. Pitched slate roof to the W end of block to the S end of the original house. Roughcast rendered finish over rubble stone construction. Square-headed window openings with two-over-two timber sliding sash windows to first floor, and square-headed openings with timber fittings to ground floor, now blocked (window opening to the N end of the front elevation at ground floor level now infilled and rendered over). Limestone sills to window openings. Central round-headed doorway to the main elevation (E) having timber battened door and blocked fanlight over. Complex of single- and two-storey outbuildings arranged around a courtyard to the rear, built c. 1860. Multiple-bay single-storey range to S, c. 1825 and extended to the W c. 1860, having pitched corrugated-metal roof and coursed rubble limestone masonry walls. Elliptical-headed carriage arches having brick voussoirs and painted keystones, with timber battened double doors having simple cast-iron strap hinges. Detached five-bay two-storey range to N, c. 1860, with lean-to to S elevation. Pitched natural slate roof with cast-iron rainwater goods. Coursed rubble limestone masonry walls. Square-headed window openings having roughly dressed limestone lintels and tooled limestone sills. Iron lattice-work fitting to window</p>

opening to the E end. Square-headed door openings with brick voussoirs and timber battened doors. Single-storey range to E having pitched corrugated-metal roof with brick chimneystack. Coursed rubble limestone masonry walls. Square-headed door openings with timber battened doors. Remains of former range to west having rubble limestone masonry and square-headed openings. Set back from road in mature grounds to the SE of Longford Town. Entrance gateway to the N comprising a pair of cut limestone gate posts (on octagonal-plan) having pyramidal-shaped heads and a pair of wrought-iron flat bar gates with spear finials. Rendered boundary walls to road-frontage adjacent to entrance. Rubble limestone boundary walls to site, and along the approach avenue to the house from the N. Gateway to the E side of approach avenue to house comprising a pair of cut limestone gate posts (on octagonal-plan) having pyramidal-shaped heads and a pair of wrought-iron flat bar gates.

#### **Appraisal**

Although now out of use, this site is notable as rare intact example of a 19<sup>th</sup> century farmhouse with related outbuildings set around a courtyard to the rear. The well-portioned house/farmhouse itself was probably built during the early 19<sup>th</sup> century. Its form is classically-inspired and is influenced by the early 19<sup>th</sup> century penchant for diminishing window openings, a common feature of such houses in Longford. It represents a good example of a typical rural type, of which relatively few examples remain in such early condition as this example at Cooleeny. The two-storey block to the rear south end of main elevation was added later, perhaps c. 1860. The complex of outbuildings, set around a central courtyard to the rear of the house, is a noteworthy survival. These outbuildings retain their early character and add substantially to the setting and context of the house. They retain much of their original form and are of simple, almost vernacular design. The red brick voussoirs to the carriage arches contrasts attractively with the grey rubble stone construction. The roughly dressed rubble limestone lintels to the window openings to the outbuilding to the N are notable, and are a feature of the extended vernacular tradition. The lattice work window to the N range is an interesting survival, and is of a type encountered more commonly at outbuildings associated with contemporary country houses. The outbuilding to the E end of the S range is earlier than the other buildings



	(as evidenced by the break in the stonework) and may date to the construction to the main house. The other outbuildings were built later, perhaps c. 1860 (map information). The monolithic gate posts to the main entrance and to the field gate to the E side of the approach avenue to the house are well-carved, and are subtle examples of the skill of 19 <sup>th</sup> century craftsmanship. The simple wrought-iron gates are attractive examples of their type and further add to the setting. The site also retains a number of rubble limestone boundary walls. This building is a worthy addition to the built heritage of the local area, and represents an attractive feature in the rural landscape to the southeast of Longford Town. This house was the residence of the Carroll family during the mid-19 <sup>th</sup> century, including Thomas Carroll who died in 1865 (memorial inscription). A Thomas Carroll of Cooleeny had 'a large stack of chimneys tumbled through the roof of his new house' on the 'Night of the Big Wind (6 <sup>th</sup> January 1839), and this is probably the house in question.
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 20</b>
<b>NIAH Reg:</b>	15401115
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m NE
<b>Classification:</b>	Farm House
<b>NGR</b>	236952/262638
<b>Description:</b>	Attached Five-bay two-storey house, built c.1820. Now out of use. Half-hipped natural slate roof with decorative cast-iron ridge on clay tiles and two rendered brick chimneystacks to either end with tall clay pots and cast-iron rainwater goods. Constructed of rubble stone with roughcast render over. Square-headed window openings with two-over-two pane

	timber sliding sash windows and cut stone sills. Square-headed door case with timber panelled door with solid panel over, probably originally an overlight. Two-storey rubble stone outbuildings with natural slate roofs, cast-iron rainwater goods and early fittings to the NE and SE sides form an enclosed rear courtyard. Central integral segmental-headed carriage-arch to main range to NE with circular openings with brick surrounds over to first floor. Set back from the road in own grounds with a low stone wall with crenellated coping over and a looped wrought-iron gate to SW. Access to the rear courtyard is through a pair of flat-bar wrought-iron gates supported on square cut stone gate posts with stone coping. Located just to the NE of the village of Bunbrosna adjacent to main Dublin-Sligo Road.
<b>OS Editions:</b>	1838, 1877, 1914
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 2
<b>BH No.</b>	<b>BH 21</b>
<b>NIAH Reg:</b>	15401135
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Country House
<b>NGR</b>	237043/ 262319
<b>Description:</b>	Attached three-bay single-storey house, built c.1865, having an earlier house attached to the rear (S). Hipped natural slate roof with overhanging eaves having exposed rather tails and with a central pair of cut stone chimneystacks having brick detailing. Snecked limestone/calp walls with flush limestone quoins to the corners and flush brick block-and-start detailing to the openings. Segmental-headed window openings with stone sills and two-over-two pane timber sliding sash windows. Central round-headed doorway to the main façade (N) having brick

	block-and-start surrounds, an early timber panelled door and a plain glass overlight. Four-bay single-storey outbuilding on L-shaped plan to the east side of house having hipped natural slate roofs, a projecting stone eaves course, coursed rubble limestone walls, square-headed doorways with timber sheeted doors and a segmental-headed carriage arch to the east side of the 'L', having timber sheeted double doors. Segmental-headed window opening to the W end of outbuilding having brick surrounds matching detailing of windows to the house. Set back from road in own grounds to the SW of Bunbrosna. Main entrance gates to the east having a pair of timber gate posts supporting cast-iron double gates.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

### Built Heritage (BH Sites) Route Corridor Option 3

<b>Route Corridor</b>	Route Corridor Option 3
<b>BH</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	77m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<b>Description</b> Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to

	<p>parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance, is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19<sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.</p>
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh

<b>Barony:</b>	Longford
<b>Distance Route Option</b>	39m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914) Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	107m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gatelodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the north (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	82m N
<b>Classification:</b>	Demesne Lands & Wall
<b>NGR</b>	211230/280680
<b>Description:</b>	<p>Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey.</p> <p><b>Description</b></p> <p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the N of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 3
<b>BH No.</b>	<b>BH 19</b>
<b>NIAH Reg:</b>	13402007

<b>Townland:</b>	Clonwhelan
<b>Parish:</b>	Mostrim
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	65m NE
<b>Classification:</b>	Level Crossing
<b>NGR</b>	230697/269744
<b>Description:</b>	<p><b>Description</b></p> <p>Railway level crossing, erected c. 1900, serving Dublin to Sligo Railway line. Still in active use. Comprises pair of timber gates/barriers with cast-iron and steel fittings. Cast-iron lanterns to timber gates. Concrete posts to gates. Altered single-storey level crossing guard's house adjacent to the southeast. Located in the rural countryside to the SE of Edgeworthstown, on the border with County Westmeath (to S).</p> <p><b>Appraisal</b></p> <p>A typical late 19<sup>th</sup> century/early 20<sup>th</sup> century set of timber level crossing gates, which retain their early cast-iron and steel fittings. These gates were constructed to standard designs by the Great Midland and Western Railway Company and are one of a number of similar structures along the Dublin to Sligo line in County Longford. Many level crossing gates have been replaced in recent years making this example an increasingly rare surviving example. The present crossing gates probably replaced an gate at the same location, erected c. 1855 when the rail line opened, and the timber gates themselves might be modern replacements. They remain an integral element of the industrial heritage of County Longford and of the railway heritage of Ireland, and are an interesting and subtle historical reminder of the work of the great Victorian and Edwardian railway engineers. The altered level crossing guard's house adjacent to the SE adds to the setting.</p>
<b>OS Editions:</b>	1862, 1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect

## Built Heritage (BH Sites) Route Corridor Option 4

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<p><b>Description</b></p> <p>Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance, is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for</p>



	example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19 <sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	48m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914) Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
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<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gatelodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the N (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Demesne Lands & Wall
<b>NGR</b>	211230/280680
<b>Description:</b>	Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey. <b>Description</b>

	<p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the N of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 9</b>
<b>Townland:</b>	Knockloughlin
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Longford
<b>Distance route Option</b>	26m N
<b>Classification:</b>	Possible Former Police Barracks
<b>NGR</b>	216823/278860
<b>Description:</b>	Possible Former Police Barracks
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	Public Submission
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 16</b>
<b>NIAH Reg:</b>	13401437

<b>Townland:</b>	Corboy
<b>Parish:</b>	Killoe
<b>Barony:</b>	Longford
<b>Distance route Option</b>	130m NE
<b>Classification:</b>	Outbuildings
<b>NGR</b>	220974/274582
<b>Description:</b>	<p><b>Description</b></p> <p>Complex of two-storey outbuildings associated with Corboy House (demolished), built c. 1820 and c. 1850, comprising a five-bay two-storey range to the SE, c. 1850, and a multiple-bay two-storey range on L-shaped plan to the NW, c. 1820. Currently in use as farm outbuildings. Half-hipped corrugated-metal roof to range to the SE, pitched and hipped corrugated-metal roof to outbuilding to the NW. Painted roughcast render over coursed rubble limestone masonry walls. Square-headed window openings, some with limestone sills. Elliptical-headed carriage arches with roughcast render over brick voussoirs. Square-headed door openings to range to NW with glazed overlights and timber battened doors. Roughly dressed limestone masonry walls and gates to northwest having ruled-and-lined open work bellcote. Set back from road in own grounds. Located to the S of Corboy House, now demolished, and to the NW of Edgeworthstown.</p> <p><b>Appraisal</b></p> <p>These substantial two-storey outbuilding ranges were built to serve Corboy House, now demolished. These structures are typical in both size and form of 19<sup>th</sup> century outbuildings attached to large farmhouses. The site retains its finely crafted bellcote, with lined-and-ruled render designed to mimic the appearance of ashlar masonry. The scale of these outbuildings provides an historical insight into the extensive resources required to run and maintain a middle-sized farm holding in Ireland during the 19<sup>th</sup> century. The L-shaped range to the NW probably dates to the start of the 19<sup>th</sup> century (Ordnance Survey first edition six-inch map 1838) and formerly adjoined the house to the NE end of the 'L', while the range with half-hipped roof, to the SE, was added later, perhaps c. 1850. Corboy House was the residence of a John P. Farrell in 1894 (Slater's</p>

	Directory).
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	NIAH Longford
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 17</b>
<b>NIAH Reg:</b>	13401447
<b>Townland:</b>	Lackan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	117m NE
<b>Classification:</b>	Farmhouse and Outbuildings
<b>NGR</b>	223170/272469
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house, built c. 1870, on L-shape plan having two-bay two-storey return to rear (W). Modern single-bay single-storey extension to the rear (W) Hipped natural slate roof with three rendered chimneystacks having terracotta chimney pots over, two chimneystacks to the centre of the main body of building and one to return. Painted roughcast rendered walls over smooth rendered plinth course and smooth rendered quoins to corners. Square-headed openings having two-over-two pane timber sliding sash windows, limestone sills and rendered reveals. Central elliptical-headed opening to front elevation (E) having timber panelled double doors, sidelights and with spoked fanlight over. Set back from road in own grounds to the W of Edgeworthstown, adjacent to main Edgeworthstown to Longford Town road. Enclosed yard to the front of house (E) having rendered boundary walls with wrought-iron railings over. Pedestrian gateway to the east of house having cast-iron gate posts and a hooped wrought-iron gate. Complex of outbuildings on L-shaped plan to the rear (W) comprising a single-storey stable range to the S and an adjoining single-storey barn to the W. Pitched slate roof with brick eaves course to range to S,</p>

	<p>corrugated-metal roof to range to W having raised rendered verges. Coursed rubble limestone masonry walls. Square-headed window openings with red brick surrounds, timber fittings and limestone sills to range to S. Loop hole openings to range to S. Square-headed door openings to range to S with red brick surrounds and voussoirs, and with timber battened half-doors. Square-headed carriage arch to the building to the west having metal-sheeted doors, timber lintel and an elliptical-headed red brick relieving arch over. Modern farm buildings to the N side of outbuilding to the W, and to the NW of house.</p> <p><b>Appraisal</b></p> <p>This appealing and well-proportioned house/farmhouse, of mid-to-late 19<sup>th</sup> century appearance, retains its original form and character. It is enhanced by the retention of most of its early fabric including natural slate roof and the timber sash windows and the timber panelled double doors to the main entrance. As in many modest houses and farmhouses of the 18<sup>th</sup> and 19<sup>th</sup> centuries, the decorative focus is reserved for the central entrance. This doorway is particularly notable for its solid timber panelled double doors flanked by sidelights and by the elegant elliptical-headed spoked fanlight overhead. The diminishing windows are a typical feature of such houses in Longford. The robust quoins to the corners help to articulate the form of the building. The two outbuildings to the rear are well-maintained and provide important historical context and form part of a working farm. These outbuildings are solidly built, while the contrast between the rubble limestone construction and the red brick detailing to the openings, and to the eaves course, creates an interesting and attractive appearance. The simple cast-iron gate posts and hooped wrought-iron gate to the E of the house adds considerably to the setting. This house and associated outbuildings, located in mature grounds, is an integral element of the built heritage of the local area and adds interest along the main road between Edgeworthstown and Longford Town</p>
<b>OS Editions</b>	1862, 1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 4

<b>BH No.</b>	<b>BH 18</b>
<b>NIAH Reg:</b>	13401448
<b>Townland:</b>	Lackan
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance route Option</b>	98m SW
<b>Classification:</b>	Farmhouse and Outbuildings
<b>NGR</b>	222690/272619
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house on L-shaped plan, built c. 1820, having central flat porch to front elevation (E), single-bay two-storey return to rear (W) having a four-bay two-storey extension attached to the west. Pitched slate roof with rendered chimneystacks to either gable end (N and S). Painted roughcast rendered walls at first floor level and smooth rendered walls at ground floor level, separated by rendered string course. Rendered block quoins to corners at first floor level. Square-headed openings with replacement windows and having painted limestone sills. Rendered surrounds to ground floor windows. Round-headed entrance to porch having round-headed doorway with replacement timber glazed door having rendered surround, and having spoke fanlight over. Moulded render cornice to roof of porch. Multiple-bay single-storey outbuilding to W having corrugated-metal roof with rendered chimneystack. Painted roughcast rendered walls. Set back from road in own grounds to the W of Edgeworthstown. Main entrance gates to the N comprising a pair of rendered gate piers (on square-plan) with stepped rendered caps and modern wrought-iron or mild steel gate. Roughcast rendered boundary walls to either side of gateway.</p> <p><b>Appraisal</b></p> <p>Although altered, this simple but well-proportioned farmhouse/house retains much of its early character and form. The loss of the original fittings to the openings detracts from its appearance but it retains a spoked fanlight to the doorway and a natural slate roof. The subtly diminishing windows add emphasis to the vertical thrust, and further interest to the façade. The limestone sills are finely carved and add</p>

	textural contrast against the rendered walls. The outbuildings and yard provide historical context to the site. The single-storey outbuilding with the end chimneystack may be an earlier house to site. This building adds interest to the rural landscape along the main road between Longford Town and Edgeworthstown.
<b>OS Editions</b>	1862, 1914
<b>Reference:</b>	NIAH Longford
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 20</b>
<b>NIAH Reg:</b>	15401115
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m NE
<b>Classification:</b>	Farm House
<b>NGR</b>	236952/262638
<b>Description:</b>	Attached Five-bay two-storey house, built c.1820. Now out of use. Half-hipped natural slate roof with decorative cast-iron ridge on clay tiles and two rendered brick chimneystacks to either end with tall clay pots and cast-iron rainwater goods. Constructed of rubble stone with roughcast render over. Square-headed window openings with two-over-two pane timber sliding sash windows and cut stone sills. Square-headed door case with timber panelled door with solid panel over, probably originally an overlight. Two-storey rubble stone outbuildings with natural slate roofs, cast-iron rainwater goods and early fittings to the NE and SE sides form an enclosed rear courtyard. Central integral segmental-headed carriage-arch to main range to NE with circular openings with brick surrounds over to first floor. Set back from the road in own grounds with a low stone wall with crenellated coping over and a looped wrought-iron gate to SW. Access to the rear courtyard is through a pair of flat-bar wrought-iron gates supported on square cut stone gate posts with stone



	coping. Located just to the NE of the village of Bunbrosna adjacent to main Dublin-Sligo Road.
<b>OS Editions:</b>	1838, 1877, 1914
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 21</b>
<b>NIAH Reg:</b>	15401135
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Country House
<b>NGR</b>	237043/ 262319
<b>Description:</b>	Attached three-bay single-storey house, built c.1865, having an earlier house attached to the rear (S). Hipped natural slate roof with overhanging eaves having exposed rather tails and with a central pair of cut stone chimneystacks having brick detailing. Snecked limestone/calp walls with flush limestone quoins to the corners and flush brick block-and-start detailing to the openings. Segmental-headed window openings with stone sills and two-over-two pane timber sliding sash windows. Central round-headed doorway to the main façade (N) having brick block-and-start surrounds, an early timber panelled door and a plain glass overlight. Four-bay single-storey outbuilding on L-shaped plan to the E side of house having hipped natural slate roofs, a projecting stone eaves course, coursed rubble limestone walls, square-headed doorways with timber sheeted doors and a segmental-headed carriage arch to the east side of the 'L', having timber sheeted double doors. Segmental-headed window opening to the W end of outbuilding having brick surrounds matching detailing of windows to the house. Set back from road in own grounds to the southwest of Bunbrosna. Main entrance gates to the E having a pair of timber gate posts supporting cast-iron

	double gates.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 4
<b>BH No.</b>	<b>BH 25</b>
<b>NIAH Reg:</b>	13401438
<b>Townland:</b>	Corboy
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option:</b>	130m SW
<b>Classification:</b>	Vernacular house
<b>NGR</b>	221039/274043
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay single-storey local authority house with attic level, built c. 1900, having single-bay single-storey gable-fronted porch to the centre of the main elevation (SW). Now in use as a private house with and recent single-storey extension to rear (NE). Pitched natural slate roof with central brick chimneystack. Roughcast rendered walls over smooth rendered plinth course. Square-headed window openings having timber casement windows with multi-pane overlights, all with concrete sills. Square-headed door opening to front face of porch (SW) having timber battened door with glazed overlight. Set back from road in own grounds in the rural countryside to the northwest of Edgeworthstown. Rendered boundary walls and rendered gate piers (on square-plan) to road-frontage (SW).</p> <p><b>Appraisal</b></p> <p>This simple but appealing small-scale house retains its early character and form. It is enhanced by the retention of the majority of its early fabric, including timber casement windows with distinct overlights and the timber battened door. The multipane overlights are a feature of the Arts and Crafts movement of the late 19<sup>th</sup> and early 20<sup>th</sup> century. The</p>

	<p>form of this modest house suggests that it was originally built by a local authority as social housing. A great many houses of this type were built throughout Ireland following the passing of the various Land and Labourers' Acts (c. 1883 - 1921) by the British Parliament in the late-nineteenth and early-twentieth centuries, and they are a feature of the rural Irish countryside. It is well-built to a conscious architectural design, which is basically an 'improved' interpretation of the vernacular housing of the time. The single central chimneystack aligned with the front door is, perhaps, an arrangement modelled on the lobby-entry plan that is characteristic of the vernacular houses of the midlands. The majority of these local authority houses are now heavily altered, which makes this a rare surviving intact example of its type. This modest structure is an interesting part of the social history and built heritage of County Longford and is an integral element of the built heritage of the local area.</p>
<b>OS Editions:</b>	1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect

<b>Built Heritage (BH Sites) Route Corridor Option 5</b>	
<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<p><b>Description</b></p> <p>Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having</p>

	<p>dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance, is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19<sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.</p>
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 5

<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	48m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914) Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gatelodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the N (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).

<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1910
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option:</b>	0m
<b>Classification:</b>	Demesne Lands & Wall
<b>NGR</b>	211230/280680
<b>Description:</b>	<p>Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey.</p> <p><b>Description</b></p> <p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the N of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 5</b>
<b>RPS No:</b>	21
<b>NIAH No.:</b>	13400802
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	5m NE/SW (Link Road)
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	210827/281428
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey former gate lodge, built c. 1885, with projecting central gable-fronted bay to the front elevation (SE) and flat-roofed extensions to rear (NW). Pitched artificial slate roof with central moulded redbrick chimneystack. Roughcast rendered walls over smooth rendered plinth. Square-headed window openings having six-over-two pane timber sliding sash windows and tooled limestone sills. Square-headed door opening to front face of projecting bay/breakfront (SE) with replacement door. Located adjacent to demesne walls, opposite entrance gates to Castle Forbes, to the NE of the main house and to the north of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>Although modest in architectural detailing the simple design of this former gate lodge is enhanced by the retention of such features as the timber sliding sash windows and by the prominent moulded redbrick chimneystack. It was originally built to serve a secondary entrance to Castle Forbes to the southwest but has become somewhat orphaned from the main house by the realignment of the main road to the west, which has removed much of its original context. Located opposite the gates to Castle Forbes, this building forms part of a group of related structures with the main house and adds historic interest to its rural location.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH

<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 6</b>
<b>RPS No:</b>	316 & 317
<b>NIAH No:</b>	13400809 & 13400808
<b>Townland:</b>	Carrickmoyragh
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	54m NE
<b>Classification:</b>	Country House and Outbuildings
<b>NGR</b>	211043/280985
<b>Description:</b>	<p><b>House - Description</b></p> <p>Detached four-bay two-storey house on complex plan, built c. 1860, having advanced single-bay projection to the W end of the front elevation (S) and lean-to single-bay single-storey extension to the rear (N) at the W end. Possibly incorporating the fabric of an earlier house to site (rear). Hipped natural slate roofs with four brown brick chimneystacks (some with moulded stone coping), cast-iron rainwater goods and overhanging eaves. Roughcast lime rendered walls, render partially failing exposing rubble stone (limestone and sandstone) construction and brick reveals to openings. Square-headed window openings with two-over-two pane timber sliding sash windows having tooled limestone sills. Wrought-iron window guards to a number of the ground floor window openings. Square-headed door opening to front elevation (S) with timber panelled door having an overlight and flaked by fluted timber pilasters with foliate console brackets and cornice above. Wrought-iron water tank to the rear, at roof eaves level. Set back from road in extensive grounds to the N of Newtown-Forbes. Complex of single-storey outbuildings to the rear (13400808). Entrance to the SW, adjacent to railway line, having a pair of moulded tooled limestone gates posts with moulded caps and wrought-iron flat bar gates. Low rubble</p>



	<p>stone walls, iron railings and wrought-iron gates to site.</p> <p><b>House – Appraisal</b></p> <p>This interesting middle-sized house, of mid 19<sup>th</sup> century appearance, retains its early form and character. The complex plan, the low hipped roofs and the tall chimneystacks give it a strong presence in the rural landscape to the N of Newtown-Forbes. It retains much of its early fabric, including sash windows and natural slate roofs, while the ornate doorcase lends artistic interest to the otherwise plain facades. The low hipped roof lends it a vaguely Regency character but map information suggests that the house was largely built during the mid 19<sup>th</sup> century. The ornate tooled limestone gate posts to the southwest of the house add further artistic interest to the site. This building forms the centrepiece of a pair of related structures along with the outbuildings (13400808) to the rear and is a worthy addition to the architectural heritage of the Newtown-Forbes area. The present house may incorporate the fabric of an earlier narrow-plan house to this site, which is indicated on this site in 1838 (Ordnance Survey first edition six-inch map). Indeed, there are a number of six-over-six pane timber sash windows to the rear elevation that might be survivals from this earlier structure, suggesting that it was incorporated into the present building.</p> <p><b>Outbuildings - Description</b></p> <p>Complex of three single-storey outbuildings arranged around a courtyard to the rear (N) of Carrickmoyragh House (13400809), built c. 1820. Single-storey lean-to extension to the W gable end of outbuilding to the N, flight of stone steps give access to loft level of outbuilding to the W of complex. Pitched natural slate roofs with surviving sections of cast-iron rainwater goods, rendered chimneystack to the centre of the E range. Roughcast lime rendered finish over rubble limestone construction. Square-headed openings with timber battened doors and timber shutters. Segmental-headed carriage to the S end of outbuilding to the E side of complex having redbrick voussoirs to arch and a replacement metal door. Entrance to complex to the SW. Tall rubble stone boundary walls to site. Located to rear to the N of Newtown-Forbes.</p> <p><b>Outbuildings – Appraisal</b></p> <p>A modest complex of single-storey outbuildings associated with Carrickmoyragh House (13400809), which retain their early character,</p>
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	form and fabric. Their humble form and the lime roughcast rendered finish gives these outbuildings a vernacular character, which creates an interesting contrast with the more formal architectural form of the main house. The survival of many features and materials such as the slate roofs and timber battened doors enhance the group. These outbuildings predate the present Carrickmoyragh House (13400809) and were probably originally built to serve an earlier house to site. This complex provides an interesting historical insight into the resources required to run and maintain a modest country estate in Ireland during the 19 <sup>th</sup> century and forms part of a group of related structures along with the main house to the S.
<b>Reference:</b>	Longford NIAH, Longford RPS
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 7</b>
<b>RPS No:</b>	325 & 326
<b>NIAH No:</b>	13303014 & 13303015 (Draft)
<b>Townland:</b>	St. Anne's Glebe
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	130m SW
<b>Classification:</b>	House & Outbuildings
<b>NGR</b>	211458/280395
<b>Description:</b>	<b>House - Description</b> Detached three-bay two-storey over half basement former Church of Ireland rectory, built 1810. Two-storey return and wrought-iron water tank to rear (NE). Now ruinous and out of use. Rood now collapsed, originally hipped, with a central pair of rendered chimneystacks. Cut stone eaves course. Roughcast rendered walls over cut stone plinth. Square-headed window openings with cut stone sills, windows now missing. Central round-headed doorcase, fittings now missing, accessed

	<p>by flight of cut stone steps. Located in extensive mature, landscaped grounds to the northeast of Newtown-Forbes. Entrance gates to the SW and complex of outbuildings (13303015) to the rear.</p> <p><b>House – Appraisal</b></p> <p>Although now ruinous, the original architectural quality and form of this former Church of Ireland rectory are still discernible. Its three-bay two-storey form is typical of Church of Ireland rectory buildings, and many middle class gentleman's residences, dating from the early 19<sup>th</sup> century. The wide window openings suggest that it originally had tripartite/Wyatt windows, while the wide door opening hints that it originally had a tripartite doorcase. It was constructed at a cost of £1107, and Lewis (1837) records that 'the glebe-house was built in 1810, by aid of a gift of £100, and a loan of £650, from the late Board of First Fruits'. It was the residence of a Rev. George Crawford LL.D. and J.P. c. 1840. This building forms part of a group of related structures along with the gateway to the SW and complex of outbuildings (13303015) to the rear and represents an interesting element of the social history of the Newtown-Forbes area.</p> <p><b>Outbuildings - Description</b></p> <p>Complex of two-storey outbuildings arranged around yard to the rear (NE) of St. Anne's Church of Ireland rectory (13303014), built c. 1810. Now ruinous and out of use. Pitched slate and artificial slate roofs with surviving sections of cast-iron rainwater goods. Roughcast rendered walls with cast-iron patrice plates/tie bars to the buildings to the NW, squared rubble limestone walls to the building to the SE. Red brick buildings to the NE. Square-headed window openings with tooled limestone sills. Redbrick surrounds to the window openings to the southwest range. Remains of metal lattice windows to range to the NW. Square-headed door openings to NW range with timber battened doors. Segmental-headed carriage arch to centre of NW range and two segmental-headed carriage arches with tooled limestone surrounds to southwest range. Pair of dressed limestone gate piers on square-plan gives access to the site from the SW. Complex bounded by high rubble limestone wall. Located to the NE of Newtown-Forbes.</p> <p><b>Outbuildings – Appraisal</b></p> <p>This good quality complex of two-storey outbuildings retains its early</p>
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	<p>form and character despite being out of use for a considerable period. The survival of many original features and materials, such as the slate natural roofs, metal lattice windows and stone dressings to the carriage arches enhance the form of these modest and unassuming utilitarian outbuildings. It was originally built to serve the former Church of Ireland rectory (13303014) adjacent to the SW, now ruinous. This is an unusually large complex of outbuildings to find associated with a Church of Ireland rectory, indicating that the glebe was once also a large working farm. The well-constructed gateway and the imposing boundary wall complete the setting of this appealing composition, which is an integral element of the built heritage of Newtown-Forbes.</p>
<b>Reference:</b>	Longford NIAH/ Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 8</b>
<b>RPS No:</b>	321 to 324
<b>NIAH No:</b>	13400811, 13400812, 13303019, 13303032
<b>Townland:</b>	Lismoy
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	90m SW
<b>Classification:</b>	Country House and Outbuildings
<b>NGR</b>	211957/279886
<b>Description:</b>	<p><b>House - Description</b></p> <p>Detached four-bay two-storey house, built c. 1800 and altered c. 1860, having two-storey flat-roofed extension to the rear (N). Pitched natural slate roof with terracotta ridge tiles and three ruled-and-lined rendered chimneystacks, one to either end and a larger chimneystack to the centre. Raised verge to the W gable end. Roughcast rendered walls over smooth rendered plinth. Square-headed window openings with replacement windows, bipartite round-headed window opening to centre</p>

of main elevation (S) at first floor level having moulded surround with console brackets and cornice, and having replacement windows. Tooled limestone sills to all windows. Recessed segmental-headed door opening to front elevation with replacement door. Set within extensive grounds to the E of Newtown-Forbes.

#### **House – Appraisal**

Despite some alterations and the loss of the original fittings to the openings, this unusual house retains much of its early character and form. The proportions and scale of this building are unusual, suggesting that it might contain earlier fabric. The bipartite round-headed window adds artistic interest to the otherwise plain front façade. This window is a later addition, perhaps added c. 1860. The location of the main doocase suggests that this building may have been extended to the E by a bay at some stage. This building formerly had a substantial return to the rear (Ordnance Survey maps 1838 and 1914) but this has been demolished and replaced with a modern return. This building forms the centrepiece of a group of related structures along with the substantial outbuilding to the W (13400811) and the gateway (13303019) and gate lodge (13303032) to the SW, and is an integral element of the built heritage of the Newtown-Forbes area. This house was possibly in the ownership of a George Beatty in 1798 (deed). It was later the home of a Rev. J. Mitchell in 1837 (Lewis), perhaps rented; a Thomas Gosselin, Esq., in 1841 (newspaper article); and 1846 (Slater's Directory). In 1852, the Commissioners for the Sale of Encumbered Estates Ireland sold(?) the house and lands to Nicholas McCann for £3800 (it was in the ownership of a George Beatty Moore prior to this). It was later the property of a Mrs McCann in 1881 (Slater's Directory) and a Michael McCann in 1894 (Slater's Directory).

#### **Outbuildings - Description**

Detached eight-bay two-storey outbuilding associated with Lismoy House (13400811), built c. 1800. Hipped natural slate roof with a redbrick chimneystack having dog-tooth detailing. Roughcast rendered walls over smooth rendered plinth with flush dressed block-and-start limestone quoins to the corners. Square-headed openings with flush dressed limestone block-and-start surrounds and having timber louvred fittings to openings. Slit vents/loop holes and rectangular openings with

	<p>flush dressed limestone surrounds, some with block-and-start surrounds. Square-headed door openings with flush dressed limestone block-and-start surrounds and timber battened doors Segmental-headed integral carriage arch to the east end of the main elevation having flush dressed limestone block-and-start surround, dressed limestone voussoirs and modern corrugated-metal sliding door. Located to the W of Lismoy House and to the E of Newtown-Forbes.</p> <p><b>Outbuildings – Appraisal</b></p> <p>This impressive outbuilding retains its early form and character. The scale of the outbuilding is quite substantial, while the form and design is clearly architectural. It is an unusually large outbuilding to find associated with a such modestly-sized house as Lismoy. The good quality dressed limestone surrounds to the openings are of an unusually high quality for an outbuilding, and these give this building a strong architectural presence that compliments that of the main house. It survives in good condition and provides an interesting historical insight into the resources required to run and maintain a small country estate in Ireland during the 19<sup>th</sup> century. This building forms part of a group of related structures along with the main house (13400812) and the gateway (13303019) and gate lodge (13303032) to the SW, and is an integral element of the built heritage of the Newtown-Forbes area.</p> <p><b>Entrance Gates - Description</b></p> <p>Entrance gates serving Lismoy House (13400812), erected c. 1860. Comprising pair of cut limestone gate piers on square-plan with chamfered dressed limestone plinth and moulded dressed limestone capping stones. Cast-iron double leaf gates. Located to the SW of Lismoy House (13400812) and to the E of Newtown-Forbes. Attendant gate lodge (13303032) adjacent to the E. Rubble limestone boundary walls to the W.</p> <p><b>Entrance Gates – Appraisal</b></p> <p>A simple but well-crafted gateway formerly served Lismoy House (13400812), which retains its early character and form. Good quality craftsmanship is apparent in the dressed limestone gate piers. It forms an integral part of a group of structures along with the main house (13400812), outbuildings (13400811) and the attendant gate lodge (13303032) and is an interesting feature in the landscape to the E of</p>
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	<p>Newtown-Forbes. The rubble stone boundary walls to the west complete the setting and add to this composition. This gateway was probably erected c. 1860, at the same time the Dublin-Sligo railway was constructed, which is adjacent to the W. Indeed, the construction costs may have been provided by the Midland and Great Western Railway Company, as was often the case when a railway line interfered with a large private holding.</p> <p><b>Gate lodge - Description</b></p> <p>Detached three-bay single-storey gate lodge serving Lismoy House (13400812), built c. 1860, now disused. Gable-fronted entrance porch to the centre of the front elevation (N). Hipped slate roof with overhanging eaves and a central red brick chimneystack. Rubble limestone walls with cut limestone quoins to the corners. Square-headed window openings with yellow brick surrounds to replacement timber windows. Square-headed door opening to porch with replacement timber door. Rubble limestone boundary wall to front (N) with cut limestone capping stones over. Single-storey rubble limestone outbuilding to the rear (S). Located to the SW of Lismoy House (13400812) and to the E of Newtown-Forbes. Main gates (13303019) to Lismoy House adjacent to the W.</p> <p><b>Gate lodge – Appraisal</b></p> <p>This simple Victorian gate lodge retains much of its early form and character despite recent alterations. The rubble limestone walls with brick dressings to the openings, and the raised quoins to the corners indicate that it was originally rendered. The porch is probably a recent addition. It forms an integral part of a group of structures along with the main house (13400812), outbuildings (13400811) and the attendant gateway (13303019) and is an interesting feature in the landscape to the east of Newtown-Forbes. It was probably built c. 1860, at the same time the associated gates were erected. The outbuilding to the rear adds to the composition and completes the setting.</p>
<b>Reference:</b>	Longford RPS/ Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect
<b>Route Corridor</b>	Route Corridor Option 5

<b>BH No.</b>	<b>BH 10</b>
<b>Townland:</b>	Ballyminnion
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	3m
<b>Classification:</b>	Bridge
<b>NGR</b>	212327/273711
<b>Description:</b>	Early 20 <sup>th</sup> century structure with both elevations having concrete render.
<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	Wind shield survey
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 11</b>
<b>Townland:</b>	Cartronageeragh
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	0m
<b>Classification:</b>	Royal Canal (Longford) Branch
<b>NGR</b>	212327/273711
<b>Description:</b>	The Longford Town Branch line of the Royal Canal extends northeast from Cloonsheerin to Longford Town where a canal dock formerly existed. Route Corridor Option 5 extends across the branch line in Cartronageeragh/ Mullaghavorneen townlands and as such would have a direct impact on the canal. The main line of the Royal Canal from Dublin was complete to Cloondara at the River Shannon by 1817 and the branch line was constructed in 1830 despite several malicious breaches of the canal by those who were opposed to the project. Several bridges were constructed as part of the project including those at Farranyoogan and Churchland; however these are located beyond the proposed route corridor of Route Corridor Option 5.



<b>OS Editions</b>	1837, 1862, 1914
<b>Reference:</b>	Desk based assessment & wind shield survey
<b>Type of Impact</b>	Direct

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 15</b>
<b>NIAH Reg:</b>	13401424
<b>Townland:</b>	Cloonahard
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	103m N
<b>Classification:</b>	Level Crossing Gate House
<b>NGR</b>	218880/272973
<b>Description:</b>	<p><b>Description</b></p> <p>Railway level crossing gates, erected c. 1900, serving Dublin to Sligo Railway line. Still in active use. Comprises pair of timber gates/barriers with cast-iron and steel fittings. Concrete posts to gates. Altered single-storey level crossing guard's house adjacent to the SW having hipped slate roof with rendered chimneystack, painted coursed rubble masonry walls, and square-headed openings with replacement fittings. Located in the rural countryside to the SE of Longford Town.</p> <p><b>Appraisal</b></p> <p>A typical late nineteenth-century/early 20<sup>th</sup> century set of timber level crossing gates, which retain their early cast-iron and steel fittings. These gates were constructed to standard designs by the Great Midland and Western Railway Company and are one of a number of similar structures along the Dublin to Sligo line in County Longford. Many level crossing gates have been replaced in recent years making this example an increasingly rare surviving early example. They remain an integral element of the industrial heritage of County Longford and of the railway heritage of Ireland, and are an interesting and subtle historical reminder of the work of the great Victorian and Edwardian railway engineers. The altered level crossing guard's house adjacent to the SW adds to the</p>

	setting. This level crossing was originally opened in 1855 but the present gates may have replaced earlier gates here.
<b>OS Editions</b>	1862, 1914
<b>Reference:</b>	Longford NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 20</b>
<b>NIAH Reg:</b>	15401115
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m NE
<b>Classification:</b>	Farm House
<b>NGR</b>	236952/262638
<b>Description:</b>	Attached Five-bay two-storey house, built c.1820. Now out of use. Half-hipped natural slate roof with decorative cast-iron ridge on clay tiles and two rendered brick chimneystacks to either end with tall clay pots and cast-iron rainwater goods. Constructed of rubble stone with roughcast render over. Square-headed window openings with two-over-two pane timber sliding sash windows and cut stone sills. Square-headed door case with timber panelled door with solid panel over, probably originally an overlight. Two-storey rubble stone outbuildings with natural slate roofs, cast-iron rainwater goods and early fittings to the NE and southeast sides form an enclosed rear courtyard. Central integral segmental-headed carriage-arch to main range to NE with circular openings with brick surrounds over to first floor. Set back from the road in own grounds with a low stone wall with crenellated coping over and a looped wrought-iron gate to SW. Access to the rear courtyard is through a pair of flat-bar wrought-iron gates supported on square cut stone gate posts with stone coping. Located just to the NE of the village of Bunbrosna adjacent to main Dublin-Sligo Road.
<b>OS Editions:</b>	1838, 1877, 1914

<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 5
<b>BH No.</b>	<b>BH 21</b>
<b>NIAH Reg:</b>	15401135
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Country House
<b>NGR</b>	237043/ 262319
<b>Description:</b>	Attached three-bay single-storey house, built c.1865, having an earlier house attached to the rear (S). Hipped natural slate roof with overhanging eaves having exposed rather tails and with a central pair of cut stone chimneystacks having brick detailing. Snecked limestone/calp walls with flush limestone quoins to the corners and flush brick block-and-start detailing to the openings. Segmental-headed window openings with stone sills and two-over-two pane timber sliding sash windows. Central round-headed doorway to the main façade (N) having brick block-and-start surrounds, an early timber panelled door and a plain glass overlight. Four-bay single-storey outbuilding on L-shaped plan to the east side of house having hipped natural slate roofs, a projecting stone eaves course, coursed rubble limestone walls, square-headed doorways with timber sheeted doors and a segmental-headed carriage arch to the east side of the 'L', having timber sheeted double doors. Segmental-headed window opening to the west end of outbuilding having brick surrounds matching detailing of windows to the house. Set back from road in own grounds to the SW of Bunbrosna. Main entrance gates to the E having a pair of timber gate posts supporting cast-iron double gates.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH

<b>Type of Impact</b>	Indirect
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<b>Built Heritage (BH Sites) Route Corridor Option 6</b>	
<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 1</b>
<b>NIAH Reg</b>	13400803
<b>Townland:</b>	Cloonart South
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	11m SW
<b>Classification:</b>	Bridge
<b>NGR</b>	208323/283161
<b>Description:</b>	<p><b>Description</b></p> <p>Single-arch road bridge over Rinn River, built c. 1860. Extended/widened to east side to accommodate road-widening scheme, c. 1995. Segmental-headed arch with rock-faced voussoirs having dressed margins. Squared dressed limestone spandrel walls and parapets. Projecting splayed and battered dressed limestone terminating piers to either side of arch. Dressed limestone coping to parapets and capstones to piers. Squared dressed limestone barrel and abutments. Dressed limestone string courses at road/deck level, and to the springing point of arch. West parapet lowered. Squared rock-faced rubble limestone wing walls to ends of parapets. Bridge now acts as lay-by off new main road. Four cut stone bollards to site. Located a short distance to the N of the entrance of Rinn River to Lough Forbes, and to the NW of Newtown-Forbes.</p> <p><b>Appraisal</b></p> <p>This robustly-built medium-scale bridge, of mid 19<sup>th</sup> century appearance, is a pleasing feature in the rural landscape to the extreme N end of County Longford. Although altered to the east side, it retains its early character and fabric. This bridge shows evidence of highly skilled craftsmanship in its stonemasonry. The dressed, slightly rock-faced, masonry used in the construction of this bridge creates textural</p>

	variation when compared with the cut string course and rock-faced voussoirs. The projecting piers to either side of the arch are a feature of a number of bridges in N County Longford, and can be found at Drumury Bridge (13400101) and a bridge at Drumhlary (13400307) for example. The form of this bridge is typical of the many bridges built throughout Ireland by the Board of Works/Office of Public Works during the mid-to-late 19 <sup>th</sup> century, and particularly between c. 1847 - 60, suggesting that they may have been responsible for its construction. This bridge replaced an earlier five/six arch bridge with cutwaters (Ordnance Survey first edition six-inch map 1838), suggesting that this is a long-established crossing point of the Rinn River. The simple cut stone bollards complete the setting. Incorporated into a recent bridge, Cloonart Bridge now functions as a lay-by.
<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 2</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	48m SW
<b>Classification:</b>	Vernacular House
<b>NGR</b>	209343/282321
<b>Description:</b>	Five bay, single storey thatched structure with a modern extension to the rear (N). The house is shown on the first edition Ordnance Survey, while its associated outbuildings are not shown until the third edition (1914) Ordnance Survey. The house some modern components (modern sash windows, door and the extension to the rear), however it retains much of its original character.
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 3</b>
<b>Townland:</b>	Lissagernal
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	107m SW
<b>Classification:</b>	Gate Lodge
<b>NGR</b>	209624/282117
<b>Description:</b>	This is a three bay structure located on the south side of the existing N4. The house may have functioned as a gatelodge associated with Castle Forbes estate, but is located on the opposite side of the road to a similar structure marked on the first edition OS map. An extension to the north (rear) of the house was added at some point subsequent to the third edition Ordnance Survey (1914).
<b>Reference:</b>	Wind shield survey
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>Nodal Section</b>	03A-03A
<b>BH No.</b>	<b>BH 4</b>
<b>RPS No:</b>	34
<b>NIAH No:</b>	13400805
<b>Townland:</b>	Deerpark
<b>Parish:</b>	Clongesh
<b>Barony:</b>	Longford
<b>Distance Route Option</b>	82m N
<b>Classification:</b>	Demesne Lands/Deerpark

<b>NGR</b>	211230/280680
<b>Description:</b>	<p>Deerpark lands originally associated with Castleforbes Demesne, bounded to the N by demesne walls identified within the NIAH survey.</p> <p><b>Description</b></p> <p>Rubble limestone demesne wall surrounding Castle Forbes, built c. 1800. Various sections repointed with cement and having cement coping over. Located to the N and NE of Castle Forbes and to the N of Newtown Forbes.</p> <p><b>Appraisal</b></p> <p>These simple estate walls surrounding the Castle Forbes demesne form part of an interesting group of related structures associated with this country house/castle. Although the boundary walls have been poorly repaired with cement in various places, they generally survive in good condition and provide context to this great country estate. Adding historic appeal to the roadscape/landscape to the N of Newtown-Forbes.</p>
<b>Reference:</b>	Longford RPS, Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 14</b>
<b>NIAH Reg:</b>	13401443
<b>Townland:</b>	Cooleeny
<b>Parish:</b>	Templemichael
<b>Barony:</b>	Ardagh
<b>Distance Route Option</b>	137m SW
<b>Classification:</b>	Farmhouse and outbuildings
<b>NGR</b>	217822/273922
<b>Description:</b>	<p><b>Description</b></p> <p>Detached three-bay two-storey house, built c. 1825, on L-shaped plan having two-storey return to rear (W) at the N end and a later two-storey block attached to the S end of the rear elevation, built c. 1860, having</p>

	<p>lean-to extension attached to S elevation. House currently disused. Hipped slate roof to main block having cast-iron rainwater goods and a central pair of rendered chimneystacks, aligned parallel to roof ridge. Projecting eaves course to main block. Pitched slate roof to the W end of block to the S end of the original house. Roughcast rendered finish over rubble stone construction. Square-headed window openings with two-over-two timber sliding sash windows to first floor, and square-headed openings with timber fittings to ground floor, now blocked (window opening to the N end of the front elevation at ground floor level now infilled and rendered over). Limestone sills to window openings. Central round-headed doorway to the main elevation (E) having timber battened door and blocked fanlight over. Complex of single- and two-storey outbuildings arranged around a courtyard to the rear, built c. 1860. Multiple-bay single-storey range to S, c. 1825 and extended to the W c. 1860, having pitched corrugated-metal roof and coursed rubble limestone masonry walls. Elliptical-headed carriage arches having brick voussoirs and painted keystones, with timber battened double doors having simple cast-iron strap hinges. Detached five-bay two-storey range to N, c. 1860, with lean-to to S elevation. Pitched natural slate roof with cast-iron rainwater goods. Coursed rubble limestone masonry walls. Square-headed window openings having roughly dressed limestone lintels and tooled limestone sills. Iron lattice-work fitting to window opening to the E end. Square-headed door openings with brick voussoirs and timber battened doors. Single-storey range to E having pitched corrugated-metal roof with brick chimneystack. Coursed rubble limestone masonry walls. Square-headed door openings with timber battened doors. Remains of former range to west having rubble limestone masonry and square-headed openings. Set back from road in mature grounds to the SE of Longford Town. Entrance gateway to the N comprising a pair of cut limestone gate posts (on octagonal-plan) having pyramidal-shaped heads and a pair of wrought-iron flat bar gates with spear finials. Rendered boundary walls to road-frontage adjacent to entrance. Rubble limestone boundary walls to site, and along the approach avenue to the house from the N. Gateway to the E side of approach avenue to house comprising a pair of cut limestone gate posts (on octagonal-plan) having pyramidal-shaped heads and a pair of wrought-iron flat bar gates.</p>
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**Appraisal**

Although now out of use, this site is notable as rare intact example of a 19<sup>th</sup> century farmhouse with related outbuildings set around a courtyard to the rear. The well-portioned house/farmhouse itself was probably built during the early 19<sup>th</sup> century. Its form is classically-inspired and is influenced by the early 19<sup>th</sup> century penchant for diminishing window openings, a common feature of such houses in Longford. It represents a good example of a typical rural type, of which relatively few examples remain in such early condition as this example at Cooleeny. The two-storey block to the rear south end of main elevation was added later, perhaps c. 1860. The complex of outbuildings, set around a central courtyard to the rear of the house, is a noteworthy survival. These outbuildings retain their early character and add substantially to the setting and context of the house. They retain much of their original form and are of simple, almost vernacular design. The red brick voussoirs to the carriage arches contrasts attractively with the grey rubble stone construction. The roughly dressed rubble limestone lintels to the window openings to the outbuilding to the N are notable, and are a feature of the extended vernacular tradition. The lattice work window to the N range is an interesting survival, and is of a type encountered more commonly at outbuildings associated with contemporary country houses. The outbuilding to the E end of the S range is earlier than the other buildings (as evidenced by the break in the stonework) and may date to the construction to the main house. The other outbuildings were built later, perhaps c. 1860 (map information). The monolithic gate posts to the main entrance and to the field gate to the E side of the approach avenue to the house are well-carved, and are subtle examples of the skill of 19<sup>th</sup> century craftsmanship. The simple wrought-iron gates are attractive examples of their type and further add to the setting. The site also retains a number of rubble limestone boundary walls. This building is a worthy addition to the built heritage of the local area, and represents an attractive feature in the rural landscape to the southeast of Longford Town. This house was the residence of the Carroll family during the mid-19<sup>th</sup> century, including Thomas Carroll who died in 1865 (memorial inscription). A Thomas Carroll of Cooleeny had 'a large stack of chimneys tumbled through the roof of his new house' on the 'Night of the Big Wind (6<sup>th</sup> January 1839), and this is probably the house in question.

<b>Reference:</b>	Longford NIAH
<b>OS Editions</b>	1837, 1862, 1914
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 20</b>
<b>NIAH Reg:</b>	15401115
<b>Townland:</b>	Leny
<b>Parish:</b>	Lackan
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	73m N
<b>Classification:</b>	Farm House
<b>NGR</b>	236952/262638
<b>Description:</b>	Attached Five-bay two-storey house, built c.1820. Now out of use. Half-hipped natural slate roof with decorative cast-iron ridge on clay tiles and two rendered brick chimneystacks to either end with tall clay pots and cast-iron rainwater goods. Constructed of rubble stone with roughcast render over. Square-headed window openings with two-over-two pane timber sliding sash windows and cut stone sills. Square-headed door case with timber panelled door with solid panel over, probably originally an overlight. Two-storey rubble stone outbuildings with natural slate roofs, cast-iron rainwater goods and early fittings to the NE and SE sides form an enclosed rear courtyard. Central integral segmental-headed carriage-arch to main range to NE with circular openings with brick surrounds over to first floor. Set back from the road in own grounds with a low stone wall with crenellated coping over and a looped wrought-iron gate to SW. Access to the rear courtyard is through a pair of flat-bar wrought-iron gates supported on square cut stone gate posts with stone coping. Located just to the NE of the village of Bunbrosna adjacent to main Dublin-Sligo Road.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH

<b>Type of Impact</b>	Indirect
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<b>Route Corridor</b>	Route Corridor Option 6
<b>BH No.</b>	<b>BH 21</b>
<b>NIAH Reg:</b>	15401135
<b>Townland:</b>	Rathaniska
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	45m SW
<b>Classification:</b>	Country House
<b>NGR</b>	237043/ 262319
<b>Description:</b>	Attached three-bay single-storey house, built c.1865, having an earlier house attached to the rear (S). Hipped natural slate roof with overhanging eaves having exposed rather tails and with a central pair of cut stone chimneystacks having brick detailing. Snecked limestone/calp walls with flush limestone quoins to the corners and flush brick block-and-start detailing to the openings. Segmental-headed window openings with stone sills and two-over-two pane timber sliding sash windows. Central round-headed doorway to the main façade (N) having brick block-and-start surrounds, an early timber panelled door and a plain glass overlight. Four-bay single-storey outbuilding on L-shaped plan to the E side of house having hipped natural slate roofs, a projecting stone eaves course, coursed rubble limestone walls, square-headed doorways with timber sheeted doors and a segmental-headed carriage arch to the E side of the 'L', having timber sheeted double doors. Segmental-headed window opening to the W end of outbuilding having brick surrounds matching detailing of windows to the house. Set back from road in own grounds to the SW of Bunbrosna. Main entrance gates to the E having a pair of timber gate posts supporting cast-iron double gates.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

<b>Route Corridor</b>	Route Corridor Option 6 Corridor
<b>BH No.</b>	<b>BH 22</b>
<b>NIAH Reg:</b>	15401123
<b>Townland:</b>	Ballynafid
<b>Parish:</b>	Leny
<b>Barony:</b>	Corkaree
<b>Distance Route Option</b>	213m NE
<b>Classification:</b>	Former Railway Station
<b>NGR</b>	239021/263069
<b>Description:</b>	Detached gable-fronted two-bay two-storey former railway station and station master's house, built c.1855. Now in use as a private dwelling. Pitched artificial slate roof with wide overhanging eaves, cast-iron rainwater goods and three moulded brick chimneystacks (one modern). Constructed of snecked limestone over projecting chamfered cut stone plinth with rusticated limestone quoins to corners. Cut stone plaque to gable-fronted section facing railway tracks (W) with carved inscription 'Clonhugh'. Square-headed window openings with surviving two-over-two pane timber sliding sash windows with cut stone sills to N elevation, replacement uPVC and concrete sills to modified main elevation (W). Square-headed doorcase to W elevation with replacement glazed timber door. Situated adjacent to Mullingar to Sligo railway line, close to the shores of Lough Owel. Modern single-storey extension to SE side with overhanging eaves and timber casement windows.
<b>OS Editions:</b>	1838, 1877, 1910
<b>Reference:</b>	Westmeath NIAH
<b>Type of Impact</b>	Indirect

# Appendix 11 Detailed Route Assessments of Route Corridor Options

## Route Corridor Option 1 - Archaeological Assessment

### Recorded Archaeological Sites

There are 74 recorded archaeological sites located within the proposed Route Corridor Option 1. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of possible barrows and barrows (AH 67, AH 70 and AH 154) and a standing stone (AH 105). There is one enclosure (AH 77) are five enclosure sites (AH 1, AH 25, AH 53, AH 73, AH 75), a rectangular enclosure (AH 68), four earthworks (AH 97, AH 98, AH 103, AH 108) and two earthwork sites (AH 99, AH 111). A north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within the proposed Route Corridor Option 1 is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 47 recorded examples located along the length of the route (AH 2, AH 4, AH 5, AH 6, AH 8, AH 12, AH 13, AH 14, AH 15, AH 18, AH 20, AH 21, AH 22, AH 26, AH 29, AH 41, AH 48, AH 50, AH 56, AH 58, AH 63, AH 69, AH 71, AH 76, AH 82, AH 86, AH 87, AH 88, AH 95, AH 101, AH 102, AH 109, AH 112, AH 113, AH 114, AH 115, AH 116, AH 119, AH 127, AH 128, AH 129, AH 132, AH 133, AH 146, AH 148, AH 153, AH 162 and AH 163).

There are four ecclesiastical sites located within the proposed Route Corridor Option 1 and these include two holy wells (AH 64, AH 89), a Church (AH 104) and an Abbey site AH 65). Later medieval activity (c. 1100AD – c. 1600AD) includes two castle sites (AH 10, AH 91), a deserted medieval settlement at Lissardowlan (AH 35) and a possible moated site (AH 44).

Of the 74 sites located within the proposed Route Corridor Option 1, seven of these (AH 87, AH 109, AH 112, AH 115, AH 117, AH 127, AH 128) would be directly impacted upon by the proposed route.

### **Topographical Files**

Consultation of cartographic and aerial photographic sources has identified 23 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 12) and the River Inny (AAP 58) and 11 relate to stream crossings (AAP 4, AAP 11, AAP 16, AAP 19, AAP 20, AAP 26, AAP 40, AAP 50, AAP 51, AAP 60 and AAP 66). There were five AAPs which relate to boggy/wetland areas (AAP 3, AAP 39, AAP 43, AAP 56 and AAP 67) and two which relate to areas in close proximity to lakes; namely Ballynafid Lake (AAP 70) and Lough Owel (AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983).

Further discoveries were made in bog lands in the border areas between Longford and Westmeath and the River Inny in the townlands of Killsallagh Co. Longford and Windtown, Rathowen, Corrydonnellan and Ballyharney Co. Westmeath. These finds include three tin torcs and four pebbles (NMI 1956 1-7), a bronze dagger and wooden vessel (NMI record only). Two stone axe heads (NMI 1928:835 and NMI record only), a stone axe (NMI 1928:836), a fragmentary wooden vessel (NMI 1956:228) and an Iron Bell (NMI 1987:60) were identified in the townlands of Windtown, Corrydonnellan and Joanstown. These finds were overwhelmingly recovered from wetland contexts.

### **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 26 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 12) and the River Inny (AAP 58) and 15 relate to stream crossings (AAP 4, AAP 11, AAP 16, AAP 19, AAP 20, AAP 26, AAP 38, AAP 40, AAP 43, AAP 50, AAP 51, AAP 60, AAP 62, AAP 66). There were five AAPs which relate to boggy/wetland areas (AAP 3, AAP 39, AAP 43, AAP

56 and AAP 67) and two which relate to areas in close proximity to lakes; namely Ballynafid Lake (AAP 70) and Lough Owel (AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983).

## **Cartographic Analysis**

### **Longford First Edition OS 1838 Sheets 004/008/009/014/015/019/020**

### **Westmeath First Edition OS 1837 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of the proposed Route Corridor Option 1 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. These sites include AH 1, AH 8, AH 41, AH 44, AH 53, AH 58, AH 63, AH 65, AH 68, AH 76, AH 67, AH 101, AH 103, AH 108, AH 109, AH 111, AH 113, AH 127, AH 128, AH 132, AH 133, AH 148 and AH 153.

Sites which are not depicted on the first edition mapping such as AH 10, AH 15, AH 21, AH 48, AH 67, AH 91 and AH 99 do not survive to the present day and this is suggestive of their removal in antiquity. All remaining recorded archaeological sites (AH 2, AH 4, AH 5, AH 8, AH 13, AH 14, AH 20, AH 22, AH 29, AH 35, AH 50, AH 56, AH 69, AH 70, AH 71, AH 77, AH 86, AH 87, AH 88, AH 89, AH 95, AH 98, AH 102, AH 112, AH 162, AH 163, AH 115, AH 116, AH 117, AH 119 and AH 146) are illustrated on the First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 1 option passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the

nearby watercourses. The Shannon is located c. 500m to the SE at its closest point to the proposed Route Corridor Option 1 and the route traverses the Rinn River, a tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the route corridor, however, owing to the presence of the Rivers Rinn and Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland archaeological remains and these areas (AAP 1 and AAP 2) are indicated on (Drawing 4.6.8).

Moving further southeast, the proposed Route Corridor Option 1 option extends through a landscape characterised by agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark Demesne (associated with Castle Forbes estate), St. Anne's Glebe and Lismoy Upper. In Lissagernal, the enclosure (AH 1) is marked as being upstanding on this map edition "fort" whereas in Lismoy townland, the ringfort (AH 6) is unmarked on this map edition compared with the modern Ordnance Survey mapping.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The proposed Route Corridor Option 1 extends to the northeast of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. The proposed Route Corridor Option 1 extends across the River Camlin (AAP 14), which flows southwest towards Longford town. The castle site in Clooncoose (AH 10) is depicted on Sheet 014 of this map edition only and is illustrated as a portion of a rectangular or perhaps square enclosure, which is perhaps suggestive of the monument being a moated site.

The proposed Route Corridor Option 1 turns east through undeveloped agricultural lands located between Longford town to the southwest and Carrickglass Demesne to the northeast. The area is characterised by small farmsteads and landholdings and the sites (AH 13, AH 14, 20 and 22 are depicted as being upstanding on this map edition, all of which are located to the northeast of the proposed Route



Corridor Option 1 option. The route extends across a stream in Cloonahussey/Corboy townlands (AAP 26) and this is located in close proximity to AH 41 and AH 44. The proposed Route Corridor Option 1 extends in close proximity to AH 44, which is a possible moated site. Only the north-western extent of the site survives to the present day, however it is indicated as a “fort” and its original rectangular formation is apparent at this time. The proposed route extends in close proximity to AH 48 a ringfort site in Corboy and AH 56 a ringfort in Ballynagoshen. The ringfort site in Corboy is not depicted on this map edition however; the example at Ballynagoshen is present.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 1 extends to the southwest of Edgeworthstown and passes through pastoral lands of small and medium sized fields. The Abbey site (AH 65) located 56m west of the proposed link road with the N55 Tullamore Road in Abbeyland is shown as being upstanding at this time and (AH 64). An associated Holy Well located 206m north of the proposed Route Corridor Option 1 is named as “St. Barry’s Well”. The proposed Route Corridor Option 1 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland where it passes in close proximity to AH 67 and AH 69 with AH 67 –a possible barrow located 14m southwest of the proposed route depicted amongst a circular plantation of trees and named as a “fort”. The ringfort at AH 69 is illustrated as an upstanding ringfort in Liscahill which is shown as a circular plantation of trees but not named as a feature of antiquity. The route crosses a stream (AAP 40) and enters lands that are more marginal and boggy in nature to the south of the Mail Coach Road (the existing N4) at Kilsallagh and north of a large tract of bog to the south in Derrydooan Lower, which lies in Co. Westmeath. The proposed route would pass in close proximity (3m southwest) to (AH 77) an enclosure in Kilsallagh and this is shown as an upstanding monument on this map edition.

### **First Edition Ordnance Survey Sheets 005 and 006 Westmeath (1838)**

The proposed route enters Co. Westmeath in Windtown townland and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran where

it would have a direct impact on AH 87 which lies less than 100m from AH 88. They are depicted as two circular enclosures covered in mature trees and a mature tree line leads southeast from AH 87 to AH 88.

The proposed Route Corridor Option 1 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original demesne lands of Ardglass House, which is the location of AH 91 located 187m to the southwest of the proposed Route Corridor Option 1 and this relates to Joanstown Castle. There is however no indication of the castle site on this map edition. The demesne lands are located on the periphery of a bog in Joanstown and this leads to the western bank of the River Inny. The route passes 37m southwest of AH 95, which is shown as a substantial ringfort, though it is unnamed. The route crosses the River Inny (AAP 58) and enters boggy lands with a small stream on the eastern bank of the river in Cullenhugh, south of the of the village of Ballinalack.

#### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The route extends south of the Mail Coach Road (the existing N4) and extends in close proximity (43m northeast) to AH 99, a levelled earthwork site in Cullenhugh. This site is depicted as a very faint circular enclosure on this map edition. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny, Ballyvade and Rathaniska and passes in close proximity to (23m southwest) AH 103 a levelled earthwork in Rathbennett townland. There are no traces of this monument on the first edition mapping which lies southeast of Bunbrosna village.

The proposed Route Corridor Option 1 follows the course of the original Mail Coach Road and passes through the townlands of Carrick, Leny, Rathaniska and Kilpatrick and would have a direct impact on sites AH 109 and AH 117 in this area. There are no visible traces of AH 109 (a ringfort in Kilpatrick) presently; however, it is depicted as a circular enclosure that the Mail Coach Road kinks around at its north-western extent. The proposed Route Corridor Option 1 passes just south of the original extents of the Heathland demesne in Kilpatrick townland and enters

Ballynafid townland as it breaches (AH 117) a linear earthwork extending north from the shores of Lough Owel as far as Rathganny and Ballindurrow townlands.

The proposed Route Corridor Option 1 extends through Ballynafid townland (on the north side of the Mail Coach Road) in close proximity to AH 119 located 209m north of the route and this is illustrated as a large circular tree plantation in pasture fields with tree-lined boundaries. The tree ring located to the immediate southeast of AH 119 is not listed within the RMP and may be a naturalised demesne landscape feature. The part of Ballynafid to the north of the Mail Coach Road most likely served as attendant grounds to Clanhugh Demesne to the south of the proposed route.

The proposed Route Corridor Option 1 passes through the hamlet at Ballynafid and to the north of Ballynafid Lake. It enters Portnashangan townland to the east of the lake and would have a direct impact on AH 127 and AH 128, two levelled ringforts. The site AH 128 is clearly depicted as a substantial tree lined ringfort, however AH 127 is shown as a less substantial, probably much denuded subcircular enclosure. The proposed Route Corridor Option 1 would also have a direct impact on (AH 133) which is a ringfort. This site and AH 132 sites are clearly depicted on the first edition mapping as two substantial, tree lined ringforts located on the west and east sides of the Mail Coach Road at its junction with the road leading to Ballynagall.

The proposed route rejoins extends southeast and passes in close proximity (34m east) of AH 146 a ringfort which survives as an upstanding monument and is illustrated as a substantial circular enclosure on this map edition. The proposed route extends southeast along the route of the Mail Coach Road (the existing N4) and passes in close proximity (8m west) of AH 148 a ringfort in Culleen More townland. The townland boundary between Portnashangan and Culleen More townlands extends along the northern bank of the monument and this serves as the parish boundary between Portnashangan and Mullingar parishes. The proposed route extends at its closest point to Lough Owel at AH 148 and it continues southeast through Culleen More where it passes 33m northeast of AH 154 a

barrow. This site is indicated as a spot height above Ordnance Datum on this map edition (444ft OD).

### **Summary Previous Archaeological Fieldwork**

In the northwest section of the proposed Route Corridor Option 1, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2 illustrates the possible site extents of the complex.

In Co. Westmeath, two archaeological investigations took place within the environs of the proposed Route Corridor Option 1 at Portnashangan. The first took place in the southern portion of WM012:088 (AH 128) a ringfort through which the Longford Road Improvement Scheme extended (Keeley 1990, Bulletin Number 1990:116). Excavation revealed a well-constructed monument, represented by a bank with outer ditch. The interior of the monument produced no archaeologically significant material. The second investigation also took place in Portnashangan (Keeley 1990; Bulletin number 1990:117) and though it is not stated explicitly which monument the excavation took place in proximity to; it is thought that they were conducted at WM012-090 (AH 132). No trace of an enclosing ditch was found and the N4 Longford Road Improvement Scheme now extends in the northern extent of the monuments archaeological constraints area.

## **Route Corridor Option 1 - Built Heritage Assessment**

- Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are 15 BH sites located within Route Corridor Option 1. Six of these sites are listed on the Longford and Westmeath Record of Protected Structures. Thirteen sites are listed on the NIAH inventories for Longford and Westmeath with BH 4, BH 5, BH 6, BH 7, BH 8 and BH 23 dually listed on the Record of Protected Structures and NIAH for Longford and Westmeath. Two unrecorded sites were identified through cartographic analysis/windshield survey (BH 2 and BH 3).

Route Corridor Option 1 will have a direct impact on one built heritage site, which consists of BH 4. This is listed in the Longford Record of Protected Structures and relates to the former deerpark associated with Castleforbes Demesne.

### **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 1 is quite boggy and as such, there is intermittent development along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 1 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South which located 27m southwest of the proposed route and is depicted on this map edition with an Eel weir to the southwest of the structure.

### **First Edition Ordnance Survey Longford Sheets 004 and 008 Longford (1837)**

The town of Newtown Forbes is developed in association with the Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 1. The first edition mapping shows BH 2 (a vernacular house) located 70m southeast of the proposed route as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are no associated

buildings depicted with the structure. BH 3 a possible gate lodge in Lissagernal is located 51m south of the proposed route and shown as being “T” shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914.

BH 4 relates to Deerpark lands associated with Castleforbes Demesne. The area encompasses 191 acres according to the first edition Ordnance Survey and is bounded by stone walling, portions of which survive to the present day. The proposed route extends through of the northern section of the deerpark demesne. Within the original curtilage of the deerpark lies BH 5 a gate lodge, located 5m northeast of the proposed link road associated with the proposed Route Corridor Option 1. The structure is not depicted on the first edition Ordnance Survey edition of 1837 and is shown in its original context on the second edition Ordnance Survey of 1882 as being located within the demesne grounds on the southern side of the Mail Coach Road to the southeast of the Midland and Great Western Railway from Dublin to Sligo, constructed in 1862.

BH 6, Carrickmoyragh House is illustrated on the first edition Ordnance Survey but is unnamed. It is located 118m southwest of the proposed Route Corridor Option 1 and on this map edition, the dwelling house is shown as being rectangular in plan, with the outbuildings to the rear (north). The house as it survives today in a “T” shaped plan, is thus illustrated on the subsequent second edition mapping of 1882. The house is accessed by an entrance leading east from the Mail Coach Road and another lane extends north to the rear of the house into Carrickmoyragh townland.

St. Anne’s Glebe (BH 7) is named and shown on the first edition mapping as Glebe lands and it is located 164m southwest of the proposed Route Corridor Option 1. The house is shown as being rectangular in plan with outbuildings and formal gardens to the rear (northeast). The house is accessed by entrances leading from the south and east and a graveyard is located to southeast of the house.

Lismoy House (BH 8) is shown as being “T” shaped in plan and is located c. 114m southwest of the proposed Route Corridor Option 1. Rectangular shaped outbuildings are shown to the west of the dwelling house and two substantial tree lined entrances provide access to the residence from the southwest and northeast.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The proposed Route Corridor Option 1 extends to the east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. The proposed route extends through undeveloped agricultural lands located between Longford town to the southwest and Carrickglass Demesne to the northeast. The area is characterised by small farmsteads and landholdings, but remains relatively undeveloped. The proposed Route Corridor Option 1 extends in close proximity to BH 18 (located 58m to the southwest) an “L” shaped structure first depicted on the first edition Ordnance Survey, while BH 17 (located 96m northeast of the proposed route) is not depicted on the First Edition Ordnance Survey map and appears for the first time on the second edition Ordnance Survey of 1877.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 1 extends to the southwest of Edgeworthstown and passes through undeveloped pastoral lands of small and medium sized fields. The proposed Route Corridor Option 1 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland continuing east into lands that are more marginal and boggy in Kilsallagh to the south of the Mail Coach Road (the existing N4). This area sees sparse development and as a result there is little by way of sites of potential architectural heritage merit within this section of the proposed Route Corridor Option 1 in this area. The proposed route enters Co. Westmeath in Windtown townland, to the north of Newpass demesne and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran.

### **First Edition Ordnance Survey Sheets 005, 006, 011 and 012 Westmeath (1838)**

The proposed Route Corridor Option 1 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original extent of Ardglass House and the demesne lands are located on the periphery of a bog in Joanstown leading to the western bank of the River Inny. In Joanstown, structures first indicated on the first edition mapping on the western bank of the River Inny survive to the present. The structures are named as “Nolagh Lodge” and the residence is depicted as being square in plan with a rectangular shaped outbuilding located at a right angle to a lane extending south from the Mail Coach Road. The structures are located c. 20m north of the proposed Route Corridor Option 1.

The route crosses the River Inny and enters boggy lands in Cullenhugh, south of the village of Ballinalack and eel weirs are noted along the river in this area. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny (in Lackan parish) and Leny (in Leny parish), Ballyvade and Rathaniska, In Leny (in Lackan parish), BH 20 is located 51m northeast of the proposed Route Corridor Option 1 on the northern side of the Mail Coach Road. The farmhouse is part of a complex of buildings and is first depicted on the first edition mapping of 1837 as a rectangular shaped structure with outbuildings to the west and north. On the second edition mapping of 1877, the complex is named as “Leny Cottage” and the dwelling house has been extended at its north-eastern range to form its present “L” shaped plan.

BH 21 is located 73m southwest of the proposed Route Corridor Option 1, to the south of the Mail Coach Road in the townland of Rathaniska. The earlier house is depicted on the first edition mapping to the west of a lane extending south from the Mail Coach Road. This structure is depicted as being square in shape with an outbuilding to the rear (south) of the structure. On the second edition Ordnance Survey of 1877, the present structure is indicated as a rectangular shaped structure with an outbuilding to the west.

BH 22 is located 106m northeast not illustrated on the first edition Ordnance Survey as the Midland and Great Western Railway was not completed until 1862.



On the second edition Ordnance Survey map of 1877, it is depicted to the east of the railway line. It is square in plan and is named as “Clanhugh Station”. A smaller structure, square in plan is indicated to the south of the station and a signal post is indicated to the southeast of this. The proposed route crosses over the railway and extends east along the Mail Coach Road into Ballynafid, Knightswood and Portnashangan townlands.

The proposed Route Corridor Option 1 would have a direct impact on BH 23 the former RIC Barracks. This is depicted as a rectangular structure on the northern side of the Mail Coach Road and to the west of the road leading north to Cullendarragh and Cullenabohogue. The structure is indicated a “Police Barracks”. Knightswood school (BH 24) is located 2m to the north of the proposed Route Corridor Option 1. It is depicted as a rectangular structure to the northeast of the Mail Coach Road; however it is not indicated as a school.

The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). The proposed Route Corridor Option 1 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.

## Route Corridor Option 2 Archaeological Assessment

### Recorded Archaeological Sites

There are 71 recorded archaeological sites located within the proposed Route Corridor Option 2. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of possible barrows and barrows (AH 32, AH 67, AH 70 and AH 154) and a standing stone (AH 105). There are three enclosures (AH 11, AH 43, and AH 77) and four enclosure sites (AH 1, AH 28, AH 73, and AH 75), a rectangular enclosure (AH 68), five earthworks (AH 97, AH 98, AH 103, AH 108 and AH 141) and two earthwork sites (AH 99, AH 111) located within the proposed Route Corridor Option 2. A north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within the proposed Route Corridor Option 2 is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 43 recorded examples located along the length of the route (AH 3, AH 8, AH 9, AH 16, AH 19, AH 23, AH 27, AH 31, AH 33, AH 34, AH 39, AH 40, AH 47, AH 58, AH 63, AH 69, AH 71, AH 76, AH 82, AH 86, AH 87, AH 88, AH 95, AH 101, AH 102, AH 109, AH 112, AH 113, AH 114, AH 115, AH 116, AH 119, AH 128, AH 129, AH 132, AH 133, AH 146, AH 148, AH 153, AH 162 and AH 163).

There are four ecclesiastical sites located within the proposed Route Corridor Option 2 and these include two holy wells (AH 64, AH 89) and two Abbey sites (AH 65, AH 125). Later medieval activity (c. 1100AD – c. 1600AD) includes a castle site (AH 91) and a deserted medieval settlement at Lissardowlan (AH 35).

Of the 72 sites located within the proposed Route Corridor Option 2, six of these (AH 87, AH 109, AH 112, AH 115, AH 117 and AH 126) would be directly impacted upon by the proposed route.

### Topographical Files

Consultation of the topographical files of the Irish Antiquities Division of the National Museum of Ireland has identified 17 stray finds from within the proposed Route Corridor Option 2 route. At the northwest extend of the route; two finds were made in the neighbouring townlands of Cloonart South and Edercloon Co. Longford. A Bronze Spearhead (NMI 1943:13) was discovered in a bog in Cloonart South and a polished stone axe head was also recovered from a bog in Edercloon (Waddell 1998, 45-46). These finds illustrate the tradition of the deposition of artefacts in wetland areas within a possible ritual context. The find in Edercloon is significant as the wooden haft or handle was partly preserved and was identified as alder.

Further discoveries were made in bog lands in the border areas between Longford and Westmeath and the River Inny in the townlands of Killsallagh Co. Longford and Windtown, Rathowen, Corrydonnellan and Ballyharney Co. Westmeath. These finds include three tin torcs and four pebbles (NMI 1956 1-7), a bronze dagger and wooden vessel (NMI record only). Two stone axe heads (NMI 1928:835 and NMI record only), a stone axe (NMI 1928:836), a fragmentary wooden vessel (NMI 1956:228), an Iron Bell (NMI 1987:60) and a medieval brass basin discovered on the north foreshore of Lough Owel (NMI 1987:137). The stray finds from the proposed Route Corridor Option 2 were overwhelmingly provenanced to wetland contexts.

### **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 25 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 14) and the River Inny (AAP 58) and 13 relate to stream crossings (AAP 5, AAP 10, AAP 13, AAP 15, AAP 25, AAP 27, AAP 29, AAP 30, AAP 40, AAP 50, AAP 51, AAP 60, AAP 66). There were five AAPs which relate to boggy/wetland areas (AAP 3, AAP 39, AAP 43, AAP 56 and AAP 67) and two which relate to areas in close proximity to Lough Owel (AAP 69, AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983).

## **Cartographic Analysis**

### **Longford First Edition OS 1837 Sheets 004/008/009/014/015/019/020**

### **Westmeath First Edition OS 1838 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of the proposed Route Corridor Option 2 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. The sites which were identified include; AH 1, AH 3 AH 6, AH 11, AH 19, AH 27, AH 40, AH 43, AH 63, AH 65, AH 68, AH 76, AH 99, AH 101, AH 103, AH 108, AH 109, AH 111, AH 113, AH 126, AH 131, AH 140, AH 141, AH 148 and AH 153.

Sites which are not depicted on the first edition mapping such as AH 67, AH 91, AH 99 and AH 121 do not survive to the present day and is suggestive of their removal in antiquity. All remaining recorded archaeological sites (AH 8, AH 9, AH 16, AH 32, AH 33, AH 34, AH 35, AH 39, AH 47, AH 69, AH 70, AH 71, AH 77, AH 86, AH 87, AH 88, AH 89, AH 95, AH 98, AH 102, AH 112, AH 162, AH 163, AH 115, AH 116, AH 117, AH 120, AH 124, AH 125, AH 130 and AH 146) are illustrated on the First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 2 passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the nearby watercourses. The Shannon is located c. 500m to the southeast at its closest point to the proposed Route Corridor Option 2 and the route traverses the Rinn River, a tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the proposed route corridor, however, owing to the presence of the Rivers Rinn and Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland

archaeological remains and these areas (AAP 1 and AAP 2) are indicated on Drawing 4.6.2.

The landscape through which the proposed Route Corridor Option 2 passes comprises agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark Demesne, St. Anne's Glebe and Lismoy Upper. In Lissagernal, the enclosure (AH 1) located 82m south of the proposed Route Corridor Option 2 is marked as being upstanding on this map edition "fort" as is the case with the ringfort (AH 3) in Carrickmoyragh, located 5m southwest of the proposed route.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The proposed Route Corridor Option 2 extends to the northeast of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible with Glebe lands indicated at Templemichael Glebe to the northeast of Longford town. The proposed Route Corridor Option 2 extends across the River Camlin (AAP 14), which flows southwest towards Longford town. The levelled ringfort in Templemichael Glebe (AH 11) located 34m west of the proposed Route Corridor Option 2 is depicted as being upstanding on this map edition. The proposed Route Corridor Option 2 extends in close proximity (7m southwest) of AH 16 a ringfort; however this site survives to the present day.

The proposed Route Corridor Option 2 extends to the east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. The route passes in close proximity to AH 19 (25m north) depicted as an upstanding monument on this map edition which does not survive to the present day. Likewise, in Cooleeny townland, the north-western banks of AH 27 a now levelled ringfort located 31m southwest of the proposed Route Corridor Option 2 is shown on this map edition amongst a farmstead. The proposed route extends eastwards to the south of the Mail Coach Road (the existing N4) between Longford and Edgeworthstown. The lands to the south of the Mail Coach Road are shown as pastoral land located on the northern periphery of more marginal, boggy land.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 2 extends to the southwest of Edgeworthstown and passes through pastoral lands of small and medium sized fields. The Abbey site (AH 65) located 56m west of the proposed N55 link road in Abbeyland is shown as being upstanding at this time and (AH 64) an associated Holy Well located 206m northeast of the proposed Route Corridor Option 2 is named as “St. Barry’s Well”. The proposed Route Corridor Option 2 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland where it passes in close proximity to AH 67 and AH 69 with AH 67 –a possible barrow located 14m southwest of the proposed route depicted amongst a circular plantation of trees and named as a “fort”. The ringfort at AH 69 is illustrated as an upstanding ringfort in Liscahill which is shown as a circular plantation of trees but not named as a feature of antiquity. The route crosses a stream (AAP 40) and enters lands that are more marginal and boggy in nature to the south of the Mail Coach Road (the existing N4) at Kilsallagh and north of a large tract of bog to the south in Derrydooan Lower, which lies in Co. Westmeath. The proposed route would pass in close proximity (3m southwest) to (AH 77) an enclosure in Kilsallagh and this is shown as an upstanding monument on this map edition.

### **Longford; Sheets 005, 006, 011 and 012 Westmeath (1838)**

The proposed route enters Co. Westmeath in Windtown townland and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran where it would have a direct impact on AH 87 which lies less than 100m from AH 88. They are depicted as two circular enclosures covered in mature trees and a mature tree line leads southeast from AH 87 to AH 88.

The proposed Route Corridor Option 2 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original demesne lands of Ardglass House, which is the location of AH 91 located 187m to the southwest of the proposed route and this relates to Joanstown Castle. There is however no indication of the castle site on this map edition. The demesne lands are located on

the periphery of a bog in Joanstown and this leads to the western bank of the River Inny. The route passes 37m southwest of AH 95, which is shown as a substantial ringfort, though it is unnamed. The route crosses the River Inny (AAP 58) and enters boggy lands with a small stream (AAP 61) on the eastern bank of the river in Cullenhugh, south of the of the village of Ballinalack.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The propose Route Corridor Option 2 extends south of the Mail Coach Road (the existing N4) and extends in close proximity (43m northeast) to AH 99, a levelled earthwork site in Cullenhugh. This site is depicted as a very faint circular enclosure on this map edition. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny, Ballyvade and Rathaniska and passes in close proximity to (23m southwest) AH 103 a levelled earthwork in Rathbennett townland. There are no traces of this monument on the first edition mapping which lies southeast of Bunbrosna village.

The north-western section of ringfort (AH 112) survives today and on this map edition, it is shown in its entirety as a substantial circular at the junction with a local road leading southeast. The proposed Route Corridor Option 2 would have a direct impact on AH 112. The ringfort AH 115 is shown as a circular enclosure to the northwest of a formal plantation of woods in Kilpatrick townland and the proposed Route Corridor Option 2 would have a direct impact on AH 115. The proposed Route Corridor Option 2 enters Ballynafid townland as it breaches (AH 117) a linear earthwork extending north from the shores of Lough Owel as far as Rathganny and Ballindurrow townlands.

### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1838)**

The proposed Route Corridor Option 2 extends parallel to the Mail Coach Road between Bunbrosna and Mullingar (the existing N4) and turns southeast in Portnashangan townland where it would impact directly on AH 126 a levelled earthwork site, depicted as a substantial enclosure on the first edition mapping. The sites AH 125 and AH 124 are located 28m and 136m SW of the proposed route respectively and are also clearly depicted on this map edition. The Abbey is

depicted as a rectangular shaped structure set within an unusual triangular shaped enclosure. The ringfort (AH 124) located 136m southwest of the proposed Route Corridor Option 2 is shown as a sub-circular/oval shaped enclosure and this area is indicated as being a “burying ground”.

The proposed Route Corridor Option 2 would have direct impact on (AH 131) which is a levelled ringfort now only visible as a cropmark at the north-western extent of farm buildings which now occupy the site. It is depicted on the first edition mapping as a substantial tree-lined ringfort though it remains unnamed as a feature of antiquity.

The proposed Route Corridor Option 2 extends southeast and passes in close proximity (34m east) of AH 146 a ringfort which survives as an upstanding monument and is illustrated as a substantial circular enclosure on this map edition. The proposed route extends southeast along the route of the Mail Coach Road (the existing N4) and passes in close proximity (8m west) of AH 148 a ringfort in Culleen More townland. The townland boundary between Portnashangan and Culleen More townlands extends along the northern bank of the monument and this serves as the parish boundary between Portnashangan and Mullingar parishes. The proposed Route Corridor Option 2 extends at its closest point to Lough Owel at AH 148 and it continues southeast through Culleen More where it passes 33m northeast of AH 154 a barrow. This site is indicated as a spot height above Ordnance Datum on this map edition (444ft OD).

### **Summary Previous archaeological Fieldwork**

In the northwest section of the proposed Route Corridor Option 2, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2, illustrating the possible site extents of the complex.



Previous archaeological investigations within the proposed Route Corridor Option 2 were also conducted within the townland of Lisnamuck to the north of Longford town. The investigations (Read 2003, Licence Ref.: 03E1194; 03E1369; Bulletin number 2003:1208 and Ó Maoldúin 2003, Licence Ref.: 03E1421, Bulletin number 2003:1209) took place c.100 southeast of LF014:005 (AH 12). Archaeological monitoring revealed two small features a charcoal spread, a subcircular pit, and a burnt mound/*fulacht fiadh* with associated stake and postholes and three additional burnt mounds. Archaeological testing in 1993, in advance of the Longford town bypass (Swan 1993, Licence Refs.: 93E0033 and 93E0034; Bulletin Number: 1993:150 and 1993:151) revealed no sites or features of archaeological significance.

## Route Corridor Option 2 Built Heritage Assessment

### County Development Plan/Record of Protected Structures

- Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are nine BH sites located within Route Corridor Option 2. One of these sites is listed on the Longford Record of Protected Structures (BH 4). Seven sites are listed on the NIAH inventories for Longford and Westmeath. Two unrecorded sites were identified through cartographic analysis/windshield survey (BH 2 and BH 3).

Route Corridor Option 2 will not have a direct impact on any identified sites of built heritage significance. The closest structure to the route option is a vernacular house ( BH 2), which is not listed within the RPS or NIAH for County Longford. The closest structure listed within the RPS is the Deerpark demesne lands, which were associated with the Castle Forbes Estate. These are protected within the RPS, with the demesne boundary wall also listed within the NIAH.

## **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 2 is quite boggy and as such, there is intermittent development along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 2 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South located 69m southwest of proposed Route Corridor Option 2 and is depicted on this map edition with an Eel weir to the southwest of the structure.

The town of Newtown Forbes developed in association with the Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 2. At the northern extent of the route, the lands are composed of small irregular shaped fields and small landholdings and farms which straddle the Dublin-Sligo Mail Coach Road (the existing N4). The first edition mapping shows BH 2 (a vernacular house) located 46m southwest of the proposed Route Corridor Option 2 as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are no associated buildings depicted with the structure. BH 3 a gate lodge in Lissagernal, located 120m southwest of the proposed Route Corridor Option 2 is shown as being "T" shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The proposed Route Corridor Option 2 extends to the northeast and east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. Glebe lands are indicated at Templemichael Glebe to the northeast of Longford town. The proposed route extends eastwards on the southern side south of the Mail Coach Road (the existing N4) between Longford and Edgeworthstown.

BH 12 Cooleeny House is located 118m south of the proposed Route Corridor Option 2 shown on the first edition Ordnance Survey as a rectangular shaped structure at the north of a range of outbuildings. The house is situated among formalised gardens and grounds but is not depicted as a small demesne or estate. The house is named as “Cooleeny House” on the second edition Ordnance Survey map edition of 1882.

BH 13 is St. Michaels Roman Catholic Church, located 131m north of the proposed Route Corridor Option 2 on the northern side of the existing the Mail Coach Road. The church is depicted as a rectangular structure located at a 45 degree angle to the road and there are two small structures located to the east and west of the chapel on the first edition mapping.

BH 14 is depicted on the first edition mapping and relates to Rosemount House, located 79m south of the proposed Route Corridor Option 2. The residence is depicted as a rectangular structure at the end of an entrance extending south from the Mail Coach Road. The original outbuilding as depicted on this map edition is located to the southeast of the dwelling house. Additional outbuildings are noted on subsequent Ordnance Survey editions (Second Edition of 1882) as well as kitchen gardens to the east of the entrance to the house.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 2 extends to the southwest of Edgeworthstown and passes through undeveloped pastoral lands of small and medium sized fields. The proposed Route Corridor Option 2 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland continuing

east into lands that are more marginal and boggy in Kilsallagh to the south of the Mail Coach Road (the existing N4). This area sees sparse development and as a result there is little by way of sites of potential architectural heritage merit within this section of the proposed Route Corridor Option 2. The proposed route enters Co. Westmeath in Windtown townland, to the north of Newpass demesne and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran.

### **First Edition Ordnance Survey Sheets 005, 006, 011 and 012 Westmeath (1838)**

The proposed Route Corridor Option 2 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original extent of Ardglass House and the demesne lands are located on the periphery of a bog in Joanstown leading to the western bank of the River Inny. In Joanstown, structures first indicated on the first edition mapping on the western bank of the River Inny survive to the present. The structures are named as “Nolagh Lodge” and the residence is depicted as being square in plan with a rectangular shaped outbuilding located at a right angle to a lane extending south from the Mail Coach Road. The structures are located c. 20m north of the proposed Route Corridor Option 2.

The route crosses the River Inny and enters boggy lands in Cullenhugh, south of the village of Ballinalack and eel weirs are noted along the river in this area. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny (in Lackan parish) and Leny (in Leny parish), Ballyvade and Rathaniska, In Leny (in Lackan parish), BH 20 is located 51m northeast of the proposed Route Corridor Option 2 on the northern side of the Mail Coach Road. The farmhouse is part of a complex of buildings and is first depicted on the first edition mapping of 1837 as a rectangular shaped structure with outbuildings to the west and north. On the second edition mapping of 1877, the complex is named as “Leny Cottage” and the dwelling house has been extended at its north-eastern range to form its present “L” shaped plan.

BH 21 is located to the south of the Mail Coach Road, 57m southwest of the proposed Route Corridor Option 2 in the townland of Rathaniska. The earlier house is depicted on the first edition mapping to the west of a lane extending south from the Mail Coach Road. This structure is depicted as being square in shape with an outbuilding to the rear (south) of the structure. On the second edition Ordnance Survey of 1877, the present structure is indicated as a rectangular shaped structure with an outbuilding to the west.

The proposed Route Corridor Option 2 extends parallel to the Mail Coach Road in Kilpatrick townland and travels along the Mail Coach Road prior to turning southeast into the original extents of Clanhugh Demesne. On the second edition mapping of 1877, the Midland and Great Western Railway completed in 1862 is shown on this mapping. The proposed route crosses over the railway and extends southeast parallel to the railway into Ballynafid and Portnashangan townlands. The proposed route extends c. 250m northeast of Woodland House in Ballynafid which is set within its own parkland to the north of Lough Owel.

The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). The proposed Route Corridor Option 2 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.

## Route Corridor Option 3 Archaeological Assessment

### Recorded Archaeological Sites

There are 62 recorded archaeological sites located within the proposed Route Corridor Option 3. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of two barrows (AH 135 and AH 154). There are five enclosure sites (AH 1, AH 25, AH 72, AH 53 and AH 57) and four earthworks (AH 59, AH 93, AH 94 and AH 149) and a north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within the proposed Route Corridor Option 3 is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 42 recorded examples located along the length of the route (AH 3, AH 8, AH 12, AH 13, AH 14, AH 15, AH 20, AH 21, AH 22, AH 26, AH 29, AH 41, AH 48, AH 50, AH 56, AH 60, AH 61, AH 62, AH 66, AH 78, AH 79, AH 80, AH 81, AH 83, AH 84, AH 85, AH 90, AH 92, AH 100, AH 106, AH 107, AH 110, AH 122, AH 123, AH 136, AH 137, AH 138, AH 144, AH 145, AH 147, AH 150 and AH 152).

The sole example of ecclesiastical activity located within the proposed Route Corridor Option 3 is the holy well in Knightswood (AH 134). Later medieval activity (c. 1100AD – c. 1600AD) includes a motte (AH 96), two castle sites (AH 10, AH 143), two moated sites (AH 44 and AH 139) and a deserted medieval settlement at Lissardowlan (AH 35)

Of the 62 sites located within the proposed Route Corridor Option 3, six of these (AH 57, AH 61, AH 117, AH 123, AH 139 and AH 151) would be directly impacted upon by the proposed route.

### Topographical Files

Consultation of the topographical files of the Irish Antiquities Division of the National Museum of Ireland has identified 10 stray finds from within the proposed Route Corridor Option 3. At the northwest extend of the route; two finds were made in the neighbouring townlands of Cloonart South and Edercloon Co. Longford. A Bronze Spearhead (NMI 1943:13) was discovered in a bog in Cloonart South and a polished stone axe head was also recovered from a bog in Edercloon (Waddell 1998, 45-46). These finds illustrate the tradition of the deposition of artefacts in wetland areas within a possible ritual context. The find in Edercloon is significant as the wooden haft or handle was partly preserved and was identified as alder.

A bronze sword (NMI 1980:117) was recovered from a bog in the townland of Cam/Lisnagrish in Co. Longford. Located c. 2.5km east of Cam Co. Longford, in Windtown Co. Westmeath; two stone axe heads (NMI 1928:835 and NMI record only) were discovered in a bog. At Corrydonnellan, Co. Westmeath, a fragmentary wooden vessel (NMI 1956:228) comprised another bog find along the proposed Route Corridor Option 3. A broken stone axe (NMI 1928:836) was identified during ploughing of a field in Rathowen, Co. Westmeath. In Ballyharney Co. Westmeath, several stray finds were recovered in close proximity to or from the riverbed of the River Inny. These included a bronze flanged hilted sword (NMI 196:57), an iron knife (NMI 1966:004), an iron spearhead (NMI 1966:3) and a cross inscribed stone quern (NMI 1993:10). As with the stray finds from the proposed Route Corridor Option 3, these finds overwhelmingly were provenanced to wetland contexts.

### **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 34 areas of archaeological potential. Of these five relate to river crossings; namely the River Rinn (AAP 2), the River Camlin (AAP 12), the River Riffey (AAP 42, AAP 48) and the River Inny (AAP 57) and 19 relate to stream crossings (AAP 5, AAP 11, AAP 16, AAP 19, AAP 20, AAP 26, AAP 37, AAP 44, AAP 45, AAP 53, AAP 59, AAP 61, AAP 64, AAP 65, AAP 71, AAP 72, AAP 73, AAP 74, AAP 76). There were six AAPs which relate to boggy/wetland areas (AAP 3, AAP 35, AAP 36, AAP 41, AAP 46 and AAP 49). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.:

05E0983). In Fulmort Co. Westmeath, a potential ringfort site was noted through aerial photographic and cartographic sources (AAP 68).

## **Cartographic Analysis**

### **Longford First Edition OS 1837 Sheets 004/008/009/014/015/019/020**

### **Westmeath First Edition OS 1838 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of the proposed Route Corridor Option 3 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. The sites which were identified include; AH 1, AH 3, AH 41, AH 44, AH 57, AH 61, AH 92, AH 107, AH 123, AH 139 and AH 151). Sites which are not depicted on the first edition mapping such as AH 10, AH 21, AH 48, AH 62, AH 72, AH 82, AH 145, AH 154 ) do no survive to the present day and is suggestive of their removal in antiquity. All remaining recorded archaeological sites (AH 8, AH 18, AH 20, AH 22, AH 26, AH 29, AH 35, AH 50, AH 56, AH 59, AH 60, AH 66, AH 78, AH 79, AH 80, AH 81, AH 83, AH 84, AH 85, AH 90, AH 100, AH 106, AH 110, AH 117, AH 122, AH 134, AH 135, AH 136, AH 137, AH 138 and AH 143, AH 144, AH 147, AH 149, AH 150 and AH 152) are illustrated on the First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 3 passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the nearby watercourses. The Shannon is located c. 500m to the southeast at its closest point to the proposed Route Corridor Option 3 and the route traverses the Rinn River, a tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the proposed route corridor, however, owing to the presence of the Rivers Rinn and



Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland archaeological remains and these areas (AAP 1 and AAP 2) are indicated on Drawing 4.6.2.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The landscape through which the proposed Route Corridor Option 3 passes comprises agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark Demesne, St. Anne's Glebe and Lismoy Upper. In Lissagernal, the enclosure (AH 1) located 82m south of the proposed Route Corridor Option 3 is marked as being upstanding on this map edition "fort" as is the case with the ringfort (AH 3) in Carrickmoyragh, located 5m southwest of the proposed route.

The proposed Route Corridor Option 3 turns east through undeveloped agricultural lands located between Longford town to the southwest and Carrickglass Demesne to the northeast. The area is characterised by small farmsteads and landholdings and the sites (AH 13, AH 14, 20 and 22 are depicted as being upstanding on this map edition, all of which are located to the northeast of the proposed Route Corridor Option 3 option. The route extends across a stream in Cloonahussey/Corboy townlands (AAP 26) and this is located in close proximity to AH 41 and AH 44. The proposed Route Corridor Option 3 extends in close proximity to AH 44, which is a possible moated site. Only the north-western extent of the site survives to the present day, however it is indicated as a "fort" and its original rectangular formation is apparent at this time. The proposed route extends in close proximity to AH 48 a ringfort site in Corboy and AH 56 a ringfort in Ballynagoshen. The ringfort site in Corboy is not depicted on this map edition however; the example at Ballynagoshen is present. The proposed Route Corridor Option 3 would have a direct impact on the levelled enclosure site in Lisanagh (AH 57) and the levelled ringfort in Bracklon (AH 61) and both of these monuments are depicted as being upstanding on this map edition. The proposed route extends to the north of Edgeworthstown and enters marginalised lands in the townlands of Cam and Kilsallagh as evidenced by the small-scale field patterns.

### **First Edition Ordnance Survey Sheet 015 Longford (1837)**

The proposed route extends through Curry townland and extends southeast through Killsallagh and Clonwhelan to the county boundary with Co. Westmeath. The proposed route enters Westmeath through Windtown North crossing the River Riffey (AAP 48) and extends through agricultural lands to the north of the Mail Coach Road (the existing N4).

### **Sheets 005 and 006 Westmeath (1838)**

The proposed Route Corridor Option 3 extends through poor boggy land in Loughanstown, Barratogher, Corrydonnellan and Cappagh townlands (AAP 49 and AAP 53) and extends east along the south bank of the Black River. The proposed route passes in close proximity to AH 93 and AH 94, located 42m and 53m southwest of the proposed Route Corridor Option 3 in Cappagh townland. These are earthwork sites and these are depicted on this map edition. The earthwork AH 93 is shown as a substantial sub-rectangular enclosure and AH 94 is illustrated as a tree-ring and both sites remain unnamed. The proposed route crosses the River Riffey from Cappagh townland into Ballyharney townland and enters lands of greater agricultural quality on the eastern bank of the River Riffey. The proposed route would pass in close proximity to AH 107 (36m south of the proposed route) a levelled ringfort site in Leny and this site is shown as a faint circular enclosure on the first edition mapping. The proposed Route Corridor Option 3 extends through the north-eastern corner of the original extents of the Heathland demesne and at its boundary with Cullendarragh townland; it breaches (AH 117) a linear earthwork.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The proposed Route Corridor Option 3 enters Cullendarragh and Cullenabohogue townlands and passes through boggy/rough land to the southwest of the River Gaine. The proposed Route Corridor Option 3 would have a direct impact AH 123 a levelled ringfort in Knightswood and this is illustrated as a faint circular enclosure to the west of a small laneway extending south to AH 134 a ringfort which contains a holy well within its constraint area named "Toberachrin".

The route passes c. 137m southwest of “Toberslantia” (AH 134) and in Rathlevenagh townland; it passes between AH 136 and AH 137 which are upstanding ringforts that are clearly depicted in the surrounding pastureland. The proposed Route Corridor Option 3 extends through pastureland into Loughanstown where it would have a direct impact on AH 139 a moated site. There is no trace of this site on the modern mapping and on the first edition mapping; it is illustrated as subrectangular enclosure, which is tree lined. The proposed Route Corridor Option 3 extends southeast and enters the original extents of Ballynagall Demesne as it crosses a stream (AAP 74). It extends through the demesne land in close proximity to AH 147 a ringfort and AH 149 an earthwork and both sites are depicted as substantial circular enclosures located 30m and 84m west respectively. The proposed route exits the demesne lands as it crosses another small stream (AAP 76) and enters Culleen More townland.

#### **First Edition Ordnance Survey Sheets 019 Westmeath (1838)**

The proposed route passes in close proximity to AH 151 (located 9m to the southwest) a levelled earthwork. This site is clearly depicted on the first edition mapping as a substantial circular tree lined enclosure. The proposed route continues in a south-easterly direction through agricultural lands in Culleen More and passes in close proximity to AH 154 a barrow located 83m southwest, indicated only by a spot height (444ft OD) on this map edition.

#### **Summary Previous archaeological Fieldwork**

In the northwest section of the proposed Route Corridor Option 3, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2 illustrates the possible site extents of the complex.

## Route Corridor Option 3 Built Heritage Assessment

### **County Development Plan/Record of Protected Structures**

- Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are five BH sites located within Route Corridor Option 3. One of these sites is listed on the Longford Record of Protected Structures (BH 4). Three sites are listed on the NIAH inventory for Co. Longford (BH 1, BH 4 and BH 19). Two unrecorded sites were identified through cartographic analysis/windshield survey (BH 2 and BH 3).

Route Corridor Option 3 will not have a direct impact on any identified sites of built heritage significance. The closest structure to the route option is a vernacular house ( BH 2), which is not listed within the RPS or NIAH for County Longford. The closest structure listed within the RPS is the Deerpark demesne lands, which were associated with the Castle Forbes Estate. These are protected within the RPS, with the demesne boundary wall also listed within the NIAH.

### **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 3 is quite boggy and as such, there is intermittent development along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 3 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a

northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South located 69m southwest of proposed Route Corridor Option 2 and is depicted on this map edition with an Eel weir to the southwest of the structure.

The town of Newtown Forbes developed in association with Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 3. At the northern extent of the route, the lands are composed of small irregular shaped fields and small landholdings and farms which straddle the Dublin-Sligo Mail Coach Road (the existing N4). The first edition mapping shows BH 2 (a vernacular house) located 46m southwest of the proposed Route Corridor Option 3 as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are no associated buildings depicted with the structure. BH 3 a gate lodge in Lissagernal, located 120m southwest of the proposed Route Corridor Option 3 is shown as being "T" shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914.

### **First and Second Edition Ordnance Survey Sheet 014 Longford (1837 and 1882)**

The proposed Route Corridor Option 3 extends to the east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. The proposed route extends eastwards on the southern side south of the Mail Coach Road (the existing N4) between Longford and Edgeworthstown.

The proposed Route Corridor Option 3 extends to the east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. The proposed route extends through undeveloped agricultural lands located between Longford town to the southwest and

Carrickglass Demesne to the northeast. The area is characterised by small farmsteads and landholdings, but remains relatively undeveloped.

### **First Edition Ordnance Survey Sheet 015 Longford (1837)**

The landscape through which the proposed Route Corridor Option 3 extends is characterised by undeveloped agricultural lands. The proposed route extends to the north of Edgeworthstown and enters marginalised lands in the townlands of Cam and Kilsallagh as evidenced by the small-scale field patterns. Owing to the nature of the landscape, the area is sparsely populated and there is little by way of development and structures of potential architectural heritage merit. The proposed Route Corridor Option 3 extends through poor lands in Curry townland and extends southeast through Kilsallagh and Clonwhelan to the county boundary with Co. Westmeath.

### **First Edition Ordnance Survey Sheets 005 and 006 Westmeath (1838)**

The proposed route enters Westmeath through Windtown North crossing the River Riffey and extends through agricultural lands to the north of the Mail Coach Road (the existing N4). It extends through poor boggy land in Loughanstown, Barratogher, Corrydonnellan and Cappagh townlands and extends east along the south bank of the Black River. Owing to the nature of the landscape, there is scant development in the area and few features of architectural merit. The route extends 57m southeast of the level crossing/gate house at Clonwhelan Co. Longford (BH 19) and this is depicted on the second edition Ordnance Survey (1882) following the construction of the railway in 1862. The structure itself is not indicated but is indicated as being on the southern side of the railway line with "Gate Lodge" indicated at this location.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The proposed Route Corridor Option 3 commences in the northern extent of the original curtilage of Heathland Demesne. The proposed Route Corridor Option 3 enters Cullendarragh and Cullenabohogue townlands and passes through boggy/rough land to the southwest of the River Gaine. The proposed Route Corridor Option 3 extends through pastureland into Loughanstown and extends

southeast and passes through the original extents of Ballynagall Demesne but over 500m to the southwest of the house as it is marked. The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). The proposed Route Corridor Option 3 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.

## Route Corridor Option 4 Archaeological Assessment

### **Recorded Archaeological Sites**

There are 57 recorded archaeological sites located within Route Corridor Option 4. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of possible barrows and barrows (AH 67, AH 70 and AH 154) and a standing stone (AH 105). There are three enclosures (AH 36, AH 42, AH 77) are three enclosure sites (AH 1, AH 73, AH 75), a rectangular enclosure (AH 68), five earthworks (AH 97, AH 98, AH 103, AH 126 and AH 141 ) and two earthwork sites (AH 99, AH 111). A north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within Route Corridor Option 4 is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 32 recorded examples located along the length of the route (AH 7, AH 45, AH 58, AH 63, AH 69, AH 71, AH 76, AH 82, AH 86, AH 87, AH 88, AH 95, AH 101, AH 102, AH 109, AH 112, AH 113, AH 114, AH 115, AH 116, AH 119, AH 120, AH 121, AH 124, AH 130, AH 131, AH 140, AH 146, AH 148, AH 153, AH 162 and AH 163).

There are four ecclesiastical sites located within the proposed Route Corridor Option 4 and these include two holy wells (AH 64, AH 89) a church (AH 104) and two Abbey sites (AH 65, AH 125). Later medieval activity (c. 1100AD – c. 1600AD) includes a castle site (AH 91).

Of the 57 sites located within the proposed Route Corridor Option 4 Corridor, six of these (AH 87, AH 109, AH 112, AH 115, AH 117 and AH 126) would be directly impacted upon by the proposed route.

### **Topographical Files**

Consultation of the topographical files of the Irish Antiquities Division of the National Museum of Ireland has identified 17 stray finds from within Route Corridor Option 4. At the northwest extend of the route; two finds were made in the



neighbouring townlands of Cloonart South and Edercloon Co. Longford. A Bronze Spearhead (NMI 1943:13) was discovered in a bog in Cloonart South and a polished stone axe head was also recovered from a bog in Edercloon (Waddell 1998, 45-46). These finds illustrate the tradition of the deposition of artefacts in wetland areas within a possible ritual context. The find in Edercloon is significant as the wooden haft or handle was partly preserved and was identified as alder.

Further discoveries were made in bog lands in the border areas between Longford and Westmeath and the River Inny in the townlands of Killsallagh Co. Longford and Windtown, Rathowen, Corrydonnellan and Ballyharney Co. Westmeath. These finds include three tin torcs and four pebbles (NMI 1956 1-7), a bronze dagger and wooden vessel (NMI record only). Two stone axe heads (NMI 1928:835 and NMI record only), a stone axe (NMI 1928:836), a fragmentary wooden vessel (NMI 1956:228), an Iron Bell (NMI 1987:60) and a medieval brass basin discovered on the north foreshore of Lough Owel (NMI 1987:137). The stray finds from Route Corridor Option 4 were overwhelmingly provenanced to wetland contexts.

### **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 21 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 18) and the River Inny (AAP 58) and nine relate to stream crossings (AAP 6, AAP 7, AAP 8, AAP 17, AAP 40, AAP 50, AAP 51, AAP 60 and AAP 66). There were six AAPs which relate to boggy/wetland areas (AAP 3, AAP 34, AAP 39, AAP 43, AAP 56 and AAP 67) and two which relate to areas in close proximity to Lough Owel (AAP 69, AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983).

### **Cartographic Analysis**

#### **Longford First Edition OS 1837 Sheets 004/008/009/014/015/019/020**

#### **Westmeath First Edition OS 1838 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of Route Corridor Option 4 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the

time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. The sites which were identified include; AH 1, AH 42, AH 58, AH 63, AH 65, AH 68, AH 76, AH 99, AH 101, AH 103, AH 108, AH 109, AH 111, AH 113, AH 126, AH 131, AH 140, AH 141, AH 148 and AH 153.

Sites which are not depicted on the first edition mapping such as AH 45, AH 91, AH 99, AH 121 do not survive to the present day and is suggestive of their removal in antiquity. All remaining recorded archaeological sites (AH 7, AH 36, AH 69, AH 70, AH 71, AH 77, AH 86, AH 87, AH 88, AH 89, AH 95, AH 98, AH 102, AH 112, AH 162, AH 163, AH 115, AH 116, AH 117, AH 120, AH 124, AH 125, AH 130 and AH 146) are illustrated on the

### **First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).**

#### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which Route Corridor Option 4 passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the nearby watercourses. The Shannon is located c. 500m to the SE at its closest point to the proposed Route Corridor Option 2 and the route traverses the Rinn River, a tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the route corridor, however, owing to the presence of the Rivers Rinn and Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland archaeological remains and these areas (AAP 1 and AAP 2) are indicated on (Drawing 4.6.2).

Moving further southeast, Route Corridor Option 4 extends through a landscape characterised by agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark

Demesne and in Lissagernal, the enclosure (AH 1) is marked as being upstanding on this map edition “fort”. The enclosure is located 21m southeast of Route Corridor Option 4.

### **First Edition Ordnance Survey Sheets 009 and 014 Longford (1837)**

The proposed Route Corridor Option 4 extends east through good pastoral land in Carrickmoyragh, Prucklish and Greenagh townlands. The proposed route turns southeast crossing a stream that is a tributary of the River Camlin (AAP 6, AAP 7 and AAP 8). The proposed route crosses the road extending north to Drumlish. It enters Garrowhill townland and extends in proximity (231m southwest) to AH 7 a ringfort, illustrated as a “fort” on the first edition mapping. The proposed route crosses the road leading northeast to Ballinalee and extends through agricultural lands through Gorteenorna and Knockloughlin townlands. The proposed Route Corridor Option 4 crosses the road leading east from Newtown Forbes to Carrickglass. The route extends to the north of Carrickglass Demesne and crosses the River Camlin at Cloonee/Drumhaughly townlands to the north of demesne lands at Kiltyreher (AAP 18). The proposed Route Corridor Option 4 passes through good agricultural lands to the southwest of Farraghroe demesne and extends in close proximity (31m southwest) of AH 36 a ringfort in Ballygarve. The site is illustrated as substantial circular enclosure on the first edition mapping and indicated as a “fort”.

The proposed Route Corridor Option 4 continues southeast toward entering Newtownbond where it extends in close proximity to the levelled enclosure (AH 42). This site is indicated as a “fort” on the first edition mapping and depicted as a circular enclosure. The proposed route enters Corboy townland and passes in close proximity (74m northeast) of AH 45 a levelled ringfort. This site is not depicted on this map edition, suggesting it was perhaps removed in antiquity; however, there is a slight kink in the road extending south towards Corboy Upper at the recorded location of the monument. The proposed Route Corridor Option 4 extends southeast through the good agricultural lands in Lisanagh and enters Lackan townland crossing the Mail Coach Road between Edgeworthstown and Longford (the existing N4). The lands to the south of the Mail Coach Road are

shown as pastoral land located on the northern periphery of more marginal, boggy land.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 4 extends to the southwest of Edgeworthstown and passes through pastoral lands of small and medium sized fields. The Abbey site (AH 65) located 56m west of the proposed N55 link road in Abbeyland is shown as being upstanding at this time and (AH 64) an associated Holy Well located 206m northeast of the proposed Route Corridor Option 4 is named as "St. Barry's Well". The proposed Route Corridor Option 4 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland where it passes in close proximity to AH 67 and AH 69 with AH 67 –a possible barrow located 14m southwest of the proposed route depicted amongst a circular plantation of trees and named as a "fort". The ringfort at AH 69 is illustrated as an upstanding ringfort in Liscahill which is shown as a circular plantation of trees but not named as a feature of antiquity. The route crosses a stream (AAP 40) and enters lands that are more marginal and boggy in nature to the south of the Mail Coach Road (the existing N4) at Kilsallagh and north of a large tract of bog to the south in Derrydooan Lower, which lies in Co. Westmeath. The proposed route would pass in close proximity to (AH 77) an enclosure in Kilsallagh and this is shown as an upstanding monument on this map edition.

### **First Edition Ordnance Survey Sheets 005, 006, 011 and 012 Westmeath (1837)**

The proposed route enters Co. Westmeath in Windtown townland and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran where it would have a direct impact on AH 87 which lies less than 100m from AH 88. They are depicted as two circular enclosures covered in mature trees and a mature tree line leads southeast from AH 87 to AH 88.

The proposed Route Corridor Option 4 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original demesne lands of Ardglass

House, which is the location of AH 91 located 187m to the southwest of the proposed Route Corridor Option 2 and this relates to Joanstown Castle. There is however no indication of the castle site on this map edition. The demesne lands are located on the periphery of a bog in Joanstown and this leads to the western bank of the River Inny. The route passes 37m southwest of AH 95, which is shown as a substantial ringfort, though it is unnamed. The route crosses the River Inny (AAP 58) and enters boggy lands with a small stream (AAP 61) on the eastern bank of the river in Cullenhugh, south of the village of Ballinalack.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1837)**

The proposed Route Corridor Option 4 extends south of the Mail Coach Road (the existing N4) and extends in close proximity (43m northeast) to AH 99, a levelled earthwork site in Cullenhugh. This site is depicted as a very faint circular enclosure on this map edition. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny, Ballyvade and Rathaniska and passes in close proximity to (23m southwest) AH 103 a levelled earthwork in Rathbennett townland. There are no traces of this monument on the first edition mapping which lies southeast of Bunbrosna village.

The north-western section of ringfort (AH 112) survives today and on this map edition, it is shown in its entirety as a substantial circular at the junction with a local road leading southeast. The proposed Route Corridor Option 4 would have a direct impact on AH 112. The ringfort AH 115 is shown as a circular enclosure to the northwest of a formal plantation of woods in Kilpatrick townland and the proposed Route Corridor Option 4 would have a direct impact on AH 115. The proposed Route Corridor Option 4 enters Ballynafid townland as it breaches (AH 117) a linear earthwork extending north from the shores of Lough Owel as far as Rathganny and Ballindurrow townlands.

### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1837)**

The proposed Route Corridor Option 4 extends parallel to the Mail Coach Road between Bunbrosna and Mullingar (the existing N4) and turns southeast in Portnashangan townland where it would impact directly on AH 126 a levelled

earthwork site, depicted as a substantial enclosure on the first edition mapping. The sites AH 125 and AH 124 are located 28m and 136m SW of the proposed route respectively and are also clearly depicted on this map edition. The Abbey is depicted as a rectangular shaped structure set within an unusual triangular shaped enclosure. The ringfort (AH 124) located 136m southwest of the proposed Route Corridor Option 4 is shown as a sub-circular/oval shaped enclosure and this area is indicated as being a “burying ground”.

The proposed Route Corridor Option 4 would have direct impact on (AH 131) which is a levelled ringfort now only visible as a cropmark at the north-western extent of farm buildings which now occupy the site. It is depicted on the first edition mapping as a substantial tree-lined ringfort though it remains unnamed as a feature of antiquity.

The proposed Route Corridor Option 4 extends southeast and passes in close proximity (34m east) of AH 146 a ringfort which survives as an upstanding monument and is illustrated as a substantial circular enclosure on this map edition. The proposed route extends southeast along the route of the Mail Coach Road (the existing N4) and passes in close proximity (8m west) of AH 148 a ringfort in Culleen More townland. The townland boundary between Portnashangan and Culleen More townlands extends along the northern bank of the monument and this serves as the parish boundary between Portnashangan and Mullingar parishes. The proposed Route Corridor Option 4 extends at its closest point to Lough Owel at AH 148 and it continues southeast through Culleen More where it passes 33m northeast of AH 154 a barrow. This site is indicated as a spot height above Ordnance Datum on this map edition (444ft OD).

### **Summary Previous archaeological Fieldwork**

In the northwest section of the proposed Route Corridor Option 4 corridor, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated

within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2 illustrates the possible site extents of the complex. Consultation of the National Monuments Section Licence Database has revealed that one archaeological investigation took place within the environs Prucklish townland in Co. Longford within the proposed Route Corridor Option 4 (Sweetman 2007, Licence Ref.: 07E1004), however no details concerning the findings of the investigations were available.

## Route Corridor Option 4 Built Heritage Assessment

### **County Development Plan/Record of Protected Structures**

- Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are eleven BH sites located within Route Corridor Option 4. Six sites are listed on the Longford NIAH (BH 1, BH 4, BH 16, BH 17, BH 18 & BH 25) and two sites are listed on the Westmeath NIAH (BH 20 and BH 21). Two unrecorded sites were identified through cartographic analysis/windshield survey (BH 2 and BH 3) and another (BH 9) was identified through public submission.

Route Corridor Option 4 will have a direct impact on one built heritage site, which consists of BH 4. This is listed in the Longford Record of Protected Structures and relates to the former deerpark associated with Castleforbes Demesne.

### **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 4 Corridor is quite boggy and as such, there is intermittent development

along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 4 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South located 27m southwest of proposed Route Corridor Option 4 and is depicted on this map edition with an Eel weir to the southwest of the structure.

The town of Newtown Forbes developed in association Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 4. The first edition mapping shows BH 2 (a vernacular house) located 70m southeast of the proposed route as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are no associated buildings depicted with the structure. BH 3 a gate lodge in Lissagernal is located 51m south of the proposed route and shown as being "T" shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914. BH 4 relates to Deerpark lands associated with Castleforbes Demesne. The area encompasses 191 acres according to the first edition Ordnance Survey and is bounded by stone walling, portions of which survive to the present day. The proposed route extends through the northern section of the original extent of deerpark demesne

### **First Edition Ordnance Survey Sheets 009 and 014 Longford (1837)**

The proposed Route Corridor Option 4 commences to the north of Newtown Forbes and extends east through good pastoral land in Carrickmoyragh, Prucklish



and Greenagh townlands. The proposed route turns southeast crossing a stream that is a tributary of the River Camlin and crosses the road extending north to Drumlish. At this point the first edition Ordnance Survey depicts a “small bridge” which is located within the footprint of the proposed Route Corridor Option 4. It enters Garrowhill townland and crosses the road leading northeast to Ballinalee and extends through Gorteenorna and Knockloughlin townlands.

In Knockloughlin, the proposed Route Corridor Option 4 extends 20m south of BH 9 which is reputedly a former barracks (information received through public submission). There is no trace of a barracks located at this location on the first edition mapping, however located c. 410m to the north, rectangular shaped structure on the eastern side of the road leading north from Carrickglass, is depicted as a “Police Barracks” is depicted on the first edition mapping. The proposed Route Corridor Option 4 crosses the road leading east from Newtown Forbes to Carrickglass. The route extends to the north Carrickglass Demesne and crosses the River Camlin at Cloonee/Drumhaughly townlands to the north of demesne lands at Kiltyreher. In Drumhaughly, is illustrated on the first edition mapping which survives to the present day. The structure is “L” shaped and located to the southwest of a lane extending southeast towards the Farraghroe road. The proposed Route Corridor Option 4 passes through undeveloped lands to the southwest of Farraghroe demesne and in Ballygarve; a structure is illustrated on the first edition mapping which survives to the present day. It is depicted on the first edition Ordnance Survey as an “L” shaped structure with outbuildings to the rear (southwest). It is accessed by an entrance leading southeast from a laneway. In Corboy townland, the proposed Route Corridor Option 4 passes in close proximity (95m southeast) of BH 16 Corboy House outbuildings. The dwelling house is depicted at the end of an entrance extending northeast from the Corboy road. The dwelling house is rectangular in plan and the “T” shaped outbuildings are located to the northwest. The proposed Route Corridor Option 4 extends southeast through the good agricultural lands in Lisanagh and terminates in Lackan townland crossing the Mail Coach Road between Edgeworthstown and Longford (the existing N4). The proposed Route Corridor Option 4 extends 115m northeast of BH 18 an “L” shaped structure (farmhouse) first depicted on the first edition Ordnance Survey. BH 17, which relates to another farmhouse in Lackan, is first depicted on the second edition Ordnance Survey of 1877.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 4 extends to the southwest of Edgeworthstown and passes through undeveloped pastoral lands of small and medium sized fields. The proposed Route Corridor Option 4 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland continuing east into lands that are more marginal and boggy in Kilsallagh to the south of the Mail Coach Road (the existing N4). This area sees sparse development and as a result there is little by way of sites of potential architectural heritage merit within this section of the proposed Route Corridor Option 4. The proposed route enters Co. Westmeath in Windtown townland, to the north of Newpass demesne and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran.

### **First Edition Ordnance Survey Sheets 005, 006, 011 and 012 Westmeath (1838)**

The proposed Route Corridor Option 4 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original extent of Ardglass House and the demesne lands are located on the periphery of a bog in Joanstown leading to the western bank of the River Inny. In Joanstown, structures first indicated on the first edition mapping on the western bank of the River Inny survive to the present. The structures are named as “Nolagh Lodge” and the residence is depicted as being square in plan with a rectangular shaped outbuilding located at a right angle to a lane extending south from the Mail Coach Road. The structures are located c. 20m north of the proposed Route Corridor Option 4.

The route crosses the River Inny and enters boggy lands in Cullenhugh, south of the village of Ballinalack and eel weirs are noted along the river in this area. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny (in Lackan parish) and Leny (in Leny parish), Ballyvade and Rathaniska, In Leny (in Lackan parish), BH 20 is located 51m northeast of the proposed Route Corridor Option 4 on the northern side of the Mail Coach Road. The farmhouse is part of a complex of buildings and is first depicted

on the first edition mapping of 1837 as a rectangular shaped structure with outbuildings to the west and north. On the second edition mapping of 1877, the complex is named as “Leny Cottage” and the dwelling house has been extended at its north-eastern range to form its present “L” shaped plan.

BH 21 is located to the south of the Mail Coach Road 57m southwest of the proposed Route Corridor Option 4 in the townland of Rathaniska. The earlier house is depicted on the first edition mapping to the west of a lane extending south from the Mail Coach Road. This structure is depicted as being square in shape with an outbuilding to the rear (south) of the structure. On the second edition Ordnance Survey of 1877, the present structure is indicated as a rectangular shaped structure with an outbuilding to the west.

#### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1838)**

The proposed Route Corridor Option 4 extends parallel to the Mail Coach Road in Kilpatrick townland and travels along the Mail Coach Road prior to turning southeast into the original extents of Clanhugh Demesne. On the second edition mapping of 1877, the Midland and Great Western Railway completed in 1862 is shown on this mapping. The proposed route crosses over the railway and extends southeast parallel to the railway into Ballynafid and Portnashangan townlands. The proposed route extends c. 250m northeast of Woodland House in Ballynafid which is set within its own parkland to the north of Lough Owel.

The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). The proposed Route Corridor Option 4 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.

## Route Corridor Option 5 Archaeological Assessment

### Recorded Archaeological Sites

There are 71 recorded archaeological sites located within the proposed Route Corridor Option 5. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of possible barrows and barrows (AH 55, AH 67, AH 70 and AH 154) and a standing stone (AH 105). There are two enclosures (AH 49 and AH 77) are six enclosure sites (AH 1, AH 156, AH 158, AH 73 and AH 75), a rectangular enclosure (AH 68), six earthworks (AH 97, AH 98, AH 103, AH 108, AH 126, AH 141) and two earthwork sites (AH 99 and AH 111). A north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within the proposed Route Corridor Option 5 is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 45 recorded examples located along the length of the route (AH 2, AH 4, AH 5, AH 6, AH 155, AH 157, AH 159, AH 160, AH 161, AH 34, AH 37, AH 38, AH 46, AH 51, AH 52, AH 54, AH 63, AH 69, AH 71, AH 76, AH 82, AH 86, AH 87, AH 88, AH 95, AH 101, AH 102, AH 109, AH 112, AH 113, AH 114, AH 115, AH 116, AH 119, AH 120, AH 121, AH 124, AH 130, AH 131, AH 140, AH 146, AH 148, AH 153, AH 162 and AH 163).

There are four ecclesiastical sites located within the proposed Route Corridor Option 5 and these include two holy wells (AH 64, AH 89) a church (AH 104) and two Abbey sites (AH 65, AH 125). Later medieval activity (c. 1100AD – c. 1600AD) includes a castle site (AH 91).

Of the 71 sites located within the proposed Route Corridor Option 5, eight of these (AH 155, AH 158, AH 87, AH 109, AH 112, AH 115, AH 117 and AH 126) would be directly impacted upon by the proposed route.

## **Topographical Files**

Consultation of the topographical files of the Irish Antiquities Division of the National Museum of Ireland has identified 19 stray finds from within the proposed Route Corridor Option 5. At the northwest extend of the route; two finds were made in the neighbouring townlands of Cloonart South and Edercloon Co. Longford. A Bronze Spearhead (NMI 1943:13) was discovered in a bog in Cloonart South and a polished stone axe head was also recovered from a bog in Edercloon (Waddell 1998, 45-46). These finds illustrate the tradition of the deposition of artefacts in wetland areas within a possible ritual context. The find in Edercloon is significant as the wooden haft or handle was partly preserved and was identified as alder.

Located to the west of Longford town in Aghareagh townland, a stone axe/hammer (NMI 1921:001) was discovered in unknown circumstances and a bronze palstave axe head (NMI 1937:2571) was uncovered in Cloonahard townland to the east of Longford town again in unknown circumstances

Further discoveries were made in bog lands in the border areas between Longford and Westmeath and the River Inny in the townlands of Killsallagh Co. Longford and Windtown, Rathowen, Corrydonnellan and Ballyharney Co. Westmeath. These finds include three tin torcs and four pebbles (NMI 1956 1-7), a bronze dagger and wooden vessel (NMI record only). Two stone axe heads (NMI 1928:835 and NMI record only), a stone axe (NMI 1928:836), a fragmentary wooden vessel (NMI 1956:228), an Iron Bell (NMI 1987:60) and a medieval brass basin discovered on the north foreshore of Lough Owel (NMI 1987:137). The stray finds from the proposed Route Corridor Option 5 were overwhelmingly provenanced to wetland contexts.

## **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 27 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 9) and the River Inny (AAP 58) and 10 relate to stream crossings (AAP 4, AAP 21, AAP 24, AAP 28, AAP 32, AAP 40, AAP 50, AAP 51, AAP 60 and AAP 66). There were eight AAPs which relate to

boggy/wetland areas (AAP 3, AAP 22 AAP 23, AAP 31, AAP 33, AAP 43, AAP 56 and AAP 67) and two which relate to areas in close proximity to Lough Owel (AAP 69 and AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983).

## **Cartographic Analysis**

### **Longford First Edition OS 1837 Sheets 004/008/009/014/015/019/020**

### **Westmeath First Edition OS 1838 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of the proposed Route Corridor Option 5 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. The sites which were identified include; AH 1, AH 6, AH 155, AH 156, AH 158, AH 159, AH 160, AH 63, AH 65, AH 68, AH 76, AH 99, AH 101, AH 103, AH 108, AH 109, AH 111, AH 113, AH 126, AH 131, AH 140, AH 141, AH 148 and AH 153.

All remaining recorded archaeological sites (AH 2, AH 4, AH 5, AH 157, AH 161, AH 37, AH 38, AH 46, AH 49, AH 51, AH 52, AH 54, AH 69, AH 70, AH 71, AH 77, AH 86, AH 87, AH 88, AH 89, AH 95, AH 98, AH 102, AH 112, AH 162, AH 163, AH 115, AH 116, AH 117, AH 120, AH 124, AH 125, AH 130 and AH 146) are illustrated on the First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 5 option passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the nearby watercourses. The Shannon is located c. 500m to the SE at its closest point to the proposed Route Corridor Option 5 and the route traverses the Rinn River, a

tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the route corridor, however, owing to the presence of the Rivers Rinn and Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland archaeological remains and these areas (AAP 1 and AAP 2) are indicated on Drawing 4.6.2.

Moving further southeast, the proposed Route Corridor Option 5 option extends through a landscape characterised by agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark Demesne, St. Anne's Glebe and Lismoy Upper. In Lissagernal, the enclosure (AH 1) is marked as being upstanding on this map edition "fort" whereas in Lismoy townland, the ringfort (AH 6) is unmarked on this map edition compared with the modern Ordnance Survey mapping.

#### **First Edition Ordnance Survey Sheet 014 Longford (1837)**

The proposed Route Corridor Option 5 extends through agricultural lands to the west and south of Longford town. The lands located to the south of the Mail Coach Road between Longford and Newtown Forbes (the existing N4) and to the north of the Westport Mail Coach Road (the existing N5) are pastoral lands that appear to have been improved from marginal/boggy lands. The proposed route would have a direct impact on the ringfort site in Knockmartin (AH 155) and this monument is shown as being upstanding on this map edition.

The lands located between the Westport (present N5) and Landsborough road (present N63) in Ballyminion, Farranyoogan are very poor boggy land and the land improves in quality to the south of the Longford Branch of the Royal Canal in Mullaghavorneen townland. The proposed Route Corridor Option 5 would have a direct impact on the enclosure site in Mullaghavorneen (AH 158). This site is not depicted as a monument; however, a tree-ring is indicated in its approximate location.

To the south of Longford town, the levelled ringfort at Ballymakeegan (AH 160) is located 139m north of the proposed Route Corridor Option 5 and is illustrated. The lands immediately south of the proposed route corridor are formed by marginal bog land. The holy well (AH 30) located 26m west of the proposed Route Corridor Option 5 in Feraghfad is named as “Sunday Well” on this map edition.

### **First Edition Ordnance Survey Sheet 013 Longford (1837)**

The proposed Route Corridor Option 5 extends through agricultural lands to the southeast of Longford town. The lands located to the south of the Mail Coach Road between Longford and Edgeworthstown (the existing N4) and to the north of marginal bog lands. The landscape is characterised by small agricultural landholdings with no demesne lands noted in or within the proposed route corridor. The ringfort in Cartronowar (AH 37), located 127m south of the proposed Route Corridor Option 5 is not depicted on this map edition, though it is shown on the modern Ordnance Survey mapping.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 5 extends to the southwest of Edgeworthstown and passes through pastoral lands of small and medium sized fields. The Abbey site (AH 65) located 56m west of the proposed N55 link road in Abbeyland is shown as being upstanding at this time and (AH 64) an associated Holy Well located 206m northeast of the proposed Route Corridor Option 5 is named as “St. Barry’s Well”. The proposed Route Corridor Option 5 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland where it passes in close proximity to AH 67 and AH 69 with AH 67 –a possible barrow located 14m southwest of the proposed route depicted amongst a circular plantation of trees and named as a “fort”. The ringfort at AH 69 is illustrated as an upstanding ringfort in Liscahill which is shown as a circular plantation of trees but not named as a feature of antiquity. The route crosses a stream (AAP 40) and enters lands that are more marginal and boggy in nature to the south of the Mail Coach Road (the existing N4) at Killaallagh and north of a large tract of bog to the south in Derrydooan Lower, which lies in Co. Westmeath. The proposed route



would pass in close proximity (3m northeast) to (AH 77) an enclosure in Kilsallagh and this is shown as an upstanding monument on this map edition.

### **Longford; Sheets 005, 006, 011 and 012 Westmeath (1838)**

The proposed route enters Co. Westmeath in Windtown townland and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran where it would have a direct impact on AH 87 which lies less than 100m from AH 88. They are depicted as two circular enclosures covered in mature trees and a mature tree line leads southeast from AH 87 to AH 88.

The proposed Route Corridor Option 5 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original demesne lands of Ardglass House, which is the location of AH 91 located 187m to the southwest of the proposed Route Corridor Option 5 and this relates to Joanstown Castle. There is however no indication of the castle site on this map edition. The demesne lands are located on the periphery of a bog in Joanstown and this leads to the western bank of the River Inny. The route passes 37m southwest of AH 95, which is shown as a substantial ringfort, though it is unnamed. The route crosses the River Inny (AAP 58) and enters boggy lands with a small stream (AAP 61) on the eastern bank of the river in Cullenhugh, south of the of the village of Ballinalack.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The propose Route Corridor Option 5 extends south of the Mail Coach Road (the existing N4) and extends in close proximity (43m northeast) to AH 99, a levelled earthwork site in Cullenhugh. This site is depicted as a very faint circular enclosure on this map edition. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny, Ballyvade and Rathaniska and passes in close proximity to (23m southwest) AH 103 a levelled earthwork in Rathbennett townland. There are no traces of this monument on the first edition mapping which lies southeast of Bunbrosna village.

The north-western section of ringfort (AH 112) survives today and on this map edition, it is shown in its entirety as a substantial circular at the junction with a local road leading southeast. The proposed Route Corridor Option 5 would have a direct impact on AH 112. The ringfort AH 115 is shown as a circular enclosure to the northwest of a formal plantation of woods in Kilpatrick townland and the proposed Route Corridor Option 5 would have a direct impact on AH 115. The proposed Route Corridor Option 5 enters Ballynafid townland as it breaches (AH 117) a linear earthwork extending north from the shores of Lough Owel as far as Rathganny and Ballindurrow townlands.

### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1838)**

The proposed Route Corridor Option 5 extends parallel to the Mail Coach Road between Bunbrosna and Mullingar (the existing N4) and turns southeast in Portnashangan townland where it would impact directly on AH 126 a levelled earthwork site, depicted as a substantial enclosure on the first edition mapping. The sites AH 125 and AH 124 are located 28m and 136m SW of the proposed route respectively and are also clearly depicted on this map edition. The Abbey is depicted as a rectangular shaped structure set within an unusual triangular shaped enclosure. The ringfort (AH 124) located 136m southwest of the proposed Route Corridor Option 5 is shown as a sub-circular/oval shaped enclosure and this area is indicated as being a "burying ground".

The proposed Route Corridor Option 5 would have direct impact on (AH 131) which is a levelled ringfort now only visible as a cropmark at the north-western extent of farm buildings which now occupy the site. It is depicted on the first edition mapping as a substantial tree-lined ringfort though it remains unnamed as a feature of antiquity.

The proposed Route Corridor Option 5 extends southeast and passes in close proximity (34m east) of AH 146 a ringfort which survives as an upstanding monument and is illustrated as a substantial circular enclosure on this map edition. The proposed route extends southeast along the route of the Mail Coach Road (the existing N4) and passes in close proximity (8m west) of AH 148 a ringfort in

Culleen More townland. The townland boundary between Portnashangan and Culleen More townlands extends along the northern bank of the monument and this serves as the parish boundary between Portnashangan and Mullingar parishes. The proposed Route Corridor Option 5 extends at its closest point to Lough Owel at AH 148 and it continues southeast through Culleen More where it passes 33m northeast of AH 154 a barrow. This site is indicated as a spot height above Ordnance Datum on this map edition (444ft OD).

### **Summary Previous archaeological Fieldwork**

In the northwest section of the proposed Route Corridor Option 5, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2 illustrates the possible site extents of the complex.

## **Route Corridor Option 5 Built Heritage Assessment**

### **County Development Plan/Record of Protected Structures**

- Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are thirteen BH sites located within Route Corridor Option 5. Of these sites five are listed within the Longford Record of Protected Structures (BH 4, BH 5, BH 6, BH 7 and BH 8)

Seven sites are listed within the NIAH inventory for Co. Longford (BH 1, BH 4-8 and BH 15) and two sites are listed on the Westmeath NIAH (BH 20 and BH 21).

Four unrecorded sites were identified through cartographic analysis/windshield survey (BH 2, BH 3, BH 10 and BH 11).

Route Corridor Option 5 will have a direct impact on one built heritage site, which consists of BH 4. This is listed in the Longford Record of Protected Structures and relates to the former deerpark associated with Castleforbes Demesne.

### **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 4 Corridor is quite boggy and as such, there is intermittent development along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which the proposed Route Corridor Option 5 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South located 27m southwest of proposed Route Corridor Option 5 and is depicted on this map edition with an Eel weir to the southwest of the structure.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

Moving to the southeast, the proposed Route Corridor Option 5 passes through undeveloped agricultural lands and demesne landscapes to the north and northeast of the Newtown Forbes area. The town of Newtown Forbes developed in association with Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 5. The first edition mapping shows BH 2 (a vernacular house) located 70m southeast of the proposed route as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are

no associated buildings depicted with the structure. BH 3 a gate lodge in Lissagernal is located 51m south of the proposed route and shown as being “T” shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914.

BH 4 relates to Deerpark lands associated with Castleforbes Demesne. The area encompasses 191 acres according to the first edition Ordnance Survey and is bounded by stone walling, portions of which survive to the present day. The proposed route extends through of the northern section of the deerpark demesne. Within the original curtilage of the deerpark lies BH 5 a gate lodge, located 5m northeast of the proposed link road associated with the proposed Route Corridor Option 5. The structure is not depicted on the first edition Ordnance Survey edition of 1837 and is shown in its original context on the second edition Ordnance Survey of 1882 as being located within the demesne grounds on the southern side of the Mail Coach Road to the southeast of the Midland and Great Western Railway from Dublin to Sligo, constructed in 1862.

BH 6, Carrickmoyragh House is illustrated on the first edition Ordnance Survey but is unnamed. It is located 118m southwest of the proposed Route Corridor Option 5 and on this map edition, the dwelling house is shown as being rectangular in plan, with the outbuildings to the rear (north). The house as it survives today in a “T” shaped plan, is thus illustrated on the subsequent second edition mapping of 1882. The house is accessed by an entrance leading east from the Mail Coach Road and another lane extends north to the rear of the house into Carrickmoyragh townland.

St. Anne’s Glebe (BH 7) is named and shown on the first edition mapping as Glebe lands and it is located 164m southwest of the proposed Route Corridor Option 5. The house is shown as being rectangular in plan with outbuildings and formal gardens to the rear (northeast). The house is accessed by entrances leading from the south and east and a graveyard is located to southeast of the house.

Lismoy House (BH 8) is shown as being “T” shaped in plan and is located 114m southwest of the proposed Route Corridor Option 5. Rectangular shaped

outbuildings are shown to the west of the dwelling house and two substantial tree lined entrances provide access to the residence from the southwest and northeast.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

The proposed Route Corridor Option 5 extends through agricultural lands to the west and south of Longford town. The lands located to the south of the Mail Coach Road between Longford and Newtown Forbes (the existing N4) and to the north of the Westport Mail Coach Road are pastoral lands that appear to have been improved from marginal/boggy lands. Likewise, the lands located between the Westport (N5) and Lanesborough (N63) road in Ballyminnion, Farranyoogan are very poor boggy lands. As a result, there is little development and little by way of structures of architectural heritage merit within the proposed route corridor.

The proposed route extends directly over the BH 10 Ballyminnion Bridge which is unmarked on the first edition mapping. To the southeast of this, the proposed route crosses the Longford Branch of the Royal Canal in Cartronageeragh/Mullaghavorneen townlands. The proposed route would extend over the canal between Farranyoogan and Cartronageeragh canal bridges which are both named and illustrated on this map edition.

To the south of Longford town, the lands immediately south of the proposed route corridor are formed by marginal bog land and there is little development within the proposed Route Corridor Option 5.

### **First and Second Edition Ordnance Survey Sheet 014 Longford (1837 and 1882)**

The proposed Route Corridor Option 5 extends through agricultural lands to the east of Longford town. The lands located to the south of the Mail Coach Road between Longford and Edgeworthstown (the existing N4) are characterised by small agricultural landholdings with no demesne lands noted within the proposed route corridor. BH 15 is located 99m north of the proposed Route Corridor Option 5 is not depicted on the first edition Ordnance Survey map of 1837 as the railway is

not complete until 1862. The structure is illustrated on the second edition Ordnance Survey map of 1882 and is illustrated as being square in plan and is named as “Gate House” on the southern side of the railway line.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

The proposed Route Corridor Option 5 extends to the southwest of Edgeworthstown and passes through undeveloped pastoral lands of small and medium sized fields. The proposed Route Corridor Option 5 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland continuing east into lands that are more marginal and boggy in Kilsallagh to the south of the Mail Coach Road (the existing N4). This area sees sparse development and as a result there is little by way of sites of potential architectural heritage merit within this section of the proposed Route Corridor Option 5. The proposed route enters Co. Westmeath in Windtown townland, to the north of Newpass demesne and extends southeast of the existing Mail Coach Road at Rathowen towards Ballygarran.

### **First Edition Ordnance Survey Sheets 005 and 006 Westmeath (1838)**

The proposed Route Corridor Option 5 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original extent of Ardglass House and the demesne lands are located on the periphery of a bog in Joanstown leading to the western bank of the River Inny. In Joanstown, structures first indicated on the first edition mapping on the western bank of the River Inny survive to the present. The structures are named as “Nolagh Lodge” and the residence is depicted as being square in plan with a rectangular shaped outbuilding located at a right angle to a lane extending south from the Mail Coach Road. The structures are located c. 20m north of the proposed Route Corridor Option 5.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The route crosses the River Inny and enters boggy lands in Cullenhugh, south of the village of Ballinalack and eel weirs are noted along the river in this area. The proposed route passes through poor land to the south of the Mail Coach Road

through the townlands of Leny (in Lackan parish) and Leny (in Leny parish), Ballyvade and Rathaniska, In Leny (in Lackan parish), BH 20 is located 51m north of the proposed Route Corridor Option 5 on the northern side of the Mail Coach Road. The farmhouse is part of a complex of buildings and is first depicted on the first edition mapping of 1837 as a rectangular shaped structure with outbuildings to the west and north. On the second edition mapping of 1877, the complex is named as “Leny Cottage” and the dwelling house has been extended at its north-eastern range to form its present “L” shaped plan.

BH 21 is located to the south of the Mail Coach Road in the townland of Rathaniska. The earlier house is depicted on the first edition mapping to the west of a lane extending south from the Mail Coach Road. This structure is depicted as being square in shape with an outbuilding to the rear (south) of the structure. On the second edition Ordnance Survey of 1877, the present structure is indicated as a rectangular shaped structure with an outbuilding to the west.

### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1838)**

The proposed route extends parallel to the Mail Coach Road in Kilpatrick townland and travels along the Mail Coach Road prior to turning southeast into the original extents of Clanhugh Demesne. On the second edition mapping of 1877, the Midland and Great Western Railway completed in 1862 is shown on this mapping. The proposed route crosses over the railway and extends southeast parallel to the railway into Ballynafid and Portnashangan townlands. The proposed route extends c. 250m northeast of Woodland House in Ballynafid which is set within its own parkland to the north of Lough Owel.

The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). The proposed Route Corridor Option 5 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.



## Route Corridor Option 6 Archaeological Assessment

### **Recorded Archaeological Sites**

There are 72 recorded archaeological sites located within Route Corridor Option 6 corridor. These monuments range from the Bronze Age and Iron Age Periods (c. 2500BC – c. 500BC, c. 500BC – c. 400AD) with the presence of possible barrows and barrows (AH 67, AH 70 and AH 154) and a standing stone (AH 105). There are three enclosures (AH 43 and AH 77) are four enclosure sites (AH 1, AH 73 and AH 75), a rectangular enclosure (AH 68), four earthworks (AH 97, AH 98, AH 103, AH 108) and two earthwork sites (AH 99 and AH 111). A north-south oriented linear earthwork (AH 117) is located in County Westmeath and extends to the north shore of Lough Owel.

The most frequently occurring monument type located within Route Corridor Option 6 corridor is the ringfort dating to the Early Medieval period (c. 400AD – c. 1100AD) with 42 recorded examples located along the length of the route (AH 3, AH 12, AH 13, AH 14, AH 15, AH 18, AH 20, AH 21, AH 22, AH 26, AH 29, AH 31, AH 33, AH 34, AH 39, AH 40, AH 58, AH 63, AH 69, AH 71, AH 76, AH 90, AH 95, AH 101, AH 102, AH 109, AH 112, AH 113, AH 114, AH 115, AH 116, AH 119, AH 127, AH 128, AH 129, AH 132, AH 133, AH 146, AH 148, AH 153, AH 162 and AH 163).

There are four ecclesiastical sites located within the proposed Route Corridor Option 6 and these include a holy well (AH 64) a church (AH 104) and two Abbey sites (AH 65, AH 125). Later medieval activity (c. 1100AD – c. 1600AD) comprises a deserted medieval settlement at Lissardowlan (AH 35).

Of the 72 sites located within Route Corridor Option 6, five of these (A AH 87, AH 109, AH 117, AH 112 and AH 115) would be directly impacted upon by the proposed route.

### **Topographical Files**

Consultation of the topographical files of the Irish Antiquities Division of the National Museum of Ireland has identified 16 stray finds from within the proposed

Route Corridor Option 6 route. At the northwest extend of the route; two finds were made in the neighbouring townlands of Cloonart South and Edercloon Co. Longford. A Bronze Spearhead (NMI 1943:13) was discovered in a bog in Cloonart South and a polished stone axe head was also recovered from a bog in Edercloon (Waddell 1998, 45-46). These finds illustrate the tradition of the deposition of artefacts in wetland areas within a possible ritual context. The find in Edercloon is significant as the wooden haft or handle was partly preserved and was identified as alder.

Further discoveries were made in bog lands in the border areas between Longford and Westmeath and the River Inny in the townlands of Killaallagh Co. Longford and Windtown, Rathowen, Corrydonnellan and Ballyharney Co. Westmeath. These finds include three tin torcs and four pebbles (NMI 1956 1-7), a bronze dagger and wooden vessel (NMI record only). Two stone axe heads (NMI 1928:835 and NMI record only), a stone axe (NMI 1928:836), a fragmentary wooden vessel (NMI 1956:228) and an Iron Bell (NMI 1987:60). The stray finds from the proposed Route Corridor Option 6al Option were overwhelmingly provenanced to wetland contexts.

### **Aerial Photographic Analysis**

Consultation of cartographic and aerial photographic sources has identified 20 areas of archaeological potential. Of these three relate to river crossings, namely the River Rinn (AAP 2), the River Camlin (AAP 12) and the River Inny (AAP 58) and 13 relate to stream crossings (AAP 5, AAP 11, AAP 16, AAP 19, AAP 20, AAP 25, AAP 28, AAP 32, AAP 40, AAP 50, AAP 51, AAP 60 and AAP 66). There were seven AAPs which relate to boggy/wetland areas (AAP 3, AAP 31, AAP 33, AAP 39, AAP 43, AAP 56 and AAP 67) and two which relate to areas in close proximity to Lough Owel (AAP 69 and AAP 75). At Edercloon, AAP 1 relates to an area of known archaeology Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983). AAP 78 is located in close proximity to Lissardowlan (AH 35) a deserted medieval settlement.

### **Cartographic Analysis**

### **Longford First Edition OS 1837 Sheets 004/008/009/014/015/019/020**

### **Westmeath First Edition OS 1838 Sheets 005/006/011/012/019**

Cartographic analysis has identified that the north-western extent of the proposed Route Corridor Option 6 extends through undeveloped agricultural and boggy lands. Consultation of the first edition mapping has identified levelled sites as being upstanding at the time of the Longford first edition mapping in 1838 and Westmeath first edition mapping of 1837 suggesting that the impetus for their removal may have occurred as part of 20<sup>th</sup> century agricultural improvements to the landscape. The sites which were identified include; AH 1, AH 3, AH 40, AH 43, AH 63, AH 65, AH 68, AH 76, AH 99, AH 101, AH 108, AH 109, AH 111, AH 113, AH 127, AH 128, AH 132, AH 133, AH 148 and AH 153.

Sites which are not depicted on the first edition mapping such as AH 10, AH 15, AH 21, AH 48, AH 67, AH 91 and AH 99 do not survive to the present day and is suggestive of their removal in antiquity. All remaining recorded archaeological sites (AH 8, AH 9, AH 16, AH 32, AH 33, AH 34, AH 35, AH 39, AH 47, AH 69, AH 70, AH 71, AH 77, AH 86, AH 87, AH 88, AH 89, AH 95, AH 98, AH 102, AH 112, AH 162, AH 163, AH 115, AH 116, AH 117, AH 119 and AH 146) are illustrated on the First Edition Ordnance Survey mapping of 1838 (Longford) and 1837 (Westmeath).

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which Route Corridor Option 6 passes comprises agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach road, the route of the existing N4. The form of these fields is suggestive of pastureland, which is perhaps prone to flooding from the nearby watercourses. The Shannon is located c. 500m to the southeast at its closest point to Route Corridor Option 6 and the route traverses the Rinn River, a tributary of the Shannon at Cloonart South/Annaghcooleen townlands. There are no recorded archaeological sites located along this section of the proposed route corridor, however, owing to the presence of the Rivers Rinn and Shannon and the boggy nature of the landscape, it is considered an archaeologically sensitive area in terms of potential survival of wetland archaeological remains and these areas (AAP 1 and AAP 2) are indicated on Drawing 4.6.2.

The landscape through which Route Corridor Option 6 passes comprises agricultural lands composed of demesnes, estates and smaller landholdings. The route passes through the original demesne lands of Deerpark Demesne, St. Anne's Glebe and Lismoy Upper. In Lissagernal, the enclosure (AH 1) located 82m south of Route Corridor Option 6 is marked as being upstanding on this map edition "fort" as is the case with the ringfort (AH 3) in Carrickmoyragh, located 5m southwest of the proposed route.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

Route Corridor Option 6 extends to the northeast of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible with Glebe lands indicated at Templemichael Glebe to the northeast of Longford town. Route Corridor Option 6 corridor extends across the River Camlin (AAP 12), which flows southwest towards Longford town. The castle site in Clooncoose (AH 10) is depicted on Sheet 014 of this map edition only and is illustrated as a portion of a rectangular or perhaps square enclosure, which is perhaps suggestive of the monument being a moated site.

The proposed Route Corridor Option 6 turns east through undeveloped agricultural lands located between Longford town to the southwest and Carrickglass Demesne to the northeast. The area is characterised by small farmsteads and landholdings and the sites (AH 13, AH 14, 20 and 22 are depicted as being upstanding on this map edition, all of which are located to the northeast of the proposed Route Corridor Option 6. The route turns southeast through the townlands of Cartron Little, Cooleeny, Freehalman and to the west of Lissardowlan. The route passes AH 31 which is not depicted on the first edition mapping; however a curving field boundary on the northern side of the turnpike road corresponds to the location of the monument. The lands to the south of the Mail Coach Road are shown as pastoral land located on the northern periphery of more marginal, boggy land.

### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

Route Corridor Option 6 extends to the southwest of Edgeworthstown and passes through pastoral lands of small and medium sized fields. The Abbey site (AH 65) located 56m west of the proposed N55 link road in Abbeyland is shown as being upstanding at this time and (AH 64) an associated Holy Well located 206m northeast of Route Corridor Option 6 is named as “St. Barry’s Well”. Route Corridor Option 6 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland where it passes in close proximity to AH 67 and AH 69 with AH 67 –a possible barrow located 14m southwest of the proposed route depicted amongst a circular plantation of trees and named as a “fort”. The ringfort at AH 69 is illustrated as an upstanding ringfort in Liscahill which is shown as a circular plantation of trees but not named as a feature of antiquity. The route crosses a stream (AAP 40) and enters lands that are more marginal and boggy in nature to the south of the Mail Coach Road (the existing N4) at Killsallagh and north of a large tract of bog to the south in Derrydoan Lower, which lies in Co. Westmeath. The proposed route would pass in close proximity (3m southeast) to (AH 77) an enclosure in Killsallagh and this is shown as an upstanding monument on this map edition.

#### **First Edition Ordnance Survey Sheets 005 and 006 Westmeath (1838)**

The proposed route enters Co. Westmeath in Windtown townland and extends northeast of the existing Mail Coach Road at Rathowen Windtown South. The townland is illustrated as undeveloped agricultural lands of medium to small sized fields. The proposed Route Corridor Option 6 extends through Corrydonnellan and Joanstown townlands. The area is characterised by undeveloped agricultural lands straddling the north and south sides of the Mail Coach Road (existing N4). The demesne lands at Ardglass are located on the periphery of a bog in Joanstown and from here; the proposed route extends to the western bank of the River Inny. The route passes 37m southwest of AH 95, which is shown as a substantial ringfort, though it is unnamed. The route crosses the River Inny (AAP 58) and enters boggy lands with a small stream on the eastern bank of the river in Cullenhugh, south of the village of Ballinalack.

#### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The route extends south of the Mail Coach Road (the existing N4) and extends in close proximity (43m northeast) to AH 99, a levelled earthwork site in Cullenhugh. This site is depicted as a very faint circular enclosure on this map edition. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny, Ballyvade and Rathaniska and passes in close proximity to (23m southwest) AH 103 a levelled earthwork in Rathbennett townland. There are no traces of this monument on the first edition mapping which lies southeast of Bunbrosna village.

Route Corridor Option 6 follows the course of the original Mail Coach Road and passes through the townlands of Carrick, Leny, Rathaniska and Kilpatrick and would have a direct impact on sites AH 109 and AH 117 in this area. There are no visible traces of AH 109 (a ringfort in Kilpatrick) presently; however, it is depicted as a circular enclosure that the Mail Coach Road kinks around at its north-western extent. Route Corridor Option 6 passes just south of the original extents of the Heathland demesne in Kilpatrick townland and enters Ballynafid townland as it breaches (AH 117) a linear earthwork extending north from the shores of Lough Owel as far as Rathganny and Ballindurrow townlands.

Route Corridor Option 6 extends through Ballynafid townland (on the north side of the Mail Coach Road) in close proximity to AH 119 located 209m north of the route and this is illustrated as a large circular tree plantation in pasture fields with tree-lined boundaries. The tree ring located to the immediate southeast of AH 119 is not listed within the RMP and may be a naturalised demesne landscape feature. The part of Ballynafid to the north of the Mail Coach Road most likely served as attendant grounds to Clanhugh Demesne to the south of the proposed route.

The route passes to the west of Lough Owel, in close proximity to AH 125 (abbey site) and AH 126 (earthwork), both of which are marked with upstanding remains on this edition. It then extends southeast and passes in close proximity (34m east) of AH 146 a ringfort which survives as an upstanding monument and is illustrated as a substantial circular enclosure on this map edition. The proposed route extends southeast along the route of the Mail Coach Road (the existing N4) and passes in close proximity (8m west) of AH 148 a ringfort in Culleen More townland. The townland boundary between Portnashangan and Culleen More townlands extends

along the northern bank of the monument and this serves as the parish boundary between Portnashangan and Mullingar parishes. The proposed route extends at its closest point to Lough Owel at AH 148 and it continues southeast through Culleen More where it passes 33m northeast of AH 154 a barrow. This site is indicated as a spot height above Ordnance Datum on this map edition (444ft OD).

### **Summary Previous archaeological Fieldwork**

In the northwest section of Route Corridor Option 6 corridor, recent excavations have taken place in Edercloon townland through which the proposed route passes. The excavations at Edercloon took place as part of the N4 Dromod to Roosky Bypass (Moore 2005, Ministerial Direction Ref.: A031-025 Licence Ref.: 05E0983) and identified a previously unrecorded trackway complex excavated within an area measuring 170m (north-south) by 30m (east-west). Preliminary research indicated that the trackway complex dated to 750-390 cal BC. AAP 1 as indicated on Drawing 4.6.2 illustrates the possible site extents of the complex.

Previous archaeological investigations within Route Corridor Option 6 corridor were also conducted within the townland of Lisnamuck to the north of Longford town. The investigations (Read 2003, Licence Ref.: 03E1194; 03E1369; Bulletin number 2003:1208 and Ó Maoldúin 2003, Licence Ref.: 03E1421, Bulletin number 2003:1209) took place c.100 southeast of LF014:005 (AH 12). Archaeological monitoring revealed two small features a charcoal spread, a subcircular pit, and a burnt mound/*fulacht fiadh* with associated stake and postholes and three additional burnt mounds. Archaeological testing in 1993, in advance of the Longford Town Bypass (Swan 1993, Licence Refs.: 93E0033 and 93E0034; Bulletin Number: 1993:150 and 1993:151) revealed no sites or features of archaeological significance.

During July and August 2009, archaeological excavations were carried out along the path of the N5 Longford Bypass, which would form by the proposed Route Option 5. A total of four archaeological sites were discovered and subject to excavation. Three of these were located within the townland of Mullagh (Sites 1-3). Mullagh 1 consisted of an Iron Age bowl furnace, pit and post hole. This represents

a metal working site. Mullagh 2 contained 54 inhumations dating to the later medieval period (15<sup>th</sup>-17<sup>th</sup> centuries), along with pits and a cereal drying kiln. Mullagh 3 was formed by an isolated pit. The fourth site was located within the townland of Aghareagh and consisted of likely Bronze Age burnt spreads. These sites have been excavated and the entire route of the N5 Bypass (c. 3km) has been subject to archaeological investigation. As such no further archaeological mitigation would be required for this section of the Route Option 5.

## Route Corridor Option 6 Built Heritage Assessment

### County Development Plan/Record of Protected Structures

- Longford County Development Plan 2003-2009/ Longford County Development Plan 2009-2014
- Westmeath County Development Plan 2008-2014
- Longford National Inventory of Architectural Heritage
- Westmeath National Inventory of Architectural Heritage

There are eight BH sites located within Route Corridor Option 6. One of these sites is listed on the Longford Record of Protected Structures (BH 4). Three sites are listed on the NIAH inventory for Co. Longford (BH 1, BH 4 and BH 14) and three are listed on the Westmeath NIAH (BH 20, BH 21, BH 22). Two unrecorded sites were identified through cartographic analysis/windshield survey (BH 2 and BH 3).

Route Corridor Option 6 will not have a direct impact on any identified sites of built heritage significance. The closest structure to the route option is a bridge (BH 1), which is listed within the NIAH for County Longford. The structure will be in the immediate vicinity of the route and although the impact is indirect, it is considered to be significant. The closest structure listed within the RPS is the Deerpark demesne lands, which were associated with the Castle Forbes Estate. These are protected within the RPS, with the demesne boundary wall also listed within the NIAH.



## **Cartographic Analysis**

The nature of the landscape at the northwest extent of the proposed Route Corridor Option 6 Route Corridor is quite boggy and as such, there is intermittent development along the existing N4 road characterised by small farmsteads and individual dwelling houses.

### **First Edition Ordnance Survey Sheets 004 and 008 Longford (1837)**

The landscape through which Route Corridor Option 6 passes comprises undeveloped agricultural lands composed of small irregular shaped fields that straddle the Dublin-Sligo Mail Coach Road (the existing N4). The area is characterised by landholdings and farms which straddle the road and extend in a northeast and southwest direction from the road. BH 1 relates to the bridge over the River Rinn at Cloonart South located 69m southwest of proposed Route Corridor Option 6 and is depicted on this map edition with an Eel weir to the southwest of the structure.

The town of Newtown Forbes developed in association with Castleforbes demesne located c. 750m southwest at its closest point to the proposed Route Corridor Option 6 Route. At the northern extent of the route, the lands are composed of small irregular shaped fields and small landholdings and farms which straddle the Dublin-Sligo Mail Coach Road (the existing N4). The first edition mapping shows BH 2 (a vernacular house) located 46m southwest of Route Corridor Option 6 as a rectangular structure on the north side of the existing N4 in Lissagernal. It is shown to the west of a lane extending northeast from the Mail Coach Road and there are no associated buildings depicted with the structure. BH 3 a gate lodge in Lissagernal, located 120m southwest of Route Corridor Option 6 is shown as being "T" shaped in plan and located to west of an entrance that leads to Castleforbes Demesne. This original entrance is shown to the east of the structure and this has been moved to its present siting to the west of the structure by the time of the third edition Ordnance Survey of 1914.

### **First Edition Ordnance Survey Sheets 013 and 014 Longford (1837)**

Route Corridor Option 6 extends to the northeast and east of Longford town and the landscape is illustrated as undeveloped agricultural lands with small farmsteads and landholdings visible. Glebe lands are indicated at Templemichael Glebe to the northeast of Longford Town. The proposed route extends eastwards on the southern side south of the Mail Coach Road (the existing N4) between Longford and Edgeworthstown.

BH 14 is depicted on the first edition mapping and relates to Rosemount House, located 140m southeast of the proposed Route Corridor Option 6 route. The residence is depicted as a rectangular structure at the end of an entrance extending south from the Mail Coach Road. The original outbuilding as depicted on this map edition is located to the southeast of the dwelling house. Additional outbuildings are noted on subsequent Ordnance Survey editions (Second Edition of 1882) as well as kitchen gardens to the east of the entrance to the house.

#### **First Edition Ordnance Survey Sheets 015, 019, 020 Longford (1837)**

Route Corridor Option 6 extends to the southwest of Edgeworthstown and passes through undeveloped pastoral lands of small and medium sized fields. Route Corridor Option 6 crosses the Mail Coach Road to Athlone (the existing N55) and enters Shantum townland continuing east into lands that are more marginal and boggy in Kilsallagh to the south of the Mail Coach Road (the existing N4). This area sees sparse development and as a result there is little by way of sites of potential architectural heritage merit within this section of the proposed Route Corridor Option 6 Route. The proposed route enters Co. Westmeath in Windtown townland, to the north of Newpass demesne and extends southeast of the existing Mail Coach Road

The proposed Route extends northeast through the townland of Windtown South. The townland is illustrated as undeveloped agricultural lands of medium to small sized fields and continues southeast through Corrydonnellan and Joanstown townlands. The area is characterised by undeveloped agricultural lands straddling the north and south sides of the Mail Coach Road (existing N4).

### **First Edition Ordnance Survey Sheets 005 and 006 Westmeath (1838)**

Route Corridor Option 6 extends through undeveloped agricultural lands to the south of the Mail Coach Road between Rathowen and Ballinalack and extends through the northern portion of the original extent of Ardglass House and the demesne lands are located on the periphery of a bog in Joanstown leading to the western bank of the River Inny. In Joanstown, structures first indicated on the first edition mapping on the western bank of the River Inny survive to the present. The structures are named as “Nolagh Lodge” and the residence is depicted as being square in plan with a rectangular shaped outbuilding located at a right angle to a lane extending south from the Mail Coach Road. The structures are located c. 20m north of the proposed Route Corridor Option 6 Route.

### **First Edition Ordnance Survey Sheets 011 and 012 Westmeath (1838)**

The route crosses the River Inny and enters boggy lands in Cullenhugh, south of the village of Ballinalack and eel weirs are noted along the river in this area. The proposed route passes through poor land to the south of the Mail Coach Road through the townlands of Leny (in Lackan parish) and Leny (in Leny parish), Ballyvade and Rathaniska, In Leny (in Lackan parish), BH 20 is located 51m northeast of Route Corridor Option 6 on the northern side of the Mail Coach Road. The farmhouse is part of a complex of buildings and is first depicted on the first edition mapping of 1837 as a rectangular shaped structure with outbuildings to the west and north. On the second edition mapping of 1877, the complex is named as “Leny Cottage” and the dwelling house has been extended at its north-eastern range to form its present “L” shaped plan.

BH 21 is located 73m southwest of the proposed Route Corridor Option 6 route, to the south of the Mail Coach Road in the townland of Rathaniska. The earlier house is depicted on the first edition mapping to the west of a lane extending south from the Mail Coach Road. This structure is depicted as being square in shape with an outbuilding to the rear (south) of the structure. On the second edition Ordnance Survey of 1877, the present structure is indicated as a rectangular shaped structure with an outbuilding to the west.

BH 22 is located 106m northeast not illustrated on the first edition Ordnance Survey as the Midland and Great Western Railway was not completed until 1862. On the second edition Ordnance Survey map of 1877, it is depicted to the east of the railway line. It is square in plan and is named as "Clanhugh Station". A smaller structure, square in plan is indicated to the south of the station and a signal post is indicated to the southeast of this. The proposed route crosses over the railway and extends east along the Mail Coach Road into Ballynafid, Knightswood and Portnashangan townlands.

### **First Edition Ordnance Survey Sheets 012 and 019 Westmeath (1838)**

The proposed route rejoins the course of the Mail Coach Road in the southern extent of Portnashangan townland and extends southeast along the route of the Mail Coach Road (the existing N4). Route Corridor Option 6 extends at its closest point to Lough Owel in this area and continues southeast to Culleen More townland.

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### **Cartographic Sources**

County Longford First Edition 6inch OS 1838 Sheets 004/008/009/014/015/019/020

County Westmeath First Edition 6 inch OS 1837 Sheets 005/006/011/012/019





## Appendix 13 Bedrock Geology and Aquifer Classification

Rock Formation	Abbreviation	Rock unit	Aquifer Rating
Visean Limestone (undifferentiated)	VIS	Undifferentiated limestones	Rk(c)
Derravaragh Cherts	DV	Cherty limestone, minor shale	Lk
Lucan Formation (Calp)	LU	Dark limestones & shales (“Calp”)	LI
Argillaceous Limestones	AL	Dark limestone & shales, chert	LI
In Argillaceous Limestones	AL	Mudbank limestone	LI
Waulsortian Limestones	WA	Massive unbedded limestone /calcareous mudstone	LI
Ballysteen Formation	BA	Dark muddy limestone and shale	LI
Moathill Formation	MH	Limestone, calcareous sandstone, shale	LI
Meath Formation	ME	Limestone, calcareous sandstone	LI
Fearnaght Formation	FT	Pale conglomerate & red sandstone	LI
Basal clastics	BC	Sandstone, siltstone, conglomerate	LI
Coronea Formation	CA	Turbidite, red shale, minor volcanics	PI
Carrickateane Formation	CT	Greywacke with argillite & black shale	PI

### Legend:

- Rk(c) - Regionally important, karst aquifer (conduit)
- Lk – Locally Important karst generally moderately productive
- LI - Locally important generally moderately productive in local zones
- PI - Poor aquifer generally unproductive except in local zones

## Appendix 14 Sub-Soil conditions at Exploratory Hole Locations

STRATUM ID	1		2a		2b		3a		3b		4	
Exploratory Hole	Peat		Alluvium (Very Soft and Soft)		Alluvium (Firm and Stiff)		Till (Soft or Loose)		Till (Firm-Stiff or Dense)		Bedrock	
	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base
C01	0.0	3.5	3.5	5.1					5.1	5.6		
C02									0.0	1.7		
C03	0.0	1.8					1.8	3.2	3.2	3.5		
C04	0.0	5.1	5.1	6.6					6.6	7.0		
C05	0.0	2.7	2.7	3.5					3.5	5.0		
C06	0.0	4.3							4.3	4.6		
C07									0.0	2.0		
C08	0.0	0.3	0.3	1.7					1.7	2.4		
C09	0.0	2.4							2.4	3.5		
C10	0.0	1.3							1.3	2.5		
C11			0.0	0.6					0.6	2.5		
C12									0.0	2.5		
C13A									0.0	3.0		
C14	0.0	0.6							0.6	0.8		
C15	0.0	1.0					1.0	3.7	3.7	4.5		
C16	0.0	2.8							2.8	4.0		
C17									0.0	3.0		
C18	0.0	2.0							2.0	3.0		
C19A	0.0	1.5							1.5	2.8		
C20	0.0	1.9							1.9	3.0		
C21	cancelled											
C22	0.0	3.8	3.8	6.5					6.5	7.5		
C23	cancelled											
C24	cancelled											
C25					0.0	1.3			1.3	2.5		
C26B									0.0	3.5		
C27	0.0	0.5							0.5	2.2		
C28	cancelled											
C29	0.0	1.7	1.7	2.5					2.5	3.5		
C30	0.0	1.5	1.5	4.7					4.7	6.0		
C30A	0.0	1.5	1.5	3.0					3.0	3.8		
C31	0.0	1.5							1.5	3.3		
CP K1					0.0	1.6						
CP K2					0.0	2.0						
CP K3	0.0	1.0										
CP K3A	0.0	1.0	1.0	1.5								
DP K1	0.0	1.8	1.8	3.8			3.8	4.8	4.8	9.0		
DP K1A	0.0	3.6					3.6	3.9	3.9	7.1		
DP K2	0.0	1.3					1.3	4.2	4.2	7.0		
DP K3							0.0	2.8	2.8	3.2		
DP01	0.0	1.4	1.4	2.1	2.1	2.5						
DP02	cancelled											
DP03	0.0	3.4	3.4	3.8	3.8	4.2						
DP04	0.0	1.0							1.0	1.7		
DP05	0.0	2.0					2.0	3.0	3.0	3.3		
DP05A	0.0	2.8					2.8	3.8	3.8	4.8		
DP06	0.0	3.2							3.2	6.6		
DP07	0.0	2.0					2.0	2.8	2.8	3.0		
DP08	0.0	1.2					1.2	1.7	1.7	2.3		
DP09	0.0	1.3					1.3	3.1	3.1	3.6		
DP10	0.0	2.1							2.1	2.9		
DP11			0.0	2.7	2.7	4.3						
DP12	0.0	2.0	2.0	3.0	3.0	3.6						
DP12 A	0.0	1.9	1.9	2.6	2.6	3.1						
DP13	0.0	1.6							1.6	2.4		
DP14	0.0	2.2			2.2	2.3						
DP15	0.0	3.3	3.3	4.7					4.7	5.0		
DP16	0.0	1.0	1.0	2.4					2.4	3.0		
DP17	0.0	2.7					2.7	3.6	3.6	5.4		
DP18	0.0	2.0	2.0	2.3			2.3	2.7				
DP19	0.0	1.0	1.0	2.3					2.3	3.6		
DP20	0.0	1.3	1.3	2.2					2.2	3.4		
DP21	0.0	0.9					0.9	3.2	3.2	3.7		
DP22	cancelled											
DP23	0.0	3.3					3.3	6.1	6.1	6.7		

STRATUM ID	1		2a		2b		3a		3b		4	
Exploratory Hole	Peat		Alluvium (Very Soft and Soft)		Alluvium (Firm and Stiff)		Till (Soft or Loose)		Till (Firm-Stiff or Dense)		Bedrock	
	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base
N001									0.0	2.0	2.0	5.9
N002									0.0	5.1		
N003	0.0	1.7							1.7	11.2		
N004	0.0	2.9			2.9	3.4		3.4	6.6			
N005									0.0	5.3	5.3	10.3
N006									0.0	5.3		
N007									0.0	1.3	1.3	5.8
N008									0.0	4.9		
N008 A									0.0	4.1		
N009									0.0	7.2	7.2	12.4
N010							0.0	2.0	2.0	10.9	10.9	20.0
N011									0.0	3.0	3.0	8.0
N011 A									0.0	2.3		
N012	0.0	2.1							2.1	3.1		
N013									0.0	6.0	6.0	11.0
N014									0.0	6.0	6.0	11.0
N015	0.0	6.9	6.9	7.3					7.3	9.3		
N016	0.0	5.2	5.2	7.8					7.8	9.2		
N101									0.0	2.3		
N102									0.0	4.3		
N103									0.0	1.8	1.8	1.8
N104	0.0	0.9							0.9	4.5		
N105									0.0	2.7	2.7	2.7
N107									0.0	3.2		
N108							0.0	3.7				
N109	0.0	1.6					1.6	1.9	1.9	4.3		
N110									0.0	0.6	0.6	0.6
N111									0.0	3.9		
N112									0.0	2.4		
N113									0.0	2.1		
N114									0.0	2.9		
N114 A									0.0	2.5		
N119									0.0	1.5		
N12 A	0.0	3.4	3.4	3.5							3.5	3.6

STRATUM ID	1		2a		2b		3a		3b		4	
Exploratory Hole	Peat		Alluvium (Very Soft and Soft)		Alluvium (Firm and Stiff)		Till (Soft or Loose)		Till (Firm-Stiff or Dense)		Bedrock	
	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base
P01									0.0	2.3		
P02	0.0	0.5	0.5	1.7					1.7	2.6		
P03									0.0	3.0		
P04	0.0	4.3	4.3	7.5					7.5	8.3		
P05									0.0	2.5		
P06	0.0	2.3	2.3	2.6					2.6	4.2		
P07	0.0	1.9							1.9	2.6		
P08									0.0	3.0		
P09	0.0	3.8	3.8	6.3					6.3	6.8		
P10									0.0	2.4		
P11	0.0	3.7							3.7	5.0		
P12									0.0	2.8		
P13									0.0	2.6		
P14									0.0	2.3		
P14a									0.0	3.5		
P15									0.0	2.3		
P16							0.0	2.3	2.3	3.4		
P17	0.0	0.8					0.8	3.0	3.0	3.8		
P18	0.0	0.6					0.6	2.0	2.0	3.7		
P19							0.0	1.8	1.8	4.0		
P20	0.0	4.5	4.5	5.3			5.3	8.0	8.0	8.8		
P21	0.0	1.8					1.8	2.8	2.8	3.6		
P22	cancelled											
P23	0.0	1.7							1.7	3.6		
P24							0.0	2.2	2.2	3.6		
P25	0.0	4.2	4.2	7.4					7.4	9.0		
P26	0.0	1.8	1.8	3.0								
P27	0.0	1.3							1.3	3.2		
P28							0.0	2.5	2.5	3.3		
P29	0.0	2.2					2.2	4.8				
P30	0.0	1.0							1.0	2.4		
P31	0.0	0.9							0.9	2.7		
P32							0.0	1.0	1.0	2.2		
P33	0.0	1.2							1.2	3.6		
P34	0.0	0.5					0.5	1.8	1.8	3.5		
P35							0.0	1.0	1.0	2.4		
P36							0.0	1.5	1.5	2.4		
P37	0.0	3.0	3.0	3.8					3.8	4.7		
P38	0.0	0.3							0.3	2.7		
P39				2.4			0.0	2.4	2.4	3.5		
P40									0.0	2.3		
P41									0.0	3.0		
P42	0.0	0.8	0.8	1.6					1.6	2.8		
P43	0.0	4.2	4.2	5.1					5.1	6.3		
P44	0.0	4.2							4.2	5.6		
P45	0.0	4.3	4.3	6.2					6.2	7.6		
P46									0.0	2.2		
P47	0.0	0.8	0.8	1.5					1.5	2.1		
P48	0.0	1.4					1.4	2.0	2.0	2.6		
P49			0.0	1.7					1.7	3.4		
P50	0.0	1.5	1.5	3.2					3.2	4.2		
P51	0.0	1.6					1.6	2.5	2.5	3.8		
P52	0.0	1.7	1.7	4.7					4.7	5.7		
P56	0.0	1.8					1.8	2.8	2.8	4.0		
P57			0.0	0.8								
P58			0.0	1.0					1.0	2.0		
P58A	0.0	2.5	2.5	3.1								
P58B	0.0	2.5	2.5	6.0								
P58C	0.0	2.5	2.5	6.5								
P58D	0.0	2.5	2.5	5.3								
P59	0.0	0.9					0.9	1.5	1.5	2.5		
P59A	0.0	2.5	2.5	3.3								

STRATUM ID	1		2a		2b		3a		3b		4	
Exploratory Hole	Peat		Alluvium (Very Soft and Soft)		Alluvium (Firm and Stiff)		Till (Soft or Loose)		Till (Firm-Stiff or Dense)		Bedrock	
	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base	Top	Depth to Base
S151									0.0	3.7		
S152	cancelled											
S154									0.0	3.1		
S155	0.0	2.2					2.2	4.1	4.1	4.3		
S156	0.0	0.4					0.4	2.1	2.1	3.3		
S157							0.0	1.6	1.6	3.5		
S158							0.0	2.4	2.4	3.5		
S159									0.0	2.1		
S160									0.0	1.8		
S161									0.0	1.3	1.3	1.6
S162									0.0	1.5	1.5	1.5
S163									0.0	3.2		
S20									0.0	5.8		
S21									0.0	4.9		
S22									0.0	4.4		
S23									0.0	3.9	3.9	7.3
S24									0.0	4.2		
S24 A									0.0	4.7		
S25									0.0	3.7		
S25 A									0.0	25.4		
S26							0.0	2.3	2.3	4.5	4.5	9.6
S27									0.0	2.8		
S28									0.0	16.8	16.8	22.6
TP A									0.0	3.6		
TP C							0.0	2.0	2.0	3.3		
TP D									0.0	3.2		
TP E									0.0	3.0		
TP F									0.0	2.1		
TP G									0.0	3.5		
TP H	0.0	1.0					1.0	3.6	3.6	3.9		
TP I									0.0	3.6		
TP K01									0.0	3.5		
TP K02	0.0	0.7							0.7	2.8		
TP K03									0.0	3.0		
TP K04	0.0	0.7					0.7	2.7				
TP K05	0.0	1.6					1.6	3.2				
TP K06	0.0	1.0					1.0	3.3				
TP K07									0.0	3.2		
TP K07A	0.0	1.0	1.0	2.6								
TP K08									0.0	2.7		
TP K09									0.0	2.2		
TP K10									0.0	2.0		
TP K11									0.0	2.1		
TP K12							0.0	3.0				

NOTES

For exploratory hole logs refer to Hyder Report Ref 5052-GD01038-GDR-01, dated 25th June 2008 and N4 Irish Drilling Factual Report, dated November 2008.

## Appendix 15 Designated Conservation Sites adjacent to Study Area

Site Name	Site Code	Status	Description and features of conservation interest
Brown Bog	000442	cSAC	<p>Qualifying Interest/Reason for designation: Active Raised Bog-identified as an Annex I priority habitat. Degraded Bog- qualifying interest/reason for designation. <i>Rynchosporion</i></p> <p>Other habitats/species of importance: Raised bog (active and degraded). Wild Bird Directive species present include merlin. Pine marten are known to use the site. Other habitats of importance present on the site include deciduous woodland.</p>
Cloonageeher Bog	001423	NHA	<p>Qualifying Interest/Reason for designation: Raised bog.</p>
Glen Lough	001687	SPA, pNHA, Ramsar Site	<p>Qualifying Interest/Reason for designation: Large numbers of whooper swan present on the site.</p> <p>Other habitats/species of importance: Reed-swamp, wet and dry grassland vegetation, cutaway bog, heath vegetation, scrub, wet willow woodland, freshwater marsh, wet grassland, exposed rock and fen carr. Wild Birds Directive species present include merlin, Greenland white-fronted geese.</p>
Lough Derravaragh	000684	NHA, SPA, Ramsar Site	<p>Qualifying Interest/Reason for designation: Greenland white-fronted geese, little grebe, mute swan, pochard, coot. NHA raised bog.</p> <p>Other habitats/species of importance: Hard water lake, reedbeds and swamps, freshwater marsh, deciduous woodland, raised bog. Birds Directive species including Kingfisher. A number of Birds of Conservation Concern (Ireland) use the site. Otter are known to use the site, three species of caddisfly have been recorded on the site that have been identified as 'important' by NPWS.</p>

## Appendix 16 Designated Conservation Sites within 10km of Study Area

Site name	Site code	Status*	Description and features of conservation interest
Ardagullion Bog	002341	cSAC	Active raised bog and degraded bog.
Corracramph Bog	001420	NHA	Includes areas of raised and cutover bog.
Wooddown Bog	000694	NHA	Raised bog with both high and cutover areas.
Lough Bane & Lough Glass	002120	NHA	Composition of three lakes in a shallow valley.
Lough Ennell	000685 & 004044	NHA, cSAC	Open, steep sided lake supporting diverse aquatic flora and supports national and international bird species.
Lough Lene	002121	cSAC	Deep, hard-water lake with a range of aquatic flora, supports bird species of national importance.
Lough Gowna	000992	NHA	Medium sized lake divided into two, the site has woodland fringes and is recognised as important for nationally recognised bird species.
Lough Kinale & Derragh Loughs	00684 & 004043	NHA, SPA	Small lake, positioned downstream of Lough Sheelin. Lough Kinale has two basins divided by swamp formations. Are recognised as important for wintering waterfowl
Walshestown Fen	001731	NHA	
Mount Jessop Bog	001450	NHA	Raised bog, including areas of high bog and cutover bog, some pools present.
Lough Bannow	000449	pNHA	Swamp area with very little open water, large reed beds present
Lough Bawn	001819	NHA	Raised bog comprising of fen, wet and dry woodland and freshwater marsh,
Lough Sallagh	001808	NHA	
Lough Errew	001807	NHA	

Site name	Site code	Status*	Description and features of conservation interest
Lough Rinn	001417	NHA	
Lough Boderge and Lough Bofin	001642	NHA	Connected Upper Shannon lakes with aquatic lake habitat, semi-aquatic habitats and typical Shannon flora and reedswamps.
Kilglass & Lough Grange Loughs	000608	NHA	
Cashel Bog	001405	NHA	

\* see Abbreviations list (Volume I) for explanation.



## Appendix 17 Ecological Sites within Wider Study Area

No.	Site	Likely Grade	Description and features of potential ecological interest	Location
15	Low intensity pasture at Lackan	Local Importance (higher value)	Apparently lightly-grazed pasture with some scrub and wide wooded field margins.	Towards eastern extent of Study Area south of Lackan
16	Woodland west of N4 at Lackan	Local Importance (higher value)	Block of mixed age woodland, maybe of value to bats, pine marten and other protected species.	Lackan, west of existing N4 corridor.
17	Woodland west of Lough Derravaragh	Local Importance (higher value)	Mixed age managed woodland / scrub and rough grassland.	North of Soho, east of Lough Derravaragh NHA
19	Raised Bog and scrub at Lackan	County Importance	Raised bog with small peat cuttings. Scrub at margin.	NW of Lackan
20	Bog / fen habitat east of Garriskil Bog	County Importance	Bog / fen habitat with scrub at margins. Contiguous with Garriskil Bog, so likely to contain some of the features of ecological value found there, including a number of Annex 1 bird species.	East of River Inny and Garriskil Bog.
21	Woodland & scrub west of River Inny	County Importance	Scrub and secondary woodland, aerial photography suggests this may be on a former bog / fen site.	Near eastern extent of Study Area south of River Inny
22	Woodland along eastern edge adjacent to River Inny	Local Importance (higher value)	Block of plantation woodland, which appears from aerial photography to have been planted in former wetland habitats.	Eastern extent of Study Area, east of River Inny.

No.	Site	Likely Grade	Description and features of potential ecological interest	Location
23	Raised Bog northeast of Garriskil Bog.	County Importance	Raised bog / wetland, no signs of recent extensive peat workings. Adjacent to area of worked peat bog owned by Bord na Mona.	North of Garriskil Bog west of Bord Na Mona holding.
32	Plantation woodland and scrub NW of Lough Iron	Local Importance (higher value)	Complex of mixed age plantation and scrub northwest of Lough Iron.	NW of Lough Iron SPA / cSAC / NHA
33	Inny River NW of Lough Iron	National Importance	Inny River and associated floodplains. In addition to broad habitat value, of known importance for fish and wintering birds, including Greenland white-fronted geese and other Annex 1 species, which forage / commute along it.	Running SE to NW from L. Iron to W edge Study Area
34	Field Pond 4	County Importance	Large field pond and associated scrub. Pond may be of some ecological value, and will require further investigation.	Immediately north of Inny River at western extent of Study Area
35	Woodland northwest of Clonkeen	Local Importance (higher value)	Mixed age woodland adjacent to worked Bog	Northwest of Clonkeen, north of Railway line between Mullingar and Longford
37	Floodplain pasture of Black River.	County Importance	Areas of seasonally inundated pasture likely to be of importance to wintering birds such as Greenland white-fronted geese.	Adjacent to River Black SW of Bridgeforth. Please note that at this stage it is difficult to accurately map areas of floodplain, and other grassland areas adjacent to the River may also be of value.
38	Wet woodland, floodplain grassland and small lake at Bridgeforth.	County Importance	Wet woodland scrub, grassland and lake adjacent to the Black River.	West of Bridgeforth. Please note that at this stage it is difficult to accurately map areas of floodplain, and other grassland areas adjacent to the River may also be of value.

No.	Site	Likely Grade	Description and features of potential ecological interest	Location
39	Rough grassland / scrub / woodland north of Glen Lough	County Importance	Mosaic of rough grassland, scrub and woodland, contiguous with Glen Lough NHA. Potential for protected species including bats, birds, pine marten and Irish Hare.	North of Glen Lough , west of Clonaboy
42	Woodland and raised bog at Cornacausk	County Importance	Mixed age woodland including some plantation and small area of raised bog.	Cornacausk, adjacent to eastern extent of Study Area
44	Woodland and raised bog at Finnaragh	County Importance	Mixed age woodland / scrub with small area that appears to be raised bog.	North of Ardagh Demense, along southern boundary of Study Area at Edgeworthstown.
47	Woodland / Scrub at Knockbaur	Local Importance (higher value)	Woodland, possibly plantation, and regenerating scrub.	Near N extent of SA, E of Moat Farrell
48	Raised Bog and scrub south of Derrymore Bog	County Importance	Probable raised bog, plus scrub / woodland.	South of Derrymore Bog NHA
49	Plantation woodland, scrub and rough grassland at Aghanahown	Local Importance (higher value)	Plantation in south of site, scattered to dense scrub & rough grassland.	Aghanahown, E of Derrymore Bog
52	Woodland at Garvagh	Local Importance (higher value)	Predominantly plantation woodland, with some small areas that appear semi-natural.	E of Camlin River at N extent of Study Area
53	Woodland south of Mucknagh	Local Importance (higher value)	Plantation woodland with areas of recent clearfell.	West of River Camlin S of Mucknagh.

No.	Site	Likely Grade	Description and features of potential ecological interest	Location
56	Woodland east of Brown Bog	Local Importance (higher value)	Woodland, predominantly plantation.	Between R. Camlin to east and Brown Bog to West.
59	Raised bog and scrub adjacent to the R194	County Importance	Area of raised bog with scrub around the margins of the site.	At eastern extent of Study Area north of River Camlin.
63	Woodland / scrub / bog at Lough Forbes	County Importance	Woodland / scrub and small area of raised bog.	Contiguous with eastern margin of Lough Forbes SPA.
64	Newtown Forbes parkland / woodland	County Importance	Woodland / scrub / parkland with veteran trees. Veteran trees may be of importance, site may also support rare / protected invertebrates, birds, roosting bats, red squirrel, and pine marten.	Newtown Forbes, northwest of Longford.
67	Raised bog / scrub / woodland south of Cloonmacart	County Importance	Bog (worked / degraded) with encroaching scrub on margins.	S of Cloonmacart, along E margin of Study Area
68	Bog / fen with wooded margins north of Ballagh	County Importance	Bog / fen with scrub / woodland on margins.	Bog / fen with wooded margins north of Ballagh
72	Woodland at Aghinteeduff	Local Importance (higher value)	Woodland, probably plantation with small number of mature trees present.	Aghinteeduff at northern extent of Study Area.
71	Raised Bog / scrub at Derryhacrit	County Importance	Mosaic of scrub and raised bog, some areas of bog appear to be degraded by extraction.	Northern extent of Study Area, east of Cloonageeher Bog.

## Appendix 18 Fauna of Conservation Concern potentially within the Study Area

Common name	Scientific name	Legislation & conservation designation	Known and <i>potential</i> locations within Study Area	Comment
Bats	Various species	Schedule 1, Part 1, Habs Regs, 1997; Wildlife Act, 1976; Wildlife (amendment) Act, 2000. Species Action Plan in preparation. Annex IV of Habitats Directive "Good" condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Ballykenny Fishertown Bog (SPA) (004101). Carrickglass Demesne (pNHA) (001822). <i>Woodland, parkland, hedgerows, field margins, rivers, lakes, and wetlands.</i>	All Irish species, with the exception of lesser horseshoe, are known to occur within the Study Area. Many habitats within Study Area suitable for foraging & commuting, roosts may be present in trees, caves, buildings and other structures. Roosts receive strict protection under the Habitat Regulations. NRA 'Best Practice Guidelines for the Conservation of Bats in the Planning of National Road Schemes' should be followed.
Otter	<i>Lutra lutra</i>	Schedule 1, Part 1, Habs Regs, 1997; Wildlife Act, 1976; Wildlife (amendment) Act, 2000. Annex II and IV of Habitats Directive "Poor" condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Lough Derravaragh (000684) Lough Iron (pNHA, SPA, Ramsar site) (000687) Lough Owel (pNHA, cSAC, SPA, Ramsar site) (000688) Royal Canal (pNHA) (002103) <i>Rivers, lakes and wetlands.</i>	Present or likely to be present on all main watercourses, on many smaller watercourses, and around lakes and wetlands in the Study Area. Holts receive strict protection under the Habitat Regulations. NRA 'Guidelines for the Treatment of Otters prior to the construction of National Road Schemes' should be followed.

Common name	Scientific name	Legislation & conservation designation	Known and <i>potential</i> locations within Study Area	Comment
Pine marten	<i>Martes martes</i>	Schedule 1, Part 2, Hab Regs, 1997; Wildlife Act, 1976; Wildlife (amendment) Act, 2000. Annex V of Habitats Directive "Good" condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Ballykenny Fishertown Bog (SPA) (004101) Glen Lough (001687) <i>Woodland, unmanaged field margins, scrub habitats.</i>	The Study Area is considered important for pine marten by NPWS; it supports a core population which is re-colonising adjacent areas.
Badger	<i>Meles meles</i>	Wildlife Act, 1976; Wildlife (amendment) Act, 2000	Ballykenny Fishertown Bog (SPA) (004101) <i>Broad range of habitat types, less likely to be present in wetter areas, especially where ground saturated.</i>	NRA Guidelines for the treatment of badgers during road schemes should be followed.
Irish hare	<i>Lepus timidus hibernicus</i>	Schedule 1, Part 2, Hab Regs, 1997; Wildlife Act, 1976; Wildlife (amendment) Act, 2000. Irish BAP species. Annex V of Habitats Directive "Poor" condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Mount Jessop Bog (001450) <i>Less intensively managed farmland, other, raised bogs.</i>	Are likely to be to present within suitable habitat throughout Study Area.

Common name	Scientific name	Legislation & conservation designation	Known and <i>potential</i> locations within Study Area	Comment
Red squirrel	<i>Sciurus vulgaris</i>	Wildlife Act, 1976; Wildlife (amendment) Act, 2000	<i>Potential to be present in woodland in the northern half of the Study Area.</i>	NPWS consider red squirrel to be present in Longford, but unlikely to be present in Westmeath.
Fallow deer	<i>Dama dama</i>	Wildlife Act, 1976; Wildlife (amendment) Act, 2000	Lough Sheever (NHA) (000690)	Population in Study Area thought to be very small.
Salmon	<i>Salmo salar</i>	Schedule 1, Part 2, Hab Regs, 1997. Freshwater Fish Directive, 1976. Annex II and V of Habitats Directive “Bad” condition according to ‘Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	River Inny	Sites supporting significant populations of salmonids, may be designated under the Freshwater fish Directive.
Scharff's char	<i>Salvelinus scharffi</i>	Schedule 1, Part 2, Hab Regs, 1997	Lough Owel (pNHA, cSAC, SPA, Ramsar Site) (000688)	Previously recorded at Lough Owel. Reintroduction programme underway.
Brook lamprey	<i>Lampetra planeri</i>	Schedule 1, Part 2, Hab Regs, 1997 [Nb – Brook Lamprey are on the Habitats Directive, but not on the Habs Regs (NPWS website). Annex II of Habitats Directive “Good” condition according to ‘Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Scragh Bog (pNHA, cSAC, Statutory Nature Reserve) (000692). <i>May be present in watercourses across the Study Area.</i>	Brook lamprey are present in the stream to the north of Scragh Bog.

Common name	Scientific name	Legislation & conservation designation	Known and potential locations within Study Area	Comment
River lamprey	<i>Lampetra fluviatilis</i>	Schedule 1, Part 2, Hab Regs, 1997 Annex II and V of Habitats Directive “Good” condition according to ‘Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Lough Owel (pNHA, cSAC, SPA, Ramsar Site) (000688) Camlin River <i>May be present in watercourses across the Study Area.</i>	Young may be resident in watercourses within Study Area,. Adults are found in larger watercourses during spawning, marine at other times.
White-clawed crayfish	<i>Austropotamobius pallipes</i>	Schedule 1, Part 2, Hab Regs, 1997 Annex II and V of Habitats Directive “Poor” condition according to ‘Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Lough Owel (pNHA, cSAC, SPA, Ramsar Site) (000688) Lough Sheever Fen's Slevin's Lough Complex (NHA) (000690) Scragh Bog (pNHA, cSAC, Statutory Nature Conservation) (000692) Lough Iron (pNHA, SPA, Ramsar Site) (000687) Camlin River	Very large population at Lough Sheever (outside of Study Area). Likely to be present in suitable watercourses and lakes across Study Area.
Aquatic and terrestrial invertebrates	Various species	Unclassified	Ballynafid Lake and Fen (pNHA) (000673). Scragh Bog (pNHA, cSAC, Statutory Nature Reserve) (00692) <i>Unpolluted watercourses/waterbodies across Study Area. Raised Bog, wet woodland, unimproved grassland, semi-natural woodland</i>	Coleoptera (beetle) communities are particularly diverse at Scragh Bog and Ballynafid Lake and Fen



Common name	Scientific name	Legislation & conservation designation	Known and <i>potential</i> locations within Study Area	Comment
Irish Damselfly	<i>Coenagrion lunulatum</i>	Unclassified	Scragh Bog (pNHA, cSAC, Statutory Nature Conservation) (000692) Ballynafid Lake and Fen (pNHA) (000673) Lough Iron (pNHA, SPA, Ramsar Site) (000687)	Consultation response from the National Museum of Ireland indicates that the records from Ballynafid Lake and fen are likely to have been “stray” individuals from Scragh Bog.
Caddis fly species	Various species including <i>Tinodes maculicornis</i>	Unclassified	Lough Derravaragh (000684) Lough Owel (pNHA, cSAC, SPA, Ramsar Site) (000688)	<i>NPWS consultations have suggested the presence of Tinodes maculicornis is of European value.</i>
Marsh fritillary	<i>Euphydryas aurinia</i>	Schedule 1, Part 2, Hab Regs, 1997. Annex II of Habitats Directive “Poor” condition according to ‘Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008).	Lough Iron (pNHA, SPA, Ramsar Site) (000687) Scragh Bog (pNHA, cSAC, Statutory Nature Conservation) (000692) <i>Marshy grassland with Devils-Bit-Scabious food plant.</i>	Lough Garr Bog NHA (001812) contains Devils-bit-Scabious, the food-plant for the species, but no records of marsh fritillary at this site have yet been found.

## Appendix 19 Valuable Fisheries

Rivers and Loughs	Relevant route options.	Location or description	Features of fisheries / ecological interest
Rinn River 000690 NHA	Crossed by Route Corridor Options 1, 2, 3, 4, 5 and 6.	Runs north to south across the Study Area. Passes 3km to the east of Roosky.	Stocks of coarse fish including, roach, hybrids, rudd, bream and pike are all present. A number of the species present spawn in the Rinn River.
Black River (Ecological Site 75)	Crossed by Route Corridor Options 1, 2, 4, 5 and 6.in the south. Crossed by Route Corridor Option 3 in the north.	Is associated with the Longford lake (a tributary of the River Rinn).	The Black River holds good stocks of wild brown trout and coarse fish.
Lough Forbes 001818 pNHA, cSAC	Directly affected by Route Corridor Options 1, 2, 3, 4, 5 and 6 <sup>1</sup>	Located along the western fringe of the Study Area, to the west of Newtown Forbes. Part of a series of loughs on-line with the River Shannon. Rinn River feeds into Lough Forbes.	Lough Forbes supports good stocks of bream, roach, hybrids and pike.
Camlin River (Ecological Sites 57 and 58)	Route Corridor Option 5 crosses the river (site 57) Route Corridor Options 1, 2, 3, 4 and 6 cross the river (site 58).	Transects the Study Area to the north-east and south-west of Longford. Runs from north-east to south-west across the Study Area.	White-clawed crayfish and lamprey (both listed as Annex II species on the EU Habitats Directive) are present within Camlin River. The Camlin River also holds good stocks of wild brown trout. The upper reaches comprise good trout spawning habitat and nursery conditions. The stretch of watercourse within the Study Area is identified as a vital migration route to adult spawning grounds and for juvenile fish migrating between the Camlin River and Lough Ree.

Rivers and Loughs	Relevant route options.	Location or description	Features of fisheries / ecological interest
River Riffey (Ecological Site 73)	Route Option 3 crosses the river twice.	Situated to the east of Edgeworthstown.	River suitable for use by otters, white-clawed crayfish and foraging bats.
River Inny (Ecological Site 18)	Crossed by Route Options 1, 2, 3, 4, 5 and 6.	The River Inny flows between Lough Derravaragh in the northwest and then into Lough Iron in the southwest of the Study Area.	Stocks of pike, skimmer bream, roach, roach-bream hybrids and brown trout are present. The stretch of channel between Glen Lough and Lough Iron has been identified as an important nursery for River Inny species. Downstream from Lough Iron further brown trout and coarse fish stocks have been recorded.
Lough Iron 000687 pNHA, SPA, Ramsar Site	Route Options 1, 2, 3, 4, 5 and 6 all directly affect 0.2ha of the SPA and pass within 93m of the NHA.	Located to the south of Ballinalack, in the southwest of the Study Area.	Lough Iron is a coarse fishery with good pike stocks. Trout also migrate through the lake.
Lough Owel 000688 pNHA, cSAC, SPA, Ramsar Site	Route Options 1, 2, 3, 4, 5 and 6. directly affect 0.8ha of the cSAC and NHA and pass within 95m of the cSAC and 754m of the SPA. Route Options 1 and 6 pass within 139m of the cSAC and NHA and 604m of the SPA. Route Option 3 passes within 665m of the NHA and cSAC.	Located along the western margin of the Study area, from south of Bunbrosna towards the southern extent of the Study Area.	Managed by the Shannon Regional Fisheries Board, Lough Owel is a renowned wild brown trout fishery and also supports good populations of white-clawed crayfish and lamprey (both listed as Annex II species on the EU Habitats Directive). A number of coarse species are also present and Artic char have also been recorded. Artic Char were thought to have become extinct in Ireland with Lough Owel being the last site where they were recorded. 5000 char fingerlings were introduced in 1997 as part of a reintroduction programme.
Lough Derravaragh 000684 NHA, SPA, Ramsar Site	Site is greater than 1km from the scheme.	Lough Derravaragh is located mostly outside the Study Area, with the western extent of the lough immediately adjacent to the eastern edge of the Study Area, northwest of Multyfarnham.	The lough holds large stocks of wild brown trout and coarse species including bream and pike. Up until the 1970s the Lough was specifically managed for brown trout.

Rivers and Loughs	Relevant route options.	Location or description	Features of fisheries / ecological interest
		The lough feeds into the River Inny, which flows through the Study Area.	

These route corridor options partly overlap with the mapped boundaries of the designated sites. However at these locations any new road alignment would remain within the boundary fenceline of the existing N4.

## Appendix 20 Annex 1 Bird Species potentially within the Study Area

Common name	Scientific name	Legislation & conservation designation	Locations within Study Area	Comment
Merlin	<i>Falco columbarius</i>	Annex 1 Birds Directive (Also Amber Listed)	Ballykenny Fishertown Bog (004101) Garriskil Bog (000679) Lough Forbes Complex (001818) <i>Raised bogs and other wetland habitats. Flight lines along rivers may be important for foraging/commuting individuals.</i>	The plantation between Lough Garr Bog and Garriskil Bog is a merlin breeding site.
Whooper swan	<i>Cygnus Cygnus</i>	Annex 1 Birds Directive (Also Amber Listed)	Ballykenny Fishertown Bog (004101) Glen Lough (001687) Lough Iron (000687) <i>Loughs, rivers, grazing marsh and floodplain grasslands. Flight lines along rivers.</i>	Flight lines between designated sites within the Study Area are important for moving between sites. Rivers and their floodplains may be used.
Hen harrier	<i>Circus cyaneus</i>	Annex 1 Birds Directive (Also Red Listed)	Ballykenny Fishertown Bog (004101) Garriskil Bog (000679) Glen Lough (001687). <i>Raised Bogs, young plantation forestry, rough pasture with unmanaged field margins. Flight lines along rivers.</i>	Flight lines along the River Inny and Rinn River have been identified as important by NPWS. Flight lines between designated sites within the Study Area are particularly important to consider.

## Appendix 21 Rare and Protected Flora Species potentially within the Study Area

Common name	Scientific name	Legislation & conservation designation	Known Locations within Study Area
Sphagnum moss	<i>Sphagnum imbricatum</i>	Schedule 1, Part 2, Hab Regs, 1997. Annex V of Habitats Directive. 'Poor' condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008)	Derrymore Bog (000447)
Sphagnum moss	<i>Sphagnum fimbriatum</i>	Schedule 1, Part 2, Hab Regs, 1997. Annex V of Habitats Directive. 'Poor' condition according to 'Status of EU protected Habitats and Species in Ireland (DoEHLG, 2008)	Derrymore Bog (000447)
Opposite-leaved Pondweed	<i>Groenlandia densa</i>	Flora Protection Order 1999 Red Data Book Status - Endangered	Royal Canal (002103)
Round-leaved Wintergreen	<i>Pyrola rotundifolia subsp. rotundifolia</i>	Flora Protection Order 1999 Red Data Book Status - Vulnerable	Scragh Bog (000692) Lough Owel (000688) Leny Fen
Slender Cottongrass	<i>Eriophorum gracile</i>	Flora Protection Order 1999 Red Data Book Status – Vulnerable	Scragh Bog (000692)

Common name	Scientific name	Legislation & conservation designation	Known Locations within Study Area
Narrow-leaved Marsh Orchid	<i>Dactylorhiza traunsteineri</i> .	Not considered threatened in Republic of Ireland, but protected in NI.	Scragh Bog (000692)
A Stonewort	<i>Tolypella intricata</i>	Red Data Book Status - Vulnerable	Royal Canal (002103)
Slender Green Feather-moss (Artic-alpine Moss)	<i>Hamatocaulis vernicosus</i>	Schedule 1, Part 2, Hab Regs, 1997). Annex II and IV of Habitats Directive	Scragh Bog (000692)
Woolly Feather-moss (Artic-alpine moss)	<i>Tomentypnum nitens</i>	Schedule 1, Part 2, Hab Regs, 1997. ). Annex II and IV of Habitats Directive	Scragh Bog (000692)

# Appendix 22 Forecast Traffic Flows

2015	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	9106	10	296	12	296	12	296	12	296	12	296	12	296	12
2	L-50111-0	529	9	529	9	529	9	529	9	529	9	529	9	529	9
3	N4 North of L-5016-0	9042	10	232	5	232	5	232	5	232	5	232	5	232	5
4	L-1007-0	1722	10	1722	10	1722	10	1722	10	1722	10	1722	10	1722	10
5	N4 North of Newtown Forbes	10229	10	4687	12	3645	16	5099	12	7895	9	5636	12	4682	12
6	N4 Newtown Forbes	10671	9	5130	8	4087	12	5542	9	7565	6	6052	9	5124	8
7	N4 South of Newtown Forbes	11958	9	6417	9	5375	12	6829	9	8484	7	7336	10	6412	9
8	South of L-5019-0	11620	9	5971	8	4929	11	6383	8	8038	6	6897	9	5966	8
9	R198 North of N4	10793	7	10685	6	10685	6	10685	6	10685	6	10692	6	10685	6
10	N4 between R198 and R194	17961	8	12508	8	13231	8	12745	8	14164	7	10936	8	12335	8
11	N5 South of N4	13614	6	14236	6	10317	6	14055	6	13876	6	11742	6	14143	6
12	R194 North of N4	6402	7	6402	7	6402	7	6402	7	6402	7	6402	7	6402	7
13	L-1071-0	611	15	611	15	611	15	611	15	611	15	611	15	611	15
14	N4 North of R393	14221	11	3653	6	-	-	4456	11	6289	9	8760	11	2999	7
15	N5 Longford Bypass	4176	8	4091	8	3421	10	4111	8	4169	8	-	-	4112	8
16	N5 West of N5 Longford Bypass	8819	9	8819	9	8819	9	8819	9	8819	9	8819	9	8819	9
17	N63 South of Longford	11477	9	11477	9	11477	9	11477	9	11477	9	11477	9	11477	9
18	N4 East of R393	16716	13	2635	18	1875	9	4716	16	8553	13	4220	17	5641	14
19	N4 East of L-5146-0	16454	13	2317	20	1613	10	4371	17	8292	14	3958	19	2308	20
20	N4 East of L-1093-0	15891	14	1754	26	1050	15	3808	20	7729	15	3395	23	1391	28
21	N4 West of Edgeworthstown	15891	14	1754	26	1050	15	3808	20	7729	15	3395	23	1391	28
22	L-1091-0	3025	13	3025	13	3025	13	3025	13	3025	13	3025	13	3025	13
23	N55 North of Edgeworthstown	5715	13	5715	13	5715	13	5715	13	5715	13	5715	13	5715	13



2015	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
		AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV
24	N55 South of R395	7590	13	7590	13	7590	13	8653	12	7590	13	7590	13	7590	13
25	N4 East of Edgeworthstown	14870	16	2447	17	2433	17	2549	18	2493	17	2444	17	2432	17
26	R395 East of Edgeworthstown	1889	13	1889	13	1889	13	1889	13	1889	13	1889	13	1889	13
27	N4 East of L-5166-0	14870	16	2447	17	2433	17	2549	18	2493	17	2444	17	2432	17
28	N55 South of Edgeworthstown	4689	14	4689	14	4689	14	4689	14	4689	14	4689	14	4689	14
29	N4 Rathowen	14890	16	2468	16	2454	16	2570	18	2514	17	2464	16	2453	16
30	N4 Ballinalack	15475	16	3053	14	3039	13	3155	15	3099	14	3049	14	3038	13
31	N4 East of Ballinalack	15898	15	3476	12	3461	12	3577	13	3521	13	3472	12	3461	12
32	L-1819-0	2764	11	2764	11	2764	11	2764	11	2764	11	2764	11	2764	11
33	N4 East of L-1819	17685	14	5537	10	5551	10	5545	10	5491	10	5540	10	5551	10
34	L-1015-0	871	12	871	12	871	12	871	12	871	12	871	12	871	12
35	N4 West of Mullingar Interchange	16472	15	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8539	10	8539	10	8539	10	8539	10	8539	10	8539	10	8539	10
37	R394 South of Mullingar Interchange	22542	8	22542	8	22542	8	22542	8	22542	8	22542	8	22542	8
38	N4 East of Mullingar Interchange	26473	13	26473	13	26473	13	26473	13	26473	13	26473	13	26473	13
39	N5 East of N5 Longford Bypass	6122	9	6150	9	6709	9	6132	9	6109	9	9906	7	6133	9
40	R194 South of N4	12729	8	12588	7	14278	7	12640	7	13104	7	12478	7	12418	7
RR1	Nodes 01-04	-	-	8810	10	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	5541	9	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	10696	13	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	14137	12	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	12422	16	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	16472	15	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	8810	10	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	5130	8	-	-	-	-	-	-

2015	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
		AA DT	%HG V	AA DT	%HG V	AA DT	%HG V	AA DT	%HG V	AA DT	%HG V	AA DT	%HG V	AA DT	%HG V
GR3	Nodes 07-08a	—	—	—	—	—	—	9750	12	—	—	—	—	—	—
GR4	Nodes 08a-13a	—	—	—	—	—	—	12083	12	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	12320	16	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	16472	15	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	8810	10	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	6584	7	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	13408	11	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	14841	14	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	12436	16	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	16472	15	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	8810	10	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	3475	13	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	8162	13	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	12377	16	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	16472	15	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	8810	10	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	4622	8	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	6406	10	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	12496	12	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	12426	16	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	16472	15	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	8810	10
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	5547	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	11075	13
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	14500	12

2015	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	12437	16
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	16472	15

2015	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	9488	10	309	12	309	12	309	12	309	12	309	12	309	12
2	L-50111-0	551	9	551	9	551	9	551	9	551	9	551	9	551	9
3	N4 North of L-5016-0	9421	10	242	5	242	5	242	5	242	5	242	5	242	5
4	L-1007-0	1795	10	1795	10	1795	10	1795	10	1795	10	1795	10	1795	10
5	N4 North of Newtown Forbes	10657	10	4884	12	3850	16	5293	12	8227	9	5858	12	4878	12
6	N4 Newtown Forbes	11117	9	5344	8	4310	12	5753	9	7881	7	6290	9	5338	8
7	N4 South of Newtown Forbes	12459	9	6685	9	5651	12	7095	10	8836	7	7628	10	6680	9
8	South of L-5019-0	12085	9	6220	8	5186	11	6630	8	8372	6	7170	9	6215	8
9	R198 North of N4	11220	7	11130	6	11130	6	11130	6	11131	6	11137	6	11130	6
10	N4 between R198 and R194	18556	8	12939	8	13761	9	13228	8	14727	7	11401	8	12856	8
11	N5 South of N4	14148	6	14739	6	10727	7	14571	6	14370	6	12248	6	14680	6
12	R194 North of N4	6669	7	6669	7	6669	7	6669	7	6669	7	6669	7	6669	7
13	L-1071-0	637	15	637	15	637	15	637	15	637	15	637	15	637	15
14	N4 North of R393	14803	11	3811	6	-	-	4645	11	6554	9	9124	11	3128	7
15	N5 Longford Bypass	4367	8	4213	8	3558	10	4225	8	4320	8	-	-	4232	8
16	N5 West of N5 Longford Bypass	9188	9	9188	9	9188	9	9188	9	9188	9	9188	9	9188	9
17	N63 South of Longford	11957	9	11957	9	11957	9	11957	9	11957	9	11957	9	11957	9
18	N4 East of R393	17421	13	2766	18	1953	9	4916	16	8919	14	4392	17	5874	14
19	N4 East of L-5146-0	17148	13	2435	20	1681	10	4557	17	8647	14	4120	19	2407	20
20	N4 East of L-1093-0	16562	14	1848	26	1095	15	3971	20	8060	15	3533	23	1451	29
21	N4 West of Edgeworthstown	16562	14	1848	26	1095	15	3971	20	8060	15	3533	23	1451	29
22	L-1091-0	3153	13	3153	13	3153	13	3153	13	3153	13	3153	13	3153	13
23	N55 North of Edgeworthstown	5956	14	5956	14	5956	14	5956	14	5956	14	5956	14	5956	14
24	N55 South of R395	7910	13	7910	13	7910	13	9016	12	7910	13	7910	13	7910	13

2015	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
		AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV	AAADT	%HGV
25	N4 East of Edgeworthstown	15500	16	2552	17	2537	17	2658	19	2599	18	2547	17	2536	17
26	R395 East of Edgeworthstown	1969	13	1969	13	1969	13	1969	13	1969	13	1969	13	1969	13
27	N4 East of L-5166-0	15500	16	2552	17	2537	17	2658	19	2599	18	2547	17	2536	17
28	N55 South of Edgeworthstown	4886	14	4886	14	4886	14	4886	14	4886	14	4886	14	4886	14
29	N4 Rathowen	15522	16	2573	16	2558	16	2679	18	2620	17	2569	16	2557	16
30	N4 Ballinalack	16131	16	3182	14	3167	13	3289	15	3229	14	3178	14	3166	13
31	N4 East of Ballinalack	16571	15	3622	12	3607	12	3728	14	3669	13	3618	12	3606	12
32	L-1819-0	2880	11	2880	11	2880	11	2880	11	2880	11	2880	11	2880	11
33	N4 East of L-1819	18431	14	5770	10	5784	10	5777	10	5721	10	5773	10	5784	10
34	L-1015-0	907	12	907	12	907	12	907	12	907	12	907	12	907	12
35	N4 West of Mullingar Interchange	17169	15	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8897	10	8897	10	8897	10	8897	10	8897	10	8897	10	8897	10
37	R394 South of Mullingar Interchange	23482	8	23482	8	23482	8	23482	8	23482	8	23482	8	23482	8
38	N4 East of Mullingar Interchange	27588	13	27588	13	27588	13	27588	13	27588	13	27588	13	27588	13
39	N5 East of N5 Longford Bypass	6415	9	6465	9	7015	9	6477	9	6404	9	10331	7	6447	9
40	R194 South of N4	13238	8	13132	7	14816	7	13162	7	13697	7	12981	7	12937	8
RR1	Nodes 01-04	-	-	9179	10	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	5773	9	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	11138	13	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	14714	12	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	12949	16	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	17170	15	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	9179	10	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	5364	9	-	-	-	-	-	-
GR3	Nodes 07-08a	-	-	-	-	-	-	10172	12	-	-	-	-	-	-

2015	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
		AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV
GR4	Nodes 08a-13a	—	—	—	—	—	—	12591	12	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	12842	16	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	17169	15	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	9179	10	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	6807	7	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	14072	11	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	15467	14	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	12964	16	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	17169	15	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	9179	10	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	3623	14	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	8502	13	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	12901	16	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	17170	15	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	9179	10	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	4830	8	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	6673	10	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	13028	13	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	12953	16	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	17169	15	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	9179	10
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	5779	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	11547	13
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	15111	13
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	12964	16

2015	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	17170	15

2015	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	9946	10	309	12	309	12	309	12	309	12	309	12	309	12
2	L-50111-0	565	9	565	9	565	9	565	9	565	9	565	9	565	9
3	N4 North of L-5016-0	9893	10	256	5	256	5	256	5	256	5	256	5	256	5
4	L-1007-0	1876	11	1876	11	1876	11	1876	11	1876	11	1876	11	1876	11
5	N4 North of Newtown Forbes	11211	10	5190	12	4468	15	5577	12	8786	9	6330	12	5183	12
6	N4 Newtown Forbes	11736	9	5647	9	4993	11	6102	9	8505	7	6826	9	5636	9
7	N4 South of Newtown Forbes	13420	10	7331	10	6677	12	7786	10	9792	8	8507	10	7320	10
8	South of L-5019-0	13003	9	6866	9	6212	11	7320	9	9324	7	8048	9	6856	9
9	R198 North of N4	12350	8	12313	7	12312	7	12311	7	12310	7	12320	7	12313	7
10	N4 between R198 and R194	22803	10	16781	10	18148	10	17289	10	19083	9	15634	9	16766	10
11	N5 South of N4	17385	9	18155	9	14748	9	18015	9	17873	8	16189	8	18121	9
12	R194 North of N4	7480	9	9946	10	9946	10	9946	10	9946	10	9946	10	9946	10
13	L-1071-0	1010	15	1010	15	1010	15	1010	15	1010	15	1010	15	1010	15
14	N4 North of R393	16640	13	4792	8	-	-	5786	13	8031	10	11346	12	3849	8
15	N5 Longford Bypass	6294	9	5738	10	5575	10	5816	10	6028	10	-	-	5776	10
16	N5 West of N5 Longford Bypass	10429	11	10429	11	10429	11	10429	11	10429	11	10429	11	10429	11
17	N63 South of Longford	14067	12	14067	12	14067	12	14067	12	14067	12	14067	12	14067	12
18	N4 East of R393	18995	14	3311	18	2378	11	5536	18	10107	15	5059	19	6192	15
19	N4 East of L-5146-0	18484	15	2737	21	1868	12	4932	19	9597	15	4549	21	2623	22
20	N4 East of L-1093-0	17723	15	1975	26	1106	15	4171	21	8835	16	3787	25	1492	30
21	N4 West of Edgeworthstown	17723	15	1975	26	1106	15	4171	21	8835	16	3787	25	1492	30
22	L-1091-0	3189	13	3189	13	3189	13	3189	13	3189	13	3189	13	3189	13
23	N55 North of Edgeworthstown	6061	14	7480	9	7480	9	7480	9	7480	9	7480	9	7480	9
24	N55 South of R395	8067	14	8067	14	8067	14	9223	12	8067	14	8067	14	8067	14



2015	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
25	N4 East of Edgeworthstown	16213	17	2639	18	2623	17	2755	20	2696	19	2637	18	2622	17
26	R395 East of Edgeworthstown	2021	13	2021	13	2021	13	2021	13	2021	13	2021	13	2021	13
27	N4 East of L-5166-0	16213	17	2639	18	2623	17	2755	20	2696	19	2637	18	2622	17
28	N55 South of Edgeworthstown	4943	14	14067	12	14067	12	14067	12	14067	12	14067	12	14067	12
29	N4 Rathowen	16219	17	2646	17	2629	16	2761	19	2703	18	2643	17	2628	16
30	N4 Ballinalack	16793	16	3219	14	3203	14	3335	16	3276	15	3217	14	3202	14
31	N4 East of Ballinalack	17197	16	3624	12	3607	12	3739	14	3681	13	3621	12	3606	12
32	L-1819-0	2894	11	2894	11	2894	11	2894	11	2894	11	2894	11	2894	11
33	N4 East of L-1819	19044	15	5782	10	5798	10	5782	10	5724	10	5783	10	5798	10
34	L-1015-0	915	12	6061	14	6061	14	6061	14	6061	14	6061	14	6061	14
35	N4 West of Mullingar Interchange	17745	16	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8903	10	8903	10	8903	10	8903	10	8903	10	8903	10	8903	10
37	R394 South of Mullingar Interchange	23606	8	23606	8	23606	8	23606	8	23606	8	23606	8	23606	8
38	N4 East of Mullingar Interchange	28029	13	28029	13	28029	13	28029	13	28029	13	28029	13	28029	13
39	N5 East of N5 Longford Bypass	7526	9	7267	10	7787	9	7315	10	7253	10	12111	9	7348	9
40	R194 South of N4	16970	9	16595	9	18060	9	16695	9	17355	9	16685	9	16539	9
RR1	Nodes 01-04	-	-	9637	10	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	6089	9	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	11954	15	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	15747	13	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	13574	17	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	17745	16	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	9637	10	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	5634	9	-	-	-	-	-	-
GR3	Nodes 07-08a	-	-	-	-	-	-	10900	13	-	-	-	-	-	-

2015	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
		AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV	AA DT	%HGV
GR4	Nodes 08a-13a	—	—	—	—	—	—	13552	13	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	13458	16	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	17745	16	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	9637	10	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	6743	7	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	16345	12	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	16616	15	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	13590	17	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	17745	16	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	9637	10	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	3628	14	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	8887	14	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	13517	16	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	17745	16	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	9637	10	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	4914	8	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	7226	11	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	13935	13	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	13576	17	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	17745	16	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	9637	10
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	6101	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	12803	14
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	16230	13
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	13591	17

2015	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	17745	16

2035	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	11092	11	362	13	362	13	362	13	362	13	362	13	362	13
2	L-50111-0	643	10	643	10	643	10	643	10	643	10	643	10	643	10
3	N4 North of L-5016-0	11012	11	281	5	281	5	281	5	281	5	281	5	281	5
4	L-1007-0	2099	11	2099	11	2099	11	2099	11	2099	11	2099	11	2099	11
5	N4 North of Newtown Forbes	12459	11	5648	13	4594	17	6074	13	9615	10	6904	13	5649	13
6	N4 Newtown Forbes	13017	10	6136	9	5115	12	6596	9	9194	7	7393	10	6087	9
7	N4 South of Newtown Forbes	14553	10	7708	10	6687	13	8168	10	10299	8	8960	10	7659	10
8	South of L-5019-0	13918	9	7161	9	6141	11	7621	9	9745	7	8418	9	7112	9
9	R198 North of N4	12758	7	12976	7	12976	7	12976	7	12969	7	12981	7	12976	7
10	N4 between R198 and R194	21777	9	15091	9	16281	9	15336	9	17481	8	13603	8	14910	9
11	N5 South of N4	16048	6	16849	7	12807	7	16583	7	16524	6	14332	7	16633	7
12	R194 North of N4	7775	7	7775	7	7775	7	7775	7	7775	7	7775	7	7775	7
13	L-1071-0	748	16	748	16	748	16	748	16	748	16	748	16	748	16
14	N4 North of R393	17415	12	4716	7	-	-	5743	11	7921	9	10997	12	5776	9
15	N5 Longford Bypass	5396	8	4932	9	4374	10	4944	9	5143	9	-	-	4971	9
16	N5 West of N5 Longford Bypass	10734	10	10734	10	10734	10	10734	10	10734	10	10734	10	10734	10
17	N63 South of Longford	13970	10	13970	10	13970	10	13970	10	13970	10	13970	10	13970	10
18	N4 East of R393	20416	14	3749	16	2282	10	5784	17	10444	14	5184	18	5684	14
19	N4 East of L-5146-0	20100	14	3364	18	1965	11	5352	18	10128	15	4867	20	2589	18
20	N4 East of L-1093-0	19419	15	2684	23	1284	16	4672	21	9447	16	4186	24	1504	26
21	N4 West of Edgeworthstown	19419	15	2684	23	1284	16	4672	21	9447	16	4186	24	1504	26
22	L-1091-0	3694	14	3694	14	3694	14	3694	14	3694	14	3694	14	3694	14
23	N55 North of Edgeworthstown	6982	14	6982	14	6982	14	6982	14	6982	14	6982	14	6982	14
24	N55 South of R395	9271	14	9271	14	9271	14	10541	13	9271	14	9271	14	9271	14

2035	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
25	N4 East of Edgeworthstown	18207	17	2998	18	2981	18	3127	20	3056	19	2994	18	2980	18
26	R395 East of Edgeworthstown	2307	14	2307	14	2307	14	2307	14	2307	14	2307	14	2307	14
27	N4 East of L-5166-0	18207	17	2998	18	2981	18	3127	20	3056	19	2994	18	2980	18
28	N55 South of Edgeworthstown	5729	15	5729	15	5729	15	5729	15	5729	15	5729	15	5729	15
29	N4 Rathowen	18230	17	3021	17	3004	17	3151	19	3079	18	3018	17	3003	17
30	N4 Ballinalack	18939	17	3730	15	3713	14	3859	16	3788	15	3727	15	3712	14
31	N4 East of Ballinalack	19451	16	4241	13	4225	13	4371	14	4300	14	4238	13	4224	13
32	L-1819-0	3369	12	3369	12	3369	12	3369	12	3369	12	3369	12	3369	12
33	N4 East of L-1819	21613	15	6746	11	6762	11	6752	10	6687	10	6749	11	6763	11
34	L-1015-0	1062	12	1062	12	1062	12	1062	12	1062	12	1062	12	1062	12
35	N4 West of Mullingar Interchange	20152	16	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	10398	11	10398	11	10398	11	10398	11	10398	11	10398	11	10398	11
37	R394 South of Mullingar Interchange	27402	8	27402	8	27402	8	27402	8	27402	8	27402	8	27402	8
38	N4 East of Mullingar Interchange	32318	14	32318	14	32318	14	32318	14	32318	14	32318	14	32318	14
39	N5 East of N5 Longford Bypass	8123	9	7638	10	8140	9	7617	10	7676	10	12025	8	7632	10
40	R194 South of N4	15097	8	15376	8	17066	7	15514	8	15827	8	15198	8	15110	8
RR1	Nodes 01-04	-	-	10731	11	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	6845	9	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	13049	14	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	16736	14	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	15209	17	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	20157	16	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	10731	11	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	6385	9	-	-	-	-	-	-
GR3	Nodes 07-08a	-	-	-	-	-	-	11897	13	-	-	-	-	-	-

2035	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
GR4	Nodes 08a-13a	—	—	—	—	—	—	14748	13	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	15080	17	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	20153	16	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	10731	11	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	7866	7	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	16744	12	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	18135	15	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	15226	17	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	20155	16	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	10731	11	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	4254	14	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	9972	14	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	15151	17	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	20157	16	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	10731	11	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	5593	9	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	7843	11	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	15233	13	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	15212	17	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	20152	16	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	10731	11
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	6894	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	11557	14
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	17915	14
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	15227	17

2035	Link Description	NRA Low Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	20157	16

2035	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	12213	11	398	13	398	13	398	13	398	13	398	13	398	13
2	L-50111-0	708	10	708	10	708	10	708	10	708	10	708	10	708	10
3	N4 North of L-5016-0	12124	11	309	6	309	6	309	6	309	6	309	6	309	6
4	L-1007-0	2311	11	2311	11	2311	11	2311	11	2311	11	2311	11	2311	11
5	N4 North of Newtown Forbes	13718	11	6224	13	5164	17	6662	13	10609	10	7515	13	6298	13
6	N4 Newtown Forbes	14332	10	6699	9	5732	12	7231	9	10123	7	8047	10	6657	9
7	N4 South of Newtown Forbes	16018	10	8431	10	7464	13	8963	10	11305	8	9774	10	8389	10
8	South of L-5019-0	15352	10	7824	9	6848	11	8323	9	10598	7	9174	9	7783	9
9	R198 North of N4	13874	7	14269	7	14258	7	14234	7	14159	7	14278	7	14268	7
10	N4 between R198 and R194	23863	9	16769	9	17884	9	17145	9	19343	8	15069	9	16513	9
11	N5 South of N4	16596	7	18110	7	13633	8	17950	7	17910	7	15811	7	18044	7
12	R194 North of N4	8553	7	8553	7	8553	7	8553	7	8553	7	8553	7	8553	7
13	L-1071-0	825	17	825	17	825	17	825	17	825	17	825	17	825	17
14	N4 North of R393	19325	12	5441	7	-	-	6555	11	8775	9	12351	12	4558	7
15	N5 Longford Bypass	6126	8	5517	9	5111	10	5591	9	5931	9	-	-	5528	9
16	N5 West of N5 Longford Bypass	11816	10	11816	10	11816	10	11816	10	11816	10	11816	10	11816	10
17	N63 South of Longford	15378	10	15378	10	15378	10	15378	10	15378	10	15378	10	15378	10
18	N4 East of R393	22498	15	4516	16	2522	10	6455	17	11527	15	5836	17	7643	15
19	N4 East of L-5146-0	22150	15	4093	18	2174	11	5981	19	11180	15	5489	19	3155	22
20	N4 East of L-1093-0	21402	15	3345	21	1426	16	5233	21	10432	16	4741	22	1926	30
21	N4 West of Edgeworthstown	21402	15	3345	21	1426	16	5233	21	10432	16	4741	22	1926	30
22	L-1091-0	4070	14	4070	14	4070	14	4070	14	4070	14	4070	14	4070	14
23	N55 North of Edgeworthstown	7694	15	7694	15	7694	15	7694	15	7694	15	7694	15	7694	15
24	N55 South of R395	10217	15	10217	15	10217	15	11539	13	10217	15	10217	15	10217	15



2035	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
25	N4 East of Edgeworthstown	20078	18	3306	19	3288	18	3449	20	3372	19	3303	19	3287	18
26	R395 East of Edgeworthstown	2542	14	2542	14	2542	14	2542	14	2542	14	2542	14	2542	14
27	N4 East of L-5166-0	20078	18	3306	19	3288	18	3449	20	3372	19	3303	19	3287	18
28	N55 South of Edgeworthstown	6313	15	6313	15	6313	15	6313	15	6313	15	6313	15	6313	15
29	N4 Rathowen	20103	17	3331	18	3313	17	3474	19	3397	18	3328	18	3312	17
30	N4 Ballinalack	20882	17	4110	15	4092	15	4253	16	4176	16	4107	15	4091	15
31	N4 East of Ballinalack	21445	17	4672	14	4654	13	4815	15	4738	14	4669	14	4653	13
32	L-1819-0	3711	12	3711	12	3711	12	3711	12	3711	12	3711	12	3711	12
33	N4 East of L-1819	23821	15	7428	11	7445	11	7431	11	7361	11	7430	11	7446	11
34	L-1015-0	1170	13	1170	13	1170	13	1170	13	1170	13	1170	13	1170	13
35	N4 West of Mullingar Interchange	22217	17	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	11447	11	11447	11	11447	11	11447	11	11447	11	11447	11	11447	11
37	R394 South of Mullingar Interchange	30152	9	30152	9	30152	9	30152	9	30152	9	30152	9	30152	9
38	N4 East of Mullingar Interchange	35606	14	35606	14	35606	14	35606	14	35606	14	35606	14	35606	14
39	N5 East of N5 Longford Bypass	9400	9	8468	10	9201	9	8571	10	8708	10	13302	8	8529	10
40	R194 South of N4	16550	9	17016	8	18756	8	16912	8	17283	8	16652	8	16747	8
RR1	Nodes 01-04	-	-	11814	11	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	7588	10	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	14266	14	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	18057	14	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	16772	17	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	22219	17	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	11814	11	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	7055	9	-	-	-	-	-	-
GR3	Nodes 07-08a	-	-	-	-	-	-	12985	13	-	-	-	-	-	-

2035	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
GR4	Nodes 08a-13a	—	—	—	—	—	—	16169	13	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	16629	17	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	22219	17	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	11814	11	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	8554	8	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	18601	13	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	19976	15	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	16791	18	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	22219	17	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	11814	11	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	4714	15	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	10970	14	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	16706	17	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	22220	17	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	11814	11	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	6244	9	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	8696	12	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	16661	14	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	16775	17	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	22217	17	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	11814	11
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	7629	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	14855	14
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	19476	14
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	16792	18

2035	Link Description	NRA High Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	22220	17

2035	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
1	N4 South of Roosky	13595	11	398	13	398	13	398	13	398	13	398	13	398	13
2	L-50111-0	751	10	751	10	751	10	751	10	751	10	751	10	751	10
3	N4 North of L-5016-0	13550	11	353	6	353	6	353	6	353	6	353	6	353	6
4	L-1007-0	2559	12	2559	12	2559	12	2559	12	2559	12	2559	12	2559	12
5	N4 North of Newtown Forbes	15393	11	7894	12	6595	14	7556	12	10579	12	8519	11	7800	12
6	N4 Newtown Forbes	16221	10	7242	10	7314	10	7803	10	10196	10	8735	9	7258	10
7	N4 South of Newtown Forbes	18914	11	9478	13	10070	13	10361	12	12128	11	11234	12	9650	12
8	South of L-5019-0	17333	11	9028	12	9359	12	9980	11	11638	10	10607	11	9232	11
9	R198 North of N4	17141	9	17115	9	17377	9	17046	9	17010	9	17369	9	17083	9
10	N4 between R198 and R194	38940	11	32061	11	31745	12	32573	11	33812	11	31726	11	32109	11
11	N5 South of N4	25604	11	28406	11	23919	11	28495	11	27384	11	28467	11	27709	11
12	R194 North of N4	11010	11	13595	11	13595	11	13595	11	13595	11	13595	11	13595	11
13	L-1071-0	1838	16	1838	16	1838	16	1838	16	1838	16	1838	16	1838	16
14	N4 North of R393	26804	13	11673	10	-	-	12753	12	16378	11	22064	12	11455	8
15	N5 Longford Bypass	11840	9	13079	9	12115	10	13183	9	13694	9	-	-	13217	9
16	N5 West of N5 Longford Bypass	15468	12	15468	12	15468	12	15468	12	15468	12	15468	12	15468	12
17	N63 South of Longford	21543	14	21543	14	21543	14	21543	14	21543	14	21543	14	21543	14
18	N4 East of R393	27214	16	7007	16	3737	13	8723	20	15315	17	7494	19	10490	16
19	N4 East of L-5146-0	26213	17	5919	18	2737	14	7605	21	14314	18	6493	21	4000	25
20	N4 East of L-1093-0	24936	17	4641	19	1459	16	6328	23	13069	18	5215	24	2242	33
21	N4 West of Edgeworthstown	24936	17	4641	19	1459	16	6328	23	13069	18	5215	24	2242	33
22	L-1091-0	4185	14	4185	14	4185	14	4185	14	4185	14	4185	14	4185	14
23	N55 North of Edgeworthstown	8013	15	11010	11	11010	11	11010	11	11010	11	11010	11	11010	11
24	N55 South of R395	10697	15	10697	15	10697	15	11948	13	10697	15	10697	15	10697	15

2035	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
25	N4 East of Edgeworthstown	22240	19	3575	20	3551	20	3758	22	3665	21	3573	20	3550	20
26	R395 East of Edgeworthstown	2704	15	2704	15	2704	15	2704	15	2704	15	2704	15	2704	15
27	N4 East of L-5166-0	22240	19	3575	20	3551	20	3758	22	3665	21	3573	20	3550	20
28	N55 South of Edgeworthstown	6484	15	21543	14	21543	14	21543	14	21543	14	21543	14	21543	14
29	N4 Rathowen	22219	19	3553	19	3530	19	3737	21	3644	20	3552	19	3529	19
30	N4 Ballinalack	22890	18	4224	16	4201	15	4408	18	4315	17	4223	16	4200	15
31	N4 East of Ballinalack	23343	18	4677	14	4654	13	4861	16	4768	14	4676	14	4653	13
32	L-1819-0	3752	13	3752	13	3752	13	3752	13	3752	13	3752	13	3752	13
33	N4 East of L-1819	25679	16	7464	11	7486	11	7446	11	7372	11	7465	11	7487	11
34	L-1015-0	1192	13	8013	15	8013	15	8013	15	8013	15	8013	15	8013	15
35	N4 West of Mullingar Interchange	23962	17	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	11466	11	11466	11	11466	11	11466	11	11466	11	11466	11	11466	11
37	R394 South of Mullingar Interchange	30526	9	30526	9	30526	9	30526	9	30526	9	30526	9	30526	9
38	N4 East of Mullingar Interchange	36943	15	36943	15	36943	15	36943	15	36943	15	36943	15	36943	15
39	N5 East of N5 Longford Bypass	13508	10	12762	9	12946	9	12920	9	13539	9	14110	11	12844	9
40	R194 South of N4	27054	12	26235	12	25879	13	26253	12	26547	12	26505	12	26316	12
RR1	Nodes 01-04	-	-	13197	11	-	-	-	-	-	-	-	-	-	-
RR2	Nodes 04-07	-	-	9436	9	-	-	-	-	-	-	-	-	-	-
RR3	Nodes 07-08a	-	-	18168	15	-	-	-	-	-	-	-	-	-	-
RR4	Nodes 08-14a	-	-	20295	17	-	-	-	-	-	-	-	-	-	-
RR5	Nodes 14a-21	-	-	18666	19	-	-	-	-	-	-	-	-	-	-
RR6	Nodes 21-22	-	-	23962	17	-	-	-	-	-	-	-	-	-	-
GR1	Nodes 01-03a	-	-	-	-	-	-	13197	11	-	-	-	-	-	-
GR2	Nodes 03a-07	-	-	-	-	-	-	8553	9	-	-	-	-	-	-
GR3	Nodes 07-08a	-	-	-	-	-	-	16616	13	-	-	-	-	-	-

2035	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
GR4	Nodes 08a-13a	—	—	—	—	—	—	18608	15	—	—	—	—	—	—
GR5	Nodes 13a-18b	—	—	—	—	—	—	18482	18	—	—	—	—	—	—
GR6	Nodes 18b-22	—	—	—	—	—	—	23962	17	—	—	—	—	—	—
OR1	Nodes 01-03a	—	—	—	—	13197	11	—	—	—	—	—	—	—	—
OR2	Nodes 03a-07a	—	—	—	—	8845	9	—	—	—	—	—	—	—	—
OR3	Nodes 07a-08	—	—	—	—	29746	12	—	—	—	—	—	—	—	—
OR4	Nodes 08-14a	—	—	—	—	23477	17	—	—	—	—	—	—	—	—
OR5	Nodes 14-21	—	—	—	—	18689	19	—	—	—	—	—	—	—	—
OR6	Nodes 21-22	—	—	—	—	23962	17	—	—	—	—	—	—	—	—
LA1	Nodes 01-04	—	—	—	—	—	—	—	—	13197	11	—	—	—	—
LA2	Nodes 04-04b	—	—	—	—	—	—	—	—	6827	11	—	—	—	—
LA3	Nodes 04b-14a	—	—	—	—	—	—	—	—	11899	15	—	—	—	—
LA4	Nodes 14a-21	—	—	—	—	—	—	—	—	18575	18	—	—	—	—
LA5	Nodes 21-22	—	—	—	—	—	—	—	—	23962	17	—	—	—	—
LB1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	13197	11	—	—
LB2	Nodes 04-05b	—	—	—	—	—	—	—	—	—	—	7680	10	—	—
LB3	Nodes 05b-05d	—	—	—	—	—	—	—	—	—	—	12238	11	—	—
LB4	Nodes 05d-14a	—	—	—	—	—	—	—	—	—	—	19721	16	—	—
LB5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	18667	19	—	—
LB6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	23962	17	—	—
EE1	Nodes 01-04	—	—	—	—	—	—	—	—	—	—	—	—	13197	11
EE2	Nodes 04-07	—	—	—	—	—	—	—	—	—	—	—	—	9264	9
EE3	Nodes 07-09a	—	—	—	—	—	—	—	—	—	—	—	—	17484	16
EE4	Nodes 09a-14a	—	—	—	—	—	—	—	—	—	—	—	—	22694	15
EE5	Nodes 14a-21	—	—	—	—	—	—	—	—	—	—	—	—	18690	19

2035	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV	AADT	%HGV
EE6	Nodes 21-22	—	—	—	—	—	—	—	—	—	—	—	—	23962	17

2015	Link ID	Link Description	NRA Low Growth												
			Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
			AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
	1	N4 South of Roosky	9106	296	-8810	296	-8810	296	-8810	296	-8810	296	-8810	296	-8810
	2	L-50111-0	529	529	0	529	0	529	0	529	0	529	0	529	0
	3	N4 North of L-5016-0	9042	232	-8810	232	-8810	232	-8810	232	-8810	232	-8810	232	-8810
	4	L-1007-0	1722	1722	0	1722	0	1722	0	1722	0	1722	0	1722	0
	5	N4 North of Newtown Forbes	10229	4687	-5541	3645	-6584	5099	-5130	7895	-2334	5636	-4592	4682	-5547
	6	N4 Newtown Forbes	10671	5130	-5541	4087	-6584	5542	-5130	7565	-3106	6052	-4619	5124	-5547
	7	N4 South of Newtown Forbes	11958	6417	-5541	5375	-6584	6829	-5130	8484	-3475	7336	-4622	6412	-5547
	8	South of L-5019-0	11620	5971	-5649	4929	-6692	6383	-5238	8038	-3583	6897	-4723	5966	-5655
	9	R198 North of N4	10793	10685	-107	10685	-107	10685	-107	10685	-107	10692	-101	10685	-107
	10	N4 between R198 and R194	17961	12508	-5453	13231	-4730	12745	-5216	14164	-3797	10936	-7025	12335	-5626
	11	N5 South of N4	13614	14236	622	10317	-3297	14055	441	13876	262	11742	-1872	14143	529
	12	R194 North of N4	6402	6402	0	6402	0	6402	0	6402	0	6402	0	6402	0
	13	L-1071-0	611	611	0	611	0	611	0	611	0	611	0	611	0
	14	N4 North of R393	14221	3653	-10568	-	-	4456	-9765	6289	-7932	8760	-5461	2999	-11222
	15	N5 Longford Bypass	4176	4091	-85	3421	-754	4111	-65	4169	-7	-	-	4112	-64
	16	N5 West of N5 Longford Bypass	8819	8819	0	8819	0	8819	0	8819	0	8819	0	8819	0
	17	N63 South of Longford	11477	11477	0	11477	0	11477	0	11477	0	11477	0	11477	0
	18	N4 East of R393	16716	2635	-14081	1875	-14841	4716	-12000	8553	-8162	4220	-12496	5641	-11075
	19	N4 East of L-5146-0	16454	2317	-14137	1613	-14841	4371	-12083	8292	-8162	3958	-12496	2308	-14146
	20	N4 East of L-1093-0	15891	1754	-14137	1050	-14841	3808	-12083	7729	-8162	3395	-12496	1391	-14500
	21	N4 West of Edgeworthstown	15891	1754	-14137	1050	-14841	3808	-12083	7729	-8162	3395	-12496	1391	-14500



2015	Link Description	NRA Low Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
22	L-1091-0	3025	3025	0	3025	0	3025	0	3025	0	3025	0	3025	0
23	N55 North of Edgeworthstown	5715	5715	0	5715	0	5715	0	5715	0	5715	0	5715	0
24	N55 South of R395	7590	7590	0	7590	0	8653	1063	7590	0	7590	0	7590	0
25	N4 East of Edgeworthstown	14870	2447	-12422	2433	-12436	2549	-12320	2493	-12377	2444	-12426	2432	-12437
26	R395 East of Edgeworthstown	1889	1889	0	1889	0	1889	0	1889	0	1889	0	1889	0
27	N4 East of L-5166-0	14870	2447	-12422	2433	-12436	2549	-12320	2493	-12377	2444	-12426	2432	-12437
28	N55 South of Edgeworthstown	4689	4689	0	4689	0	4689	0	4689	0	4689	0	4689	0
29	N4 Rathowen	14890	2468	-12422	2454	-12436	2570	-12320	2514	-12377	2464	-12426	2453	-12437
30	N4 Ballinalack	15475	3053	-12422	3039	-12436	3155	-12320	3099	-12377	3049	-12426	3038	-12437
31	N4 East of Ballinalack	15898	3476	-12422	3461	-12436	3577	-12320	3521	-12377	3472	-12426	3461	-12437
32	L-1819-0	2764	2764	0	2764	0	2764	0	2764	0	2764	0	2764	0
33	N4 East of L-1819	17685	5537	-12147	5551	-12134	5545	-12140	5491	-12194	5540	-12144	5551	-12133
34	L-1015-0	871	871	0	871	0	871	0	871	0	871	0	871	0
35	N4 West of Mullingar Interchange	16472	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8539	8539	0	8539	0	8539	0	8539	0	8539	0	8539	0
37	R394 South of Mullingar Interchange	22542	22542	0	22542	0	22542	0	22542	0	22542	0	22542	0
38	N4 East of Mullingar Interchange	26473	26473	0	26473	0	26473	0	26473	0	26473	0	26473	0
39	N5 East of N5 Longford Bypass	6122	6150	28	6709	588	6132	10	6109	-12	9906	3784	6133	11
40	R194 South of N4	12729	12588	-141	14278	1549	12640	-89	13104	375	12478	-250	12418	-311

2015	Link Description	NRA High Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AAAT	CHANGE FROM DO MINIMUM	AAAT	CHANGE FROM DO MINIMUM	AAAT	CHANGE FROM DO MINIMUM	AAAT	CHANGE FROM DO MINIMUM	AAAT	CHANGE FROM DO MINIMUM	AAAT	CHANGE FROM DO MINIMUM
1	N4 South of Roosky	9488	309	-9179	309	-9179	309	-9179	309	-9179	309	-9179	309	-9179
2	L-50111-0	551	551	0	551	0	551	0	551	0	551	0	551	0
3	N4 North of L-5016-0	9421	242	-9179	242	-9179	242	-9179	242	-9179	242	-9179	242	-9179
4	L-1007-0	1795	1795	0	1795	0	1795	0	1795	0	1795	0	1795	0
5	N4 North of Newtown Forbes	10657	4884	-5773	3850	-6807	5293	-5364	8227	-2431	5858	-4799	4878	-5779
6	N4 Newtown Forbes	11117	5344	-5773	4310	-6807	5753	-5364	7881	-3236	6290	-4827	5338	-5779
7	N4 South of Newtown Forbes	12459	6685	-5773	5651	-6807	7095	-5364	8836	-3623	7628	-4830	6680	-5779
8	South of L-5019-0	12085	6220	-5864	5186	-6898	6630	-5455	8372	-3713	7170	-4915	6215	-5870
9	R198 North of N4	11220	11130	-91	11130	-91	11130	-90	11131	-89	11137	-83	11130	-91
10	N4 between R198 and R194	18556	12939	-5617	13761	-4795	13228	-5328	14727	-3829	11401	-7155	12856	-5700
11	N5 South of N4	14148	14739	591	10727	-3421	14571	423	14370	223	12248	-1900	14680	532
12	R194 North of N4	6669	6669	0	6669	0	6669	0	6669	0	6669	0	6669	0
13	L-1071-0	637	637	0	637	0	637	0	637	0	637	0	637	0
14	N4 North of R393	14803	3811	-10992	-	-	4645	-10158	6554	-8249	9124	-5678	3128	-11675
15	N5 Longford Bypass	4367	4213	-153	3558	-809	4225	-142	4320	-47	-	-	4232	-135
16	N5 West of N5 Longford Bypass	9188	9188	0	9188	0	9188	0	9188	0	9188	0	9188	0
17	N63 South of Longford	11957	11957	0	11957	0	11957	0	11957	0	11957	0	11957	0
18	N4 East of R393	17421	2766	-14654	1953	-15467	4916	-12504	8919	-8502	4392	-13028	5874	-11546
19	N4 East of L-5146-0	17148	2435	-14714	1681	-15467	4557	-12591	8647	-8502	4120	-13028	2407	-14741
20	N4 East of L-1093-0	16562	1848	-14714	1095	-15467	3971	-12591	8060	-8502	3533	-13028	1451	-15111
21	N4 West of Edgeworthstown	16562	1848	-14714	1095	-15467	3971	-12591	8060	-8502	3533	-13028	1451	-15111

2015	Link Description	NRA High Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
22	L-1091-0	3153	3153	0	3153	0	3153	0	3153	0	3153	0	3153	0
23	N55 North of Edgeworthstown	5956	5956	0	5956	0	5956	0	5956	0	5956	0	5956	0
24	N55 South of R395	7910	7910	0	7910	0	9016	1106	7910	0	7910	0	7910	0
25	N4 East of Edgeworthstown	15500	2552	-12949	2537	-12964	2658	-12842	2599	-12901	2547	-12953	2536	-12964
26	R395 East of Edgeworthstown	1969	1969	0	1969	0	1969	0	1969	0	1969	0	1969	0
27	N4 East of L-5166-0	15500	2552	-12949	2537	-12964	2658	-12842	2599	-12901	2547	-12953	2536	-12964
28	N55 South of Edgeworthstown	4886	4886	0	4886	0	4886	0	4886	0	4886	0	4886	0
29	N4 Rathowen	15522	2573	-12949	2558	-12964	2679	-12842	2620	-12901	2569	-12953	2557	-12964
30	N4 Ballinalack	16131	3182	-12949	3167	-12964	3289	-12842	3229	-12901	3178	-12953	3166	-12964
31	N4 East of Ballinalack	16571	3622	-12949	3607	-12964	3728	-12842	3669	-12901	3618	-12953	3606	-12964
32	L-1819-0	2880	2880	0	2880	0	2880	0	2880	0	2880	0	2880	0
33	N4 East of L-1819	18431	5770	-12662	5784	-12648	5777	-12654	5721	-12710	5773	-12659	5784	-12647
34	L-1015-0	907	907	0	907	0	907	0	907	0	907	0	907	0
35	N4 West of Mullingar Interchange	17169	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8897	8897	0	8897	0	8897	0	8897	0	8897	0	8897	0
37	R394 South of Mullingar Interchange	23482	23482	0	23482	0	23482	0	23482	0	23482	0	23482	0
38	N4 East of Mullingar Interchange	27588	27588	0	27588	0	27588	0	27588	0	27588	0	27588	0
39	N5 East of N5 Longford Bypass	6415	6465	49	7015	600	6477	61	6404	-12	10331	3916	6447	32
40	R194 South of N4	13238	13132	-106	14816	1579	13162	-75	13697	459	12981	-257	12937	-301

2015	Link Description	Longford LAP Growth													
		Do Minimum		Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	
1	N4 South of Roosky	9946	309	-9637	309	-9637	309	-9637	309	-9637	309	-9637	309	-9637	
2	L-50111-0	565	565	0	565	0	565	0	565	0	565	0	565	0	
3	N4 North of L-5016-0	9893	256	-9637	256	-9637	256	-9637	256	-9637	256	-9637	256	-9637	
4	L-1007-0	1876	1876	0	1876	0	1876	0	1876	0	1876	0	1876	0	
5	N4 North of Newtown Forbes	11211	5190	-6021	4468	-6743	5577	-5634	8786	-2425	6330	-4881	5183	-6028	
6	N4 Newtown Forbes	11736	5647	-6089	4993	-6743	6102	-5634	8505	-3231	6826	-4910	5636	-6101	
7	N4 South of Newtown Forbes	13420	7331	-6089	6677	-6743	7786	-5634	9792	-3628	8507	-4914	7320	-6101	
8	South of L-5019-0	13003	6866	-6137	6212	-6792	7320	-5684	9324	-3679	8048	-4955	6856	-6148	
9	R198 North of N4	12350	12313	-37	12312	-39	12311	-39	12310	-40	12320	-31	12313	-37	
10	N4 between R198 and R194	22803	16781	-6022	18148	-4655	17289	-5514	19083	-3721	15634	-7170	16766	-6037	
11	N5 South of N4	17385	18155	770	14748	-2637	18015	630	17873	488	16189	-1196	18121	736	
12	R194 North of N4	7480	9946	2465	9946	2465	9946	2465	9946	2465	9946	2465	9946	2465	
13	L-1071-0	1010	1010	0	1010	0	1010	0	1010	0	1010	0	1010	0	
14	N4 North of R393	16640	4792	-11848	-	-	5786	-10854	8031	-8609	11346	-5294	3849	-12791	
15	N5 Longford Bypass	6294	5738	-556	5575	-719	5816	-478	6028	-266	-	-	5776	-518	
16	N5 West of N5 Longford Bypass	10429	10429	0	10429	0	10429	0	10429	0	10429	0	10429	0	
17	N63 South of Longford	14067	14067	0	14067	0	14067	0	14067	0	14067	0	14067	0	
18	N4 East of R393	18995	3311	-15684	2378	-16616	5536	-13459	10107	-8887	5059	-13935	6192	-12803	
19	N4 East of L-5146-0	18484	2737	-15747	1868	-16616	4932	-13552	9597	-8887	4549	-13935	2623	-15861	
20	N4 East of L-1093-0	17723	1975	-15747	1106	-16616	4171	-13552	8835	-8887	3787	-13935	1492	-16230	
21	N4 West of Edgeworthstown	17723	1975	-15747	1106	-16616	4171	-13552	8835	-8887	3787	-13935	1492	-16230	

2015	Link Description	Longford LAP Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
22	L-1091-0	3189	3189	0	3189	0	3189	0	3189	0	3189	0	3189	0
23	N55 North of Edgeworthstown	6061	7480	1420	7480	1420	7480	1420	7480	1420	7480	1420	7480	1420
24	N55 South of R395	8067	8067	0	8067	0	9223	1156	8067	0	8067	0	8067	0
25	N4 East of Edgeworthstown	16213	2639	-13574	2623	-13590	2755	-13458	2696	-13517	2637	-13576	2622	-13591
26	R395 East of Edgeworthstown	2021	2021	0	2021	0	2021	0	2021	0	2021	0	2021	0
27	N4 East of L-5166-0	16213	2639	-13574	2623	-13590	2755	-13458	2696	-13517	2637	-13576	2622	-13591
28	N55 South of Edgeworthstown	4943	14067	9124	14067	9124	14067	9124	14067	9124	14067	9124	14067	9124
29	N4 Rathowen	16219	2646	-13574	2629	-13590	2761	-13458	2703	-13517	2643	-13576	2628	-13591
30	N4 Ballinalack	16793	3219	-13574	3203	-13590	3335	-13458	3276	-13517	3217	-13576	3202	-13591
31	N4 East of Ballinalack	17197	3624	-13574	3607	-13590	3739	-13458	3681	-13517	3621	-13576	3606	-13591
32	L-1819-0	2894	2894	0	2894	0	2894	0	2894	0	2894	0	2894	0
33	N4 East of L-1819	19044	5782	-13262	5798	-13247	5782	-13262	5724	-13321	5783	-13261	5798	-13246
34	L-1015-0	915	6061	5146	6061	5146	6061	5146	6061	5146	6061	5146	6061	5146
35	N4 West of Mullingar Interchange	17745	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	8903	8903	0	8903	0	8903	0	8903	0	8903	0	8903	0
37	R394 South of Mullingar Interchange	23606	23606	0	23606	0	23606	0	23606	0	23606	0	23606	0
38	N4 East of Mullingar Interchange	28029	28029	0	28029	0	28029	0	28029	0	28029	0	28029	0
39	N5 East of N5 Longford Bypass	7526	7267	-259	7787	261	7315	-211	7253	-273	12111	4585	7348	-178
40	R194 South of N4	16970	16595	-375	18060	1090	16695	-275	17355	385	16685	-285	16539	-431

2035	Link Description	NRA Low Growth													
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6		
Link ID		AA DT	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	
1	N4 South of Roosky	9576	339	-9237	339	-9237	339	-9237	339	-9237	339	-9237	339	-9237	
2	L-50111-0	611	611	0	611	0	611	0	611	0	611	0	611	0	
3	N4 North of L-5016-0	9510	272	-9237	272	-9237	272	-9237	272	-9237	272	-9237	272	-9237	
4	L-1007-0	1855	1855	0	1855	0	1855	0	1855	0	1855	0	1855	0	
5	N4 North of Newtown Forbes	10730	5049	-5681	4213	-6517	5435	-5295	8377	-2353	6100	-4630	5055	-5675	
6	N4 Newtown Forbes	11059	5344	-5715	4542	-6517	5764	-5295	7969	-3091	6402	-4657	5301	-5758	
7	N4 South of Newtown Forbes	12148	6433	-5715	5632	-6517	6853	-5295	8724	-3425	7488	-4661	6390	-5758	
8	South of L-5019-0	11782	5935	-5848	5133	-6650	6354	-5428	8219	-3563	7022	-4761	5891	-5891	
9	R198 North of N4	10930	10803	-127	10803	-127	10803	-127	10797	-132	10836	-93	10803	-127	
10	N4 between R198 and R194	18563	12973	-5590	13979	-4584	13237	-5326	15069	-3494	11653	-6910	12920	-5643	
11	N5 South of N4	13468	14353	885	10907	-2560	14095	627	13968	500	12123	-1345	14209	742	
12	R194 North of N4	6128	6128	0	6128	0	6128	0	6128	0	6128	0	6128	0	
13	L-1071-0	734	734	0	734	0	734	0	734	0	734	0	734	0	
14	N4 North of R393	15039	3988	-11051	-	-	4974	-10066	6868	-8172	9530	-5510	3283	-11757	
15	N5 Longford Bypass	4742	4287	-454	3877	-864	4298	-443	4498	-243	-	-	4330	-412	
16	N5 West of N5 Longford Bypass	9342	9342	0	9342	0	9342	0	9342	0	9342	0	9342	0	
17	N63 South of Longford	12113	12113	0	12113	0	12113	0	12113	0	12113	0	12113	0	
18	N4 East of R393	17791	3452	-14339	2157	-15634	5298	-12493	9358	-8433	4733	-13058	6021	-11770	
19	N4 East of L-5146-0	17386	2980	-14406	1753	-15634	4804	-12582	8953	-8433	4328	-13058	2620	-14766	
20	N4 East of L-1093-0	16789	2382	-14406	1155	-15634	4207	-12582	8356	-8433	3731	-13058	1653	-15136	
21	N4 West of Edgeworthstown	16789	2382	-14406	1155	-15634	4207	-12582	8356	-8433	3731	-13058	1653	-15136	

2035	Link Description	NRA Low Growth													
		Do Minimum	Option 1			Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AA DT	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	
22	L-1091-0	3275	3275	0	3275	0	3275	0	3275	0	3275	0	3275	0	
23	N55 North of Edgeworthstown	6108	6108	0	6108	0	6108	0	6108	0	6108	0	6108	0	
24	N55 South of R395	8150	8150	0	8150	0	9028	877	8150	0	8150	0	8150	0	
25	N4 East of Edgeworthstown	15640	2635	-13005	2617	-13024	2754	-12887	2691	-12950	2630	-13010	2616	-13025	
26	R395 East of Edgeworthstown	2054	2054	0	2054	0	2054	0	2054	0	2054	0	2054	0	
27	N4 East of L-5166-0	15640	2635	-13005	2617	-13024	2754	-12887	2691	-12950	2630	-13010	2616	-13025	
28	N55 South of Edgeworthstown	5014	5014	0	5014	0	5014	0	5014	0	5014	0	5014	0	
29	N4 Rathowen	15618	2613	-13005	2594	-13024	2731	-12887	2668	-12950	2608	-13010	2593	-13025	
30	N4 Ballinalack	16103	3098	-13005	3079	-13024	3216	-12887	3153	-12950	3093	-13010	3078	-13025	
31	N4 East of Ballinalack	16471	3466	-13005	3448	-13024	3584	-12887	3522	-12950	3461	-13010	3446	-13025	
32	L-1819-0	2815	2815	0	2815	0	2815	0	2815	0	2815	0	2815	0	
33	N4 East of L-1819	18114	5434	-12680	5452	-12662	5431	-12683	5378	-12737	5438	-12676	5453	-12662	
34	L-1015-0	929	929	0	929	0	929	0	929	0	929	0	929	0	
35	N4 West of Mullingar Interchange	17091	-	-	-	-	-	-	-	-	-	-	-	-	
36	R394 North of Mullingar Interchange	8414	8414	0	8414	0	8414	0	8414	0	8414	0	8414	0	
37	R394 South of Mullingar Interchange	22146	22146	0	22146	0	22146	0	22146	0	22146	0	22146	0	
38	N4 East of Mullingar Interchange	26561	26561	0	26561	0	26561	0	26561	0	26561	0	26561	0	
39	N5 East of N5 Longford Bypass	7233	6746	-487	7114	-119	6731	-501	6780	-453	10273	3041	6744	-488	
40	R194 South of N4	13081	13186	105	14705	1624	13320	239	13637	556	13197	116	13083	2	

2035	Link Description	NRA High Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
1	N4 South of Roosky	12213	398	-11814	398	-11814	398	-11814	398	-11814	398	-11814	398	-11814
2	L-50111-0	708	708	0	708	0	708	0	708	0	708	0	708	0
3	N4 North of L-5016-0	12124	309	-11814	309	-11814	309	-11814	309	-11814	309	-11814	309	-11814
4	L-1007-0	2311	2311	0	2311	0	2311	0	2311	0	2311	0	2311	0
5	N4 North of Newtown Forbes	13718	6224	-7494	5164	-8554	6662	-7055	10609	-3109	7515	-6203	6298	-7420
6	N4 Newtown Forbes	14332	6699	-7633	5732	-8600	7231	-7101	10123	-4210	8047	-6285	6657	-7675
7	N4 South of Newtown Forbes	16018	8431	-7588	7464	-8554	8963	-7055	11305	-4714	9774	-6244	8389	-7629
8	South of L-5019-0	15352	7824	-7528	6848	-8503	8323	-7028	10598	-4753	9174	-6177	7783	-7569
9	R198 North of N4	13874	14269	395	14258	384	14234	360	14159	285	14278	404	14268	394
10	N4 between R198 and R194	23863	16769	-7095	17884	-5980	17145	-6718	19343	-4521	15069	-8795	16513	-7350
11	N5 South of N4	16596	18110	1513	13633	-2963	17950	1354	17910	1314	15811	-785	18044	1448
12	R194 North of N4	8553	8553	0	8553	0	8553	0	8553	0	8553	0	8553	0
13	L-1071-0	825	825	0	825	0	825	0	825	0	825	0	825	0
14	N4 North of R393	19325	5441	-13884	-	-	6555	-12770	8775	-10550	12351	-6974	4558	-14767
15	N5 Longford Bypass	6126	5517	-609	5111	-1016	5591	-536	5931	-195	-	-	5528	-598
16	N5 West of N5 Longford Bypass	11816	11816	0	11816	0	11816	0	11816	0	11816	0	11816	0
17	N63 South of Longford	15378	15378	0	15378	0	15378	0	15378	0	15378	0	15378	0
18	N4 East of R393	22498	4516	-17982	2522	-19976	6455	-16043	11527	-10970	5836	-16661	7643	-14855
19	N4 East of L-5146-0	22150	4093	-18057	2174	-19976	5981	-16169	11180	-10970	5489	-16661	3155	-18995
20	N4 East of L-1093-0	21402	3345	-18057	1426	-19976	5233	-16169	10432	-10970	4741	-16661	1926	-19476
21	N4 West of Edgeworthstown	21402	3345	-18057	1426	-19976	5233	-16169	10432	-10970	4741	-16661	1926	-19476



2035	Link Description	NRA High Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AA DT	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM	AA DT	CHANGE FROM DO MINIMUM
22	L-1091-0	4070	4070	0	4070	0	4070	0	4070	0	4070	0	4070	0
23	N55 North of Edgeworthstown	7694	7694	0	7694	0	7694	0	7694	0	7694	0	7694	0
24	N55 South of R395	10217	10217	0	10217	0	11539	1322	10217	0	10217	0	10217	0
25	N4 East of Edgeworthstown	20078	3306	-16772	3288	-16791	3449	-16629	3372	-16706	3303	-16775	3287	-16792
26	R395 East of Edgeworthstown	2542	2542	0	2542	0	2542	0	2542	0	2542	0	2542	0
27	N4 East of L-5166-0	20078	3306	-16772	3288	-16791	3449	-16629	3372	-16706	3303	-16775	3287	-16792
28	N55 South of Edgeworthstown	6313	6313	0	6313	0	6313	0	6313	0	6313	0	6313	0
29	N4 Rathowen	20103	3331	-16772	3313	-16791	3474	-16629	3397	-16706	3328	-16775	3312	-16792
30	N4 Ballinalack	20882	4110	-16772	4092	-16791	4253	-16629	4176	-16706	4107	-16775	4091	-16792
31	N4 East of Ballinalack	21445	4672	-16772	4654	-16791	4815	-16629	4738	-16706	4669	-16775	4653	-16792
32	L-1819-0	3711	3711	0	3711	0	3711	0	3711	0	3711	0	3711	0
33	N4 East of L-1819	23821	7428	-16394	7445	-16376	7431	-16390	7361	-16460	7430	-16391	7446	-16375
34	L-1015-0	1170	1170	0	1170	0	1170	0	1170	0	1170	0	1170	0
35	N4 West of Mullingar Interchange	22217	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	11447	11447	0	11447	0	11447	0	11447	0	11447	0	11447	0
37	R394 South of Mullingar Interchange	30152	30152	0	30152	0	30152	0	30152	0	30152	0	30152	0
38	N4 East of Mullingar Interchange	35606	35606	0	35606	0	35606	0	35606	0	35606	0	35606	0
39	N5 East of N5 Longford Bypass	9400	8468	-932	9201	-198	8571	-829	8708	-692	13302	3902	8529	-870
40	R194 South of N4	16550	17016	466	18756	2206	16912	362	17283	733	16652	102	16747	197

2035	Link Description	Longford LAP Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
1	N4 South of Roosky	13595	398	-13197	398	-13197	398	-13197	398	-13197	398	-13197	398	-13197
2	L-50111-0	751	751	0	751	0	751	0	751	0	751	0	751	0
3	N4 North of L-5016-0	13550	353	-13197	353	-13197	353	-13197	353	-13197	353	-13197	353	-13197
4	L-1007-0	2559	2559	0	2559	0	2559	0	2559	0	2559	0	2559	0
5	N4 North of Newtown Forbes	15393	7894	-7498	6595	-8797	7556	-7837	10579	-4813	8519	-6874	7800	-7592
6	N4 Newtown Forbes	16221	7242	-8979	7314	-8907	7803	-8418	10196	-6026	8735	-7486	7258	-8963
7	N4 South of Newtown Forbes	18914	9478	-9436	10070	-8845	10361	-8553	12128	-6786	11234	-7680	9650	-9264
8	South of L-5019-0	17333	9028	-8305	9359	-7973	9980	-7352	11638	-5695	10607	-6725	9232	-8101
9	R198 North of N4	17141	17115	-26	17377	236	17046	-95	17010	-131	17369	228	17083	-58
10	N4 between R198 and R194	38940	32061	-6879	31745	-7196	32573	-6368	33812	-5128	31726	-7214	32109	-6831
11	N5 South of N4	25604	28406	2802	23919	-1685	28495	2891	27384	1780	28467	2863	27709	2105
12	R194 North of N4	11010	13595	2586	13595	2586	13595	2586	13595	2586	13595	2586	13595	2586
13	L-1071-0	1838	1838	0	1838	0	1838	0	1838	0	1838	0	1838	0
14	N4 North of R393	26804	11673	-15131	-	-	12753	-14051	16378	-10426	22064	-4740	11455	-15349
15	N5 Longford Bypass	11840	13079	1239	12115	275	13183	1343	13694	1854	-	-	13217	1377
16	N5 West of N5 Longford Bypass	15468	15468	0	15468	0	15468	0	15468	0	15468	0	15468	0
17	N63 South of Longford	21543	21543	0	21543	0	21543	0	21543	0	21543	0	21543	0
18	N4 East of R393	27214	7007	-20207	3737	-23477	8723	-18491	15315	-11899	7494	-19721	10490	-16724
19	N4 East of L-5146-0	26213	5919	-20295	2737	-23477	7605	-18608	14314	-11899	6493	-19721	4000	-22213
20	N4 East of L-1093-0	24936	4641	-20295	1459	-23477	6328	-18608	13069	-11867	5215	-19721	2242	-22694
21	N4 West of Edgeworthstown	24936	4641	-20295	1459	-23477	6328	-18608	13069	-11867	5215	-19721	2242	-22694

2035	Link Description	Longford LAP Growth												
		Do Minimum	Option 1		Option 2		Option 3		Option 4		Option 5		Option 6	
Link ID		AADT	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM	AADT	CHANGE FROM DO MINIMUM
22	L-1091-0	4185	4185	0	4185	0	4185	0	4185	0	4185	0	4185	0
23	N55 North of Edgeworthstown	8013	11010	2997	11010	2997	11010	2997	11010	2997	11010	2997	11010	2997
24	N55 South of R395	10697	10697	0	10697	0	11948	1252	10697	0	10697	0	10697	0
25	N4 East of Edgeworthstown	22240	3575	-18666	3551	-18689	3758	-18482	3665	-18575	3573	-18667	3550	-18690
26	R395 East of Edgeworthstown	2704	2704	0	2704	0	2704	0	2704	0	2704	0	2704	0
27	N4 East of L-5166-0	22240	3575	-18666	3551	-18689	3758	-18482	3665	-18575	3573	-18667	3550	-18690
28	N55 South of Edgeworthstown	6484	21543	15059	21543	15059	21543	15059	21543	15059	21543	15059	21543	15059
29	N4 Rathowen	22219	3553	-18666	3530	-18689	3737	-18482	3644	-18575	3552	-18667	3529	-18690
30	N4 Ballinalack	22890	4224	-18666	4201	-18689	4408	-18482	4315	-18575	4223	-18667	4200	-18690
31	N4 East of Ballinalack	23343	4677	-18666	4654	-18689	4861	-18482	4768	-18575	4676	-18667	4653	-18690
32	L-1819-0	3752	3752	0	3752	0	3752	0	3752	0	3752	0	3752	0
33	N4 East of L-1819	25679	7464	-18215	7486	-18192	7446	-18233	7372	-18306	7465	-18214	7487	-18191
34	L-1015-0	1192	8013	6821	8013	6821	8013	6821	8013	6821	8013	6821	8013	6821
35	N4 West of Mullingar Interchange	23962	-	-	-	-	-	-	-	-	-	-	-	-
36	R394 North of Mullingar Interchange	11466	11466	0	11466	0	11466	0	11466	0	11466	0	11466	0
37	R394 South of Mullingar Interchange	30526	30526	0	30526	0	30526	0	30526	0	30526	0	30526	0
38	N4 East of Mullingar Interchange	36943	36943	0	36943	0	36943	0	36943	0	36943	0	36943	0
39	N5 East of N5 Longford Bypass	13508	12762	-746	12946	-562	12920	-588	13539	31	14110	602	12844	-664
40	R194 South of N4	27054	26235	-820	25879	-1175	26253	-802	26547	-507	26505	-549	26316	-739

## Appendix 23 Anticipated Structures along the Route Option Corridors (subject to preliminary design)

### Route Corridor Option 1

Nodes	Description	Location	Additional Comments
01-02	-	-	-
02-02A SOUTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Underpass or overbridge accommodating local road	In the vicinity of Cloonart North	
	Underpass accommodating local access road	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	-	-	-
03A-04	Overbridge carrying local road over proposed N4 route	In the vicinity of Lissagernal	
04-05	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.

Nodes	Description	Location	Additional Comments
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh, southeast of the proposed rail crossing	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh, southeast of the proposed rail crossing	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Lismoy Upper	
05-06	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 5 between Lismoy Upper and Lismoy Lower	
	Structure accommodating local road	In the vicinity of Lismoy Lower	
06-07	Overbridge carrying R198 over proposed N4 route	Node 06	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	South of Corragarrow	
	River bridge crossing the River Camlin	Intersection of route corridor and the River Camlin	
	Overbridge carrying R194 over proposed N4 route	In the vicinity of Node 07	
07-08A	Overbridge carrying R194 over proposed N4 route	In the vicinity of Node 07 north of Lisnamuck	
	Box structure carrying corridor over local watercourse	East of Lisnamuck	
	Overbridge carrying local road over proposed N4 route	Ballymacwilliam	
	Overbridge carrying road	Node 08A	

Nodes	Description	Location	Additional Comments
	over proposed N4 route		
08A-N4 Connector Road	Overbridge carrying road over proposed N4 route corridor	Node 08	
	Underpass to accommodate local road	Approximately 600m east of Node 08	
08A-08B	Overbridge carrying road over proposed N4 route	Approximately 300m west of Node 08B	
08B-10	Overbridge carrying local road over proposed N4 route	Agharicard	
	Box structure carrying corridor over local watercourse	In the vicinity of Cloonahussey	
	Box structure carrying mainline over local watercourse	In the vicinity of Cloonahussey	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 08C	
	Underpass or overbridge accommodating local road	Approximately 600m east of Node 08C	
	Underpass or overbridge accommodating local road	Approximately 600m east of Node 08C	
10-10A	Box structure carrying corridor over local watercourse	Approximately 200m east of Node 10 in the vicinity of Ballynagoshen	
	Box structure carrying corridor over local watercourse	Approximately 400m east of Node 10 in the vicinity of Ballynagoshen	
	Overbridge carrying local road over proposed N4 route	Approximately 650m east of Node 10 at Ballynagoshen	
	Overbridge carrying the existing N4 mainline over the proposed N4 route corridor	Intersection of route corridor and existing N4 mainline in vicinity of Node 10A	
10A-14	Rail bridge carrying the	Intersection of route	

Nodes	Description	Location	Additional Comments
	Dublin Sligo Railway over the proposed route	corridor and existing railway approximately 250m west of Node 14	
	Overbridge carrying local road over proposed N4 route	Node 14	
14-14A	Box structure carrying corridor over local watercourse	Approximately 100m east of Node 14	
	Underpass or overbridge accommodating local road	Ballindagny and Cullyvore	
	Overbridge carrying existing N55 road over proposed N4 route	Approximately 100m west of Node 14A	
14A-16	River bridge crossing the Black River	Intersection of route corridor and the Black River, south of Garryandrew	
	Box structure carrying corridor over local watercourse	In the vicinity of Gneeve	
	Underpass or overbridge accommodating local road	In the vicinity of Gneeve	
	Box structure carrying corridor over local watercourse	Approximately 1.0km west of Kilsallagh	
	Underpass or overbridge accommodating local road	Southwest of Kilsallagh	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Node 16	
16-17A	Overbridge carrying road over proposed N4 route corridor	Ballygarran	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Rathowen	
	Box structure carrying corridor over local watercourse	South of Rathowen	
	Box structure carrying	West of Joanstown	

Nodes	Description	Location	Additional Comments
	corridor over local watercourse		
	Overbridge carrying road over proposed N4 route corridor	South of Joanstown	
17A-17	Overbridge carrying local road over proposed N4 route	In the vicinity of the western side of Ballinalack	
17-19	River bridge crossing the River Inny	Node 17. At the intersection of route corridor and the River Inny in the vicinity of Ballinalack	
	Box structure carrying corridor over local watercourse	In the vicinity of Ballinalack	
	Underpass or overbridge accommodating local road	In the vicinity of Glebe (Ed Ballialack)	
	Box structure carrying corridor over local watercourse	East of Glebe (Ed Ballialack)	
	Underpass or overbridge accommodating local road	Approximately 300m west of Node 19	
19-20	Overbridge carrying local road over the proposed N4 route corridor	Node 19	-
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Bunbrosna	
	Overbridge carrying local road over the proposed N4 route corridor	North of Clanhugh Demesne	
	Overbridge carrying local road over the proposed N4 route corridor	North of Clanhugh Demesne, approximately 300m east of the adjacent overbridge	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Node 20	
20-21	Overbridge carrying local	In the vicinity of	



Nodes	Description	Location	Additional Comments
	road over the proposed N4 route corridor	Balynafid	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Balynafid	
	Overbridge carrying local road over the proposed N4 route corridor	At Node 21 in the vicinity of Portnashangan	
21-21A	Overbridge carrying local road over proposed N4 route	In the vicinity of Portnashangan, approximately 1.3km south of Node 21	
21A-22	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	

**Route Corridor Option 2**

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
01-02	-	-	-
02-02A NORTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Overbridge carrying road over proposed N4 route	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	Overbridge carrying local road over proposed N4 route	Between Annaghcooleen and Clooniher	-
03A-06	Underpass or overbridge accommodating local road	In the vicinity of Node 03A	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Kilmacannon	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark and Carrickmoyragh	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.
	Overbridge carrying local road over proposed N4 route	In the vicinity of Deerpark	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh	
	Box structure carrying corridor over local watercourse	East of St. Anne's Glebe	

Nodes	Description	Location	Additional Comments
	Overbridge carrying local road over proposed N4 route	East of St. Anne's Glebe	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Lismoy Lower	
	Box structure carrying corridor over local watercourse	Southeast of Lismoy Lower, approaching Node 06	
	Underpass or overbridge accommodating local road	Southeast of Lismoy Lower, approaching Node 06	
06-07A	Overbridge carrying R198 over the proposed N4 route corridor	Node 6	-
	Underpass or overbridge accommodating local road	Southeast of Node 06	
	Box structure carrying corridor over local watercourse	South of Node 06	
	River bridge crossing the Camlin River	Intersection of route corridor and the Camlin River approximately 500m north of Node 07A	
07A-08	Overbridge carrying local road over the proposed N4 route corridor	Node 07A	
	Box structure carrying corridor over local watercourse	South of Node 07A	
	Overbridge carrying R194 over the proposed N4 route corridor	Intersection of R194 and route corridor approximately 500m south of Node 07A	
	Overbridge carrying local road over the proposed N4 route corridor	Kilnasavoge	
	Overbridge carrying local road over the proposed N4 route corridor	Node 08	
	River bridge crossing the Clooncoose River	Intersection of route corridor and the Clooncoose River at	

Nodes	Description	Location	Additional Comments
		Node 08	
08-11	Overbridge carrying road over proposed N4 route	Node 08	
	Bridge carrying proposed route over existing watercourse	Node 08	
	Overbridge carrying local road over proposed N4 route	Approximately 1.2km east of Node 08	
	Box structure carrying corridor over local watercourse	In the vicinity of Freehalman	
	Overbridge carrying local road over proposed N4 route	Freehalman	
	Box structure carrying corridor over local watercourse	Between Freehalman to Cloonahard	
	Box structure carrying corridor over local watercourse	In the vicinity of Cloonahard	
	Underpass to accommodate local road	Approximately 1.3km west of Node 11	
	Underpass to accommodate local road	Approximately 1.1km west of Node 11	
	Underpass to accommodate local road	Approximately 700m west of Node 11	
	Underpass to accommodate local road	In the vicinity of Node 11	
11-14	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 11	
	Box structure carrying corridor over local watercourse	North of Aghanageerah	
	Underpass or overbridge accommodating local road	North of Aghanageerah	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Nodes 14	

Nodes	Description	Location	Additional Comments
	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 14	
14-14A	Box structure carrying corridor over local watercourse	Approximately 100m east of Node 14	
	Underpass or overbridge accommodating local road	Ballindagny and Cullyvore	
	Overbridge carrying existing N55 road over proposed N4 route	Approximately 100m west of Node 14A	
14A-16	River bridge crossing the Black River	Intersection of route corridor and the Black River, south of Garryandrew	
	Box structure carrying corridor over local watercourse	In the vicinity of Gneeve	
	Underpass or overbridge accommodating local road	In the vicinity of Gneeve	
	Box structure carrying corridor over local watercourse	Approximately 1.0km west of Kilsallagh	
	Underpass or overbridge accommodating local road	Southwest of Kilsallagh	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Node 16	
16-17A	Overbridge carrying road over proposed N4 route corridor	Ballygarran	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Rathowen	
	Box structure carrying corridor over local watercourse	South of Rathowen	
	Box structure carrying corridor over local watercourse	West of Joanstown	
	Overbridge carrying road over proposed N4 route	South of Joanstown	

Nodes	Description	Location	Additional Comments
	corridor		
17A-17	Overbridge carrying local road over proposed N4 route	In the vicinity of the western side of Ballinalack	
17-19	River bridge crossing the River Inny	Node 17. At the intersection of route corridor and the River Inny in the vicinity of Ballinalack	
	Box structure carrying corridor over local watercourse	In the vicinity of Ballinalack	
	Underpass or overbridge accommodating local road	In the vicinity of Glebe (Ed Ballianlack)	
	Box structure carrying corridor over local watercourse	East of Glebe (Ed Ballianlack)	
	Underpass or overbridge accommodating local road	Approximately 300m west of Node 19	
19-20	Underpass or overbridge accommodating local road	Node 19	
20-21	Overbridge carrying local road over proposed N4 route	Bunbrosna	
	Overbridge carrying local road over proposed N4 route	North of Clanlugh Demesne	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Node 20	
	Overbridge carrying local road over proposed N4 route	West of Ballynafid Lake	
	Box structure carrying corridor over local watercourse	Southwest of Ballynafid Lake	
	Underpass or overbridge accommodating local road	In the vicinity of Portnashangan	

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
21-21A	Overbridge carrying local road over proposed N4 route	In the vicinity of Portnashangan, approximately 1.3km south of Node 21	
	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	
21A-22	-	-	-

**Route Corridor Option 3**

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
01-02	-	-	-
02-02A NORTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Overbridge carrying road over proposed N4 route	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	Overbridge carrying local road over proposed N4 route	Between Annaghcooleen and Clooniher	-
03A-06	Underpass or overbridge accommodating local road	In the vicinity of Node 03A	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Kilmacannon	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark and Carrickmoyragh	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.
	Overbridge carrying local road over proposed N4 route	In the vicinity of Deerpark	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh	



Nodes	Description	Location	Additional Comments
	Box structure carrying corridor over local watercourse	East of St. Anne's Glebe	
	Overbridge carrying local road over proposed N4 route	East of St. Anne's Glebe	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Lismoy Lower	
	Box structure carrying corridor over local watercourse	Southeast of Lismoy Lower, approaching Node 06	
	Underpass or overbridge accommodating local road	Southeast of Lismoy Lower, approaching Node 06	
06-07	Overbridge carrying R198 over proposed N4 route	Node 06	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	South of Corragarrow	
	River bridge crossing the River Camlin	Intersection of route corridor and the River Camlin	
	Overbridge carrying R194 over proposed	In the vicinity of Node 07	

Nodes	Description	Location	Additional Comments
	N4 route		
07-08A	Overbridge carrying R194 over proposed N4 route	In the vicinity of Node 07 north of Lisnamuck	
	Box structure carrying corridor over local watercourse	East of Lisnamuck	
	Overbridge carrying local road over proposed N4 route	Ballymacwilliam	
	Overbridge carrying road over proposed N4 route	Node 08A	
08A-08B	Overbridge carrying road over proposed N4 route	Approximately 300m west of Node 08B	
08B-08C	Overbridge carrying local road over proposed N4 route	Agharicrard	
	Box structure carrying corridor over local watercourse	In the vicinity of Cloonahussey	
	Box structure carrying mainline over local watercourse	In the vicinity of Cloonahussey	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 08C	

Nodes	Description	Location	Additional Comments
08C-10	Underpass or overbridge accommodating local road	Approximately 600m east of Node 08C	
	Underpass or overbridge accommodating local road	Approximately 600m west of Node 10	
10-13	Box structure carrying corridor over local watercourse	Approximately 150m east of Node 10	
	Box structure carrying corridor over local watercourse	Approximately 400m east of Node 10	
	Overbridge carrying local road over the proposed N4 route corridor	Approximately 650m east of Node 10	
	Box structure carrying corridor over local watercourse	Approximately 800m east of Node 10	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Node 13	
13-13A	River bridge crossing the Black River	Intersection of route corridor and the Black River	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Bracklon	
	Box structure carrying corridor over local watercourse	In the vicinity of Keelogenasause	

Nodes	Description	Location	Additional Comments
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Keelogenasause	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Keelogenasause	
	Box structure carrying corridor over local watercourse	In the vicinity of Keelogenasause	
	Box structure carrying corridor over local watercourse	In the vicinity of Lisnageeragh	
	Overbridge carrying the existing N55 over the proposed N4 route corridor	In the vicinity of Node 13A	
13A-15	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Node 15	
15-18	Box structure carrying corridor over local watercourse	Approximately 1.0km south east of Node 15	
	River bridge crossing the River Riffey	Intersection of route corridor and the River Riffey	
	Box structure carrying corridor over local watercourse	Approximately 1.1km east of the above River Riffey intersection	
	Bridge carrying the proposed route over the	Intersection of route corridor and existing railway in the vicinity of	Single structure may span the combined obstacle of existing railway and adjacent

Nodes	Description	Location	Additional Comments
	existing Dublin Sligo Railway  Bridge may also span the adjacent River Riffey	Windtown North	River Riffey  Alternatively, there may be a two structure solution
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Windtown North	
	Box structure carrying corridor over local watercourse	In the vicinity of Windtown South	
	Overbridge carrying local road over the proposed N4 route corridor	Approximately 500m northwest of Node 15	
	Overbridge carrying local road over the proposed N4 route corridor	Node 15	
	Overbridge carrying local road over the proposed N4 route corridor	Approximately 400m east of Node 15	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Corrydonnellan	
	Box structure carrying corridor over local watercourse	Southwest of Barratogher	
	River bridge crossing the River Inny	Intersection of route corridor and the River Inny	
	Box structure carrying	North of Grange	

Nodes	Description	Location	Additional Comments
	corridor over local watercourse	(Corkaree)	
	Box structure carrying corridor over local watercourse	South of Grange (Corkaree)	
	Box structure carrying corridor over local watercourse	South of Grange (Corkaree)	
18-18A	Overbridge carrying local road over the proposed N4 route corridor	Node 18	
	Underpass or overbridge accommodating local road	In the vicinity of Knockmorris	
	Underpass or overbridge accommodating local road	Northeast of Knockmorris	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Node 18	
18A-21A	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Heathland near Node 18A	
	Box structure carrying corridor over local watercourse	In the vicinity of Heathland	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Culleendaragh	

Nodes	Description	Location	Additional Comments
	Box structure carrying corridor over local watercourse	Approximately 1.0km north of Knightswood	
	Box structure carrying corridor over local watercourse	Approximately 1.0km north of Knightswood	
	Box structure carrying corridor over local watercourse	Approximately 0.5km north east of Knightswood	
	Box structure carrying corridor over local watercourse	In the vicinity of Rathlevanagh	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Loughanstown	
	Overbridge carrying local road over the proposed N4 route corridor	Node 18B	
	Underpass or overbridge accommodating local road	In the vicinity of Ballynagall and Brockagh	
	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	
21A-22	-	-	-

**Route Corridor Option 4**

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
01-02	-	-	-
02-02A SOUTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Underpass or overbridge accommodating local road	In the vicinity of Cloonart North	
	Underpass accommodating local access road	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	-	-	-
03A-04	Overbridge carrying local road over proposed N4 route	In the vicinity of Lissagernal	
04-04A	Overbridge carrying local road over the proposed N4 route corridor	Node 04	-
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark and Carrickmoyragh	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Deerpark and Carrickmoyragh	
	Box structure carrying corridor over local watercourse	Approximately 1.8km east of Node 04	



Nodes	Description	Location	Additional Comments
	Box structure carrying corridor over local watercourse	In the vicinity of Prucklish	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Prucklish	
	Overbridge carrying local road over the proposed N4 route corridor	Node 04A	
04A-04B	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Garrowhill Lower	
	Overbridge carrying local road over the proposed N4 route corridor	Between Garrowhill Lower and Gorteenora	
	Overbridge carrying local road over the proposed N4 route corridor	Between Garrowhill Lower and Gorteenora	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Gorteenora	
	Overbridge carrying local road over the proposed N4 route corridor	Node 04B	
04B-04C	River bridge crossing the Camlin River	Intersection of route corridor and the Camlin River east of Node 04B	
	Overbridge carrying local road over the proposed N4 route corridor	Approximately 1km southeast of the Camlin River crossing	
	Overbridge carrying local road over the proposed N4 route corridor	Approximately 1.2km southeast of the Camlin River crossing	
	Overbridge carrying local road over the proposed N4 route	In the vicinity of Donohue's Hill	

Nodes	Description	Location	Additional Comments
	corridor		
	Box structure carrying corridor over local watercourse	North of Ballygarve	
	Overbridge carrying local road over the proposed N4 route corridor	Between Ballygarve and Kilmoye	
	Overbridge carrying local road over the proposed N4 route corridor	East of Corboy	
	Underpass or overbridge accommodating local road	Approximately 1.1km north of Node 04C	
04C-10A	Overbridge carrying existing N4 over the proposed N4 route corridor	In the vicinity of Node 10A	
10A-14	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway approximately 250m west of Node 14	
	Overbridge carrying local road over proposed N4 route	Node 14	
14-14A	Box structure carrying corridor over local watercourse	Approximately 100m east of Node 14	
	Underpass or overbridge accommodating local road	Ballindagny and Cullyvore	
	Overbridge carrying existing N55 road over proposed N4 route	Approximately 100m west of Node 14A	
14A-16	River bridge crossing the Black River	Intersection of route corridor and the Black River, south of Garryandrew	
	Box structure carrying corridor over local watercourse	In the vicinity of Gneeve	

Nodes	Description	Location	Additional Comments
	Underpass or overbridge accommodating local road	In the vicinity of Gneeve	
	Box structure carrying corridor over local watercourse	Approximately 1.0km west of Kilsallagh	
	Underpass or overbridge accommodating local road	Southwest of Kilsallagh	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Node 16	
16-17A	Overbridge carrying road over proposed N4 route corridor	Ballygarran	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Rathowen	
	Box structure carrying corridor over local watercourse	South of Rathowen	
	Box structure carrying corridor over local watercourse	West of Joanstown	
	Overbridge carrying road over proposed N4 route corridor	South of Joanstown	
17A-17	Overbridge carrying local road over proposed N4 route	In the vicinity of the western side of Ballinalack	
17-19	River bridge crossing the River Inny	Node 17. At the intersection of route corridor and the River Inny in the vicinity of Ballinalack	
	Box structure carrying corridor over local watercourse	In the vicinity of Ballinalack	
	Underpass or overbridge accommodating local road	In the vicinity of Glebe (Ed Balliallack)	

Nodes	Description	Location	Additional Comments
	Box structure carrying corridor over local watercourse	East of Glebe (Ed Ballianlack)	
	Underpass or overbridge accommodating local road	Approximately 300m west of Node 19	
19-20	Underpass or overbridge accommodating local road	Node 19	
	Overbridge carrying local road over proposed N4 route	Bunbrosna	
	Overbridge carrying local road over proposed N4 route	North of Clanlugh Demesne	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Node 20	
20-21	Overbridge carrying local road over proposed N4 route	West of Ballynafid Lake	
	Box structure carrying corridor over local watercourse	Southwest of Ballynafid Lake	
	Underpass or overbridge accommodating local road	In the vicinity of Portnashangan	
21-21A	Overbridge carrying local road over proposed N4 route	In the vicinity of Portnashangan, approximately 1.3km south of Node 21	
	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	
21A-22	-	-	-

**Route Corridor Option 5**

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
01-02	-	-	-
02-02A SOUTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Underpass or overbridge accommodating local road	In the vicinity of Cloonart North	
	Underpass accommodating local access road	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	-	-	-
03A-04	Overbridge carrying local road over proposed N4 route	In the vicinity of Lissagernal	
04-05	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh, southeast of the proposed rail crossing	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh, southeast of the proposed rail crossing	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Lismoy Upper	

Nodes	Description	Location	Additional Comments
05-05A	Underpass or overbridge accommodating local road	In the vicinity of Node 05	
	Underpass or overbridge accommodating local road	Knockmartin	
	Box structure carrying corridor over local watercourse	South of Knockmartin	
05A-05B	Underpass carrying the proposed N5 Longford Bypass over the existing N4 mainline	Node 05A	
	Box structure carrying corridor over local watercourse	South of Node 05A	
	Overbridge carrying local road over proposed N5 Longford Bypass	South of Node 05A	
	Overbridge carrying local road over proposed N5 Longford Bypass	East of Cartrons	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Cartrons, west of Longford	
	River bridge crossing the Camlin River	South of the proposed rail bridge in the vicinity of Cartrons	
05B-05C	Underpass carrying the proposed N5 Longford Bypass over the existing N5 mainline	Node 05B	-
	Underpass or overbridge accommodating local road	In the vicinity of Node 05B	
05C-05D	Overbridge carrying local road over proposed N5 Longford	In the vicinity Node 05C near	

Nodes	Description	Location	Additional Comments
	Bypass	Farranyoogan	
	Bridge carrying proposed route over the existing canal	Intersection of route corridor and existing canal in the vicinity of Node 05C	
	Overbridge carrying local road over the route corridor	In the vicinity of Mullaghavorneen	
	Underpass or overbridge accommodating local road	In the vicinity of Mullaghavorneen	
	Underpass or overbridge accommodating local road	East of Mullaghavorneen	
	Underpass or overbridge accommodating local road	East of Mullaghavorneen	
	Overbridge carrying local road over proposed N5 Longford Bypass	Southwest of Ballymakeegan	
	Overbridge carrying local road over proposed N5 Longford Bypass	In the vicinity of Ballymakeegan	
	Overbridge carrying local road over proposed N5 Longford Bypass	East of Ballymakeegan	
	River bridge crossing the Clooncoose River	Node 05D	
05D-09	Underpass carrying the proposed N5 Longford Bypass over the existing R393	Node 05D	
	Box structure carrying corridor over local watercourse	Northeast of Node 05D	
	Overbridge carrying local road over proposed N5 Longford Bypass	Northeast of Node 05D	

Nodes	Description	Location	Additional Comments
09-12	Overbridge carrying local road over the proposed route	In the vicinity of Freehalman	
	Overbridge carrying local road over the proposed route	In the vicinity of Cloonahard	
	Box structure carrying corridor over local watercourse	In the vicinity of Node 12 at Ballynagoshen	
12-14	Box structure carrying corridor over local watercourse	In the vicinity of Aghanageeragh	
	Overbridge carrying local road over proposed N5 Longford Bypass	In the vicinity of Node 14	
14-14A	Box structure carrying corridor over local watercourse	Approximately 100m east of Node 14	
	Underpass or overbridge accommodating local road	Ballindagny and Cullyvore	
	Overbridge carrying existing N55 road over proposed N4 route	Approximately 100m west of Node 14A	
14A-16	River bridge crossing the Black River	Intersection of route corridor and the Black River, south of Garryandrew	
	Box structure carrying corridor over local watercourse	In the vicinity of Gneeve	
	Underpass or overbridge accommodating local road	In the vicinity of Gneeve	
	Box structure carrying corridor over local watercourse	Approximately 1.0km west of Kilsallagh	
	Underpass or overbridge accommodating local	Southwest of Kilsallagh	



Nodes	Description	Location	Additional Comments
	road		
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Node 16	
16-17A	Overbridge carrying road over proposed N4 route corridor	Ballygarran	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Rathowen	
	Box structure carrying corridor over local watercourse	South of Rathowen	
	Box structure carrying corridor over local watercourse	West of Joanstown	
	Overbridge carrying road over proposed N4 route corridor	South of Joanstown	
17A-17	Overbridge carrying local road over proposed N4 route	In the vicinity of the western side of Ballinalack	
17-19	River bridge crossing the River Inny	Node 17. At the intersection of route corridor and the River Inny in the vicinity of Ballinalack	
	Box structure carrying corridor over local watercourse	In the vicinity of Ballinalack	
	Underpass or overbridge accommodating local road	In the vicinity of Glebe (Ed Balliallack)	
	Box structure carrying corridor over local watercourse	East of Glebe (Ed Balliallack)	
	Underpass or overbridge accommodating local road	Approximately 300m west of Node 19	
19-20	Underpass or	Node 19	

Nodes	Description	Location	Additional Comments
	overbridge accommodating local road		
	Overbridge carrying local road over proposed N4 route	Bunbrosna	
	Overbridge carrying local road over proposed N4 route	North of Clanlugh Demesne	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Node 20	
20-21	Overbridge carrying local road over proposed N4 route	West of Ballynafid Lake	
	Box structure carrying corridor over local watercourse	Southwest of Ballynafid Lake	
	Underpass or overbridge accommodating local road	In the vicinity of Portnashangan	
21-21A	Overbridge carrying local road over proposed N4 route	In the vicinity of Portnashangan, approximately 1.3km south of Node 21	
	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	
21A-22	-	-	-

**Route Corridor Option 6**

<b>Nodes</b>	<b>Description</b>	<b>Location</b>	<b>Additional Comments</b>
01-02	-	-	-
02-02A SOUTH	Box structure carrying corridor over local watercourse	Approximately 300m east of Node 02	
	Underpass or overbridge accommodating local road	In the vicinity of Cloonart North	
	Underpass accommodating local access road	In the vicinity of Cloonart North	
	River bridge crossing the River Rinn	In the vicinity of the existing N4 river crossing near Node 02A	
02A-03A	-	-	-
03A-06	Underpass or overbridge accommodating local road	In the vicinity of Node 03A	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Kilmacannon	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Deerpark and Carrickmoyragh	There is an existing bridge in the vicinity of the proposed structure. In addition the proposed bridge is located near a horizontal bend in the railway. The consequence is a possible reduction in visibility splay for the rail traffic.
	Overbridge carrying local road over proposed N4 route	In the vicinity of Deerpark	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Carrickmoyragh	

Nodes	Description	Location	Additional Comments
	Box structure carrying corridor over local watercourse	East of St. Anne's Glebe	
	Overbridge carrying local road over proposed N4 route	East of St. Anne's Glebe	
	Overbridge carrying local road over proposed N4 route	In the vicinity of Lismoy Lower	
	Box structure carrying corridor over local watercourse	Southeast of Lismoy Lower, approaching Node 06	
	Underpass or overbridge accommodating local road	Southeast of Lismoy Lower, approaching Node 06	
06-07	Overbridge carrying R198 over proposed N4 route	Node 06	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	Southwest of Corragarrow	
	Box structure carrying corridor over local watercourse	South of Corragarrow	
	River bridge crossing the River Camlin	Intersection of route corridor and the River Camlin	
	Overbridge carrying R194 over proposed N4 route	In the vicinity of Node 07	
07-08A	Overbridge carrying R194 over proposed N4 route	In the vicinity of Node 07 north of Lisnamuck	
	Box structure carrying corridor over local watercourse	East of Lisnamuck	
	Overbridge carrying local road over proposed N4 route	Ballymacwilliam	

Nodes	Description	Location	Additional Comments
	Overbridge carrying road over proposed N4 route	Node 08A	
08A-09B	Overbridge carrying the existing N4 over the proposed N4 route corridor	At the intersection of the proposed route corridor and existing N4, in the vicinity of Lissardowlan	
09B-11	Box structure carrying corridor over local watercourse	In the vicinity of Freehalman	
	Overbridge carrying local road over proposed N4 route	Freehalman	
	Box structure carrying corridor over local watercourse	Between Freehalman to Cloonahard	
	Box structure carrying corridor over local watercourse	In the vicinity of Cloonahard	
	Underpass to accommodate local road	Approximately 1.3km west of Node 11	
	Underpass to accommodate local road	Approximately 1.1km west of Node 11	
	Underpass to accommodate local road	Approximately 700m west of Node 11	
	Underpass to accommodate local road	In the vicinity of Node 11	
11-14	Overbridge carrying local road over proposed N4 route	In the vicinity of Node 11	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Northwest of Lisfarrell	
	Box structure carrying corridor over local watercourse	North of Aghanageerah	
	Underpass or overbridge accommodating local road	North of Aghanageerah	
	Overbridge carrying local road over proposed N4	In the vicinity of Node 14	

Nodes	Description	Location	Additional Comments
	route		
14-14A	Box structure carrying corridor over local watercourse	Approximately 100m east of Node 14	
	Underpass or overbridge accommodating local road	Ballindagny and Cullyvore	
	Overbridge carrying existing N55 road over proposed N4 route	Approximately 100m west of Node 14A	
14A-16	River bridge crossing the Black River	Intersection of route corridor and the Black River, south of Garryandrew	
	Box structure carrying corridor over local watercourse	In the vicinity of Gneeve	
	Underpass or overbridge accommodating local road	In the vicinity of Gneeve	
	Box structure carrying corridor over local watercourse	Approximately 1.0km west of Kilsallagh	
	Underpass or overbridge accommodating local road	Southwest of Kilsallagh	
	Overbridge carrying road over proposed N4 route corridor	In the vicinity of Node 16	
16-17A	Underpass or overbridge accommodating local road	North of Ballygarran	
	Overbridge carrying the existing N4 over the proposed N4 route corridor	A the intersection of the proposed route corridor and existing N4, north of Ballygarran	
	Underpass or overbridge accommodating local road	North of Rathowen	
	Box structure carrying corridor over local	Node 16	

Nodes	Description	Location	Additional Comments
	watercourse		
	Overbridge carrying road over proposed N4 route	West of Corrydonnellan	
	Box structure carrying corridor over local watercourse	South of Corrydonnellan	
	Overbridge carrying the existing N4 over the proposed N4 route corridor	At the intersection of the proposed route corridor and existing N4, south of Joanstown	
17A-17	Overbridge carrying local road over proposed N4 route	In the vicinity of the western side of Ballinalack	
17-19	River bridge crossing the River Inny	Node 17. At the intersection of route corridor and the River Inny in the vicinity of Ballinalack	
	Box structure carrying corridor over local watercourse	In the vicinity of Ballinalack	
	Underpass or overbridge accommodating local road	In the vicinity of Glebe (Ed Ballinalack)	
	Box structure carrying corridor over local watercourse	East of Glebe (Ed Ballinalack)	
	Underpass or overbridge accommodating local road	Approximately 300m west of Node 19	
19-20	Overbridge carrying local road over the proposed N4 route corridor	Node 19	-
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Bunbrosna	
	Overbridge carrying local road over the proposed N4 route corridor	North of Clanhugh Demesne	
	Overbridge carrying local road over the proposed N4 route corridor	North of Clanhugh Demesne, approximately 300m	

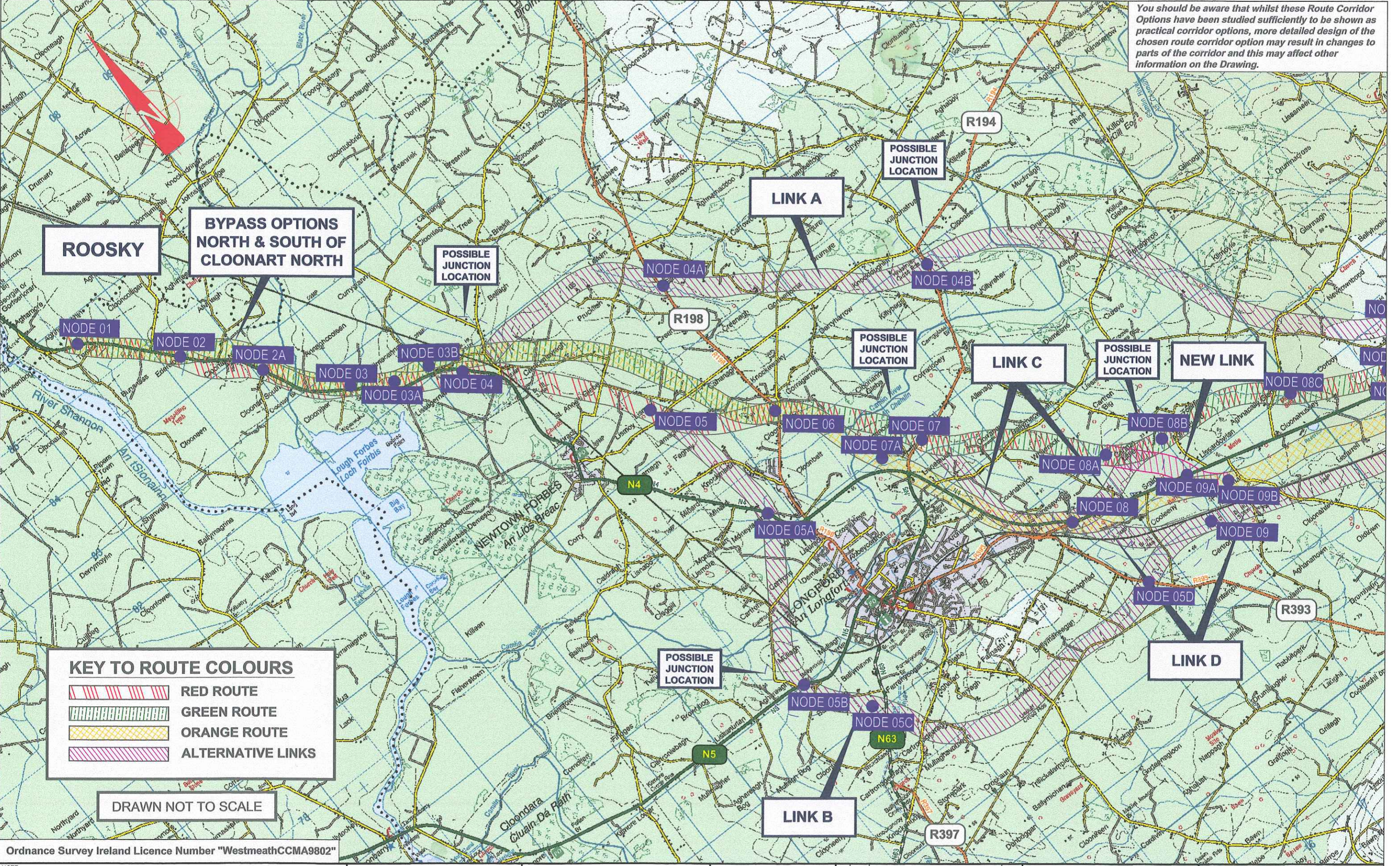
Nodes	Description	Location	Additional Comments
		east of the adjacent overbridge	
	Rail bridge carrying the Dublin Sligo Railway over the proposed route	Intersection of route corridor and existing railway in the vicinity of Node 20	
20-21	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Balynafid	
	Overbridge carrying local road over the proposed N4 route corridor	In the vicinity of Balynafid	
	Overbridge carrying local road over the proposed N4 route corridor	At Node 21 in the vicinity of Portnashangan	
21-21A	Overbridge carrying local road over proposed N4 route	In the vicinity of Portnashangan, approximately 1.3km south of Node 21	
	Existing Knockdrin Overbridge carrying local road over N4	Node 21A	
21A-22	-	-	-



## Appendix 24 Matrix for Route Corridor Option No. 6 & Accompanying Drawings



You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



Ordnance Survey Ireland Licence Number "WestmeathCCMA9802"

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Logos for **transport21**, **VNDP**, **NRA**, and other project partners.

**N4 MULLINGAR TO LONGFORD (ROOSKY)**

Rev.	Date	Description	App'd
01	MAR 09	ISSUE FOR RCBR	WM

ROUTE SECTIONS APPRAISED IN MATRIX TO IDENTIFY ROUTE CORRIDOR OPTION 6 (SHEET 1 OF 3)

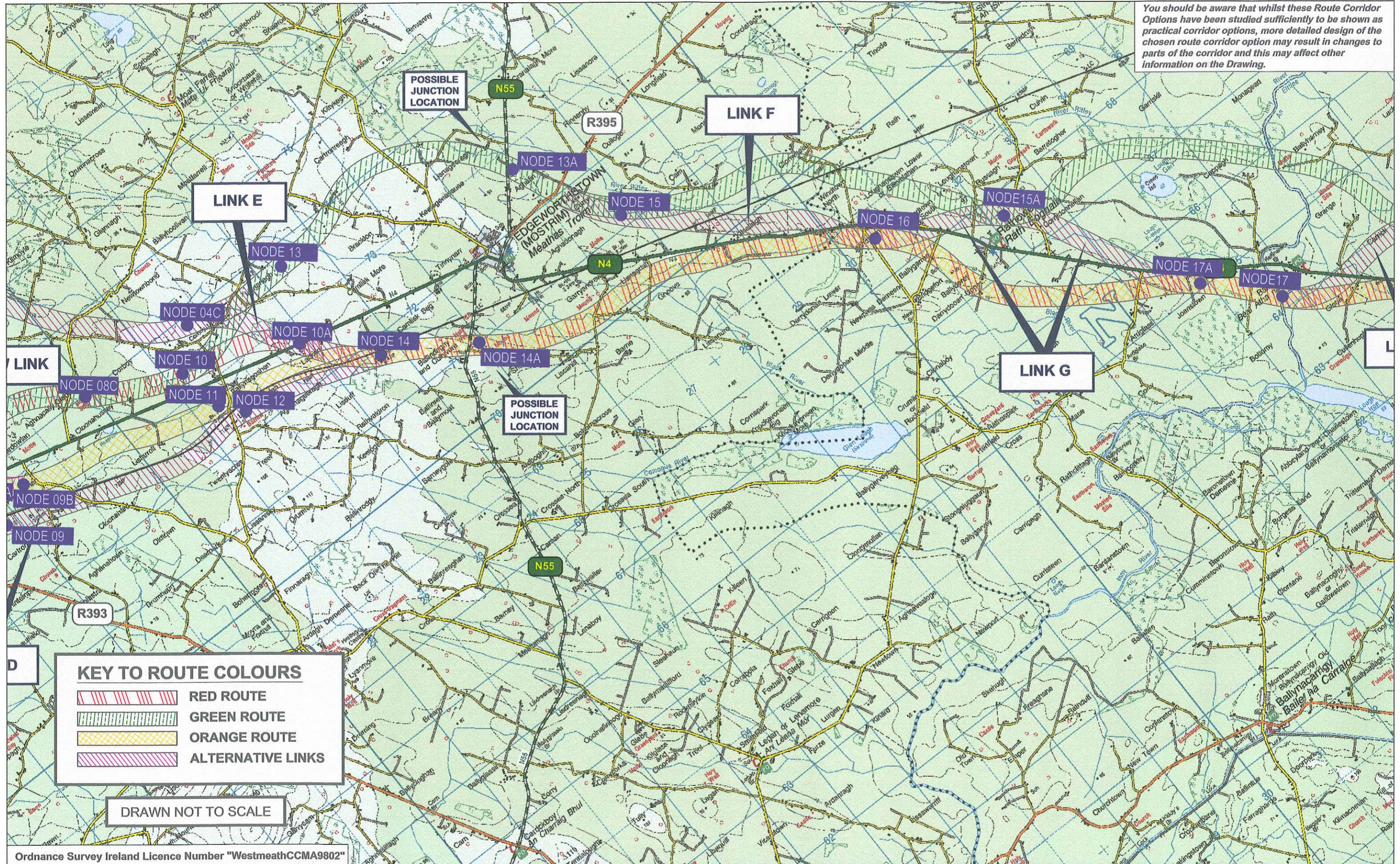
**HyderTobin CONSULTANTS**

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Drawn:	R.A.	Job No:	GD01038
Checked:	W.M.	File No:	6027-00138-03U-01
Approved:	W.M.	Drawing No.:	
Date:	MAR 09		
Scale:	NOT TO SCALE		

Rev: 01

You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



**KEY TO ROUTE COLOURS**

- RED ROUTE
- GREEN ROUTE
- ORANGE ROUTE
- ALTERNATIVE LINKS

DRAWN NOT TO SCALE

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transport21 progress in motion

NDR

NRA

Project: **N4 MULLINGAR TO LONGFORD (ROOSKY)**

Rev	Date	Description	Wtd	App'd
01	MAR 09	ISSUE FOR RCR		

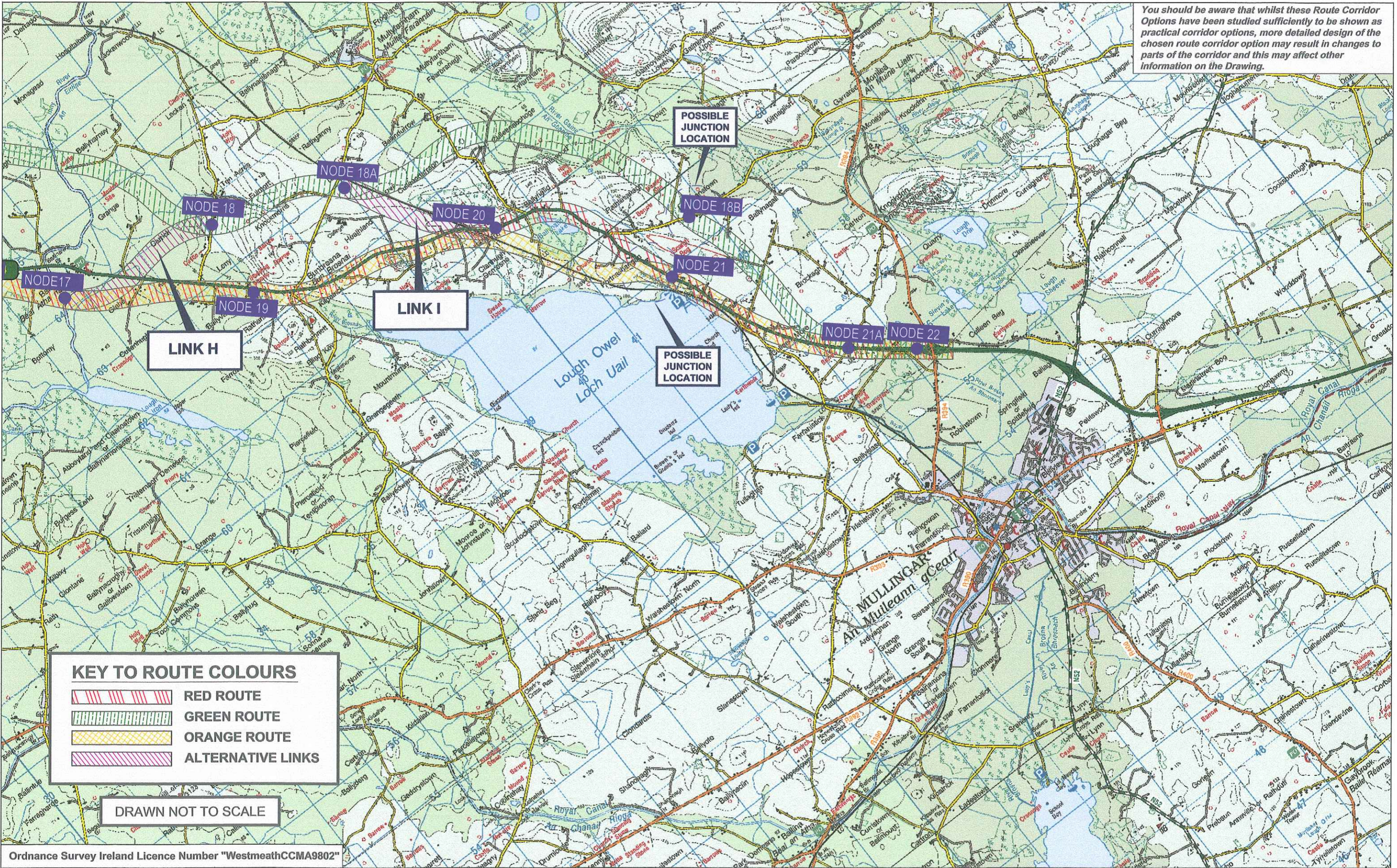
ROUTE SECTIONS APPRAISED IN MATRIX TO IDENTIFY ROUTE CORRIDOR OPTION 6 (SHEET 2 OF 3)

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Approved:	W.M.	Drawing No:	
Date:	MAR 09		6027-002
Scale:	NOT TO SCALE		

You should be aware that whilst these Route Corridor Options have been studied sufficiently to be shown as practical corridor options, more detailed design of the chosen route corridor option may result in changes to parts of the corridor and this may affect other information on the Drawing.



**KEY TO ROUTE COLOURS**

- RED ROUTE
- GREEN ROUTE
- ORANGE ROUTE
- ALTERNATIVE LINKS

DRAWN NOT TO SCALE

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NOTE:  
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 Refer to constraints report for details and number references.  
 Study area boundary may be subject to change as further information is obtained during the study phases.

transport21  
 progress in motion

NDR  
 National Developmental Review

NRA  
 National Roads Authority

Project:  
**N4 MULLINGAR TO LONGFORD (ROOSKY)**

Rev.	Date	Issue For	Description	WJ	App'd
01	MAR 09	ISSUE FOR RCSR			

ROUTE SECTIONS APPRAISED IN MATRIX TO IDENTIFY ROUTE CORRIDOR OPTION 6 (SHEET 3 OF 3)

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Approved:	W.M.	Drawing No:	6027-003
Date:	MAR 09		
Scale:	HGT TO SCALE		

## Appendix 25 EPRC Public Exhibitions: Information

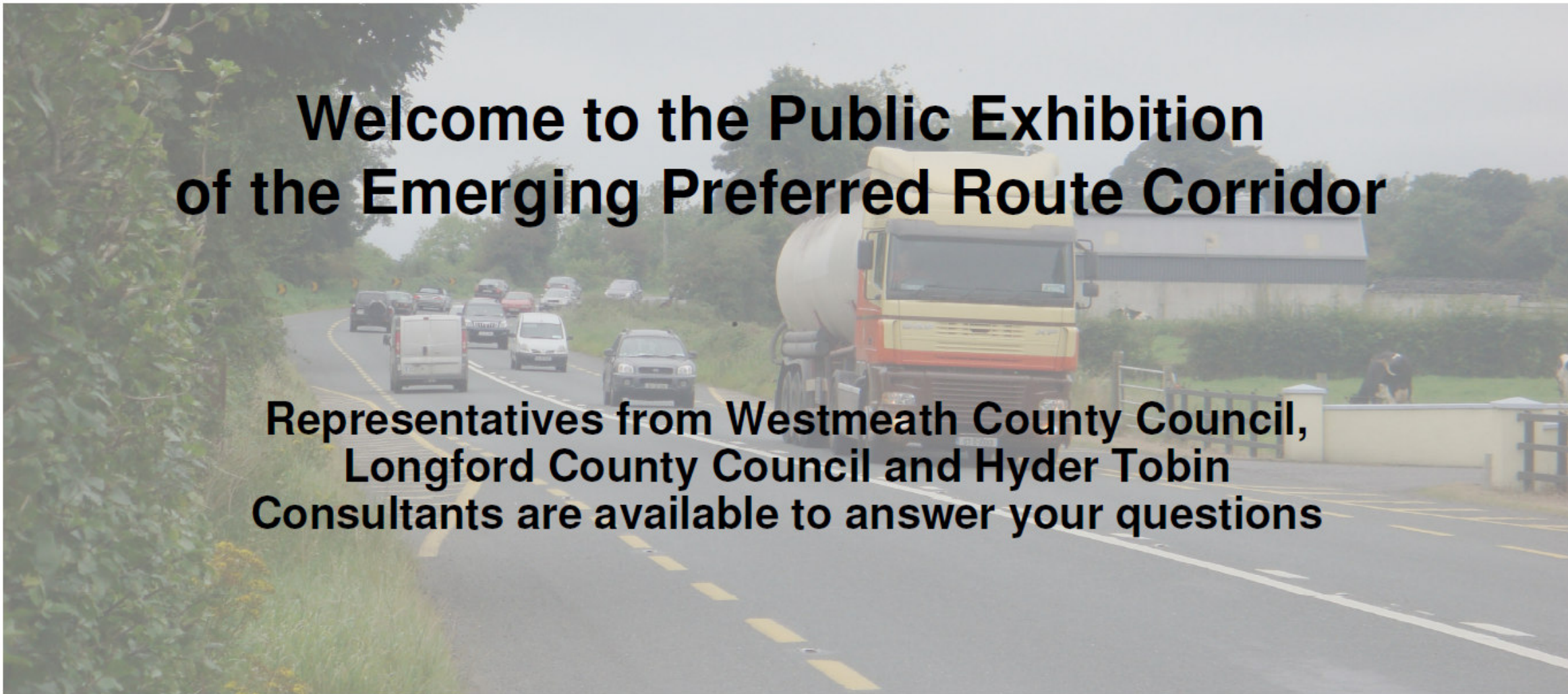
# N4 Mullingar to Longford (Roosky)



Westmeath County Council  
Comhairle Chontae na h-Iarmhí



Longford County Council  
Comhairle Chontae Longfoirt



## Welcome to the Public Exhibition of the Emerging Preferred Route Corridor

Representatives from Westmeath County Council,  
Longford County Council and Hyder Tobin  
Consultants are available to answer your questions



# Scheme Objectives

N4 Mullingar to Longford (Roosky)

## Economy

To promote sustainable national economic and employment growth and also strengthen and improve Ireland's international competitiveness.

To provide value for money.

## Safety

To improve safety for all road users including non-motorised users of this section of the N4 National Primary Road.

## Environment

To minimise the impacts on people and the receiving environment.

## Accessibility and Social Inclusion

To minimise severance within local communities. To provide an improved access to the region in order to distribute economic benefits and assist in providing a balanced regional development.

## Integration

To provide a high quality road and optimise journey times for strategic traffic travelling between the Gateways of Dublin, Mullingar and Sligo on the N4 National Primary route.

To provide a means of access to the N55 National Secondary route at Edgeworthstown and the N5 National Primary route and N63 National Secondary route at Longford.

To meet objectives identified in the NDPs 2000-2006 & 2007-2013 and specific objectives in the Westmeath County Development Plan 2008-2014, the Longford County Development Plan (CDP) and Longford CDP 2009-2015.



# The Need For The Scheme N4 Mullingar to Longford (Roosky)

This section of the existing N4 is approximately 52km long and is a single carriageway currently carrying Average Annual Daily Traffic volumes of approximately 14,600 vehicles per day near Mullingar, 13,000 near Edgeworthstown, 10,000 to 15,800 near Longford and 8,000 near Roosky. Average journey speeds from Mullingar to Roosky are approximately 70kph, but the average journey speed required to ensure the minimum acceptable level of service on the national route, is 80kph.

There are also numerous minor junctions and private accesses along the existing route, where slow moving vehicles join the N4. Through traffic also has a negative impact on local communities including Newtownforbes, Longford, Edgeworthstown, Rathowen and Ballinalack.

For 2035 the forecast traffic flows are approximately 22,200 near Mullingar, 20,000 near Edgeworthstown, 19,300 to 23,800 near Longford and 12,200 vehicles per day near Roosky.

11,600 vehicles per day is the upper limit for a single carriageway designed to current standards, to provide the necessary level of service for road users. Consequently, a dual carriageway (two lanes in either direction) is proposed, in order to cater for existing and future traffic flows

The existing N4 and new parallel link roads would provide a continuous road to serve local traffic and provide access to homes, farms and businesses



# N4 Mullingar to Longford (Roosky) The Emerging Preferred Route Corridor

The Emerging Preferred Route Corridor has been identified by taking into account a wide range of different aspects, including Environmental Impacts, Engineering Aspects, Traffic and Economic considerations.

A summary of some of the main issues which determined the alignment of the Emerging Preferred Route Corridor is given on this poster and the following poster. Please note that many more aspects had to be considered which are too numerous to describe in full here but will be written up in the Route Corridor Selection Report which will be finalised later this year. The key issues have been highlighted as follows:

- **Online through Edercloon:** chosen to minimise impacts on the environment and land, especially on adjacent designated areas of Aghnamona Bog NHA and Clooneen Bog cSAC pNHA, to minimise impacts on areas of known archaeology and in order to join up with the existing roundabout at Tomisky (near Roosky)
- **Southern Bypass of Cloonart North:** chosen due to its lower overall environmental impacts as compared to a northern bypass or an on-line option, in particular its lower impacts on residential property
- **Close to existing N4 on north side from Cloonart North to Carrickmoyragh:** alignment on north side of existing N4 from Cloonart North to Carrickmoyragh was chosen to minimise environmental impacts, in particular to avoid impacts on the designated areas of Lough Forbes cSAC, pNHA and Ballykenny Fishertown Bog SPA.
- **From Carrickmoyragh, north of St Annes Glebe and Lismoy:** this alignment was chosen due to its lower overall impacts on the environment, land and residential property, as compared to the other options available
- **New Bypass to north of Longford Town:** due to lower overall impacts, particularly on future planning of the town and its good performance in terms of providing additional capacity to relieve the existing bypass which is used to access various parts of Longford Town

# N4 Mullingar to Longford (Roosky)

## The Emerging Preferred Route Corridor

- **North of Freehalman then south of railway between Longford Town and Edgeworthstown:** chosen to minimise overall environmental impacts, particularly on residential and agricultural buildings and land
- **Bypass south of Edgeworthstown:** chosen due to lower overall environmental impacts and better performance in terms of access and traffic flows than a northern bypass. An alignment following the existing bypass was not possible due to insufficient width between built constraints on either side of the existing bypass.
- **Close to existing N4 on south side between Edgeworthstown and Rathowen:** chosen due to need to avoid poor ground conditions and to minimise environmental impacts. Online widening was not possible due to severe impacts on existing built properties along the N4
- **Southern Bypass of Rathowen:** chosen in preference to northern bypass which would cross existing N4 at high level twice and due to its lower overall environmental impacts, particularly on residential property
- **Southern Bypass of Ballinalack:** chosen due to lower overall environmental impacts, particularly on residential property
- **Close to existing N4 on south side between Ballinalack and Ballynafid:** chosen due to need to keep existing N4 open to serve as continuous access road during and after construction and to minimise impacts on land and buildings
- **Southern Bypass of Ballynafid:** chosen due to lower overall environmental impacts, particularly on residents in Ballynafid
- **Online from Portnashangan to Mullingar Bypass:** chosen due to need to minimise environmental impacts, particularly to avoid impacts on the designated areas of Ballynafid Lake and Fen pNHA, Lough Owel cSAC, pNHA, SPA and Scragh Bog pNHA, cSAC (National Nature Reserve) and in order to tie in to the western end of the Mullingar Bypass.

# What Happens Next?

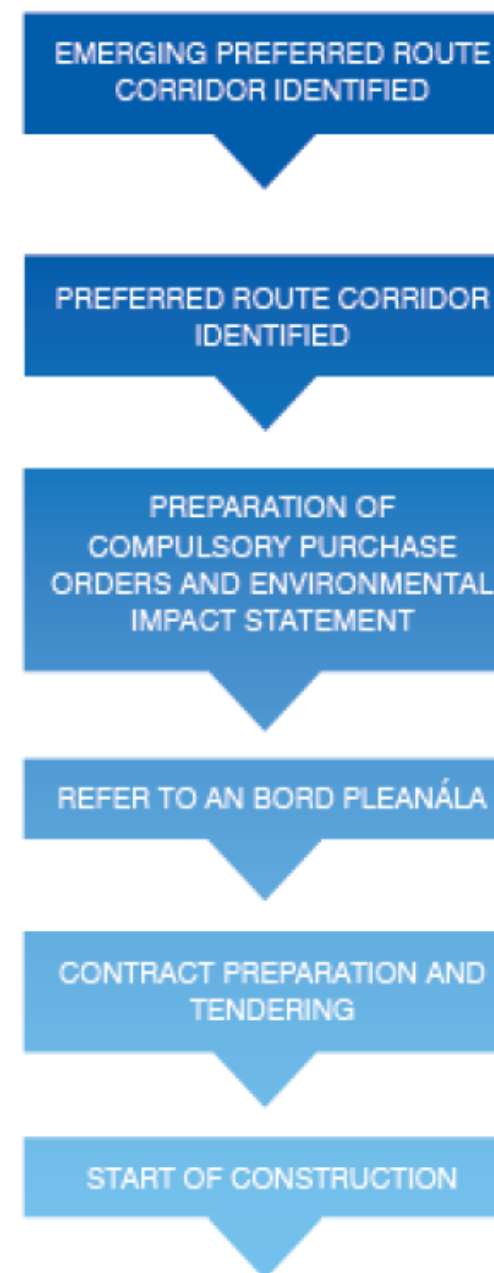
## N4 Mullingar to Longford (Roosky)

The comments received following the exhibitions will be reviewed and then the Route Corridor Selection Report will be finalised.

Subject to approval to proceed and funding, a preliminary design for the road will then be undertaken. This will enable the extent of the land required for the scheme to be determined, thereby allowing the Compulsory Purchase Orders (CPOs) to be prepared.

An Environmental Impact Statement (EIS) will also be prepared. Both the CPO and the EIS will be sent to An Bord Pleanála for confirmation. An Bord Pleanála may hold an Oral Hearing into any Objections received.

The likely sequence of events is set out in the diagram opposite. However this is dependant on NRA approvals and funding being made available.



# Your Comments

N4 Mullingar to Longford (Roosky)

We need to know your views on the Emerging Preferred Route Corridor. All comments will be carefully considered before a final recommendation is made.

The Emerging Preferred Route Corridor will remain available to view after the exhibitions at the offices of Longford CC and Westmeath NRDO.

Please let your comments be known by completing the questionnaire and returning it at the exhibitions or by Friday 5<sup>th</sup> June to the following address:



**NATIONAL ROADS DESIGN OFFICE**

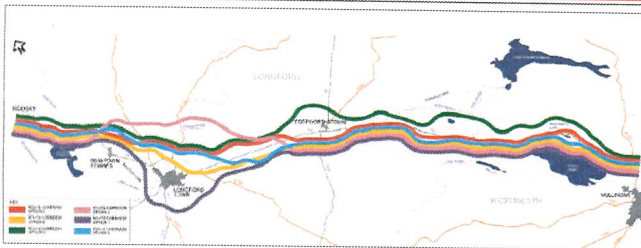
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**Westmeath County Council**  
Culleen Beg, Mullingar  
Co. Westmeath.  
Telephone 044-9334250  
Fax 044-9343661  
Email [all@wccprojectoffice.ie](mailto:all@wccprojectoffice.ie)

<p><b>Online through Edercloon:</b> chosen to minimise impacts on the environment and land, especially on adjacent designated areas of Aghnamona Bog NHA and Clooneen Bog cSAC pNHA, to minimise impacts on areas of known archaeology and in order to join up with the existing roundabout at Tomisky (near Roosky)</p>	<p><b>Southern Bypass of Cloonart North:</b> chosen due to its lower overall environmental impacts as compared to a northern bypass or an on-line option, in particular its lower impacts on residential property</p>	<p><b>Close to existing N4 on north side from Cloonart North to Carrickmoyragh:</b> alignment on north side of existing N4 from Cloonart North to Carrickmoyragh was chosen to minimise environmental impacts, in particular to avoid impacts on the designated areas of Lough Forbes cSAC, pNHA and Ballykenny Fishertown Bog SPA.</p>	<p><b>From Carrickmoyragh, north of St Anne’s Glebe and Lismoy:</b> this alignment was chosen due to its lower overall impacts on the environment, land and residential property, as compared to the other options available</p>
<p><b>New Bypass to north of Longford Town:</b> due to lower overall impacts, particularly on future planning of the town and its good performance in terms of providing additional capacity to relieve the existing bypass which is used to access various parts of Longford Town</p>	<p><b>North of Freehalman then south of railway between Longford Town and Edgeworthstown:</b> chosen to minimise overall environmental impacts, particularly on residential and agricultural buildings and land</p>	<p><b>Bypass south of Edgeworthstown:</b> chosen due to lower overall environmental impacts and better performance in terms of access and traffic flows than a northern bypass. An alignment following the existing bypass was not possible due to insufficient width between built constraints on either side of the existing bypass.</p>	<p><b>Close to existing N4 on south side between Edgeworthstown and Rathowen:</b> chosen due to need to avoid poor ground conditions and to minimise environmental impacts. Online widening was not possible due to severe impacts on existing built properties along the N4</p>

<p><b>Southern Bypass of Rathowen:</b> chosen due to lower overall impact on the environment, in particular lower impact on residential property</p>	<p><b>Southern Bypass of Ballinalack:</b> chosen due to lower overall environmental impacts, particularly on residential property</p>	<p><b>Close to existing N4 on south side between Ballinalack and Ballynafid:</b> chosen due to need to keep existing N4 open to serve as continuous access road during and after construction and to minimise impacts on land and buildings</p>	<p><b>Southern Bypass of Ballynafid:</b> chosen due to lower overall environmental impacts, particularly on residents in Ballynafid and lower impacts on designated sites</p>
<p><b>Online from Portnashangan to Mullingar Bypass:</b> chosen due to need to minimise environmental impacts, particularly to avoid impacts on the designated areas of Ballynafid Lake and Fen pNHA, Lough Owel cSAC, pNHA, SPA and Scragh Bog pNHA, cSAC (National Nature Reserve) and in order to tie in to the western end of the Mullingar Bypass.</p>			

## OPTIONS CONSIDERED



The route option appraisal process has considered many options and resulted in six continuous route corridor options. The Red, Orange and Green Route Corridor Options are the first three options which were displayed, together with various links between them, at exhibitions held in September 2008. Subsequently three further route corridor options were developed using some of the links and some sections of the first three route corridor options.

**Option 1 – Red Route:** Departing the Tomisky Roundabout this route option runs online through Ederloun and passes south of Cloonart North. Running close to the existing N4 to Carrickmoyragh it heads through Lisroy to pass Longford Town north of the Longford Bypass, continuing in a line north of the existing N4. This option crosses the existing N4 at Lackan, links with the N55 south of Edgeworthstown and continues in a line south of the existing N4 bypassing Rathowen and Ballinalack, before running online or close to the existing N4 through Bunbrosna, Ballynafid, Portnashangan to the N4/R394 junction at Mullingar.

**Option 2 – Orange Route:** Departing the Tomisky Roundabout this route option runs online through Ederloun and passes north of Cloonart North. Running close to the existing N4 to Carrickmoyragh it heads to the North of Lisroy and continues south-east to run online along the eastern section of the existing Longford Bypass. This option continues along an alignment south of the existing N4, links with the N55 south of Edgeworthstown and continues on an alignment South of the existing N4, bypassing Rathowen and Ballinalack, before running online or close to the existing N4 through Bunbrosna, bypassing South of Ballynafid, and running online through Portnashangan to the N4/R394 junction at Mullingar.

**Option 3 – Green Route:** Departing the Tomisky Roundabout this route option runs online through Ederloun and passes North of Cloonart North. Running close to the existing N4 to Carrickmoyragh it heads to

the North of Lisroy and continues to the north of the existing Longford Bypass. This option continues along an alignment north of the existing N4, to link with the N55 North of Edgeworthstown, bypassing Rathowen and Ballinalack to the North and running to the North of Bunbrosna, Ballynafid, Portnashangan and Scrapp Bog to rejoin the existing N4 near Cullen More and running online to the N4/R394 junction at Mullingar.

**Option 4 – Pink Route:** Departing the Tomisky Roundabout this route option runs online through Ederloun and passes North of Cloonart North. Running close to the existing N4 to Carrickmoyragh it heads East to pass around the North side of Carrickglass Demesne, before continuing South-East, crossing the existing N4 near Lackan, to link with the N55 South of Edgeworthstown, and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.

**Option 5 – Purple Route:** Departing the Tomisky Roundabout, this route runs online through Ederloun and passes South of Cloonart North. It runs close to the existing N4 to Carrickmoyragh before heading through Lisroy and then South to follow the line of the proposed N5 Longford Bypass west of Longford Town and continuing to bypass Longford Town to the South. This option continues east along an alignment to the South of the railway to link with the N55 South of Edgeworthstown, and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.

**Option 6 – Blue Route:** Departing the Tomisky Roundabout, this route runs online through Ederloun and passes south of Cloonart North, before running north of Lisroy and north of the existing Longford Bypass. This option crosses the existing N4 near Straid, runs to the south of the existing N4 and links with the N55 south of Edgeworthstown. It continues along an alignment South of the existing N4 and follows a similar alignment as Option 2, to the N4/R394 junction at Mullingar.



## WHAT HAPPENS NEXT?

Your comments on the emerging preferred route corridor will be carefully examined by the project team. This may lead to some modifications to the proposed scheme. While this Emerging Preferred Route Corridor has been studied sufficiently to be shown as a practical scheme, further design of the chosen route may result in changes to parts of the corridor and this may affect other information on this leaflet and on the public consultation maps.

Comments from the public and from statutory bodies will be taken into account.

The next step in the process will be the identification of the Preferred Route; the progression of this scheme is subject to funding and various approvals.

## YOUR COMMENTS ARE IMPORTANT

We need to know your views on the Emerging Preferred Route Corridor. All comments will be carefully considered before a final recommendation is made. Please study the Emerging Preferred Route Corridor map carefully and complete the questionnaire or write to the project office at the address below.

**NATIONAL ROADS DESIGN OFFICE**  
Westmeath County Council  
Cullen Beg, Mullingar  
Co. Westmeath  
Telephone 044-9334250  
Fax 044-9343661  
Email [all@wccprojectoffice.ie](mailto:all@wccprojectoffice.ie)

[www.wccprojectoffice.ie](http://www.wccprojectoffice.ie)  
[www.westmeathcoco.ie](http://www.westmeathcoco.ie)  
[www.longfordcoco.ie](http://www.longfordcoco.ie)

The maps and plans of the Emerging Preferred Route Corridor will remain available for inspection after the exhibitions at the National Roads Design Office and at the Longford County Council offices, Great Water Street, Longford.

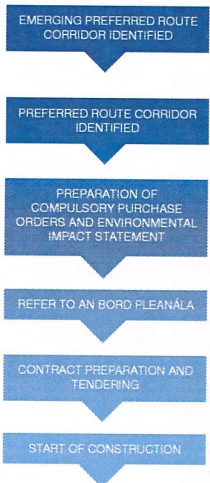
THANK YOU FOR YOUR INTEREST AND ASSISTANCE

transport21  
progress in motion

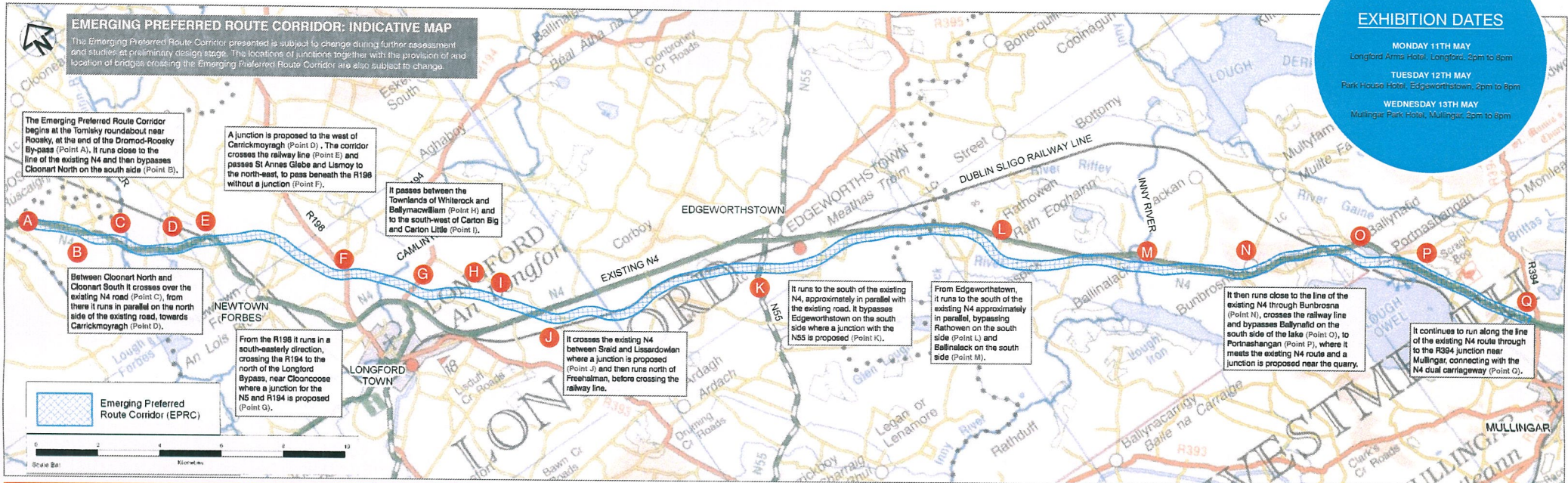


## N4 MULLINGAR TO LONGFORD (ROOSKY)

EMERGING PREFERRED ROUTE CORRIDOR  
May 2009







**EXHIBITION DATES**

**MONDAY 11TH MAY**  
Longford Arms Hotel, Longford, 2pm to 8pm

**TUESDAY 12TH MAY**  
Park House Hotel, Edgeworthstown, 2pm to 8pm

**WEDNESDAY 13TH MAY**  
Mullingar Park Hotel, Mullingar, 2pm to 8pm

**INTRODUCTION**

The N4 is a National Primary Route which connects destinations such as Dublin, Mullingar, Longford, Carrick-on-Shannon and Sligo and interlinks with other national, regional and local road networks. Westmeath County Council in partnership with Longford County Council and the National Roads Authority are promoting a scheme to upgrade approximately 50km of the N4 National Primary Route between Mullingar and Rosky.

This scheme commences at the roundabout at the eastern end of the recently completed N4 Dromod Rosky Bypass, in the Townland of Tomisky, County Longford. The scheme ends near Mullingar at the N4/R394 junction (Castledard Road) at the western end of the N4 Mullingar Bypass dual carriageway in the townland of Cullen Bag, County Westmeath.

Previous exhibitions were held in September 2007 for the Constraints Study Area and in September 2008 for Route Corridor Options. The purpose of this Public Consultation is to invite comments on the Emerging Preferred Route Corridor. It should be noted that this corridor is not fixed or final and may be subject to change during future stages of design. Your comments can be recorded by completing and returning the questionnaire to the address overleaf.

**WHY IS THE IMPROVEMENT NECESSARY?**

The need to upgrade this section of the N4 has been identified in Transport 21, the National Development Plan, the National Spatial Strategy and the Westmeath and Longford County Development Plans.

This section of the existing N4 route almost entirely comprises single carriageway road with intermittent hardshoulders of various widths. Safe overtaking opportunities can be restricted during busy periods. There are also numerous minor junctions and private accesses along the existing route, where slow moving vehicles join the N4. Through traffic also has a negative impact on local communities along the existing N4 route, including Newtownforbes, Longford, Edgeworthstown, Rathowen and Ballinacree. Removing through traffic would reduce accident rates and enhance amenity value in the centres of these communities. A dual carriageway would be safer and would lead to significantly shorter travel times.

Traffic flows on the existing N4 have risen significantly in recent years. The average journey speeds along the existing N4 between Mullingar and Rosky are approximately 70 kilometres per hour whereas the minimum average speed for an acceptable level of service for a National Primary Route is 80 kilometres per hour. Current and future forecast traffic flows justify a two-lane dual carriageway provision. The improvement will help to relieve congestion at peak times at junctions along the existing N4 and in particular at junctions on the existing Longford Bypass. The improvement would provide relief to the existing N4 making it easier and safer for residents and businesses along the existing road, to access the road network.

**WHY OPTION 6?**

Overall, Option 6 (the Emerging Preferred Route Corridor) represents the best sections of the options and the links in terms of environmental impacts and engineering aspects, as determined by the appraisals.

Many different aspects have been taken into account in the appraisals, which include (in no particular order):

- Land Use and Land Take including Impacts on Agriculture, Planning, Socio-Economics, Residential and other Property
- Archaeology and Built Heritage
- Ecology, Natural Environment and Biodiversity
- Air Quality, Noise & Vibration
- Geology and Hydrogeology
- Landscape and Visual
- Hydrology and Drainage

Engineering Aspects

- Traffic Flows and Forecasts
- Safety such as potential for accident reduction and security of pedestrians, cyclists and equestrians
- Accessibility for vulnerable groups and deprived areas
- Integration with other modes of transport, land use, geography, plans and policies
- Scheme Economics.

The Route Corridor Selection Report which contains the appraisal results is currently in preparation and will be finalised later this year. The Emerging Preferred Route Corridor may be subject to change during future stages of design.

A few of the key issues which determined the alignment of the Emerging Preferred Route Corridor (EPRC) and its recommendation are mentioned below. Please note that many more aspects had to be considered which are too numerous to describe in full here. Environmental and Engineering Appraisals have indicated the following alignments are appropriate for particular sections:

Online Widening: where there are particularly low numbers of homes and other buildings alongside the existing road then sections of the EPRC can run online. The benefits are that this can minimise impacts on the surrounding environment including for example; on agricultural land, known archaeology, habitats and adjacent specially designated areas. Such sections include, Tomisky to Edgericron and Portnashangan to Mullingar.

Offline close to the existing N4: Where there are numerous homes and other buildings on both sides of the existing road, to run online would require extensive demolition of buildings therefore it can be better to run offline, yet remain close to the existing road to reduce impacts. Such sections include Killaigh to Windtown, Clonarr South to Carrickmoyrath and Glebe to Clarnagh via Bunbroona. By running offline relatively close to the existing road, this enables homes, businesses and farm buildings along the existing N4 to remain whilst also reducing environmental impacts as far as possible and allows the existing road to serve local properties during and after construction.

Bypassing Communities: where the existing road passes through towns and villages, it would not be possible to widen the existing road without demolishing many buildings and causing major disruption. Bypasses are more appropriate and can improve the amenity value of town and village centres. Such sections of the EPRC include the southern bypasses of Clonarr North, Edgeworthstown, Rathowen, Ballinacree and Ballynacrid and a new northern bypass of Longford Town, all of which represent the best of the bypass options available at these locations, in terms of the environmental and engineering appraisals.

Environmental Appraisal: indicates that none of the options would perform best in every aspect but on balance, Option 6 performs best in terms of its overall environmental impact.

Engineering Appraisal: The engineering appraisal indicates that all six route corridor options are feasible in terms of construction and similar engineering aspects occur in all six options.

Economic Appraisal: The economic appraisal indicates that Option 6 presents a strongly positive Benefit to Cost Ratio and is therefore economically viable.

*Note: The map shown above is a guideline only. Details of minor road crossings and proposed junction locations are to be shown on large scale photographic mapping at the public exhibitions. Further information may also be obtained from the National Roads Design Office (address and website details can be found overleaf).*



## Appendix 26 EPRC Public Exhibitions: Analysis of Feedback

474 separate written responses were received. The feedback from members of the public was entered into a spreadsheet for each of the questions asked in the questionnaire and the following charts were produced.

Chart 8.1-1 shows the origins of the responses by county and Chart 8.1-2 shows the origins of responses in terms of nearest Town or Area. Locations from where less than 5 responses were received are included within 'Other'.

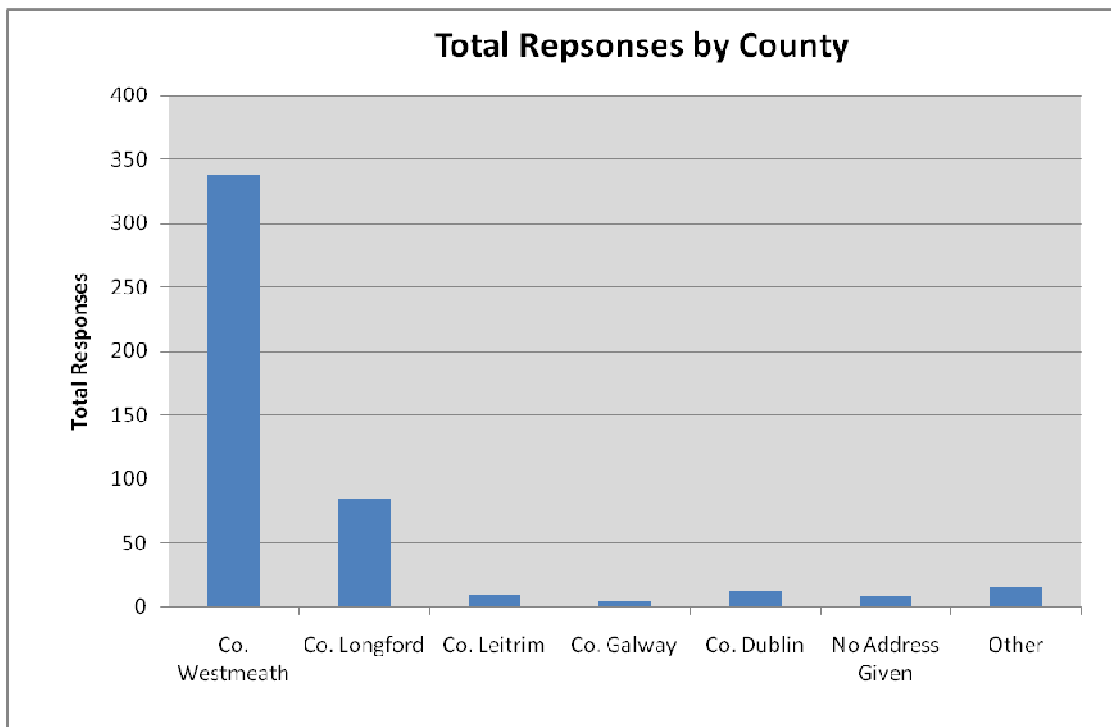


Chart 8.1-1: Responses by County

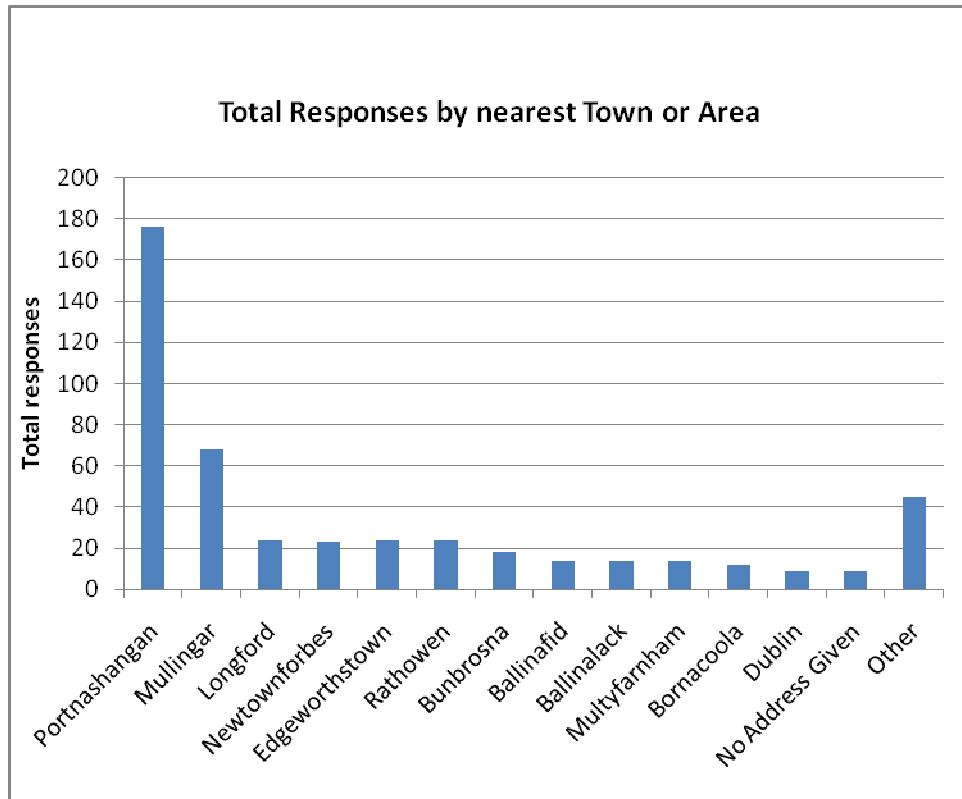
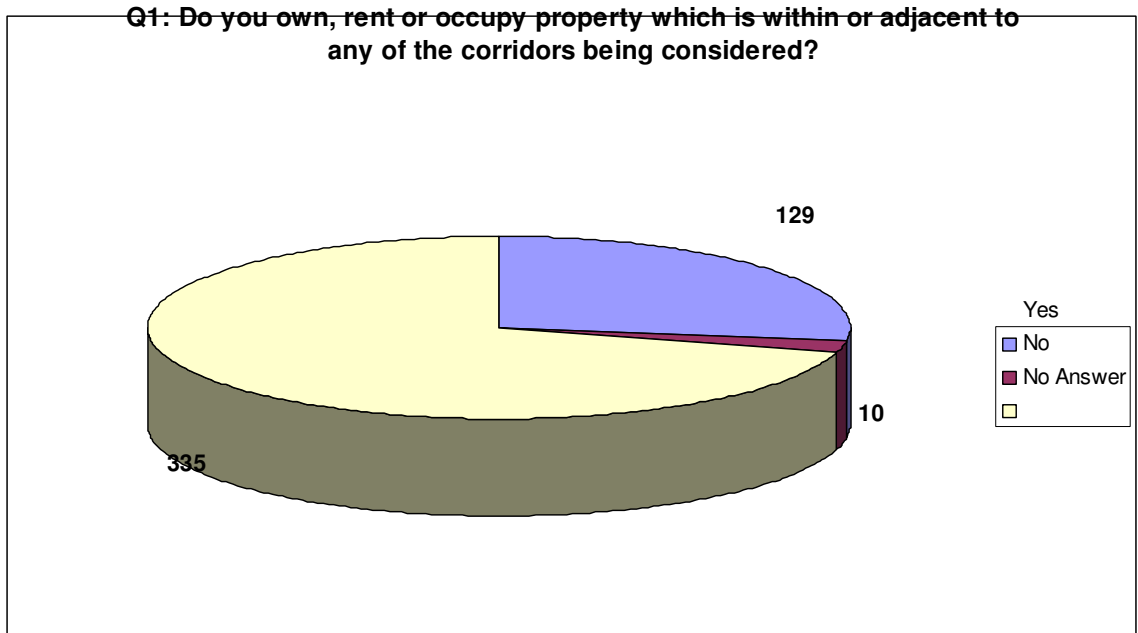


Chart 8.1-2: Responses by Town or Area

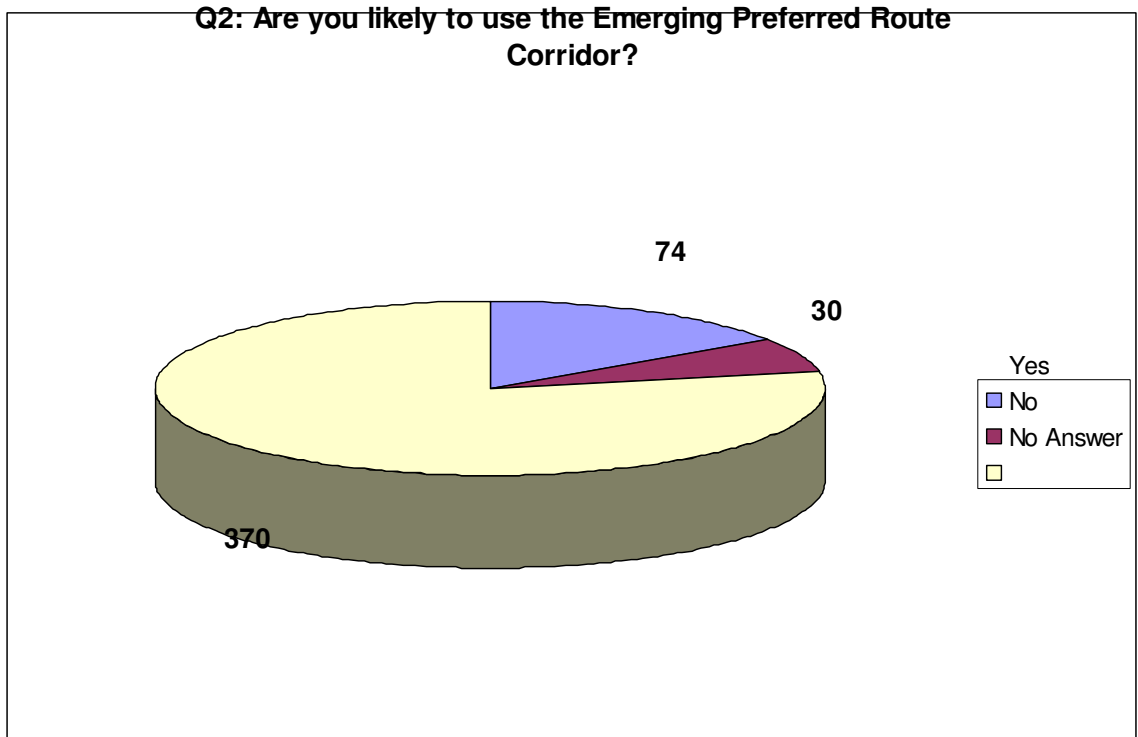
Note: The high number of responses from Portnashangan relative to other places was in part due to a petition received from that area.

Chart 8.1-3: Responses to Question 1



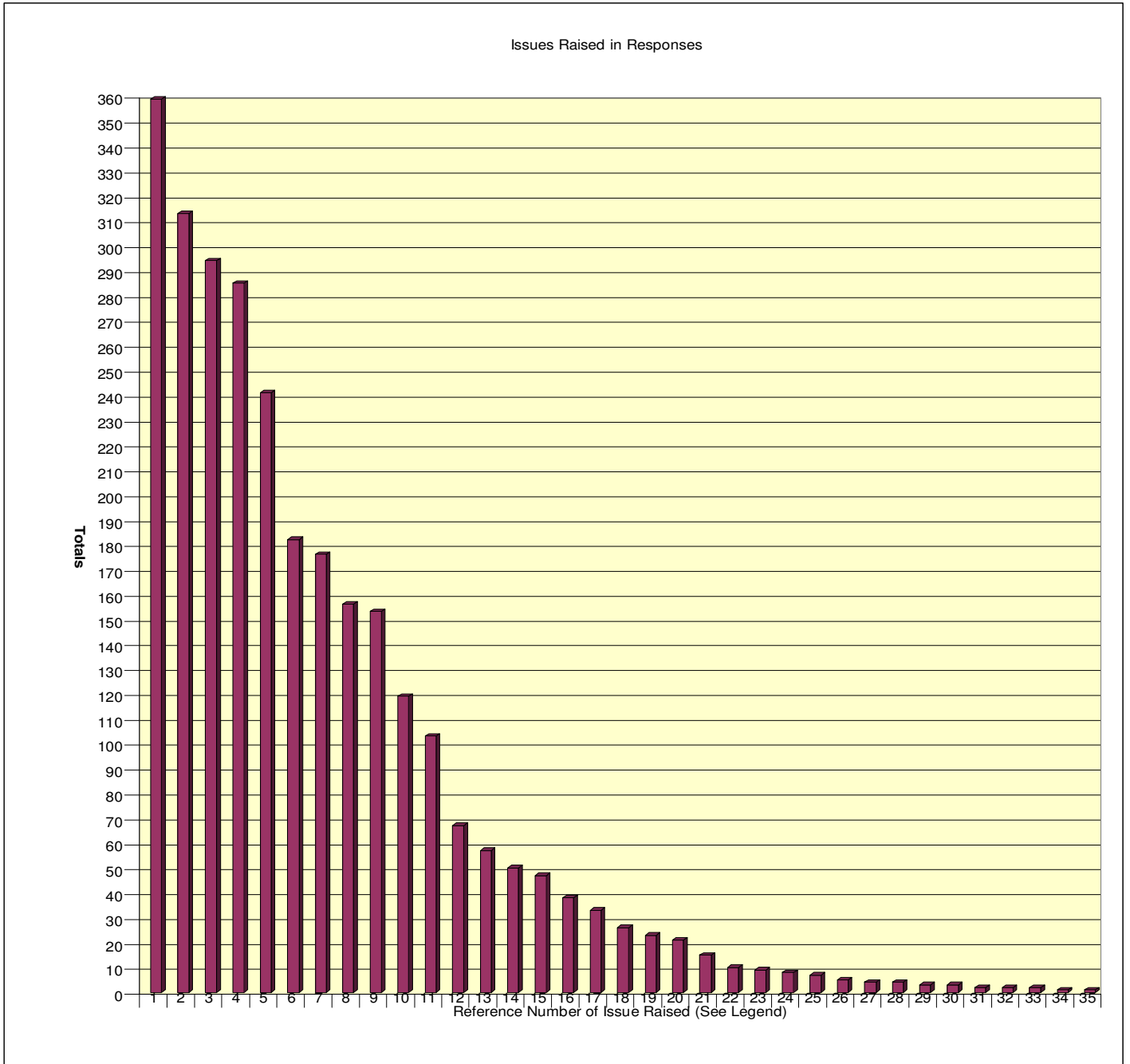
Note: In many cases the response took the form of a letter which did not give a specific answer to this question, hence the high proportion of 'no answer' responses.

Chart 8.1-4: Response to Question 2



Note: In many cases the response took the form of a letter which did not give a specific answer to this question, hence the high proportion of 'no answer' responses.

Chart 8.1-5: General Issues Raised

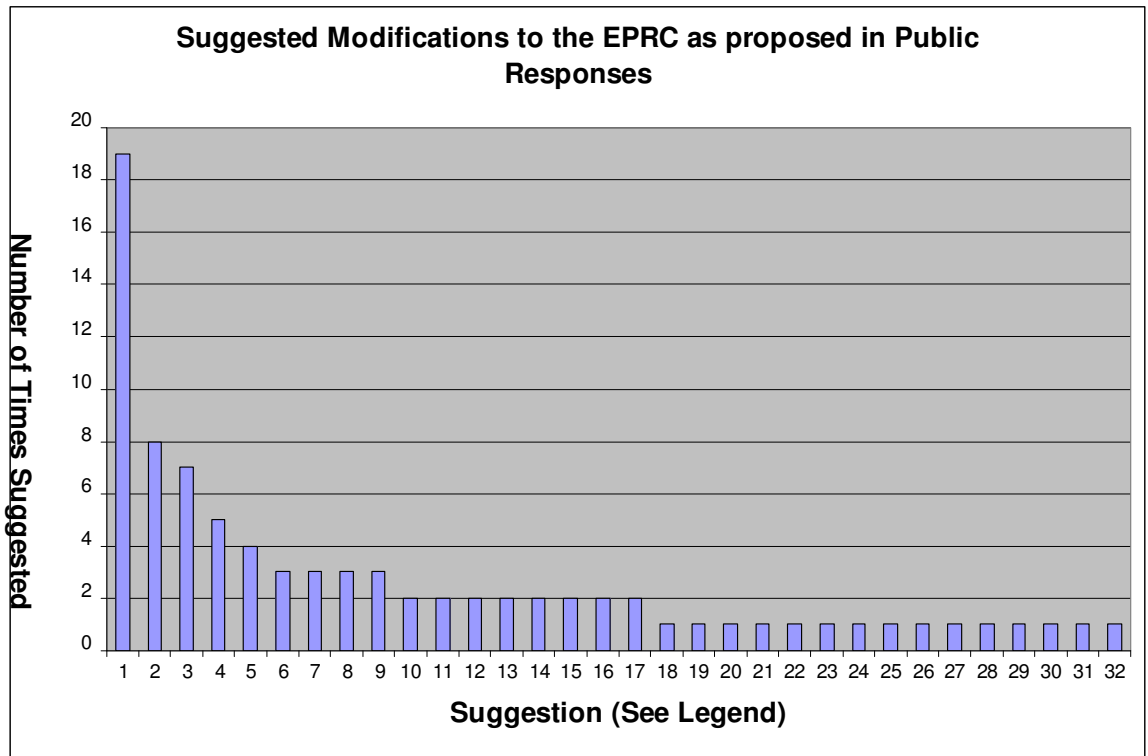


**Legend to Chart 8.1-5:**

1	Noise/Vibration
2	General Environmental Impacts
3	Landscape or Visual Impact
4	Impact on Lough Owel Amenity Area
5	Direct impact or in close proximity to home/property
6	Impact on Ecology (Flora & Fauna)
7	Air Pollution & Dust
8	Risk of Pollution of Watercourses
9	Impacts on Heritage Garden 'Narrow Meadow', Portnashangan, near Lough
10	Effects on Designated Sites e.g. SPA/NHA/SAC
11	Severance Impacts on Property/Farming Activities
12	Public exhibitions: information provided and time allowed for response
13	Impacts on Quality of Life
14	Access to/from Property/Business
15	Safety of nearby residents
16	High Density of traffic
17	Light Pollution
18	No need for scheme
19	Impact on Value of Property
20	Drainage/Flooding
21	Impact on Wildlife
22	Request for more information
23	Archaeological/Heritage features affected
24	No Objection
25	Impact on animal breeding facilities
26	Effects on Fishing Spots
27	Time frame to confirm land required
28	Provision of Underpass/Overpass for access to fields
29	Concern regarding cul-de-sac
30	Compensation/Indemnity against damage to property
31	Widening of Local Roads
32	Impacts on Elderly
33	Proposed Bridge at Cullionmore
34	Impact on moving livestock
35	Effects on Tourism



Chart 8.1-6: Suggested Modifications to the EPRC as proposed in Public Responses



**Legend to Chart 8.1-6:**

<b>Ref. No.</b>	<b>Brief Description of Suggestion</b>
1	Widen existing N4
2	Move R194 junction
3	Route South of Kilsallagh Bog/through Derrydoon
4	Route South of Longford Town
5	Go further north at Shantum
6	Move south towards Black River, east of Rathowen
7	North of existing N4 between Bunbrosna and Ballynafid (Kilpatrick)
8	Parallel to railway line at Portnashangan
9	Relocate side road bridge nearer where old N4 meets new N4 at Ballinagall
10	Extend side road on south side at Portnashangan, to link up with old road into Mullingar
11	Green Route (Option 3)
12	Move further north at Joanstown, east of Rathowen
13	Move R194 junction to other side
14	North of Edgeworthstown
15	Provide junction/link to Ballinalack & Rathowen
16	Route south of Carrickmoyragh/Kilmacannon into Deerpark
17	Move north away from Lough Owel (i.e. Green route/Option 3)
18	Further south at Ballinalack
19	Go north of Edgeworthstown
20	Go south of existing N4 at Edercloon
21	Keep away from Fort and close to Glennons Wood at Cartron Big
22	Link N55 to eastern roundabout on N4 at Edgeworthstown
23	Move further south at Clanhugh
24	Move further south at Cloonart North
25	Move south at Ballinalack/Glebe
26	North of Bunbrosna
27	Realign N55 behind farm buildings
28	Route Adjacent to Railway Line
29	Route south of Carrickmoyragh/Kilmacannon
30	Slightly further north at Kilnasavogue
31	Move slightly further south alongside Kilsallagh Bog
32	Move south towards Black River between Rathowen and Ballinalack

Appendix 27 – Extracts from ‘Tempus Archaeology  
(Ref:13-12) – Report on Test Trenching at Site of  
Earthworks WM. 12:087 Portnashangan Townland, Co.  
Westmeath, August 2009).

Tempus Archaeology  
Ref: 13-12PORTNASHANGAN, CO. WESTMEATH

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**Report summary**

This report details the results of archaeological test trenching at the site of an earthwork (RMP Wm 12:087) in Portnashangan townland, near Mullingar, Co. Westmeath. The site is located within the area of a potential route corridor currently being assessed as part of the route selection process for the N4 Mullingar Longford (Roosky) Scheme. This scheme proposes to link two existing dual carriageway sections of the N4 between the N52 Mullingar Bypass, Co. Westmeath, and the N4 Dromod-Roosky Bypass, Co. Longford.

The site of the earthwork at Portnashangan was identified in a desk-based survey carried out by Hyder Tobin on behalf of Westmeath County Council, and a geophysical survey (magnetic gradiometry and electrical resistance) of the area was conducted by John Nicholls and Karla Poot of Target Geophysics in August 2009 (Licence Number 09R154). The position of the test trenches (9 in total) was determined with reference to the results of the latter survey.

A total of 33<sup>1</sup> separate features were identified during test trenching at the site. The majority of these appear to be of archaeological significance and include two enclosure ditches, as well as a third, smaller, ditch (hereafter the 'central ditch'), several burnt areas, and a possible palisade trench and bowl furnace within its interior. An L-shaped drystone wall and the remains of a number of possible ditches were also identified outside the enclosure. Three, one-metre wide sections were excavated across both the inner and outer enclosure ditches, as well as the central ditch. Animal bone was retrieved from all of the ditches, and an iron awl or punch was found in the basal fill of the central ditch. While no other significant artefacts were discovered during the course of these works, the large size and morphology of the site, coupled with the substantial character of its enclosing ditches, suggest that this was a site of considerable importance. Although further work is clearly required to determine the date, function and significance of the site, the available evidence raises the possibility that it may be the location of a destroyed (bivallate) ringfort.

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<sup>1</sup> This figure does not include fills (13 in total) encountered in the three ditches sectioned as part of this work.

Tempus Archaeology  
Ref: 13-12

PORTNASHANGAN, CO. WESTMEATH

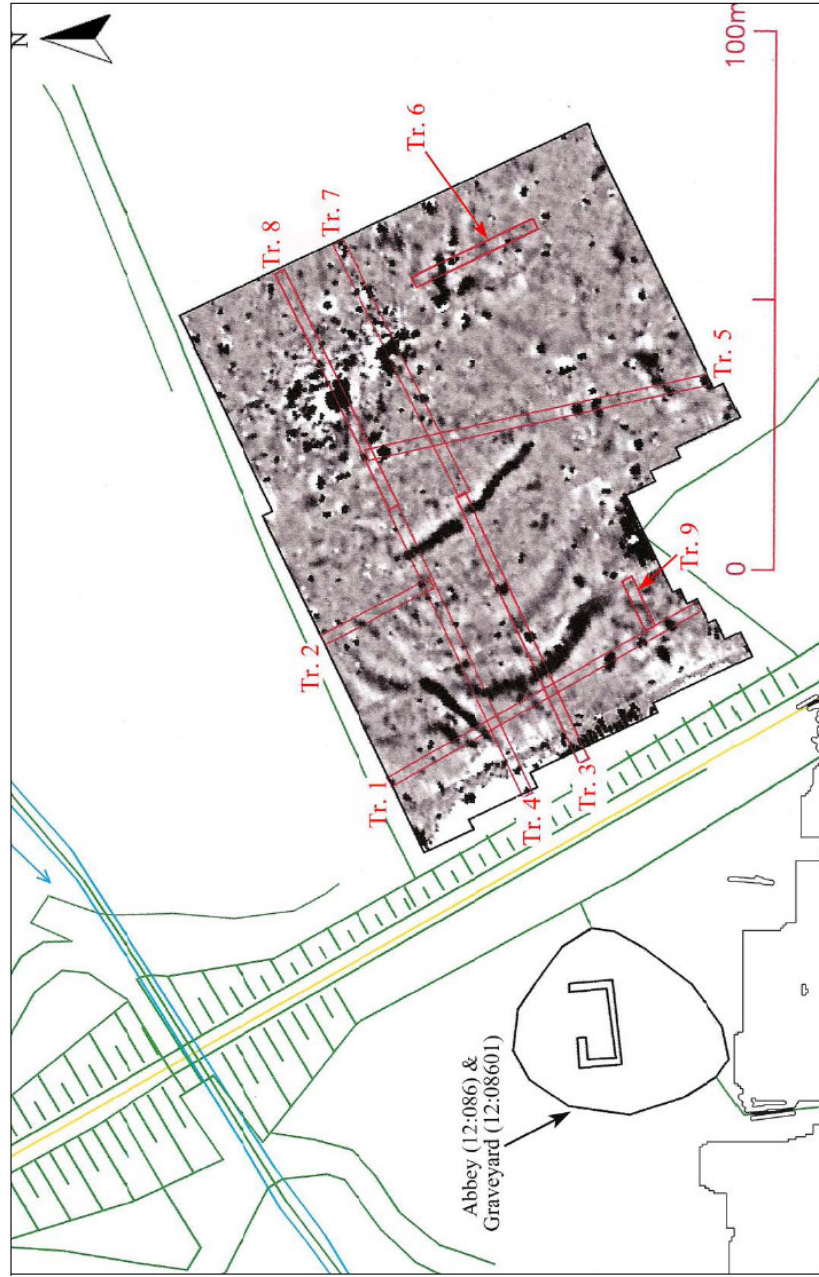


Figure 6. Results of magnetic gradiometry survey (Target Geophysics) of earthwork 12:087, showing location of Test Trenches 1-9.