



An Roinn Iompair
Department of Transport



Comhairle Contae
Ros Comáin
Roscommon
County Council

Bogganfin / Tuam Rd. Link Road (Monksland Strategic Road)

PROJECT BRIEF FOR ENGINEERING CONSULTANCY SERVICES

July 2026

Client:

Roscommon County Council,
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Document Control Sheet

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Project Title	Bogganfin / Tuam Rd. Link Road (Monksland Strategic Road)
Document Title	Project Brief for Engineering Consultancy Services

Revision	Issue Purpose	Author(s)	Reviewed	Approved	Issue Date
A	Tender	KM	JF	JF	July 2026

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1. Introduction

The proposed Bogganfin / Tuam Rd. Link Road consists of approximately 2.5km of a single carriageway urban relief road in accordance with CC-SCD-00013, with associated active travel features such as cycle tracks and footpaths joining the N61 at Bogganfin and the R362 road in Monksland at the existing roundabout. This Project Brief has been prepared in conjunction with the Roscommon County Development Plan 2022-2028 where the construction of a link road from the old Tuam Road/ new Tuam Road (R362/ L2047) to a junction on the N61 Bogganfin has been highlighted as a planned non-national road improvement.

The proposed route has been best selected to support and facilitate the integration of land use with transportation infrastructure in an area with huge potential for development and limited opportunities to connect to the existing road network. The Link Road shall allow for public transport and active travel facilities connecting the Monksland and Bogganfin areas. The acceptance of this proposal will bring many benefits to the area of Monksland such as housing and development supporting the economic needs of the area, and links to communities separated by lack of infrastructure. If this proposal is acceptable, it will also assist in alleviating congestion in the Bogganfin and Monksland areas where the R362 and N61 roundabouts are heavily trafficked at peak times.

As noted above, the proposed route links R362 in Monksland, with the N61 in Bogganfin. The N61 is a critical road in terms of connectivity, linking the regional growth centres of Athlone and Sligo. The N61 is essential in providing regional connectivity, addressing peripherality and facilitating links to services. In this instance the proposed link road will be a vital link to Monksland for services such as education, healthcare, employment and enterprise for commuters travelling from the north of the county.

This project brief forms part of the tender pack as issued to prospective Engineering Consultancy Service providers (Consultant Engineer) under the standard conditions of engagement for Consultants (COE1 Standard Conditions of Engagement for Consultancy Services - Technical). The prospective Engineering Consultancy Service provider (Consultant Engineer) must consider all existing Transport options and Infrastructure Development within the Study Area while applying clear alignment with the NIFTI intervention hierarchy. The outcome of this process must be designed in accordance with all current Standards and Regulations.

The purpose of this brief is to inform the prospective tenders that Roscommon County Council require design service which progress this project through Phases 1, 2, 3 and 4 of the current editions of Transport Infrastructure Ireland's Project Management Guidelines (TII PMG) (PE-PMG-02041).

2. Roles and Responsibilities

Roscommon County Council will assume the role of the Sponsoring Authority while the Department of Transport will be the Approving Authority. It is proposed to deliver this project up to and including Stage 4 'Statutory Processes as called off within PE-PMG-02041.

The Consultant shall provide all services and deliverables for delivery of this Scheme through Phases 1, 2, 3 and 4 of the current editions of Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), while also complying with the requirements of the Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents.

While the TII Project Management Guideline (TII PMG) PE-PMG-02041 will be the primary guiding document for this project, specific requirements from the Transport Appraisal Framework (TAF), June 2023 updated July 2024 will be applied alongside PMG requirements (PE-PMG-02041) and this will be clearly called off within the Brief that follows. The scheme will be delivered using the TII PMGs with a Project Outline Document (POD) at Phase 1 to initiate the scheme.

The purpose of the Project Outline Document (POD) is to outline the rationale for an intervention and the intended impacts of said intervention, to verify the alignment of the proposal with wider government strategy and policy and to clearly describe the appraisal, governance, and financial approach proposed for the preferred identified scheme delivery.

The prospective Engineering Consultancy Service provider (Consultant Engineer) will define the objectives of the project during the Project Outline Document stage at Phase 1 and refine any options under consideration at the Preliminary Business Case stage at Phase 3.

3. Approval Process

Approval will be required to proceed past any given gateway as shown below in Table 1 and will be in accordance with the current editions of Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents and the Department of Transport Regional and Local Roads (RLR) decision gates at the end of each stage.

The scheme may be subject to suspension/termination by the Client at any time, subject to these reviews/approvals, or any other reasons. Percentage of stage fees payable under any such suspension and/or termination is 5% as set out in Tender & Schedule.

Phases (PMGs)	Project Lifecycle Phases	Required Documents	Approval Required: <u>Post Phase Completion</u>
Phase 1 (Initiation)	Proposal Initiation (TAF)	Project/Programme Outline Document (POD)	YES
Phase 1	Concept & Feasibility	As per Fig 4 of PMGs PE-PMG-02041. Note: The remaining aspects of the contents of a SAR must be submitted as part of the Phase 1 submission	YES
Phase 2	Options Selection	As per Fig 4 of PMGs PE-PMG-02041	YES
Phase 3	Design and Environmental Evaluation	As per Fig 4 of PMGs PE-PMG-02041 -Strategic Assessment -Preliminary Business Case	Approval Gate 1: Approval in Principle
Phase 4	Statutory Processes	As per Fig 4 of PMGs PE-PMG-02041 -Updated Preliminary Business Case/Detailed Business Case	Approval Gate 2: Pre-Tender Approval

Table 1 Approval Gateways

4. Study Area

The proposed Study Area is shown in Figure 1 with an indicative route corridor line highlighted in RED. The proposed assessment of any Transport options must consider but is not limited to the following documents and their proposals for the area; Roscommon County Council Development Plan, Athlone Area Based Transport Assessment, Athlone Joint Urban Area Plan and all Regional and National Development policies as listed further in the Brief.

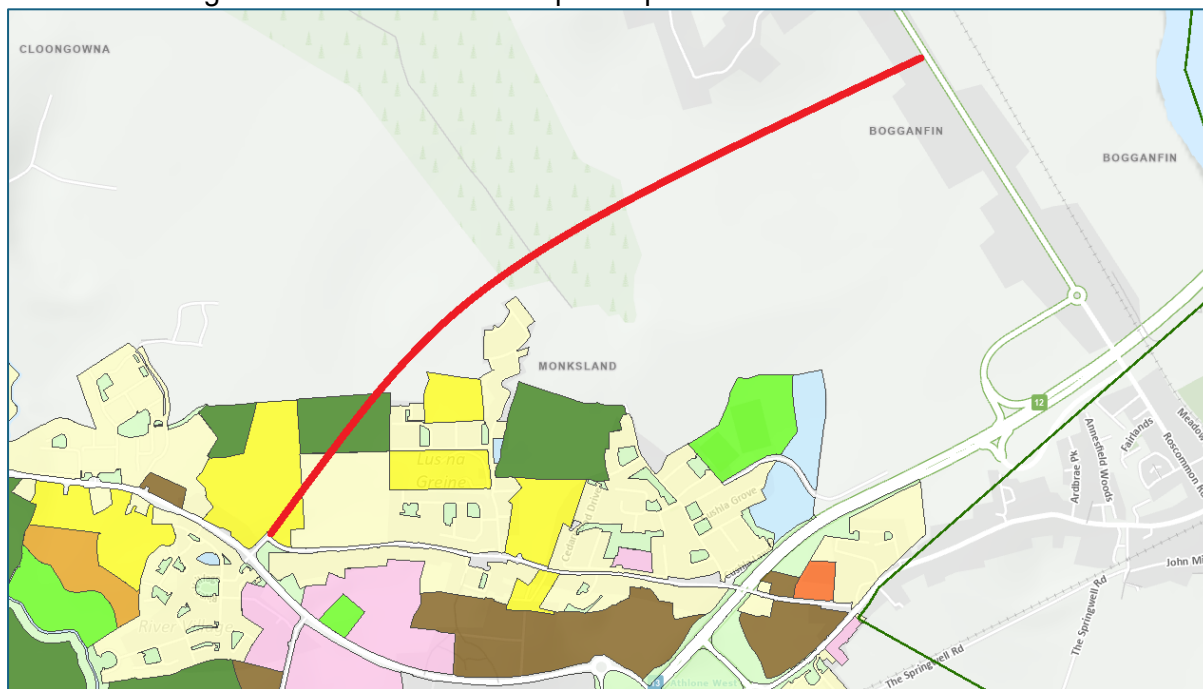


Figure 1 Proposed Study Area Highlighted on the Local Area Plan Zoning Map

This project is subject to the appropriate Planning procedure and associated Approval procedure during Phase 4 as indicated within (TII PMG) PE-PMG-02041 and shown in Table 1 above.

5. Primary Objectives of the Project:

The objective of this project is to:

- Reduce the volume of vehicular traffic in the centre of Monksland.
- Reduce the mode share of car transport.
- Increase cycling as a mode share.
- Increase bus transport as mode share.

The Consultant shall develop high-level road corridor options that could meet the Project Objectives and assess the impacts of any potential complementary road schemes.

6. Available Information for Consideration

The following information is available for information purposes:

- a. Monksland Community Hub (PL 23-401)
- b. Belnamulla Active Travel

7. Required Deliverables of the successful Engineering Consultancy Service provider (Consultant Engineer)

The deliverables as outlined below are to be delivered primarily using current editions of Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG 02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents.

The successful technical consultant will be appointed to the role of Designer and Project Supervisor Design Process for the duration of the works up to the delivery and completion of Phase 4.

It should be noted that a review/hold point will be required at the end of each phase, where the Approving Authority will decide whether the project can advance to the next phase or not as shown in Table 1 of this document. The tender documentation will reflect a break clause with no commitment to enter into further phases.

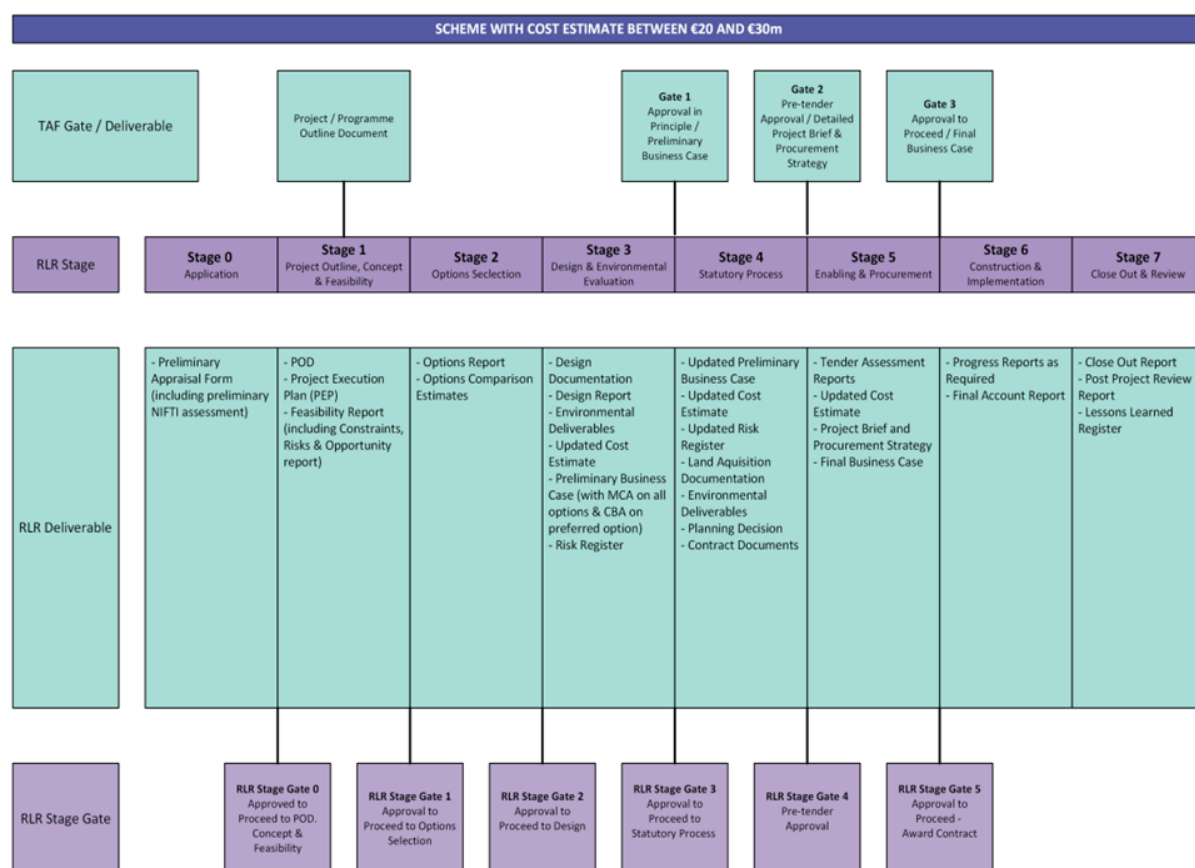


Figure 2 TAF Project Phases – Scheme Cost Estimate 20-30m

a. Phase 1: Concept and Feasibility

On commencement of Phase 1 of this scheme, it is required that a Project Outline Document (POD) is to be delivered in accordance with Transport Appraisal Framework, Appraisal Guidelines for Capital Investments in Transport Module 3 –Project/Programme Outline Documents as issued by the Department of Transport in June 2023 updated July 2024. Please see the POD process below:

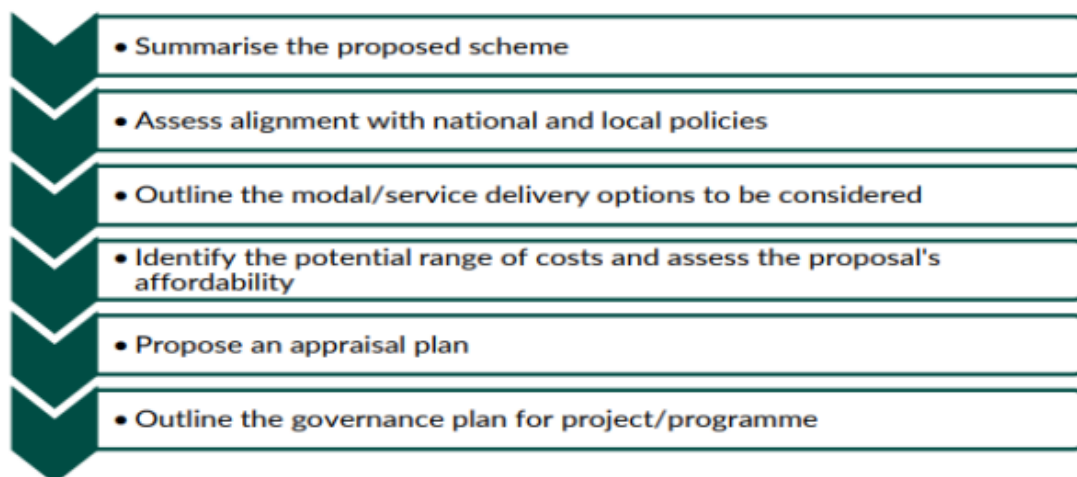


Figure 3 POD Process - Extract taken from Transport Appraisal Framework Appraisal Guidelines for Capital Investments in Transport Module 3 – Project/Programme Outline Documents

The POD is required to be completed and reviewed/approved by the Approving Authority prior to proceeding with the additional requirements as called off within Phase 1. As part of the Phase 1 Feasibility Report NIFTI assessment must be completed.

Table 2 Phase 1 - Extract taken from PE-PMG-02041 (Minor Projects)

Processes	Deliverables
Phase 1 Concept and Feasibility Develop and investigate in further detail the feasibility of the Project and Project management structure.	
➤ Project team assignment. ➤ Assignment of Project Archaeologist. Preparation of Project Execution Plan (PEP). Cost, Risk and Value Management. ➤ Constraints, Risks and Opportunities Study. Road Safety Review Report (RSRR). Preparation of Procurement Strategy and Procurement File. ➤ Appointment of Technical Advisors. Appointment of Project Supervisor Design Process (PSDP). ➤ Preparation of Feasibility Report.	➤ Project Execution Plan (PEP). ➤ Cost Management Manual Deliverables. ➤ Feasibility Report.

b. Phase 2: Options Selection

Subject to approval of Phase 1 the deliverables as laid down in Fig 4 as extracted from the PMGs PE-PMG-02041 must comply with the requirements as called off within Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents. Within This Phase an Options report and Traffic Management report must be completed.

Table 3 Phase 2 - Extract taken from Fig 4 PE-PMG-02041 (Minor Projects)

Processes	Deliverables
Phase 2 Options Selection Examination of alternative options to determine a Preferred Option(s).	
➤ Update of Project Execution Plan. ➤ Cost, Risk, and Value Management. ➤ Options Selection Process. ➤ Road Safety Audit Stage F. ➤ Project Appraisal documentation. ➤ Preparation of Options Report ➤ Options Selection Peer Review. ➤ Project Appraisal Documentation.	➤ Updated Project Execution Plan. ➤ Cost Management Manual Deliverables. ➤ Options Report.

Other deliverables required at Phase 2, which are not included in the PE-PMG-02041 include an Options Report and traffic Management Report.

c. Phase 3: Design and Environmental Evaluation

Phase 3 is to be delivered in accordance with the requirements of Fig 4 of PMGs PE-PMG-0204 and must comply with the requirements as called off within Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG- 02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents.

Table 4 Phase 3 - Extract taken from Fig 4 PE-PMG-02041 (Minor Projects)

Processes	Deliverables
Phase 3 Design and Environmental Evaluation Develop the Project design, following the selection of a Preferred Option, based on both technical and environmental inputs, to a stage where sufficient levels of detail exist to establish landtake requirements and to progress the Project through the statutory processes.	
➤ Update to Project Execution Plan (PEP). ➤ Consultation with land and property owners. ➤ Statutory processes and required environmental reporting requirements. ➤ Preparation of Design Project. ➤ Commissioning of surveys. ➤ Determine requirements for licenses, consents, and permits. ➤ Cost, Risk, and Value Management. ➤ Road Safety Risk Report. ➤ Environmental Evaluation documentation. ➤ Draft Design Report. ➤ Schedule of Environmental Commitments. ➤ Preparation of Construction Environmental Management Plan. ➤ Determination of Land Acquisition requirements. ➤ Preparation of Land Acquisition documentation. ➤ Engagement of Property Valuation Advisors and Legal Advisors. ➤ Preparation of Project Appraisal documentation.	➤ Updated Project Execution Plan (PEP) ➤ Design Report. ➤ Signed Design Report Peer Review Report. ➤ Environmental Deliverables. ➤ Statutory Process Documentation as applicable. ➤ Land Acquisition Documentation. ➤ Cost Management Manual. Deliverables, including Target Cost 1. ➤ Project Appraisal Report or Preliminary Business Case, if required.
Approving Authority Approval Gate 1 (Approval in Principle)	

Along with the above outlined information, as per the requirements of the TAF, a Strategic Assessment and Preliminary Business Case is required to be prepared and submitted as part of Approval Gate 1: Approval in Principle. The Preliminary Business Case shall ultimately provide a preferred option.

d. Phase 4: Statutory Processes

Phase 4 is to be delivered in accordance with the requirements of Fig 4 of PMGs PE-PMG 02041 and must comply with the requirements as called off within Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents.

Table 5 Phase 4 - Extract taken from Fig 4 PE-PMG-02041 (Minor Projects)

Processes	Deliverables
Phase 4 Statutory Processes Compile documentation and participate in oral hearing(s) as required by the statutory processes to ensure that the proposed Project is developed in accordance with planning and environmental legislation..	
➤ Update to Project Appraisal Plan (PAP). ➤ Preparation Briefs of Evidence for Oral Hearing, if required. ➤ Project Oral Hearing. Requests for Further Information, Amendments and Further Public Presentation (if required). ➤ Schedule of Environmental Commitments. ➤ Cost, Risk and Value Management. ➤ Project Appraisal documentation. ➤ Lessons Learned workshop.	➤ Updated Project Execution Plan (PEP). ➤ Competent Authority Decision. ➤ Cost Management Manual Deliverables, including reviewed Minor Project Estimate (Target Cost 1). ➤ Updated Project Appraisal Report.
Approving Authority Approval Gate 2 (Pre-Tender Approval)	

Along with the above outlined information, as per the requirements of the TAF, a Detailed Business Case is required at this Stage and shall be submitted as part of Approval Gate 2: Pre-Tender Approval.

Along with the above outlined information above, during phase 4, the Consultant shall provide the Client with full planning advice on development/proposals in the study area for the scheme and any application that may affect the performance/capacity of the scheme. The Consultant shall include for preparation of a report on the application, within 5 working days of receipt from the Client, and shall provide support services if an appeal is required. The Consultant shall allow for an average of ten applications per month in the study area for the scheme over the duration of Phase 4.

8. Additional Consideration

Note: When pricing these works the tenderer must ensure that their rates include for the following minimum requirements which may already be called off above and are included to ensure clarity to all tenderers. Note the below list is to be considered, however it is not exhausted and does not alleviate the consultant from complying with Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) June 2023 updated July 2024 and the National Investment Framework for Transport in Ireland (NIFTI) and all associated documents, but not limited to, the non-exhaustive list of specific services set out in this brief.

- 1) The Consultant Engineer must complete all necessary Environmental Assessments for the project. Roscommon County Council should be made aware if any further environmental studies are required, EIA etc.

- 2) The Consultant Engineer must ensure that all existing and proposed Transport Options are considered for the proposed road linking Bogganfin to the Tuam Road, from the perspective of current and future capacity requirements.
- 3) The Consultant Engineer must ensure to allow for the requirements set out in the Governments Climate Action Plan 2024 and Roscommon County Council Climate Action Plan 2024-2029. The Consultant Engineer is to take into consideration the measures required to deliver the climate action targets set out within these documents.
- 4) The Consultant Engineer must ensure that all pre-existing services are located, mapped and accounted for in the proposed preferred Design.
- 5) The Consultant Engineer will liaise with all Statutory Bodies, Utility Service Providers and Stakeholders and ensure that where applicable all required consents and compliance approvals are in place across all phases of this project.
- 6) The Consultant Engineer will be the Project Supervisor Design Process for all aspects of the works and will ensure that the general principles of prevention underpin all aspects of the proposals under consideration.
- 7) The Consultant Engineer will ensure that a Cost Estimate for the option considered is issued at all of the stages of the proposed works and is updated at the appropriate delivery points to reflect construction costs and the effects of inflation and the economic climate in line with the requirements as called off within the stages within the brief.
- 8) The Consultant Engineer will ensure that all options are designed in accordance with current design standards and regulations such as but not limited to current TII Specifications and Technical Guidance Documents and 2019 Department of Transport, (DoT) 'Design Manual for Urban Roads and Streets' (DMURS) and the NTA Cycle Manual.
- 9) Funding for the proposed Scheme will come from the Department of Transport and as such the Consultant Engineer must ensure the scheme complies with Transport Infrastructure Ireland's Project Management Guidelines (TII PMG, PE-PMG-02041), Project Manager's Manual for Major National Road Projects (TII PMG, PE-PMG-02042), Department of Public Expenditure NDP Delivery and Reform Infrastructure Guidelines, Department of Transport's 'Transport Appraisal Framework' (TAF) & National Investment Framework for Transport in Ireland (NIFTI) and all associated documents.
- 10) The Consultant Engineer will be responsible for fully complying with the technical approval procedures and obtaining the relevant DoT certifications where applicable i.e. the DoT Circular RW 10/2021 for any structures that may be required as part of the Preferred Option.
- 11) The Consultant will be responsible for fully complying with the DoT circular RLR 16/2008 – Road Safety Audits and Road User Audits for the Road Infrastructure Project – in conjunction with GE-STY-01024. Consultants must also comply with the DoT circular NSG Circular 3 2022 as the basis for their output, that being the Quality and Safety audit.
- 12) The Consultant will be responsible for complying with all relevant DOT circulars and guidance documents.
- 13) The Consultant Engineer shall also carry out the corresponding requirements of the latest versions of all other environmental standards, technical documents, procedures, guidelines including but not restricted to the requirements of the documents from the following non-exhaustive list:
 - Roscommon County Council;
 - Transport Infrastructure Ireland (TII);
 - Department of Finance;
 - Department of Transport (DoT);
 - Department of Public Expenditure NDP Delivery and Reform
 - (DPENDR) (including Capital Works Management Framework
 - Documents);
 - Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs

- (including National Parks and Wildlife Service [NPWS]);
 - EPA (Environmental Protection Agency);
 - Green Procurement - Guidance for the Public Sector;
 - Office of Public Works (OPW); and
 - Irish Water
- 14) The Consultant Engineer must provide a detailed programme for the delivery of the scheme on appointment and must programme up to the end of Phase 4.
 - 15) The Consultant Engineer must allow for progress meetings every 4 weeks to be held at Áras an Chontae, Roscommon at which the Consultant Engineer will issue detailed progress reports and programme performance all of which must be recorded and minutes taken and distributed to all participants by the Consultant Engineer.
 - 16) The Consultant Engineer must ensure that the submitted tender proposal includes for the procurement, appointment and management of all relevant specialist sub consultants (For example Ground Investigations/Topographical Surveys/Traffic Assessments/Archaeological Assessments). The Consultant Engineer must be aware that for the appointment of all specialist sub consultants the Consultant Engineer will be the client and PSDP and must ensure that the role of PSCS is properly assigned.
 - 17) The Consultant Engineer must prepare all Contract Documentation, Contract Drawings, Pricing Documents, and Specifications for the Preferred Option.
 - 18) The Consultant should allow for the managed and delivered of the project with respect Capital Works Management Framework (CWMF) BIM requirements from January 2024.
 - 19) The Consultant Engineer must prepare all Public Consultations and Presentations of the Final Design of the Preferred Option to Athlone MD and Roscommon County Council's Full Council meeting.
 - 20) The Client proposes to hold one pre-application consultation meeting for the scheme with An Coimisiún Pleanála (ACP) in Dublin during Phase 2 & 3 in accordance with Section 51A of the Roads Act 1993. The Consultant shall update the formal scoping of the EIA. The Consultant shall prepare for and deliver a presentation for the scheme to ACP and attend the Consultation meeting. The Consultant shall include for all costs and expenses associated with preparing for and attending this Consultation.
 - 21) During Phase 4 of the PMGs, The Consultant shall allow for the potential costs associated with the preparation of all the deliverables for any potential Oral Hearing pertaining to the scheme. The consultant shall lead the presentation of the EIAR and CPO / PRO at the An Coimisiún Pleanála Public Oral Hearing into the scheme. The Consultant be responsible for preparing the brief of evidence for the scheme.
 - 22) At the end of the commission the Consultant shall handover five hard copies and two electronic copies of all deliverable documents prepared during phases 1 to 4 services for the scheme, in a fully referenced format to be agreed with the Client. This shall include, but not be limited to copies of all records, files, reports and documents, studies, design files, models, surveys, etc. associated with the planning and design of the services for the scheme. Electronic copies of drawings (in AutoCAD and PDF Formats) and documents (in Word and PDF Formats) shall be submitted by the consultant to the client in suitable, fully referenced, hard drives.
 - 23) The Consultant shall handover the Safety File and all associated documents to the Client in both hard and electronic formats. It is proposed to use a document data exchange via a dedicated SharePoint folder with appropriate permissions and access controls to folders to ensure data security and confidentiality.
 - 24) Allow for preparation and presentation to Roscommon County Council on completion of report, typically 30 minutes PowerPoint or similar, followed by 60 minutes' questions /back-and-forth.
 - 25) The consultant should include allowance for attendance at all meetings as set out in the TII PMGs including Steering Group meetings.

