

Traffic Management

Upcoming Road Diversions / Closures

Structure	Diversion/ Closure	Details	Diversion Start Date	Diversion Finish Date	Comment
4	D	Borris – Rathdowney	TBA		New closure dates to be advised
6	D	Lismore – Ardvamey	TBA		New closure dates to be advised
10	C	Corraun to Coolbally	16-Jun	13-Nov	
11	D	Aghaboe – Clogh	16-Jun	13-Nov	
12	D	Aghaboe – Boherard	25-Jul	22-Dec	
14	D	Aghaboe – Gortnaclea	16-Jun	13-Nov	
17	D	Donore – Killeany	TBA		New closure dates to be advised
21	D	Truma – Moanbaun	TBA		New closure dates to be advised
24	C	Derrybeg	24-Jul	21-Dec	
33	C	Parknahown	TBA		New closure dates to be advised
35	C	Cullahill – Aghmacart	TBA		New closure dates to be advised
40	D	Ballacolla – Rathdowney	TBA		New closure dates to be advised
43	D	Ballacolla – Aghaboe	25-Jun	22-Nov	

The Team

The Authority



The PPP Company



CELTIC ROADS GROUP
PORTLAOISE LTD.

The Construction



PORTLAOISE JOINT VENTURE

The Design



WHERE YOU CAN CONTACT US

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M7/M8 PORTLAOISE MOTORWAY SCHEME



Construction Progress

Since our previous newsletter, in March, the weather has allowed us to begin Bulk Earthworks in a number of locations throughout the route of the M7/M8 Motorway, which in turn allows us to progress Drainage and subsequent works.

Earthworks

One of the major operations in the construction of a Motorway is the Bulk Earthworks. This involves “cutting” the humps and “filling” the hollows along the entire route of the Motorway, so that the final road has a smooth flowing alignment and sight visibility is optimised for safe driving at Motorway speeds. Before we begin these operations, a cut to fill strategy is developed and will take into account the type of material in each cut area, haul distances and the construction programme.

The material is extracted from the ground with very big tracked excavators called prime movers and loaded into 40 tonne dump trucks. By using a number of these excavators at different locations throughout the site, we are currently moving up to 25,000 cubic meters of material per day.

The 40 tonne dump trucks transport the material from the cut area to the fill area where it is spread out in layers of about ten inches deep by bulldozers. Each layer of fill or embankment must be compacted, by large vibrating rollers, to ensure that it remains stable and suitable for further works.

We have encountered rock in a number of areas along the route of the new Motorway which we are processing and will eventually use as road construction material. This has a significant environmental benefit as it maximises the amount of site generated materials that can be reused in addition to

Continued overleaf

MILESTONES FOR THE PPP SCHEME

Contract Award14th June 2007

Contract
Signature14th June 2007

Road Open Autumn 2010



reducing the total quantity of fuel used for the Motorway construction and minimising the number of stone and crushed rock deliveries throughout the site.

We are progressing in a linear fashion throughout the site and as earthworks operations advance the site opens up to all forms of construction and supplier traffic. This will enable all traffic to travel through the site without having to take long detours on the public road system.

Drainage

Before bulk Earthworks can commence all rivers and streams crossing the site must be diverted through newly constructed pipe and box culverts. Once the bulk Earthworks have been completed in each section the road drainage networks can be started. The road drainage system will ensure that all water from the finished Motorway will be collected and disposed of properly through a series of attenuation or settlement ponds. It is important to have the drainage system in place before the pavement construction commences to prevent the road foundation from deteriorating during wet weather conditions. Once the drainage has been put in place in each section construction of the road pavement can begin. It is anticipated that the Motorway pavement construction will commence in some sections of the project later this year. Further updates on the pavement construction will be given in the next newsletter.



Environment

We have put an environmental monitoring regime in place to monitor how the construction of the new Motorway is affecting our local environment. Some of the parameters monitored include noise and dust generation, vibration, ground and surface water inspection and testing, mammal and bat studies, and flora and fauna documentation exercises. The objective of this environmental monitoring regime is to help us in our efforts to minimise the effects of the construction of the M7M8 Motorway.



Structures

Work on many of the bridges or structures has commenced. Where ground conditions dictate, some of the bridges are constructed on piles. The piles are driven until they reach solid ground. They are then capped with reinforced concrete and the bridge is then constructed upon them. This ensures that the bridge remains stable despite the initially adverse ground conditions.



Many of the bridges are well advanced with pre-fabricated bridge beams placed. At this stage the bridge may look almost complete, but there is still quite a lot of work to be done before it is finished. The bridge diaphragms, which tie all the beams together, have to be cast. Then the wing walls and approach embankments must be constructed, followed by the bridge deck, parapets and railings. The bridge is then waterproofed and tested for leaks before a layer of “sand asphalt carpet” is laid. The “sand asphalt carpet” is laid to protect the bridge waterproof system from any future pavement repair works.



Liaisons and Contacts

CRG and the PJV will have continuous liaison with affected homeowners and landowners during the course of the Project. See overleaf for contact details.

In delivering this vital new piece of national infrastructure and thus relieving Mountrath, Borris-in-Ossory, Abbeyleix, Cullahill and Durrow of traffic congestion, we wish to apologise for any inconvenience caused by the road diversions and closures, crossing points and roadwork’s during the course of construction. We thank you for your continued cooperation during this busy period.

