

M7/M8 PORTLAOISE MOTORWAY SCHEME



MILESTONES FOR THE PPP SCHEME

Contract Award14th June 2007

Contract
Signature14th June 2007

Road Open Autumn 2010

Construction Progress

Since our last newsletter in July, the weather has been very poor and has hampered progress in a number of key areas such as Bulk Earthworks and Drainage. The main project structures are progressing well and are on track to meet their expected completion date.

Earthworks

Earthworks operations are the most at risk from poor weather conditions and works have been generally restricted to certain locations throughout the site for long periods of unseasonably wet weather. One section of earthworks which is not affected by the poor weather is blasting of rock. We have encountered a number of sections of very hard rock which has proven impossible to break out with even the biggest rock rippers. These areas must therefore be blasted. We are currently blasting in the Cullahill section of the

M8 and will be blasting in the Borris-in-Orrory area soon. This activity requires close co-ordination between the blasting experts, the Gardai and the local community and also needs to have a stringent regime of noise and vibration monitoring in place. Whenever blasting must take place, all local residents are informed well in advance by means of letter drops. The hardness of the blasted rock makes it ideal for processing into construction materials, which otherwise would have to be imported onto the site through the local road network.

Drainage

Mainline drainage has progressed at a steady pace, given the poor weather conditions. Works include filter and carrier drain installations which, when finished, will drain all rain water from the new Motorway through petrol



Continued overleaf

interceptors (trap used to filter out pollutants from rainwater runoff) into the newly constructed attenuation ponds which are designed to hold excessive quantities of water in periods of heavy rainfall so that the flow of water draining off the motorway is controlled or attenuated in very wet conditions. There will be at least 40 attenuation ponds throughout the scheme which ensures that the Motorway drainage will not affect the local hydrology.

Most box culverts at fisheries sensitive streams are now completed and the existing stream has been diverted, under the supervision and guidance of the Southern Regional Fisheries Board, through these culverts. Otter ledges have been installed in some of these culverts to allow juvenile otters to safely pass through the culverts.

Mammal crossings have been installed beneath the Motorway to allow small mammals such as badgers, foxes etc. to cross the Motorway safely and to keep them off the new Motorway, hence making the new road safer for road users.

We are working closely with the ESB, Eircom, Laois County Council and local group water schemes to facilitate the relocation of all services currently traversing the site. All conflicts have now been identified and a programme of works has been put in place to have these conflicts removed with the minimum disruption to customers.



Environment

We are coming to the end of the fisheries open season, which means that diverting rivers that have been designated as fisheries sensitive will not be possible soon. We are therefore working closely with the Southern Regional Fisheries Board (SRFB) to divert as many of these rivers and streams, through newly constructed culverts, as possible.

On the other hand the close season for birds is coming to an end which means that we will soon be able to resume site clearance activities from where we left off last spring. We expect to have completed all site clearance works by next spring.

Works have begun in the Kilnaseer Fen after significant preliminary works and a very stringent hydrology monitoring programme was put in place, which will continue throughout the construction period in order to monitor the delicate hydrological regime in the area.



Structures

The weather disruption to the construction of the bridges has not been as detrimental as it has been for Earthworks and Drainage, and so good progress is being made. Once completed there will be 47 no. structures constructed as part of the scheme and to date work has started on 27 no. of these. There will be sixteen concrete over-bridges, four steel over-bridges, eighteen under-bridges, six structural culverts and three arches. The four steel bridges are being fabricated in Spain and transported by road and sea before being erected on site by a specialist erection crew. Most of the remaining bridges are constructed using pre-cast concrete units in order to minimise the construction period and disruption to the local community.

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.



Traffic Management

Upcoming Road Diversions / Closures

Structure	Diversion/ Closure	Details	Diversion Start Date	Diversion Finish Date	Comment
10	C	Corraun to Coolbally	16-Jun	13-Nov	
11	D	Aghaboe - Clogh	11-Jun	08-Nov	
12	D	Aghaboe - Boherard	18-Jun	15-Nov	
14	D	Aghaboe - Gortnaclea	11-Jun	08-Nov	
24	C	Derrybeg	TBA		New closure dates to be advised
33	C	Parknahown	TBA		New closure dates to be advised
35	C	Cullahill – Aghmacart	TBA		New closure dates to be advised
43	D	Ballacolla - Aghaboe	18-Jun	15-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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