

Construction Progress over the last three months

MILESTONES FOR THE PPP SCHEME

Contract Award	4th April '07
Design & Construction Commencement	4th April '07
Design & Construction Period	33 months
Target D&C Completion Date.....	4th Jan. 2010
Operation & Maintenance Commencement	4th Jan. 2010
Contract Period.....	30 years

Since our previous Newsletter (October 2008), Pavement works have commenced in earnest on Sections 1 and 3. Construction of two new structures started in January, ST23 Caraun More Overbridge and ST28 Gortnaheen Overbridge, bringing the total under construction, at present, to 44 out of 52 (85%). Consultations are still ongoing with Irish Rail for the construction of three railway bridges. The first of these is the ST7 Ballygaurraun Overbridge which will carry the new N6 over the Dublin/Galway rail line. The new road

will pass over Graigabbey River, continuing until it meets with the second railway bridge, ST12 Farranablake Overbridge, and finally the third, ST42 Newford Rail Overbridge, each of which will carry the new motorway over the Athenry/Limerick rail line. There is a maximum of 45 people scheduled to be working on each railway bridge simultaneously; inclusive of inspectors and health and safety personnel.

It is intended to commence work on all remaining structures of the contract in the next three months. Earthworks are complete in Section 1. It is intended to approach substantial completion on all remaining earthworks in the contract in the next three months. Mainline Drainage is in progress with six drainage crews laying pipes at present. Work has also commenced on the cast in-situ surface water drainage channels.

All design work on the toll plaza infrastructure will be completed in the coming weeks. Construction work on the toll plaza has already commenced with blasting and excavation to formation of the trench for the toll plaza tunnel. Design on the Toll Collection System is ongoing and pre-installation testing is expected to be carried out in April.



Explanation of section breakdown

	From	To
Section 1	Galway	Athenry
Section 2	Athenry	Carrowkeel
Section 3	Carrowkeel	Aughrim
Section 4	Aughrim	Ballinasloe

Laying of CBM over East Bound Lanes of Dual Carriageway

Road Pavement

The design team on site has implemented all the latest road design technologies in the design of the pavement for this motorway. The makeup of this pavement is best understood by referring to the table in Fig. 1 below

Surface Course (TSCS)
Binder Course (HDM)
Base Course (CBM)
Sub Base (Granular Material)

Fig. 1: Cross-Section View of Motorway Pavement Make-up

The “sub-base” is a granular material which is manufactured on site by crushing rock to a very specific grading. This material, when laid and rolled, forms a densely compacted foundation or “sub-base” for the project road. All this rock material has been sourced on site during bulk excavation works for the project road. The rock has been blasted and quarried from many areas all along the project road. The rock has been hauled to a number of specific locations where crushing plants are in operation. Here it is being crushed and graded to form the various granular mixes required for the manufacture of surfacing materials.

The “Base-Course” in use on this project is a well proportioned mix of crushed

rock and cement. The technical name for this material is Cement Bound Macadam or “CBM” and it is the material that provides the initial structural strength for the road. It has been used for road construction in Europe for many years and is noted for its long-lasting strength and durability. It has been introduced to road construction in Ireland on a number of the major road projects and has proven extremely successful. CBM is manufactured on site in specially designed concrete batching plants. It is then laid and compacted into place using traditional paving machines and rollers.

The “Binder Course” is a carefully designed mix of more traditional Heavy Duty Macadem or “HDM”. This again consists of a specific graded mix of granular materials which are blended with a certain quantity of Bitumen. The bitumen is a standard oil-based compound which has been imported for use on Irish roads for many years. Two specially designed HDM batching plants have been erected on site for the manufacture of all the HDM required on the project.



The “Surface Course” layer on the Project Road is a recently introduced “Thin Surface Course System” or TSCS. This is a thin and very strong layer of densely compacted asphalt-like material. It will also be manufactured on site by the HDM batching plants. To date it has been used on several major motorway projects throughout Europe and is proving extremely successful. It is replacing the more traditional hot-rolled asphalt [HRA] which has been used for surface courses on roads in Ireland for many years.



Feature Bridges

N6 Concession Ltd wanted to leave their mark on this development that would reflect the talent and craftsmanship that built this highly significant project which will transform travel to all points along its route. It was agreed with the National Roads Authority that four feature bridges would be constructed in designated areas along the Galway to Ballinasloe motorway. Three of these being located at grade separated junctions.

The first feature bridge, known as ST1B Glennascaul GSJ Overbridge will be located at the first separated junction leaving Galway and heading towards Dublin, in the areas of Glennascaul and Carnmore village, close to Galway Airport. This will be a continuous two span integral overbridge, comprising of a superstructure formed from precast prestressed concrete U beams acting compositely with a cast in-situ reinforced concrete deck slab.

The second feature bridge, ST21 Carrowkeel Grade Separated Junction Overbridge, will be located in the middle of the project in the areas of Carrowkeel and Bookeen North, also close to the village of Kiltullagh. The third feature bridge, ST26 Treanbaun Overbridge, will be located near the area of Rathglas, Owenavaddy and close to the village of New Inn.

The fourth and final feature bridge ST36 West Ballinasloe Grade Separated Junction Overbridge will be located near the area of Moher and is readily visible from the proposed Moher Footbridge.

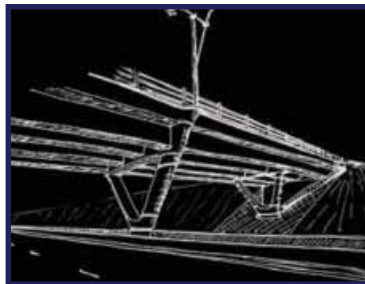
Each of these three feature bridges (ST21, ST26 and ST36) will be a four span integral overbridge formed from two number bridge beams. In-situ diaphragms are then poured at the central and intermediate supports along with the abutments to integrate the sub- and superstructure. A cast in-situ deck is then poured onto the continuous structure to complete the bridge.

These structures, plus the Toll Plaza infrastructure, will be our company image for the next 30 years.

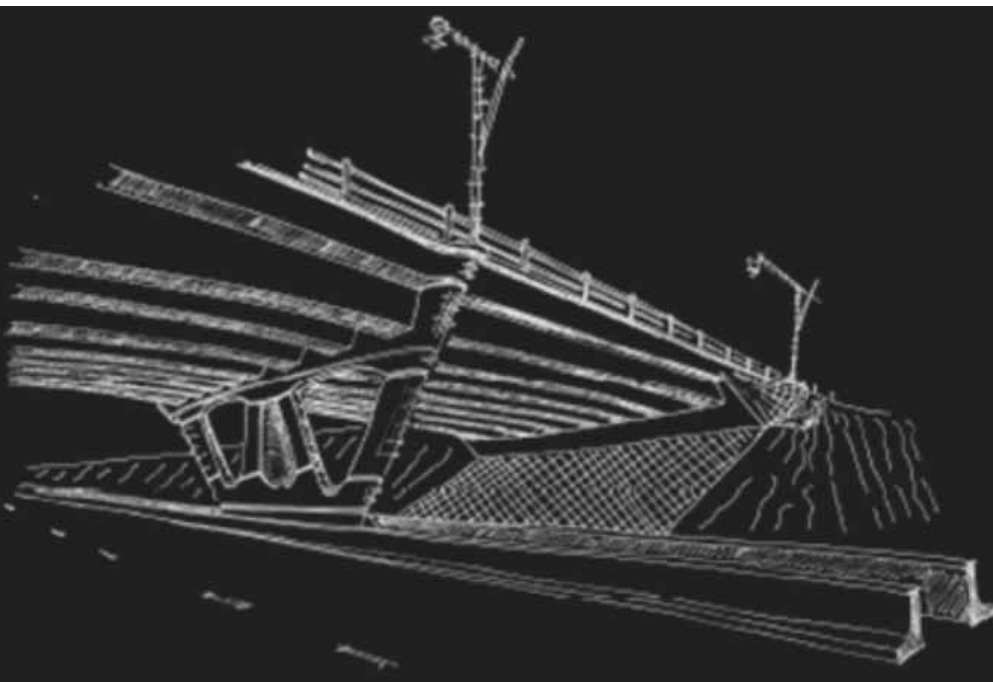
Our commitment is to offer all users a safe, pleasant and attractive way to travel from Galway to Ballinasloe through the new N6 motorway.



Picture 1: General Cross Section of ST21, ST26 & ST36.



Picture 2: Abutment Elevation for ST21, ST26 & ST36



Picture 3: General Overview of ST1B Glennascaul Grade Separated Junction Overbridge



Traffic Management

Due to construction activities there will be a need for temporary alterations to the existing road network. The following traffic management is in place or planned for the following quarter:

- Diversion around Esker Road L-7157
- Glennascaul (N18) Site access No. 2
- Caherbriskaun Site access No. 3
- R348 Athenry Junction Site access No. 4
- R347 Boyhill Site access No. 5
- R348 Moyode Site access No. 6
- Rathgorgin Site access No. 7
- R348 Curraghmore Site access No. 8
- Clogharevaun Site access No. 9
- Carrowkeel Junction Site access No. 10
- Caraun More Site access No. 11
- Urraghry Site access No. 16
- Liscappul Site access No. 17
- West Ballinasloe Site access No. 18
- Pollboy Site access No. 19
- R357 Site access 21
- Galboley Site access No. 24
- Loughrea Link Road Site access No. 25
- Garraun North Cross Road No. 3
- Lisheenkyle Cross Road No. 7
- Barnacragh Cross Road No. 40
- Coololla Overbridge Cross Road No.38
- Killescragh Overbridge Cross Road No.25
- Newcastle Site access No.14
- Beagh Roundabout Site access No.22
- Ballymabilla Cross Road
- Gortnaheen Cross Road

Temporary Traffic Diversions are expected in the following locations on the existing N6 road within next three months:

Doughiska Dual Carriageway, East Galway - (Coololla Junction – Section 1)

Urraghry/Barnacragh, East Aughrim (ST33 Bridge Construction – Section 4)

Labour and plant is employed for the daily maintenance of all approved public roads which are in use, primarily as haul routes, for construction traffic. Access points to the works are manned with the use of Stop / Go signs to ensure the safe access and exit of construction traffic.



Upcoming works

Upcoming works on site for the coming three months are as follows:

- To progress with public relations issues.
- To continue the effective road maintenance work on access routes, haul routes, etc.
- To continue to consult and comply with relevant third parties and local authorities.
- Obtain approval from Irish Rail to allow works on the three railway bridges to commence.
- To progress work on construction of the Toll Plaza.
- To commence the construction of the Project Administration Building.
- To commence the construction of the Project Maintenance Depot.
- To progress work on all structures under construction.
- To continue progressing with Earthworks in Sections 2, 3 and 4 and especially in the removal of unsuitable materials and covering of exposed earthworks formations in sections 2 (Loughrea Link Road) and 3.
- To progress works with the construction of an embankment at a deep Quarry located near Killtullagh South at Ch 23+000.
- To progress at pace with pavement works on all approved areas in Section 1 and 3.
- To progress the placing of HDM50 in Section 1.
- To progress post earthworks drainage (carrier drainage) in Section 1, Section 2 and Section 3 to enable pavement foundation works commence.
- To progress works on the Loughrea Link Road.
- To continue work on culverts not influenced by the closed-season restrictions of the Fisheries Board.

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