

# Construction Progress over the last three months

Since our previous Newsletter (February 2009), road construction work has progressed in earnest in all sections of the N6 Galway to East Ballinasloe project. Earthworks is now substantially completed. All road drainage work is progressing at pace and is now 60% completed. Bridge construction is 82% complete in general. All three Railway Bridges are now under construction and are currently 44% complete. Pavement works, including sub base, is 30% completed. Construction work is also now well underway on the Toll Plaza and the Administration Building located in Cappataggle. With the salmon open season now underway, work has also recommenced on the few remaining culverts in the contract and on any other remaining work in fish-passable waterways.

**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

Explanation of section breakdown		
	<i>From</i>	<i>To</i>
Section 1	Galway	Athenry
Section 2	Athenry	Carrowkeel
Section 3	Carrowkeel	Aughrim
Section 4	Aughrim	Ballinasloe



*Barnacragh Overbridge which is now open to public use*

# Toll Plaza Construction

The Construction of the Toll Plaza and Administration Building in Cappataggle has commenced since our last quarterly newsletter. The Construction of the Administration Building is expected to be completed in November 2009. The earthworks, the foundations, the ground floor slab, the brickwork on the ground floor and the first floor slab have been completed in May 2009. The walls of the first floor will be finished by the end of June 2009 allowing pouring the roof of the building by July 2009. The installation of services shall start in July 2009. The finishes of the building shall commence from August to November 2009.

The Construction of the service tunnel is expected to be completed in June 2009. In terms of advancement, the structure is separated into three different elements: lower or base slab, walls and top or roof slab. The lower slab is almost finished except for the fire escape stretch. The pouring of the walls was finished in April 2009. The roof slab construction will be completed in early June 2009. Part of it has already been poured.



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1. Toll Plaza Administration Building southern elevation.
2. Toll booth plinths for the West bound carriageway. The toll booths will sit on these plinths.
3. Toll Plaza northern elevation. This is the side that will face onto the west bound carriageway of the new N6 motorway.
4. Full span of ST38 River Suck Underbridge. The deck is now fully poured and can be crossed by site traffic.
5. Landing beams at structure 26 Treanbaun Overbridge, which is a feature bridge.
6. Moyode Overbridge. This will carry the realigned R348 which connects Athenry town to the village of Kiltullagh.
7. ST 15 Deerpark Overbridge which is substantially complete, awaiting surfacing only.



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## Structures

There are 51 structures in the project; 14 no. under bridges (bridges that are under the new N6 road), 27 no. over bridges (bridges that cross over the new N6 road), 3 no. rail bridges and 8 no. river bridges.

Since the February newsletter four new structures have commenced including the 3 no. rail bridges mentioned on page 1. All permissions have now been granted and construction is well underway on all three structures. It is anticipated that the rail bridges could be open to site traffic as early as 8 weeks time. This will be of great benefit to the local community, as HGV's carrying stone, concrete, asphalt etc to the site will be diverted away from the local roads and rerouted over the rail bridges along the project road.

There are six no structures that are now complete (excluding final snag). Three no structures have already been opened to public traffic. These include;

ST27 Ballymabilla Overbridge Ch37+430

ST34 Barnacragh Overbridge Ch48+850

ST35 Liscappul Underbridge Ch50+300

The four number feature bridges are all currently underway. The feature bridges will be the signature structures on the motorway and are positioned at some of the major intersections. Structure 1B Glennascaul Grade Separated Junction Overbridge close to Galway is nearing completion, all concrete pours are now complete including the deck.

Overall construction work is now 82% complete. The vast majority of structures are substantially complete with only light works remaining i.e waterproofing, kerbing and surfacing. The 3 months to the next newsletter will see a lot more structures completed.



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# Road Pavement - Motorway Pavement

Since February pavement works have commenced in both section 3 and section 4. However ongoing works are still being carried out in all four sections on the different layers from sub-base up to binder course.

The order of the layers is listed below from the top layer downwards;

## ■ Surface Course

("TSCS" or Thin Surface Course System)

## ■ The "Binder Course"

("HDM" or Heavy Duty Macadam)

A carefully designed mix of more traditional Heavy Duty Macadam or "HDM" which consists of a specific graded mix of granular materials blended with a quantity of Bitumen. Trial panels have been constructed in section 1 and section 3. Test results have to be obtained in order to proceed with laying of binder course material.

## ■ The "Base Course"

("HDM" or Heavy Duty Macadam)

A carefully designed mix of more traditional Heavy Duty Macadam or "HDM". The base course consists of a specific graded mix of granular materials blended with a quantity of Bitumen. This material has been placed throughout all 4 sections again with the higher quantity of work done in sections 1 and 2. The base course is laid using traditional paving machines and rollers throughout.



Placing of HDM basecourse (Section 1)

## ■ The "Road Base"

("CBM" or Cement Bound Macadam)

A well proportioned mix of crushed rock and cement which is laid throughout the sections using traditional paving machines and rollers. Road base material has been laid throughout the four sections with the higher quantity of work done in section 1 and section 2. This material requires a bitumen sealer on completion of compaction in order to stop the cement from drying out.



Placing of CBM Road Base (section 4)

## ■ The "sub-base"

(Granular Material or "804")

The granular material is manufactured on site by crushing rock to a very specific grading. The total amount of sub – base required for the project road and non project road in section 1 is nearly completed with works well under way in section 2. The placing of sub-base material in section 3 and section 4 has commenced within the last 4 months. The laying of sub-base into hard shoulders and the central reserve has also commenced in all four sections. The sub-base material is laid and compacted into place using traditional paving machines and rollers.



## 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 (Overbridge is Operational)
- R348 Athenry Junction Site access No. 4
- R347 Boyhill Site access No. 5
- R348 Moyode Site access No. 6
- Rathgorgin Site access No. 7 (Overbridge is Operational)
- R348 Curraghmore Site access No. 8
- Clogharevaun Site access No. 9
- Carrowkeel Junction Site access No. 10
- Caraun More Site access No. 11 – (Overbridge is Operational)
- Urraghry Site access No. 16
- Liscappul Site access No. 17 - (Overbridge is Operational)
- 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 - (Overbridge is Operational)
- Barnacragh Cross Road No. 40 - (Overbridge is Operational)
- Coololla Overbridge Cross Road No.38
- Killescragh Overbridge Cross Road No.25 - (Overbridge is Operational)
- Newcastle Site access No.14
- Beagh Roundabout Site access No.22
- Ballymabilla Cross Road - (Overbridge is Operational)
- Gortnahoon Cross Road
- Rahally Temporary Traffic Diversion
- Moher Footbridge Temporary Traffic Diversion )

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

Doughiska Dual Carriageway, East Galway - (Coolagh Junction – Section 1) – Night works will commence in July 2009.

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 reach substantial completion with bulk earthworks
- To substantially reduce heavy haulage on local roads
- To continue the effective maintenance of all work on access routes, haul routes etc. with at least 4 crews in operation at all times.
- To progress with all Public Relation Issues
- To continue to consult and comply with relevant third parties and local authorities.
- To progress with Irish Rail Bridges and aim for completion of same within the next three months
- To continue at pace with the construction of the Administration Building
- To continue at pace with the construction of the Toll Plaza
- To progress with the completion and opening of new overbridges and underbridges to public use.
- To progress at pace with pavement and surfacing works throughout the contract site.
- To continue work on all drainage activities.
- To continue working on all ducting and telecommunication activities
- To progress with works on the Loughrea Link Road.
- To complete any outstanding culverts in this years salmon open-season.
- To progress with the completion of all permanent project fencing
- To progress with the repair of all sections of existing landowners fencing at tie-in points to project fencing.

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