

Planned Works Over The Next 3 Months

Bulk Earthworks will continue, with the concentration on achieving final levels and topsoiling to completed works. Drainage operations will follow-on closely behind earthworks, further assisting completion works.

Road and river bridges will continue towards completion, with all outstanding structures expected to be commenced. As bridges carrying minor roads over the motorway become complete, temporary short term road closures will be necessary to allow tying-in to the existing roads. This process will start at Skahanagh Road, Scartbarry Road and Mondaniel Road. Some inconvenience is unavoidable but this will be kept to the minimum possible.

On the Blackwater Viaduct, now that launching of the first concrete deck has commenced, the launching process will continue. Over the next three months, we will have crossed the Tallow Road and will be proceeding towards the river.

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View from the river of the bridge carrying the new N8 over the River Bride



View of temporary Asphalt Plant used to manufacture pavement materials

Road Closures & 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:

- Scartbarry Road Temp Closure (2 wks May)
- Maulane Road Diversion
- Garrynacole Road Closure
- Toberaneague Road Diversion
- Mondaniel Temp Road Closure (2½ weeks from end of May)
- Castleyons Road, Corrin, Closure
- College Road Diversion
- Tallow Road (Hospital Road) Diversion
- Rath Healy Road Diversion

Whilst these closures and diversions may cause inconvenience to road users, they are essential to construction of the works. DirectRoute are striving to minimise the delay and disruption and wish to thank road users for their understanding.



BYPASS NEWS

Quarterly newsletter for the N8 Rathcormac Fermoy PPP project

Progress Over The Last 3 Months

Good construction progress has been made over the relatively benign (to us!) winter period, putting the construction works in a good position as we enter the spring and summer seasons.

Site clearance and **Topsoil stripping** are now effectively complete throughout the site with only minor side roads and two crossings of the N8 outstanding. **Permanent Fencing** has continued to progress well with some 32km of the total 37km of fencing now erected and a further 16km of temporary fencing.



Looking North from the N8 at Rathcormac to the River Bride & Maulane Rd Bridges

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Placing precast beams to the River Flesk bridge

Work on the **Structures** is proceeding at a similar pace, with 17 of the 22 major structures now under construction. Side road overbridges at Skahanagh Road (S03), Scartbarry Road (S04) and Mondaniel Road (S14) are now structurally complete. Precast beams were erected over the River Flesk (S05) in early April and were followed in mid April over the River Bride (S07). Elsewhere, beams have been placed on overbridges at Rathcormac South (S06), Maulane Road (S08), Toberaneague Road (S12) and Fermoy Golf Club Road (S15). Underbridges at Shanowen River (S13), Corrin Interchange (S16) and College Road (S18) are all now underway.

The major new structure on the project – the **Blackwater Viaduct** - is also taking shape, with the first launch of a deck segment taking place on 17th March. This key milestone for the project is profiled inside.

Installation of the temporary asphalt plant near Moorepark is now complete, with trials taking place during April and May. Following these trials, commencement of the bituminous **Pavement Works** or “blacktop” can commence.

Bulk Earthworks continue to dominate the landscape either side of the existing N8, and many embankment and cutting slopes have now been topsoiled and seeded with early grass growth helping to soften the visual impact of construction. Works at Corrin continue apace with the interchange roundabouts and slip roads visibly taking shape. Overall, bulk excavation has now reached almost 2 million m³, with bulk fill operations now exceeding 1 million m³.

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New Blackwater Crossing Achieves First Deck Launch March 2005

A key technical milestone for the project was achieved on 17th March, giving the project team another reason to celebrate - The day saw the first launch of the Blackwater Viaduct bridge deck.

Certainly one of the most striking features of the project, the Blackwater Viaduct will carry the new motorway over the Blackwater Valley to the east of Fermoy town. The viaduct consists of a twin bridge deck post-tensioned concrete structure 450m long supported on seven sets of bridge piers.



View of the launching nose (in yellow) and the steel temporary support piers.

Key Facts

Number of Deck Segments to be launched	2 x 16 main segments
Weight of each Segment	450 tonnes
Number of Lifting Jacks	2 x 785 tonne force
Number of Pushing Jacks	2 pairs x 152 tonne force



View of viaduct works looking south west, showing deck progress across the valley after the first launches

Construction of this structure is technically complex: The viaduct deck will be cast in short segments each of which will then be pushed nearly out of the mould and the next segment cast onto it, but behind, giving a continuous deck. This operation is repeated until the first segment cast reaches the opposite side of the river. Prestress strands are then threaded through the whole length of the bridge deck and formed into tendons. The tendons are tensioned to enable the deck to carry the traffic load and its own self weight. The temporary piers can then be removed.



View of the viaduct works looking south from the bank of The Blackwater River



Launch of the second deck segment underway, looking north.

The profile of what will become the southbound element of the bridge superstructure across the Blackwater Valley is now clearly visible emerging from the bright yellow mould in the casting yard, on the south side of the N72, Tallow Road.

Between there and the river, four pairs of bridge piers are complete to full height, with foundations complete to the others and pier stems underway. Across the river, piling works are now complete on the North Abutment and both temporary and permanent piers.

The system used to launch the decks is simple in concept, yet uses an ingenious system of hydraulic ram jacks to first lift up the deck segment from its supports and then to push the deck segment forward by 250mm. This cycle of lifting and pushing is repeated until the entire segment is out of the mould.

The deck carrying the southbound carriageway will be constructed first. When this is completed across the river, the casting mould and launching equipment will be relocated to the west to launch the deck carrying the northbound carriageway.