

THE N25 WATERFORD BYPASS PPP SCHEME

Construction Progress

MILESTONES FOR THE PPP SCHEME

Contract Award	April 21st 2006
Design & Construction Commencement.....	April 21st 2006
Design & Construction Period	42 months
Target Completion Date	August 2010

The highlight of Construction of the N25 Waterford Bypass since the last issue of our Newsletter is the commencement of the blacktop layers of the Road Pavement on both the North and South sides of the Suir River. Another milestone was also achieved in the construction of the structures with the piling and foundations started on the Grannagh Junction - N9 Viaducts. Over the coming months, piers and abutments will be constructed and casting of the beams for them will commence.

During the Spring a number of Structure related activities were completed on the South side of the River Suir. Much progress was made on the bridge spanning Whelan's Bridge stream at Kilmeaden Village near the start of the Bypass. This 6 span bridge will span 198 metres and take 4 lanes of traffic over underlying valley and stream below. All of the 15 no Piers have now been poured to their full heights of up to 28 metres tall. Work has recently commenced on the East and West Abutments and these structural elements are progressing well. Over the coming months we will be installing precast crosshead beams to take the 77 no bridge beams that span across the 5no piers sets.

Apart from Whelan's Bridge, work has continued on four other Overbridges at the Western Link Junction, Woodstown Access Underbridge, Bawnfune Overbridge and also Waterford IT Overbridge.

Work is almost complete on the WIT Overbridge with the bridge deck completed this month. This bridge will provide future access for WIT to a proposed marina development on the waterfront of the River Suir.



Aerial view of the River Suir Bridge

1.



The installation of the Precast bridge beams were successfully completed and the deck is scheduled to be poured in the coming weeks. This bridge will take traffic over the bypass mainline to areas North and South of the bypass off Bawnfune Road.

Woodstown Access Underbridge differs from the other structures on the south side in that the entire structure was precast off site and then delivered to site where it was installed in position over the course of 2 working weeks.

Also 3 no large culverts taking streams that crossed at the Dooneen Marsh area of the project were completed and involved the installation of precast culvert units that crossed under the bypass mainline. In order to protect and maintain the aquatic life in each of these environmentally sensitive streams, temporary culvert diversions were constructed and then transferred to the temporary diversions until such time as the permanent culverts were in place.

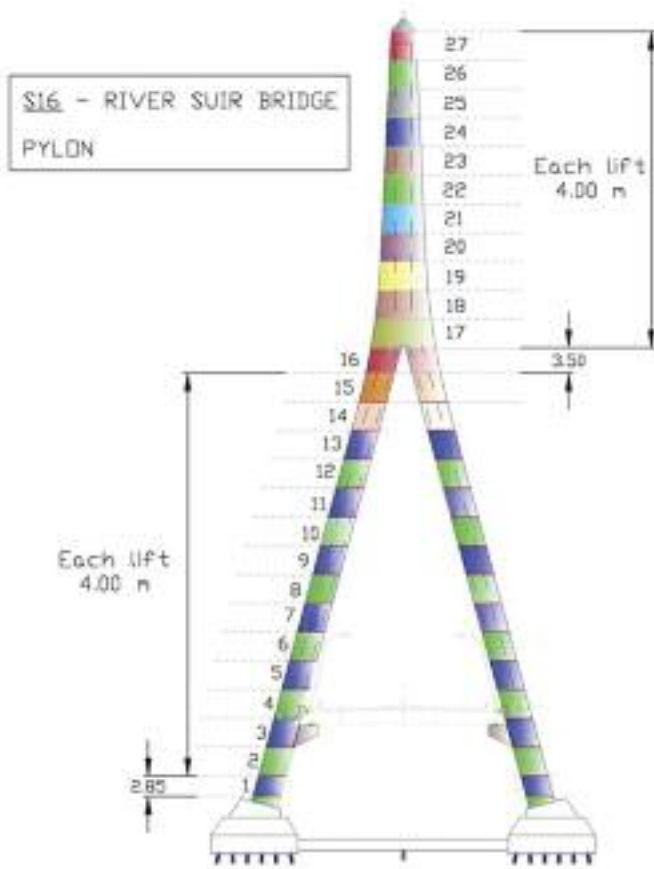
Currently bulk earthworks are primarily focused at Grannagh Junction, Quarry Link and the Ng Link Road. Preparations are also continuing for the Tie In of the new section of road at Grannagh Castle. Also the successful completion of the Road Pavement continues along the mainline and is now clearly visible transversing the countryside from Grannagh to Slieverue. An important safety feature which is now in place is the Central Median barrier which separates East and West Bound Carriageways.

The Daily Commuters using the New Ross Road will notice significant changes and numerous Traffic Management measures over coming months due to the Construction works focusing on the completion of the Slieverue Tie In with the new road.

2.



RIVER SUIR BRIDGE



The chosen structure to carry the new N25 Waterford Bypass across the River Suir is a cable-stayed bridge and is being constructed just north of the city centre, upstream from the existing disused railway bridge. A cable-stayed bridge usually consists of one or more columns normally referred to as towers or pylons, with cables supporting the bridge decks. The pylon forms the primary load structure, with the bridge deck being supported by cables running directly to the pylon.

3.



The Pylon legs of the River Suir Bridge are almost joined and the Pylon Mast will be starting in the following weeks. As indicated in the sketch enclosed the deck level was achieved in the 4th lift and the climbing system is currently at the 15th Lift of the Pylon which is 70 meters above the ground level. The full height of the Main Pylon will be approximately 120 meters. The four piers on the south side of the river, which are between 14-16 meters high, were also completed in the last month. Moreover, the works for one of the abutments are progressing with the pour of 850 cubic meters of concrete for the first phase of the base on completion of the piling works.

1. Whelansbridge Viaduct
2. Luffany/Slieverue Tie-In
3. River Suir Bridge



Traffic Management & Temporary Diversions

We have initiated a number of traffic management measures installed along the route. These are summarised on the right. These measures are a necessary part of the construction works, we have kept their impact to a minimum.

ROAD	MANAGEMENT MEASURES
NEWRATH LINK 2 PLANT CROSSING	FLAGMEN
NEWRATH AREA 5 C SITE ACCESS.....	FLAGMEN (8:30 TO 17:000)
NEWRATH AREA 5B SITE ACCESS.....	FLAGMEN
CASTLE ACCESS ROAD.....	FLAGMEN
DUNKITT ROAD.....	FLAGMAN & TRAFFIC LIGHTS
DUNKITT ROAD.....	TEMPORARY OPENING
N29 PORT ROAD TIE IN	FLAGMAN & TRAFFIC LIGHTS
N29 PORT ROAD TIE IN	TEMPORARY DIVERION OPENING
N29 PORT ROAD TIE IN	TEMPORARY OPENING
N9 REALIGNMENT	FLAGMAN & TRAFFIC LIGHTS
N9 REALIGNMENT	TEMPORARY DIVERSION OPENING
N9 REALIGNMENT	TEMPORARY OPENING
N25 TO WATERFORD	FLAGMAN & TRAFFIC LIGHTS
N25 TIE IN	TEMPORARY OPENING
NEWRATH CROSSING WITH N9	FLAGMAN & TRAFFIC LIGHTS
AIRMOUNT ROAD	ROAD CLOSURE FROM NOVEMBER 2007
SLIEVERUE LINK	FLAGMEN & TRAFFIC LIGHTS
SLIEVERUE LINK	TEMPORARY DIVERSION OPENING
LUFFANY SITE ENTRANCE	FLAGMEN
N9 KILKENNY ROAD	TEMPORARY DIVERSION OPENED
KILMACOW CENTRAL.....	TRAFFIC LIGHTS & FLAGMEN
N9 SITE ENTRANCE	FLAGMEN
GRANNAGH BRIDGE ACCESS ROAD.....	FLAGMEN
SALLYPARK.....	FLAGMAN & TRAFFIC LIGHTS
SALLYPARK.....	TEMPORARY DIVERSION OPENING

Where traffic measures are in place we ask for your co-operation with the operators and thank you for your understanding.

The Team

The PPP Company



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WATERFORD LTD.

The Construction



WATERFORD JOINT VENTURE

The Design



The Authority



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