

N5 Longford Bypass

An insight to the
building of the
N5 Longford
bypass

news LETTER

Nov 2011

Issue 2

Welcome to our second edition of the N5 Newsletter. The long summer days have since moved on and have now been replaced with dark nights and shorter daylight hours.



This has also added another aspect for persons travelling on the roads in and around the construction site access points and we urge motorists to take care, observe the road signage and obey any temporary traffic signs that may be in use.



While the inclement weather of late has hindered some aspects of the project, substantial progress has been made in other sections of the project.

Over the next few weeks works on the construction of the roundabouts

on both the N5 Strokestown Road and N4 Sligo Road will take full effect.

EARTHWORKS



Over the recent weeks and months the earthworks have been moving along steadily. The once vast excavation that existed in the townland of Lisbrack has almost been filled back to the original ground level.

The construction of the embankment work in this area will continue over the winter months. This will be coupled with the construction of an underbridge on the Lisbrack Road which when completed will allow the local road traffic to travel under the new N5 bypass.

Work has also been progressing steadily on the construction of the roundabouts particularly at the N4 Sligo Road. As you will see from the photo on the cover page of the newsletter the roundabout has been shaped in its totality. The installation of gullies, manholes and utility ducting will be completed in the foreseeable days.

The tie-in works between the roundabout and the existing N4 Sligo-Longford Road will then commence in full swing. These tie-in works will cause traffic disruption in the locality particularly at peak times.

STRUCTURES



Shown below is an aerial picture of the new Catrons Rail Bridge on the Dublin Sligo railway line. This structure is constructed from earth retaining panels and pre-cast concrete beams.

The picture on the left shows one of the 76 loads of readmix concrete that was poured on 9th November 2011.

Should an additional rail line ever be required in the future, the rail bridge has been built to sufficient widths in order to accommodate this.

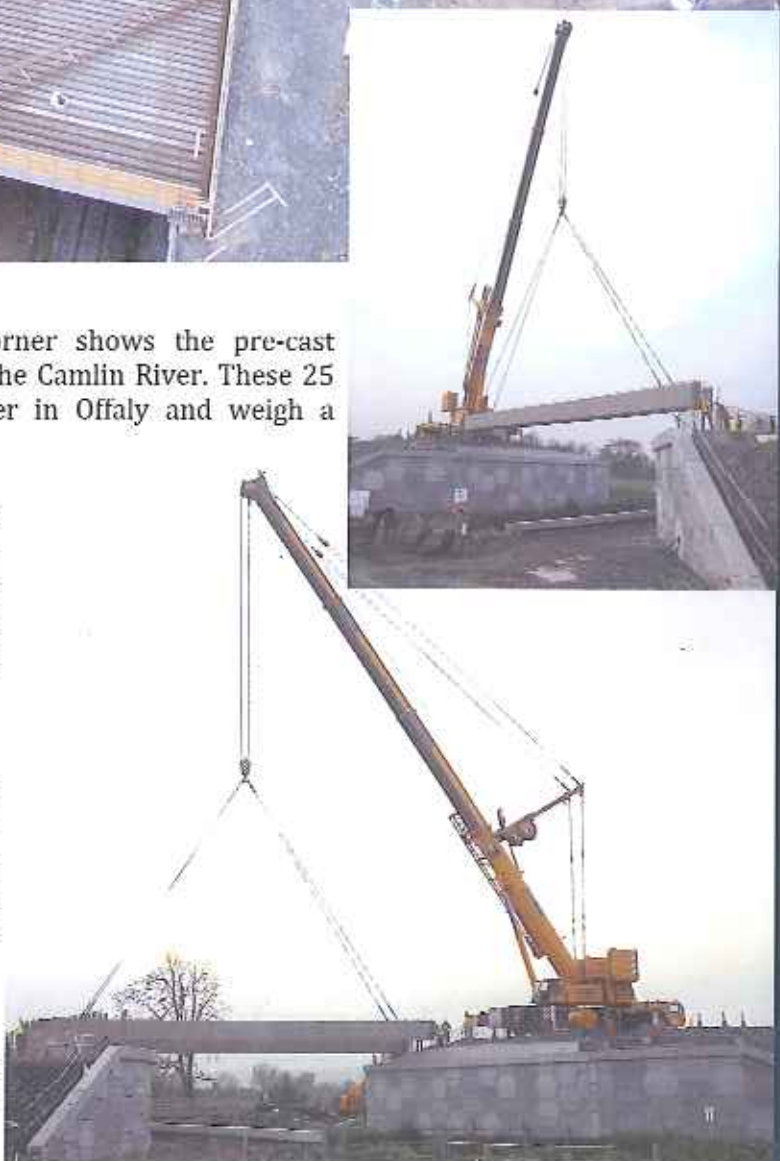


The photos on the bottom right hand corner shows the pre-cast concrete beams being lifted into place to span the Camlin River. These 25 metre long beams were produced in Banagher in Offaly and weigh a staggering 48 tonnes each.

The next phase of this structure is the placement of a cast in situ concrete deck. Similar to the bridge over the railway line, this reinforced slab will bind the beams together and provide a robust platform to place the Macadam surfacing courses on.

Following on from the casting of the in-situ concrete deck, parapet railings will be installed to provide a safety barricade between the motorist and the river below. The structure will then be completed with the addition of kerbs, footways and the Macadam surfacing.

The last remaining bridge structure will be on the Lisbrack Road and this will commence in the very early new year.



PROGRAMMED WORKS FOR THE COMING MONTHS

Location of works	Operations taking place
Mullagh & Lisbrack Ch 0 to Ch 550	Conclusion of bulk earthworks in this area with the remainder of the excavated material being hauled to Lisbrack for the construction of the embankment. This will then allow for the placing of capping (quarried stone) in this area.
Camlin River Bridge	Placing of the reinforced concrete beams has been carried out in November. This will be followed by the pouring of the concrete deck and installation of parapets and safety barrier
Cartrons Rail Bridge	The final phases of the bridge are currently being executed. Pre-cast parapets will be installed before Christmas whilst security and safety barrier will be installed in the new year
N4 Roundabout	Works to tie the existing N4 road to the new roundabout will commence in the new year. This may result in disruption as traffic will be diverted around the roundabout as the phases progress.

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THE TEAM

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