

N25 NEWSLETTER

N25 NEW ROSS BYPASS PPP SCHEME

ISSUE NO. 6

www.n25newross.ie

3RD QUARTER 2017



What's Happening Now?

Ballymacar Roundabout Taking Shape

Road diversion continue to be a main focus in this quarter with temporary diversion in place at Glenmore on the N25, this is to allow us to construct the underpass which will connect the local road L7501 to Ballyverneen. This underpass will be constructed in two halves – you will have noticed some of the units being placed early in September. There will be another temporary diversion of traffic over the half being constructed at present in a few weeks' time to allow the remaining sections of the underpass to be built.

The diversion at Ballymacar is functioning well and works have progressed with filling operations and the construction of some culverts and accommodation underpasses. We have also recently put some local diversions in place at Lacken, again to allow us construct the structures in this area. Earthworks are now approx. 85% complete with some excavation by controlled blasting still ongoing in Stokestown, Camlin and Ballyverneen. The drainage is continuing and we have installed

over 4Km of pipes and ducting. Barrow Bridge: the piers on the west side of the Barrow are finished, with work on the east side continuing with stems and temporary piers. The installation of the falsework for the first construction phase of the approach spans on the west side is finished. The works for the preassembly of the falsework for the second construction phase are ongoing. Looking ahead we will be placing reinforcement of the deck and pouring the concrete starting early in October.



Can You Dig It?



Archaeologist planning the trough



Archaeologist excavating the trough

Recent Archaeological Discoveries on the N25 New Ross Bypass PPP

James Eogan, Senior Archaeologist, TII

Archaeologists from Irish Archaeological Consultancy Ltd (IAC) have been carrying out archaeological monitoring of construction works in various locations along the New Ross Bypass since July 2016. This work is being carried out in accordance with Directions issued by the Minister for Culture, Heritage and the Gaeltacht and follows on from the extensive pre-construction archaeological investigations described in Issue 2.

The most interesting discoveries made so far are two burnt mound sites which probably date to the Bronze Age, between 2500 and 4000 years ago. Both sites were found in areas of poorly drained land, one in Landscape and the other to the northeast of Lacken Hill. The Landscape site was located beside the Camlin Stream and consisted of a low mound of heat-shattered stone approximately 10 m in diameter. The mound covered a rectangular pit or trough which had been lined with split oak planks, some of

which survived due to the waterlogged conditions. The generally accepted explanation of sites like this is that they were open-air cooking places, they are also known by their Irish name *fulacht fia*. The timber-lined trough would have been filled with water which would have been heated by adding stones heated in a fire. Experiments have shown that joints of meat, wrapped in straw, could have been cooked in the boiling water. The mound of heat-shattered rock was the result of the *fulacht fia* being used repeatedly, maybe over a number of years.

It has been suggested that some burnt mounds could have been used for other purposes. The site investigated in Lacken may be an example of a Bronze Age sweat lodge or sauna. The burnt mound here was twice as big as the Landscape example, it was located on a slight knoll in an area close to a number of fresh water springs. The main feature of the Lacken burnt mound was a large pear-shaped pit located on the side of the mound closest to the water source. The pit was almost 4 m long and 60 cm deep, its narrowest end was located close to the centre of the mound, a series of stakeholes were found at the broader end. An area of burnt soil on the highest part of the knoll, beside the narrow end of the pear-shaped pit,

indicated the location of a hearth. At the opposite end of the pear-shaped pit a circular 2 m diameter pit was found. The silt found in the circular pit suggests that it had held water. It seems likely that when in use the pear-shaped pit could have been covered with a roof made of thatch or other organic materials such as animal hides. Stones would have been heated in the hearth and rolled down-slope into the roofed area, water splashed on the hot stones would then have generated steam within the covered area. A number of similar Bronze Age sweatlodges have been found in Ireland over the past few decades and there are folklore records of 'sweathouses' being used in rural Ireland in the 18th and 19th centuries, so it seems that the sauna isn't such a recent innovation in Ireland.

Archaeological monitoring of construction works is continuing and the post-excavation analysis and reporting on the sites excavated is underway. This will include the scientific examination of material recovered during the excavation and radiocarbon dating of samples to establish when the sites were used. Final reports will be published in due course as part of the TII Digital Heritage Collections <https://repository.dri.ie/catalog/v6936m966>.



Looking at (L to R) pier 4, pier 3, temporary pier 1, pier 2, pier 1 and abutment 1

TRAFFIC MANAGEMENT

Temporary Traffic management operations are presently in place at our site accesses and at the following locations:

- N25 at Ballymacar with associated 60km/h speed limit
- N25 at Waterford road at Glenmore with associated 60km/h speed limit
- L4026 Stokestown road
- L4007-3 Lacken North
- L4021 Arnestown road
- L4013-2 Lacken South

The next phase of traffic management to be put into operation on the N25 at Glenmore is planned for late October 2017.

Traffic management will be put in place on the R733 (at Camlin) to facilitate stream diversions, this work is planned for 11/12th October and is expected to last two weeks.

During the works mentioned above it will be necessary to employ stop/

go at the tie-ins to allow the pavement construction. We plan to keep these to a minimum and to keep the durations of the stop phase as short as possible.

Road closures in effect

- L7512 Pink Rock has been extended until June 2018
- L8048-1 Creaken Upper 3rd October to mid December 2017
- L8049-1 Camlin is planned for 18th October to 22nd December 2017

Spanning Watercourses

The construction of structures crossing watercourses (e.g. bridges and culverts) is one of the more common engineering activities undertaken during road scheme development.

During road scheme planning and the Environmental Impact Assessment (EIA) process, consideration was given to the avoidance of sensitive stretches of watercourses (such as freshwater mussel, salmonid or lamprey spawning areas).

All instream works are carried out following consultations with Inland Fisheries Ireland and during the permitted 3 months season.

Culvert works have taken place in Ballyverneen, Stokestown, Camlin and Ballymacar. In Ballymacar along the existing N25 Wexford Road there has been 5 culverts and associated realignments carried out over a 1 km stretch of the new project road.

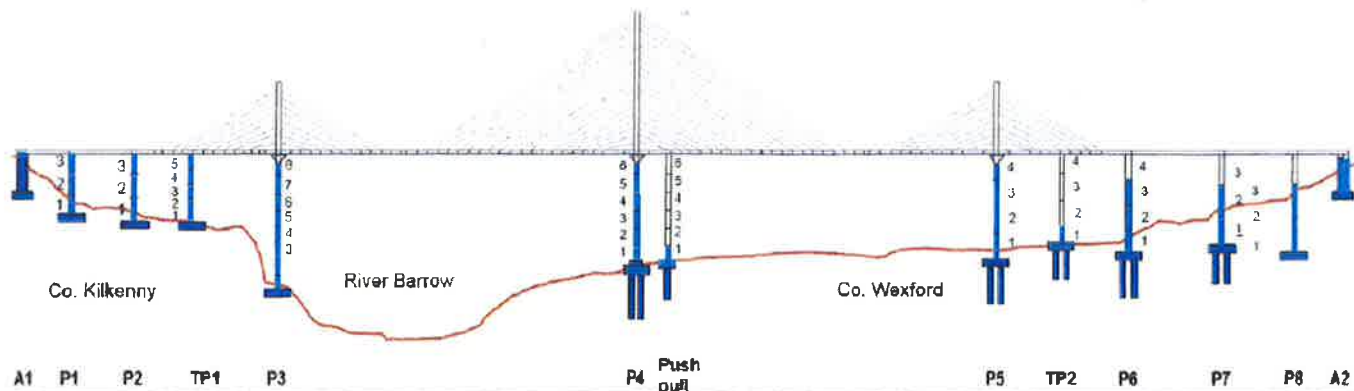


Our project website www.n25newross.ie can be consulted for further information on the works. The website is regularly updated to provide current information on the scheme including traffic management updates.

Wexford County Council are producing a series of videos to inform and update the public on the progress of construction. These are available on the website.

Status of Construction Activities

Works Completed by End of September 2017



Structures Update

The remaining works at watercourses culverts and accommodation underpasses are almost complete, while the construction of the last underpass has started. Works are progressing well on retaining walls and bridge structures throughout, especially at Camlin and Arnestown, the location of two span overbridges. Works at the Ryleen underbridge is in its final stages, with the installation of the reinforced earth wing wall panels ongoing. The construction of structures at Glenmore are in their early stages and we have noticeably made some headway.

CURRENT WORKS -

Q3 2017

- Structures: Road bridges culverts and farm underpasses
- Culvert crossing R733
- Earthworks: Cut & Fill
- Drainage & Communications Ducting
- River Barrow Bridge: stem and deck construction
- Utility diversions continue
- Road diversions N25 at Glenmore & Local roads



Map Alerts App available for free download at -

<https://www.mapalerter.com/councils/wexford>

UPCOMING WORKS -

Q4 2017

- Bridges on local roads
- Accommodation underpasses
- Structures Glenmore underpass
- Earthworks: Drainage
- Barrow Bridge: bridge deck.
- Road Diversion – N25 Glenmore & local road tie-ins
- Pavement
- Landscaping

<https://www.mapalerter.com/councils/kilkenny>

CONTACT DETAILS

24 HOUR Hotline Number: 1800 815 672

BAM Dragados New Ross Joint Venture
Des Gilsean - Public Relations Officer
Site Offices
Landscape
Stokestown
New Ross
Co. Wexford

T: 051 432020
E: info@n25nrjv.com
W: www.n25newross.ie

Wexford County Council
Seán Dobbs
Public Liaison Officer
Wexford County Council
c/o Roads Department
Wexford County Council
Carricklawn
Wexford

W: www.wexford.ie
T: 053 923 2358
F: 053 923 3245

Transport Infrastructure Ireland
Mary Bowe
Authority's Representative
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10
Ireland

E: info@tii.ie
W: www.tii.ie
T: 01-6463400