AtkinsRéalis

Appendix 15-1 – Construction Works Preliminary Traffic Management Plan

Uisce Éireann

October 2026

BALLINA AND LOUGH TALT WATER SUPPLY UPGRADE

AtkinsRéalis - Baseline / Référence

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1. Introduction

This Preliminary Traffic Management Plan (PTMP) sets out the requirements for traffic management during the contract period and provides information on the existing public roads impacted by the works. The Plan has been prepared in accordance with the requirements of the following documents:

- Traffic Signs Manual (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks) published by the Department of Transport.
- Guidance for the Control and Management of Traffic at Road Works published also by the Department of Transport.

The purpose of this Design Process Traffic Management Plan is to provide a basis for the management of traffic during the execution of the works to be undertaken by the Project Supervisor for the Construction Stage (PSCS) for the project.

In accordance with duties imposed by the Safety, Health and Welfare at Work (Construction) Regulations 2013, subsequent amendments and the 'Guidance for the Control and Management of Traffic at Road Works', this plan must be further developed into a Construction Stage Traffic Management Plan by the PSCS prior to commencing the works and must not be implemented until it has been assessed and developed by the PSCS/Contractor.

The intention of the plan is to ensure the safety of road workers and all road users both in and around the works during the construction stage. The planning and design exercise are also carried out to identify and keep the impact of the works on traffic movements on the project roads and other local roads to a minimum.

Significant risks in relation to traffic management associated with the construction of the project are detailed along with measures taken to avoid, minimise, or reduce these risks to acceptable levels where this is reasonably practicable.

2. Location and Scheme Description

The new proposed Lough Talt water Treatment Plant & pipeline Upgrade is located between Co. Mayo and Co. Sligo within the northwest of Ireland incorporating the area between Lough Conn, in Co. Mayo to the west, and Lough Talt in Co. Sligo to the east.

The proposed replacement long term water supply for the Lough Talt Regional Water Supply Scheme (WRWSS) entails upgrade works at a number of Water Treatment Assets in County Mayo and the construction of a new pipeline, circa 31km in length, commencing at Lisglennon Water Treatment Plant (WTP) in Co. Mayo and terminating in close proximity to Lough Talt WTP, Co. Sligo. New water assets, namely a Pump Station (PS) and Break Pressure tank(BPT), will require construction in private lands adjacent to the proposed route of the new pipeline. Works to upgrade existing water treatment and distribution sites in Co. Mayo and Co. Sligo, are also proposed as part of the project.

Lisglennon WTP, which is located approximately 2.5km south of Killala, is proposed to be upgraded to provide a replacement supply for the Lough Talt area. Upgrade works are also taking place at the Lisglennon Raw Water (RW) Storage / PS site, situated approximately 600m south-east of Lisglennon WTP and at the Lough Conn RW intake at Wherrew WTP, approximately 11km south west of Lisglennon WTP, on the northern banks of Lough Conn. Assets situated within the Wherrew WTP site include a WTP, a RW intake abstracting water from Lough Conn and a RW PS. This PS pumps water to Wherrew WTP and to the Lisglennon RW Storage / PS site via separate pumps and mains. A RW storage tank at the Lisglennon PS site is fed from the PS at Wherrew via 2 no. 700mm pre-stressed concrete pipelines (PSC).

New and upgraded treated water pipelines are to be provided between Lisglennon WTP and the Lough Talt supply area. The proposed pipeline route corridor starts at the Lisglennon WTP entrance, following existing roads up to the R314. It is then routed south along the R314 towards Ballina until the intersection with the L1120 Belleek Road. The route passes east along the L1120 Belleek Road at this point, going through Belleek Manor woods and crossing the River Moy, although it makes use of an existing pipeline crossing at the river Moy. The pipeline route continues on the eastern bank of the River Moy, , and follows Creggs Road and Behy Road in a south-easterly direction until linking up with the R294. From here, the route follows the R294 up to the entrance to the existing Lough Talt WTP site, which is located 500m to the east of Lough Talt. Refer to Figure 2-1 for an overview of the proposed route.

This PTMP considers the proposed construction works in the following sections:

- Section 1, 2 & 3 : Local Road (L11109) from Lisglennon WTP to local road at Ballintean
- Section 4: R314 from Rathglass East to the 60/80 km/h speed limit
- Section 5: R314 from 60/80 km/h speed limit to junction with L1120 Belleek Road
- Section 6: L1120 Belleek Road from R314 to junction with public road and local road (L11201)
- Section 7: Local road from L1120 Belleek Road serving several private properties
- Section 8: Quay Road crossing at junction with Creggs Road.
- Section 9: Creggs Road from junction with Quay Road to the 50/80 km/h speed limit
- Section 10: Creggs Road from the 50/80 km/h speed limit to junction with N59 (Creggs Cross)
- Section 11: N59 from junction with Creggs Road to junction with local road (Creggs Cross)
- Section 12: Local road (L51321) from junction with N59 (Creggs Cross) to junction with Behy Road
- Section 13: Behy Road from junction with local road (L5132) to Behy National School
- Section 14: Local road (L5133) from Behy National School to offtake from River Brusna Crossing
- Section 15: R294 after the River Brusna crossing to the Junction with Local Road L5135
- Section 16: Local Road (L5135) from the junction with R294 at Bonniconlon
- Section 17: R294 from the junction with L5135 to 80/60 km/h speed limit at Bonniconlon
- Section 18: R294 from the 80/60 km/h speed limit to the 60/50 km/h speed limit at Bonniconlon

- Section 19: R294 from the 60/50 km/h speed limit to the 50/80 km/h speed limit at Bonniconlon
- Section 20: Local road (L51172) from Bonniconlon to junction with L5117
- Section 21: R294 crossing
- Section 22: L51357 from R294 to junction at Drumsheen
- Section 23: R294 crossing near the windfarm
- Section 24: Along R294 till the border between Co. Mayo and Co. Sligo.
- Section 25: Along R294 from the border between Co. Mayo and Co. Sligo till Junction of R294 / Local Road (L87021 / Largan)
- Section 26: Along R294 from the Junction with Local Road (L87021 / Largan) till Lough Talt WTP

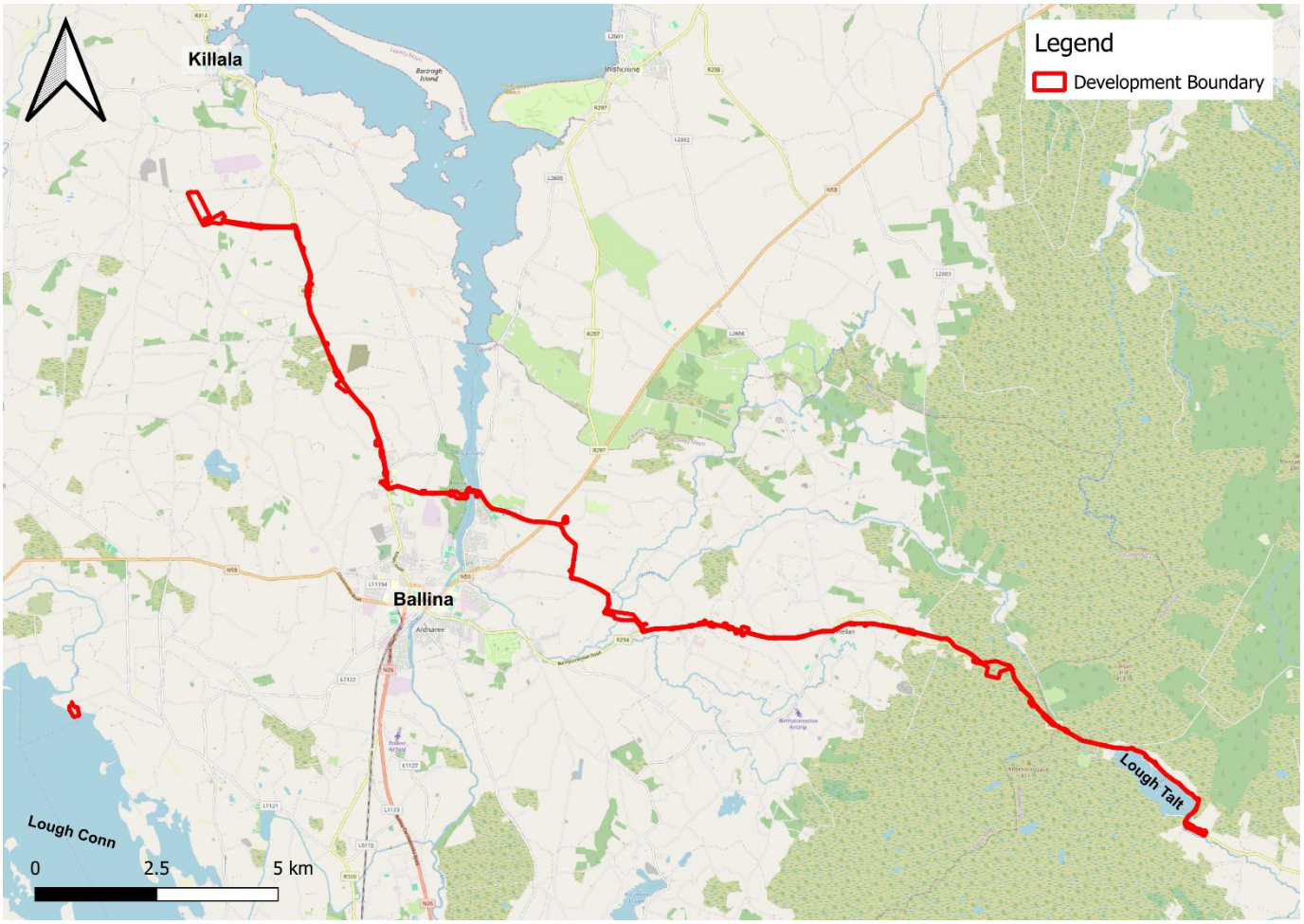


Figure 2-1 **- Proposed Route Overview**

3. General Requirements

3.1 Undertaking the Works

The works are not expected to generate a significant increase in network traffic.

The Contractor shall have due regard to the impact of the proposals on the general traffic situation and possible conflicts with other contracts, activities or events.

The works will take place on roads with posted speed limits between 50 km/h and 100 km/h. In accordance with Chapter 8 of the Traffic Signs Manual, the designation of the road for Traffic Management Design Parameters will be Level 1 and Level 2 for roads with the above mentioned speed limits.

Where lane closures or static lane closures are provided, these should not occur simultaneously on sections of road that are in close proximity to each other.

Where road closures are required, these should only occur on one section of road at a time.

3.2 Working Hours

Working hours should be restricted to normal working hours Monday to Friday except where noted otherwise. Works will not be permitted on Saturdays, Sundays, or Public Holidays, unless otherwise agreed by the Employer's Representative.

3.3 Signage

Advance Warning Signs are used to alert a road user to a revised road layout or hazard ahead. To achieve the desired effect, the use of signs must be standardised and appropriate. The layout of the Advance Warning Signage, the lead-in taper and associated operation should be based on the permanent speed limit. Sight distance to the first Advance Warning Sign is determined by the speed limit. The higher the permanent speed limit, the greater the sign visibility distance required.

If permanent road signs display a contradictory message to the roadworks signs, they must be covered for the duration of the works and the relevant signs uncovered or reinstated during the removal of the TTM.

The Contractor is required to provide signs on all approaches to the works to warn motorists of the hazard and lane closure/queuing traffic as appropriate. The location of the signs must be agreed with the Employer's Representative.

3.4 Maintenance of traffic flow

Full time access to all properties, property access roads and all businesses must be maintained and managed.

The Contractor must ensure that, wherever possible, two-way traffic is safely maintained throughout the route during the works. Where it is not possible to safely maintain two-way traffic flow, then alternative arrangements for the control and management of traffic must be agreed with in writing by the Employer's Representative and Road Authority. Alternative traffic control measures are to include Give and Take, Priority, Stop & Go and temporary traffic signals. The works length should be kept as short as practicable.

Two-way access for pedestrians must be maintained in accordance with the Traffic Signs Manual at all times. Where works are to occupy footpaths then dedicated protected routes must be provided that do not require crossing of the carriageway in accordance with Chapter 8 of the Traffic Signs Manual. The routes must be adequately supervised and maintained to ensure that pedestrians do not encroach into the works area.

3.5 Traffic Control Methods

The following traffic control measures are expected to be introduced for the project:

- Full road Closure (with diversions)
- Two-way Traffic
- Give and Take
- Priority
- Stop and Go
- Temporary Traffic Signals

These traffic control methods may be provided if the required consents and detailed Construction Stage Traffic Management Plan acknowledgements have been received from the Employer's Representative, Local Authority Roads Department and An Garda Síochána and the emergency services. Proposals for emergency access should be discussed with the emergency services early in the design process. The emergency services need to be aware of roadworks along their preferred routes.

Traffic management measures implemented must be cognisant of the large number of private access roads located along the routes which must be actively managed.

4. Construction Stage Traffic Management Plan

The Contractor shall develop this Preliminary Traffic Management Plan into a Construction Stage Traffic Management Plan prior to undertaking the works.

The Construction Stage Traffic Management Plan must be submitted to the Employer's Representative for review and acknowledgement prior to work commencing and shall include drawings detailing all proposed temporary traffic management arrangements including those listed below:

- The location and details of all proposed temporary traffic management measures including any lane closures and construction vehicle accesses;
- Separate detailed plans in showing all significant construction stages and phases;
- The location and details of all temporary signage in full compliance with Chapter 8 (Department of Transport, Tourism and Sport, 2019) including mobile VMS's and road markings;
- Bespoke designs for each phase or stage must be included, standard traffic management layouts from Chapter 8 are not acceptable;
- The location and details of all temporary safety barriers should be shown;
- Details of any temporary traffic diversions including location and details of all diversion signage;
- Details of any temporary pavement surfaces required to facilitate the works should be described;
- Details of anticipated works deliveries and storage of materials;
- Risk Assessments for design and construction of temporary traffic management where relevant;

The Construction Stage Traffic Management Plans including details of all proposed temporary traffic management measures to facilitate traffic movements during the works must be lodged with the Employer's Representative for consideration, a minimum of 14 days prior to the date on which it is proposed to commence the works.

The PSCS/Contractor shall supply, erect and maintain, for the duration of the Works, adequate warning and diversion signs and any other signs or traffic signals which may be considered necessary.

The PSCS/Contractor shall keep clean and legible at all times all traffic signs, lamps, barriers and traffic control signals and shall re-position, cover or remove them as necessary during the progress of the works.

4.1 Temporary Road Surfaces

It is anticipated that traffic may run on temporary road surfaces during the construction activities prior to permanent reinstatement. It is the duty of the Contractor to ensure temporary signage is erected prior to permanent reinstatement of surfaces to ensure road users are aware of temporary surfaces

It is the duty of the Contractor to ensure temporary signage, including cautionary 35 km/h speed limit signs, are erected prior to permanent reinstatement of surfaces to ensure road users are aware of temporary surfaces. The Contractor shall programme the works to ensure that road surfaces receive a finished course as soon as possible.

The Contractor shall be responsible for the temporary restoration of existing carriageways outside of the subject site, in the event that they are damaged as a result of the Works. Any temporary restoration in roads shall be carried out to the satisfaction of the Employer's Representative and Local Authority.

In the event of any interference with existing road markings, the Contractor shall arrange for immediate replacement with temporary markings and arrange with the Employer's Representative to have permanent markings restored.

4.2 Temporary Footpath / Cycle Track Surfaces

It is anticipated that pedestrians and cyclists will be running on temporary surfaces during the works prior to permanent reinstatement of footpath and cycle track areas.

The Contractor shall be responsible for ensuring that temporary footpaths and cycle tracks must be sealed using either a bituminous bound material or concrete surfacing. Temporary footpaths and cycle tracks consisting of compacted aggregates will not be permitted.

4.3 Recovery Vehicle

The Contractor shall be responsible for the removal of shed/dropped loads and vehicles that are stationary due to mechanical breakdowns, accident damage, or have been abandoned in the trafficked road within the temporary traffic management works.

The Contractor shall be required to remove the obstruction clear of the execution and completion of the Works, such that the running carriageway is cleared in the shortest possible time. The Contractor shall make no charge for this recovery service to the owner or driver of the recovered vehicle.

A recovery vehicle suitable for the removal of stationary vehicles and/or shed loads must always be available for use by the Contractor, although a recovery vehicle specific to the works is not required. Recovery signs as detailed in Chapter 8 of the Traffic Signs Manual should be deployed at regular intervals throughout the scheme.

4.4 Special Events

The Contractor must ensure that the Programme and Construction Stage Traffic Management Plan is cognisant of and flexible to accommodate spikes in traffic flows on the project roads associated with planned major events in the works region and its surrounds (including summer/autumn events in Ballina Town, Bonniconlon and Tubbercurry).

Notwithstanding any consents or approvals granted for the Construction Stage Traffic Management Plan the Employer's Representative reserves the right to modify, remove or postpone the implementation of a particular Construction Stage Traffic Management system if deemed necessary by traffic conditions at any time during the works.

Regular meetings between the Employer's Representative, the Contractor, Local Authority, the Gardaí and other emergency services shall be arranged by the Contractor and shall take place throughout the Construction Period; as well as at initiation or changes of Traffic Management layouts and at any other time deemed necessary by any of these parties. Such meetings shall take account of any special events that may require Traffic Management Operations.

4.5 Public Notices

Information on proposed Temporary Traffic Management measures, including potential delay times, locations and duration of lane closures etc. should be announced in advance using various media e.g. press releases and local/national radio stations.

Signs shall be provided on the existing project roads on all approaches for a minimum of two weeks in advance of the proposed temporary traffic management works. The signs shall advise motorists of the forthcoming works. The signs are to remain in place until the completion of the works in each area, or until directed otherwise by the Employer's Representative.

Letters should also be issued to residents and businesses premises impacted directly by the works to inform them of upcoming changes to traffic arrangements on the project roads or affected side roads.

The Contractor will be required to appoint a Liaison Officer who will be responsible for advising local residents, businesses and property owners of proposed traffic management plans. The Liaison Officer is required to carry out a leaflet drop to all residences and businesses affected by any proposed traffic restrictions, 2 weeks prior to implementing any traffic management plan, and prior to any and all subsequent changes to traffic management.

The Contractor is to provide, maintain and make available to the public a 24-hour contact number for public contact in relation to the works. Where access to residences or property is required then a suitable access/egress procedure should be agreed with the relevant parties and coordinated through the Temporary Traffic Operations Supervisor.

5. Traffic Management

5.1 Section 1, 2 & 3 : Local Road (L11109) from Lisglennon WTP to local road at Ballintean

Section 1 crosses the local road (L11109) of width c.3m, and speed limit 80 km/h. Section 2 of proposed works on this local road. The impacted length is c. 80m. There is also a Section 3 which crosses the Ballintean Road (L5147), of c. 2-3m road width.

Further considerations: A stone culvert is observed in Section 2.

Recommended traffic management is full closure with diversion. Recommended diversion route as follows and shown on Figure 5-4:

- To the north via, L1111 & L5147
- To the south via, L1110 & L5147

Recommended working hours: Normal working hours



Figure 5-1 - Section 1, 2 & 3 Location



Figure 5-2 - Section 1 & 2 Typical Section



Figure 5-3 - Section 3 Typical Section

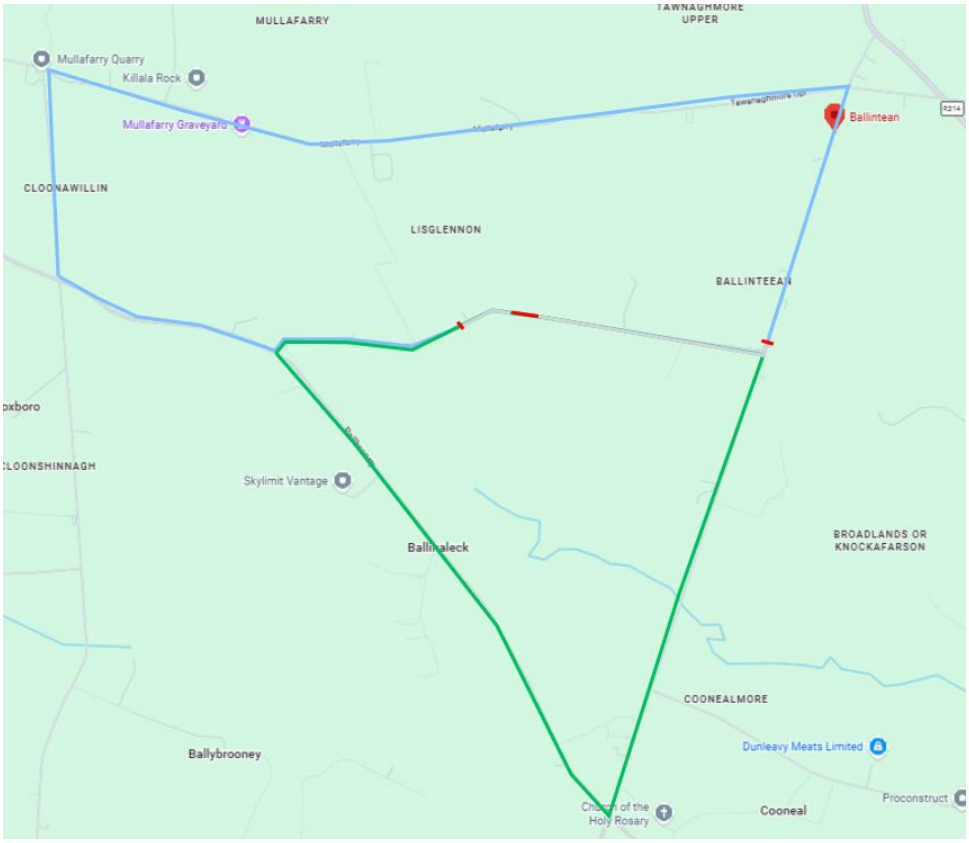


Figure 5-4 - Section 1,2 & 3 Recommended Diversion

5.2 Section 4: R314 from Rathglass East to the 60/80 km/h speed limit

This section is on a regional road of width c.6to 9m, and speed limit 80 km/h. Impacted length is c.5,800m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours

Further considerations: Fuel station / oil depot located on this section.

Existing utilities such as pipe culvert, stone culvert, eircom ducts, watermains observed.

There are road improvement works planned by MCC in Q2 2026.



Figure 5-5 - Section 2 Location



Figure 5-6 - Section 4 Typical Section

5.3 Section 5: R314 from 60/80 km/h speed limit to junction with L1120 Belleek Road

This section is on a regional road of width c.11m, and speed limit 60 km/h. Impacted length is c.25m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours



Figure 5-7 - Section 5 Location



Figure 5-8 - Section 5 Typical Section

5.4 Section 6: L1120 Belleek Road from R314 to junction with public road and local road (L11201)

This section is on a local road of width c.5m, and speed limit 60 km/h. Impacted length is c.1,070m.

This road serves several residential properties, farms, Belleek Park Caravan & Camping, and is used as an access to Belleek Castle. It is used as a bypass road.

Recommended traffic management is closure with priority for local access. If a full closure with diversion is required, the recommended diversion route is via R314, N59 in Ballina, Nally St and Castle Road as shown in Figure 5-11. However, this diversion route requires traffic to pass through Belleek Gate Lodge as shown on Figure 5-12 and is not suitable for HGV's or large vehicles. Vehicle restrictions with the diversion route should be clearly noted on all signage.

Due to access restrictions, a road closure should only be undertaken after consultation with all local residents and businesses including the caravan and camping park. If practicable, works on the section up to the caravan park should be undertaken outside of its opening season of 1st March to 31st October.

Recommended working hours: Normal working hours, night works may be permitted if it is required to suit local residents and businesses.

Further considerations: MCC have other works in the region

A number of existing utilities such as watermains PVC ducts, broad bands observed.



Figure 5-9 - Section 6 Location



Figure 5-10 - Section 6 Typical Section

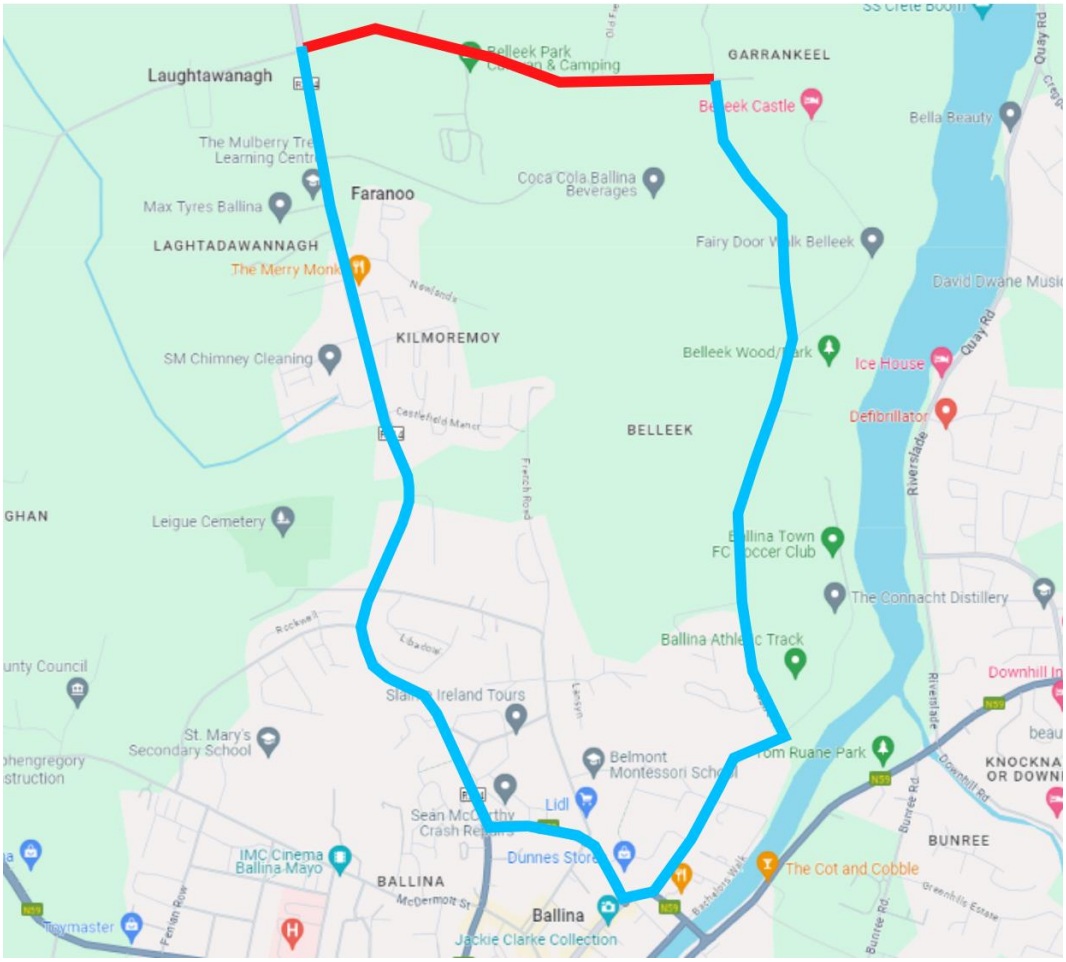


Figure 5-11 - Section 6 Recommended Diversion



Figure 5-12 - Belleek Gate Lodge

5.5 Section 7: Local road from L1120 Belleek Road serving several private properties

This section crosses the local road of width c.3m, and speed limit 60 km/h.

Recommended traffic management is closure with priority access to local community.

Recommended working hours: Normal working hours

Further considerations: Consultation with local residents and businesses required to ensure that their needs are accommodated.

Recommended working hours: Normal working hours, night works may be permitted if it is required to suit local residents and businesses.

Further considerations: MCC have other works in the region

A number of existing utilities such as watermains PVC ducts, broad bands observed.

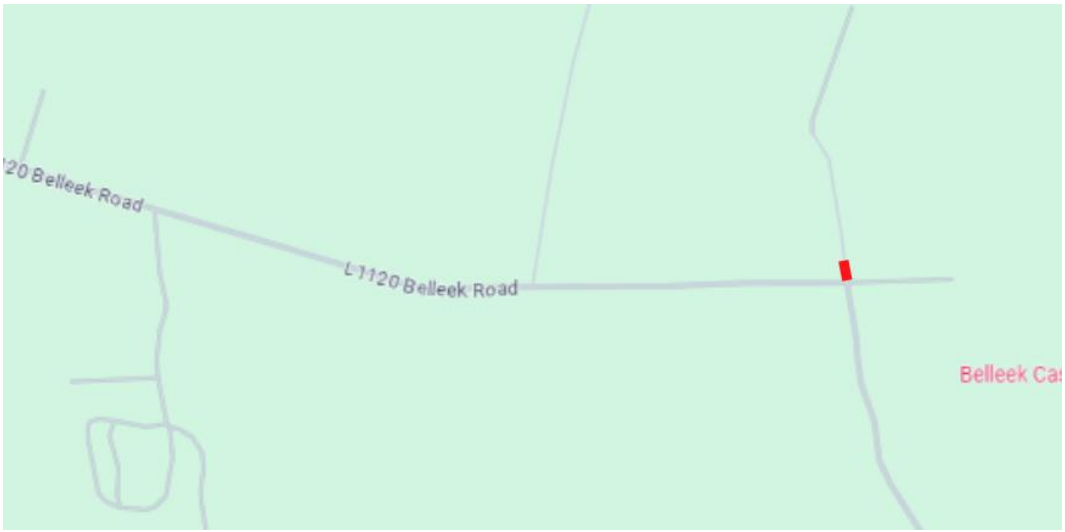


Figure 5-13 - Section 7 Location



Figure 5-14 - Section 7 Typical Section

5.6 Section 8: Quay Road crossing at junction with Creggs Road.

This section crosses the local road of width c.6.5m, and speed limit 50 km/h.

Recommended traffic management is closure or temporary traffic signals.

Recommended working hours: Normal working hours.

Full lane width reinstatement is required at this junction.

Further considerations: A number of existing utilities such as watermains, sewer, storm pipe, ESB ducts observed.

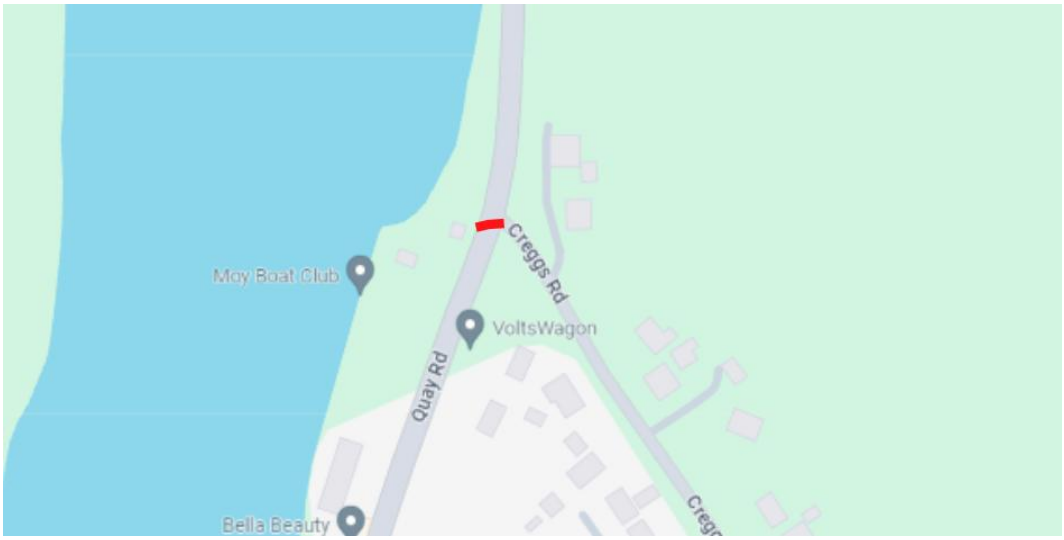


Figure 5-15 - Section 8 Location



Figure 5-16 - Section 8 Typical Section

5.7 Section 9: Creggs Road from junction with Quay Road to the 50/80 km/h speed limit

This section is on a local road of width c.5.5m to 6.5m, and speed limit 50 km/h. Impacted length is c.1,060m.

Recommended traffic management will vary according to the nature and location of the works, and consists of lane closure with priority, stop and go or temporary traffic signals, or full closure with diversion. Recommended diversion route is via Quay Road, River Grove and N59 as shown on Figure 5-19.

Recommended working hours: Works are not permitted during school drop-off and pick-up times. Consideration to be given to undertaking the works during school holidays, nights, weekends, or outside of school hours.

Further considerations:

Ballina RFC and Quay National School are located on this section. Pedestrian access must be maintained throughout this section. Consultation required with the Shamrock Metal Recycling business to ensure that all access requirements are accommodated.

A flood relief plan is proposed in this section. Further engagement with MCC to provide drawings with cross sectional details of proposed works in this location.

A number of existing utilities such as watermains, broadband ducts, sewers observed

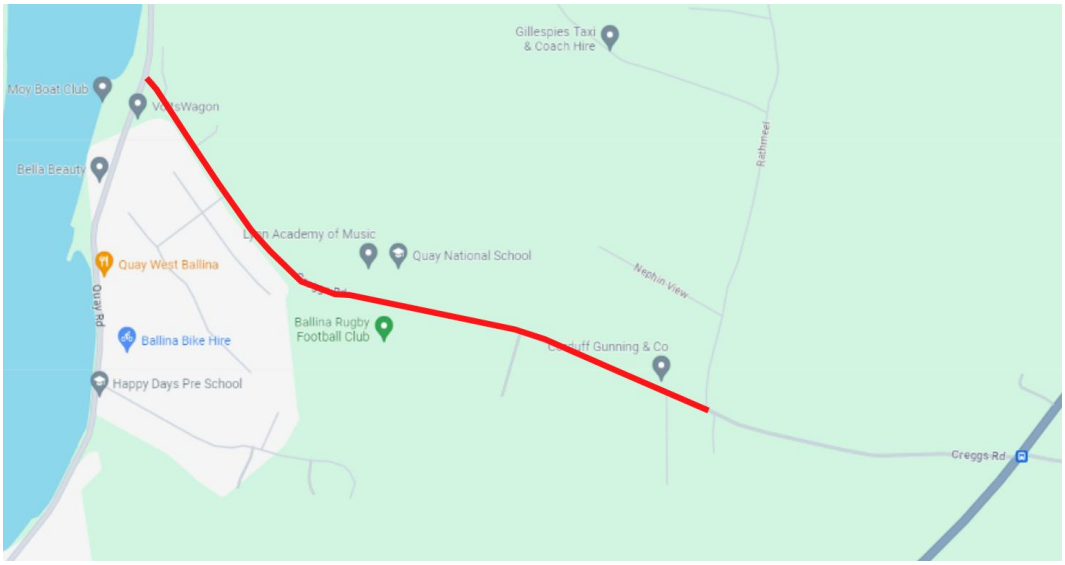


Figure 5-17 - Section 9 Location



Figure 5-18 - Section 9 Typical Section



Figure 5-19 - Sections 9 & 10 Recommended Diversion

5.8 Section 10: Creggs Road from the 50/80 km/h speed limit to junction with N59 (Creggs Cross)

This section is on a local road of width c.5m-, and speed limit 80 km/h. Impacted length is c.490m.

Recommended traffic management is Stop / Go..

Recommended working hours: Normal working hours

Further considerations:

Consultation required with the Shamrock Metal Recycling business to ensure that all access requirements are accommodated.

Existing utilities such as watermains, broadband ducts and sewers observed.

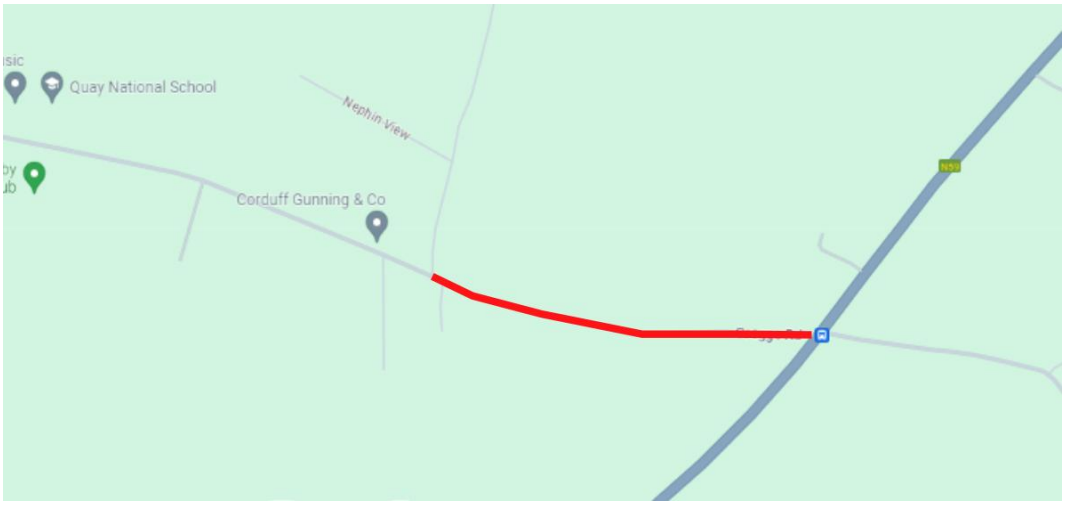


Figure 5-20 - Section 10 Location



Figure 5-21 - Section 10 Typical Section

5.9 Section 11: N59 from junction with Creggs Road to junction with local road (Creggs Cross)

This section is on a national road of width c.8m, and speed limit 100 km/h.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.

Reinstatement shall extend to a total of 10m of the proposed works (5m either sides).

Further considerations: A few existing utilities such as telecom ducts, watermains observed.



Figure 5-22 – Section 11 Location



Figure 5-23 - Section 11 Typical Section

5.10 Section 12: Local road (L51321) from junction with N59 (Creggs Cross) to junction with Behy Road

This section is on a local road of width c.3-m, and speed limit 80 km/h. Impacted length is c.1,520m. This is a link road for Quay School.

Recommended traffic management is full closure with diversion. Recommended diversion route is via Behy Road and N59 as shown on Figure 5-26.

Recommended working hours: Normal working hours

Further Consideration: A few existing utilities such as telecom ducts and watermains observed

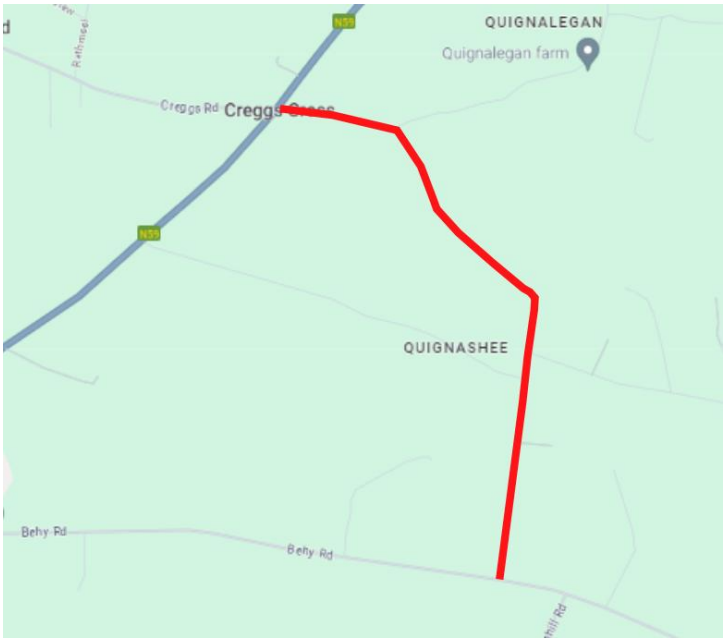


Figure 5-24 - Section 12 Location



Figure 5-25 - Section 12 Typical Section

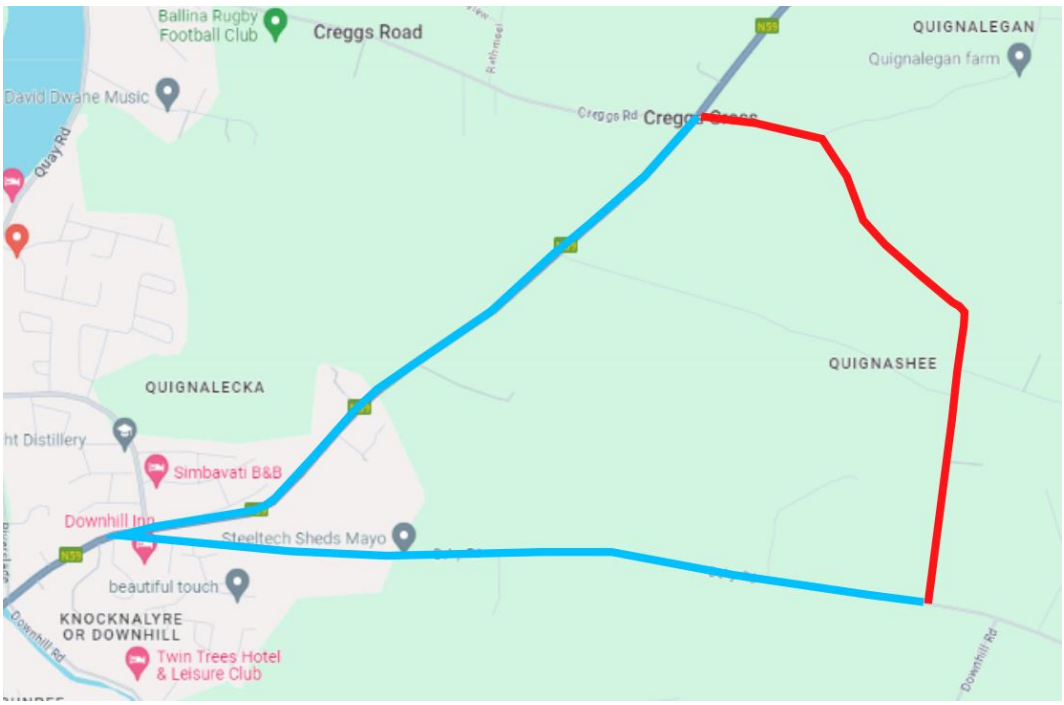


Figure 5-26 - Section 12 Recommended Diversion

5.11 Section 13: Behy Road from junction with local road (L5132) to Behy National School

This section is on a local road, the width is c. 3.5 – 6m, and speed limit 80 km/h. Impacted length is c.840m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Works are not permitted during school drop-off and pick-up times. Consideration to be given to undertaking the works during school holidays, nights, weekends, or outside of school hours.

Further considerations: Behy National School is located in this section.

Existing utilities such as watermain observed

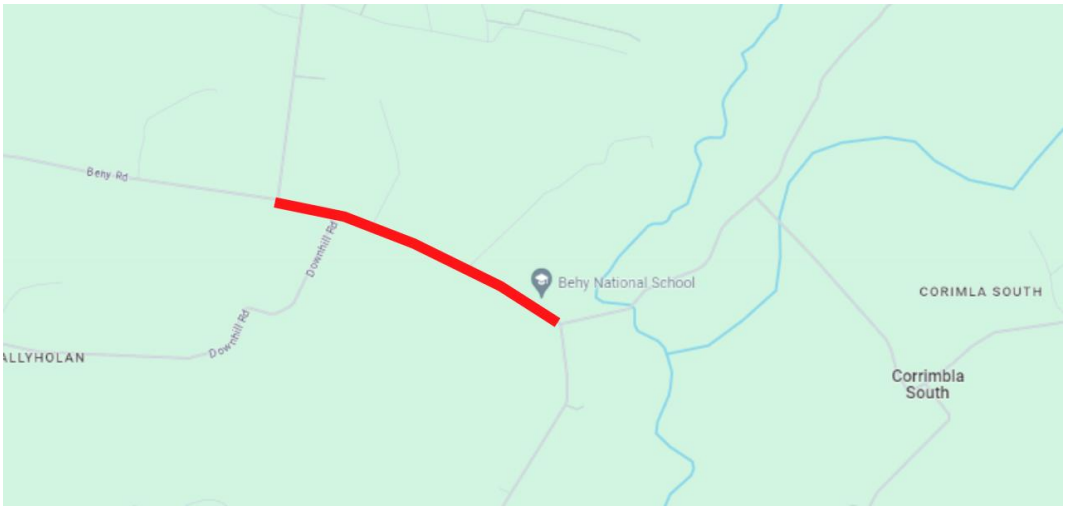


Figure 5-27 - Section 13 Location



Figure 5-28 - Section 13 Typical Section

5.12 Section 14: Local road (L5133) from Behy National School to offtake from River Brusna Crossing

This section is on a local road, the width is c.4.5m, and speed limit 80 km/h. Impacted length is c.380m.

Recommended traffic management is full closure with diversion. Recommended diversion route is via local roads (L5132 and L5134) at Corrimbla South and R294 as shown on Figure 5-31.

Recommended working hours: Works are not permitted during school drop-off and pick-up times. Consideration to be given to undertaking the works during school holidays, nights, weekends, or outside of school hours.

Further considerations:

Behy National School is located adjacent to this section.

There is an arch monument in the field to the east. Works shall be carried out on the farther lane away from the monument.

Existing watermains observed



Figure 5-29 - Section 14 Location



Figure 5-30 - Section 14 Typical Section



Figure 5-31 - Section 14 Recommended Diversion

5.13 Section 15: R294 after the River Brusna crossing to the Junction with Local Road L5135

This section is on a regional road, the width is c. 6m, and speed limit 80 km/h. Impacted length is c.1,810m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.

Further Consideration:

At Church Road, Eirgrid is proposing to lay ducts along the road. Similar construction programme.

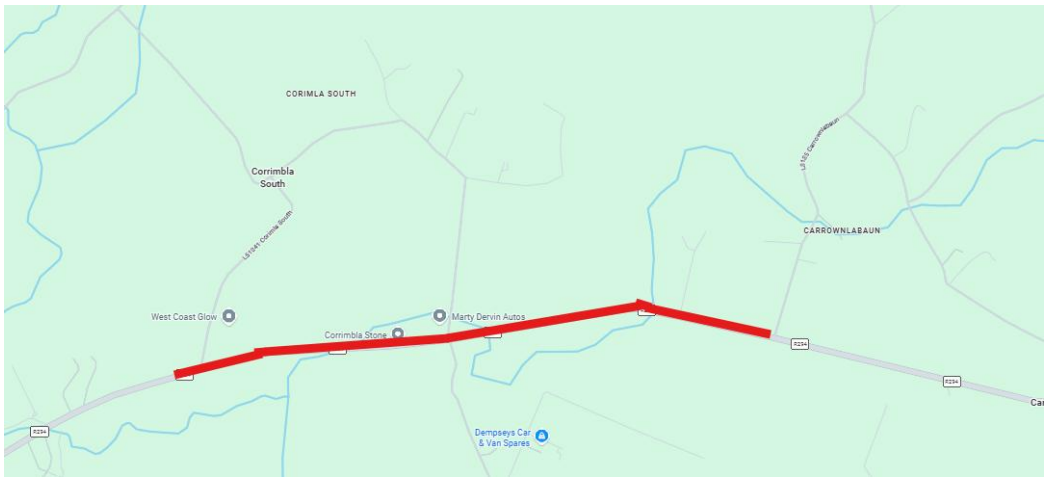


Figure 5-32 - Section 15 Location



Figure 5-33 - Section 15 Typical Section

5.14 Section 16: Local Road (L5135) from the junction with R294 at Bonniconlon

This section is on a regional road, the width is c. 3-5m. Impacted length is c.140m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.



Figure 5-34 - Section 16 Location



Figure 5-35 - Section 16 Typical Section

5.15 Section 17: R294 from the junction with L5135 to 80/60 km/h speed limit at Bonniconlon

This section is on a regional road, the width is c. 6m, and speed limit 60 km/h. Impacted length is c.1430m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal Working hours

Further considerations:

Existing watermains observed.

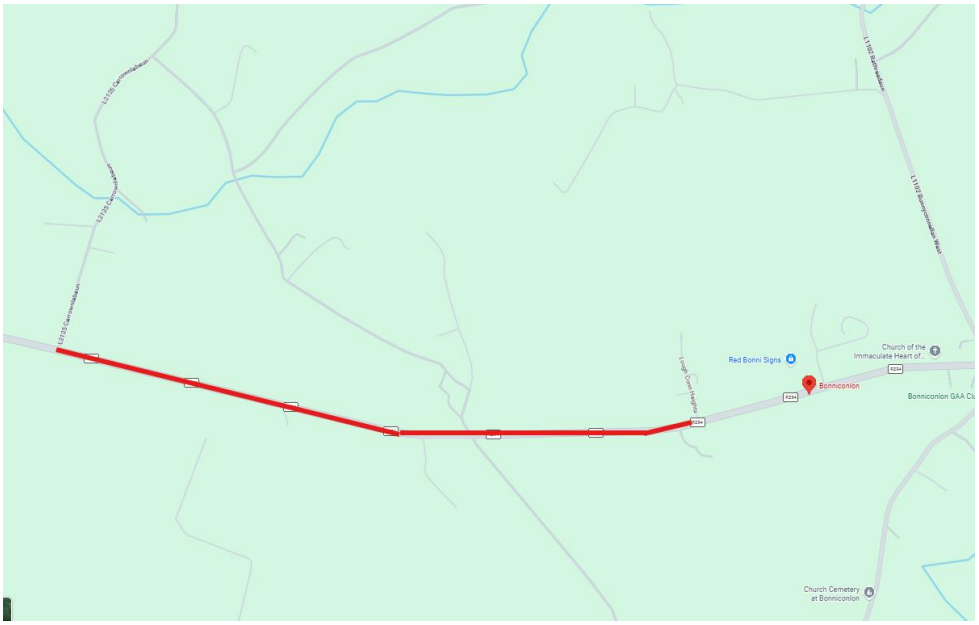


Figure 5-36 - Section 17 location



Figure 5-37 - Section 17 Typical Section

5.16 Section 18: R294 from the 80/60 km/h speed limit to the 60/50 km/h speed limit at Bonniconlon

This section is on a regional road, the width is c. 6m, and speed limit 60 km/h. Impacted length is c.330m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Works are not permitted during school drop-off and pick-up times. Consideration to be given to undertaking the works during school holidays, nights, weekends, or outside of school hours.

Full lane width reinstatement is required for this section.

Further considerations:

- Bonniconlon National School and church are located adjacent to this section
- Existing watermains, sewer, telecom ducts observed.

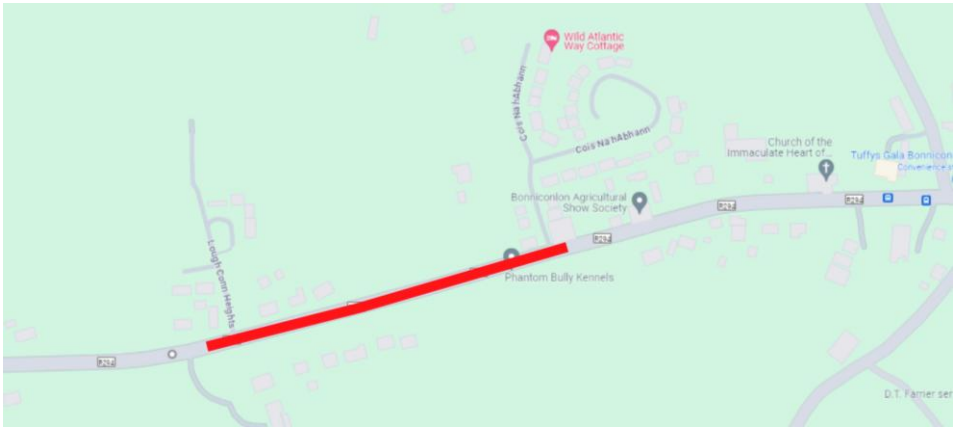


Figure 5-38 - Section 18 Location



Figure 5-39 - Section 18 Typical Section

5.17 Section 19: R294 from the 60/50 km/h speed limit to the 50/80 km/h speed limit at Bonniconlon

This section is on a regional road, the width is c. 6-6.5m, and speed limit 50 km/h. Impacted length is c.440m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours, but works are not permitted during school drop-off and pick-up times. Consideration to be given to undertaking the works during school holidays.

Full lane width reinstatement is required for this section.

Further considerations:

Bonniconlon National School and church are located in this section

Existing watermains, sewer, telecom ducts observed.

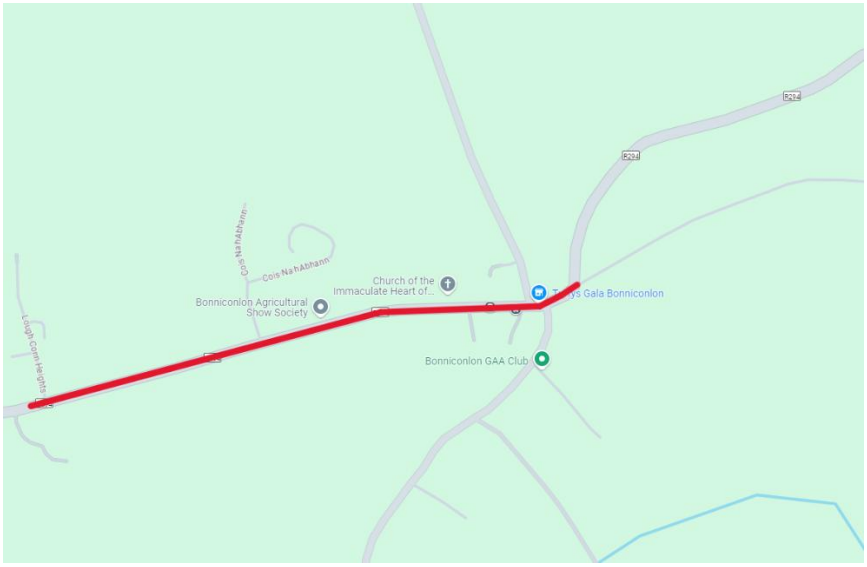


Figure 5-40 - Section 19 Location



Figure 5-41 - Section 19 Typical Section

5.18 Section 20: Local road (L51172) from Bonniconlon to junction with L5117

This section is on a local road, the width is c.2 – 3m. Impacted length is c.770m.

Recommended traffic management is full closure with diversion. The recommended diversion route is to the north via L5117 and R294.

Recommended working hours: Normal working hours.

Further considerations:

Full lane width reinstatement is required for this section.

Existing watermains and ducts observed

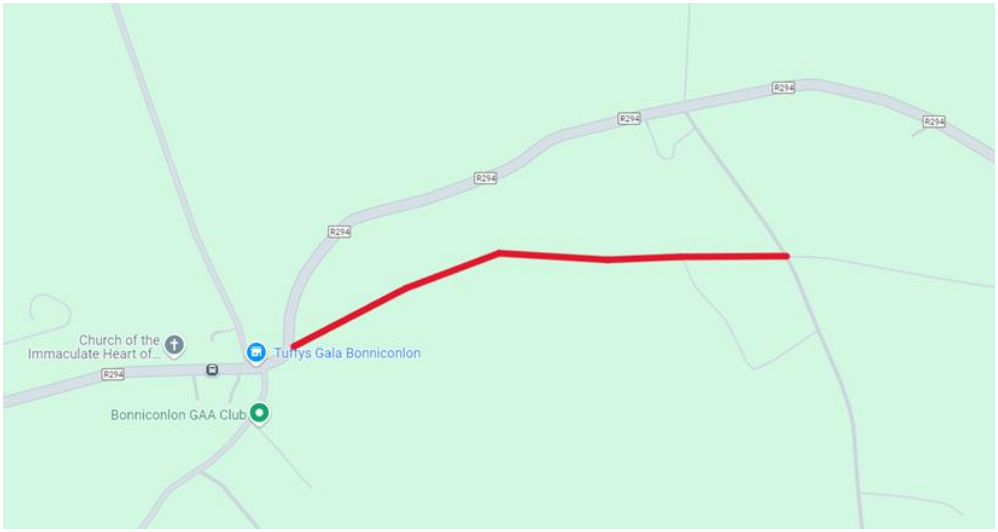


Figure 5-42 - Section 20 Location



Figure 5-43 - Section 20 Typical Section



Figure 5-44 - Section 20 Recommended Diversion Route

5.19 Section 21: R294 crossing

This section crosses the R294, width is c.5.5m.

Recommended traffic management is stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.

Reinstatement shall extend to a total of 10m of the proposed works (5m either sides).



Figure 5-45 - Section 21 Location



Figure 5-46 - Section 21 Typical Section

5.20 Section 22: L51357 from R294 to junction at Drumsheen

This section is on a local road, the width is c.2-3m. Impacted length is c.4510m.

Recommended traffic management is full closure with diversion. The recommended diversion route is to the south via R294 and the north via L51357 and L53135.

Recommended working hours: Normal working hours.

Further Considerations:

There are overhead HV lines crossing the section of road. Existing watermains and ducts observed



Figure 5-47 - Section 22 Location



Figure 5-48 **- Section 22 Typical Section**

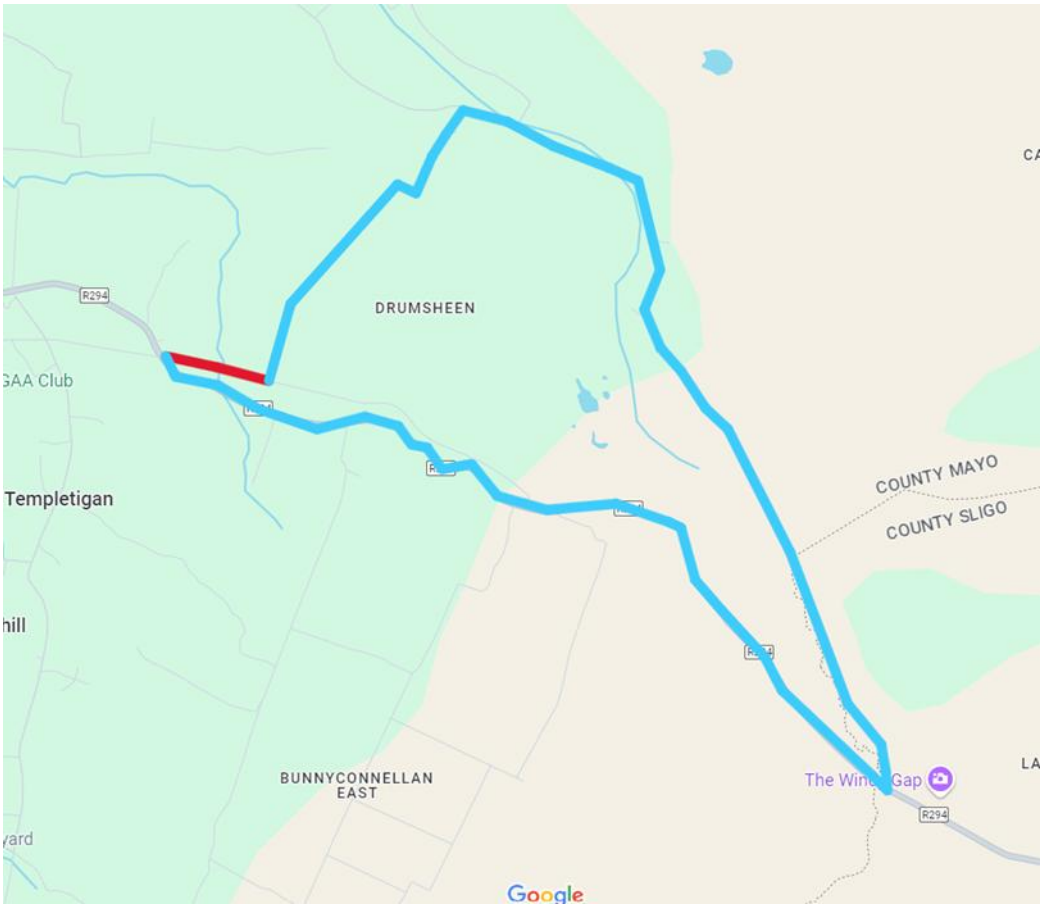


Figure 5-49- Section 22 Recommended Diversion

5.21 Section 23: R294 crossing near the windfarm

This section crosses the R294, the width is c. 6m.

Recommended traffic management is stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.

Reinstatement shall extend to a total of 10m of the proposed works (5m either sides).

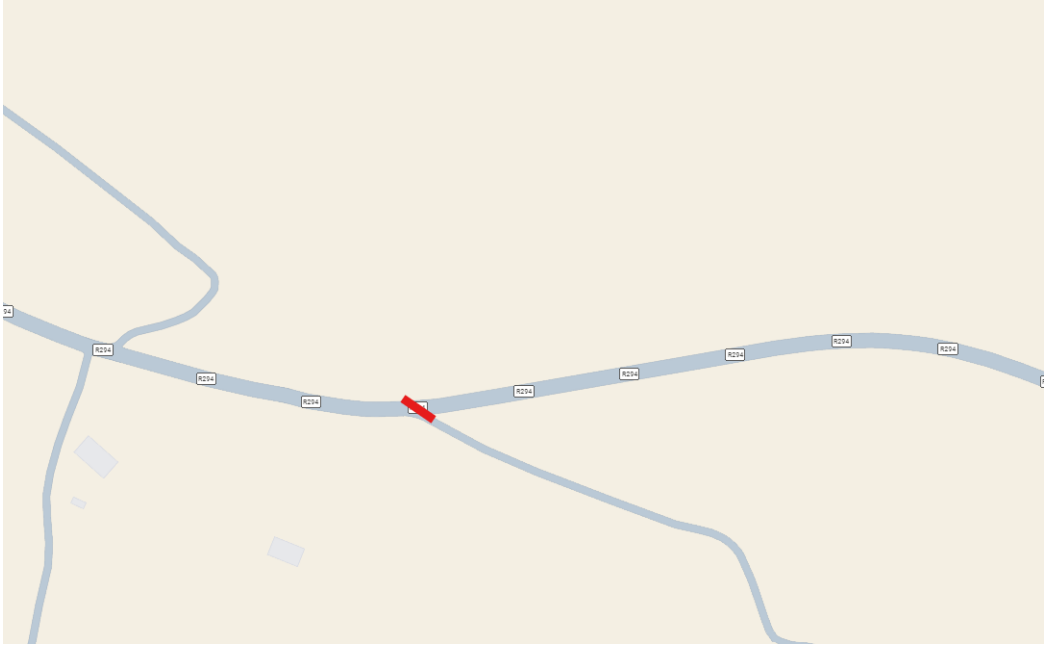


Figure 5-50- Section 23 Location



Figure 5-51- Section 23 Typical Section

5.22 Section 24: Along R294 till the border between Co. Mayo and Co. Sligo.

This section is on a regional road, the width is c.5-6m and the speed limit is 80km/hr. Impacted length is c.1990m.

Recommended traffic management is lane closure with stop and go or temporary traffic signals.

Recommended working hours: Normal working hours.

Further considerations: Existing broad band ducts, culverts observed

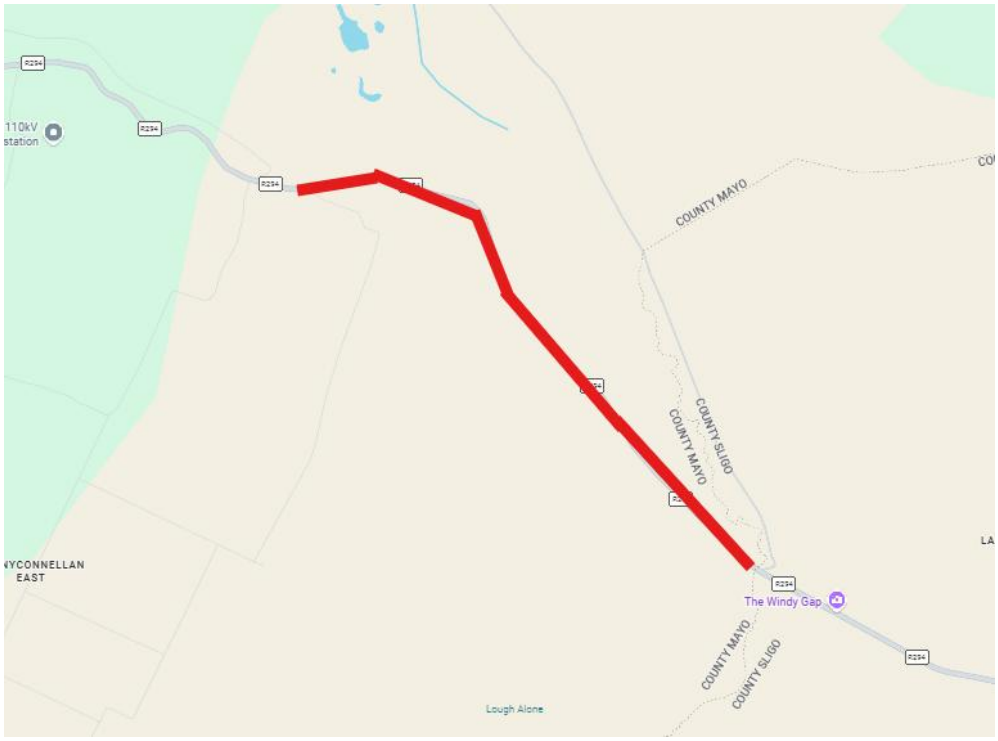


Figure 5-52- Section 24 Location



Figure 5-53- Section 24 Typical Section

5.23 Section 25: Along R294 from the border between Co. Mayo and Co. Sligo till Junction of R294 / Local Road (L87021 / Largan)

This section is on a regional road, the width is c.5-6m and the speed limit is 80km/hr. Impacted length is c.1,280m.

Recommended traffic management is full road closure for safety for construction and for live traffic, reduced reinstatement site visits and increased productivity. Relatively straight section of road.

Recommended working hours: Normal working hours.

Further consideration:

Existing telecom ducts, culverts observed

Very Loose sand and soft peat, Presence of boulders, water strike observed

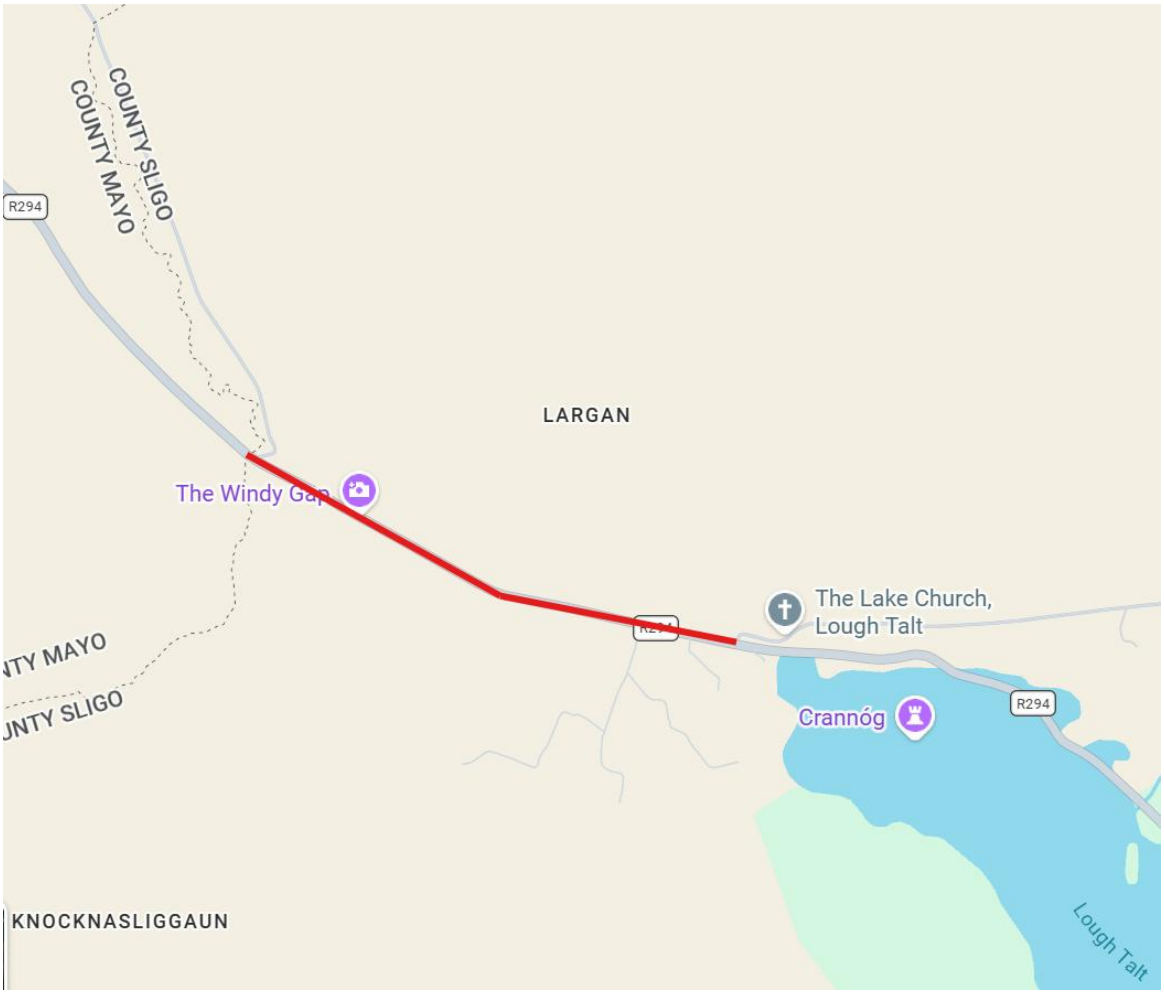


Figure 5-54- Section 25 Location



Figure 5-55- Section 25 Typical Section

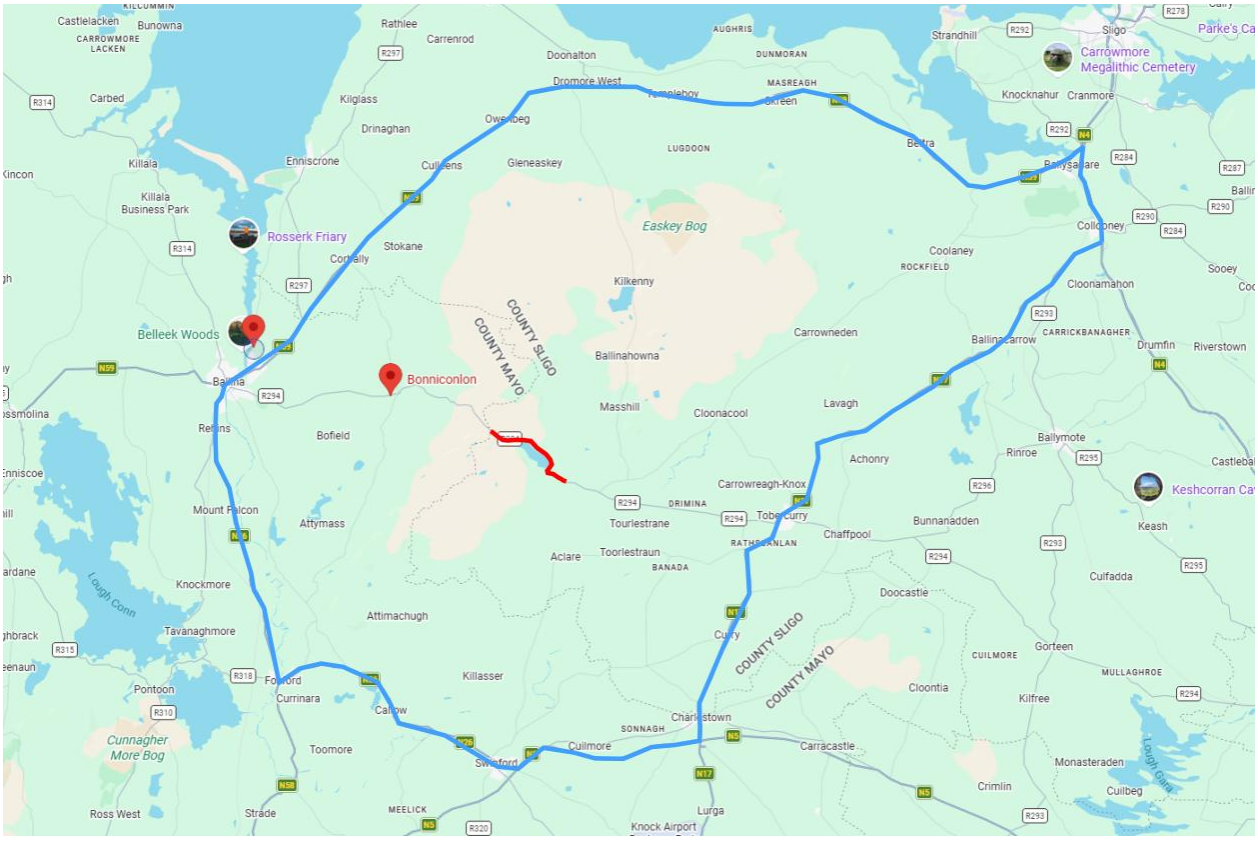


Figure 5-56 - Section 25 & 26 Recommended Diversion

5.24 Section 26: Along R294 from the Junction with Local Road (L87021 / Largan) till Lough Talt WTP

This section is on a regional road, the width is c.5-6m and the speed limit is 80km/hr. Impacted length is c.2,960m.

Recommended traffic management is full road closure for safety for construction and for live traffic, reduced reinstatement site visits and increased productivity. Windy road with a series of bends. This section includes Nature Loop walk areas and are also used by cyclists.

Recommended working hours: Normal working hours.

Culverts – There are two offline watercourse crossing in the field away from culverts and 8 no. online crossing under culvert proposed..

Utilities – 4” telecom duct on the Northern edge of the road in certain locations, 4” telecom duct on the Southern edge of the road in certain locations.

Onerous Ground Condition – Boulders, seepage, weathered rock, Site Investigation trench collapse



Figure 5-57 - Section 26 Location



Figure 5-58 - Section 26 Typical Section

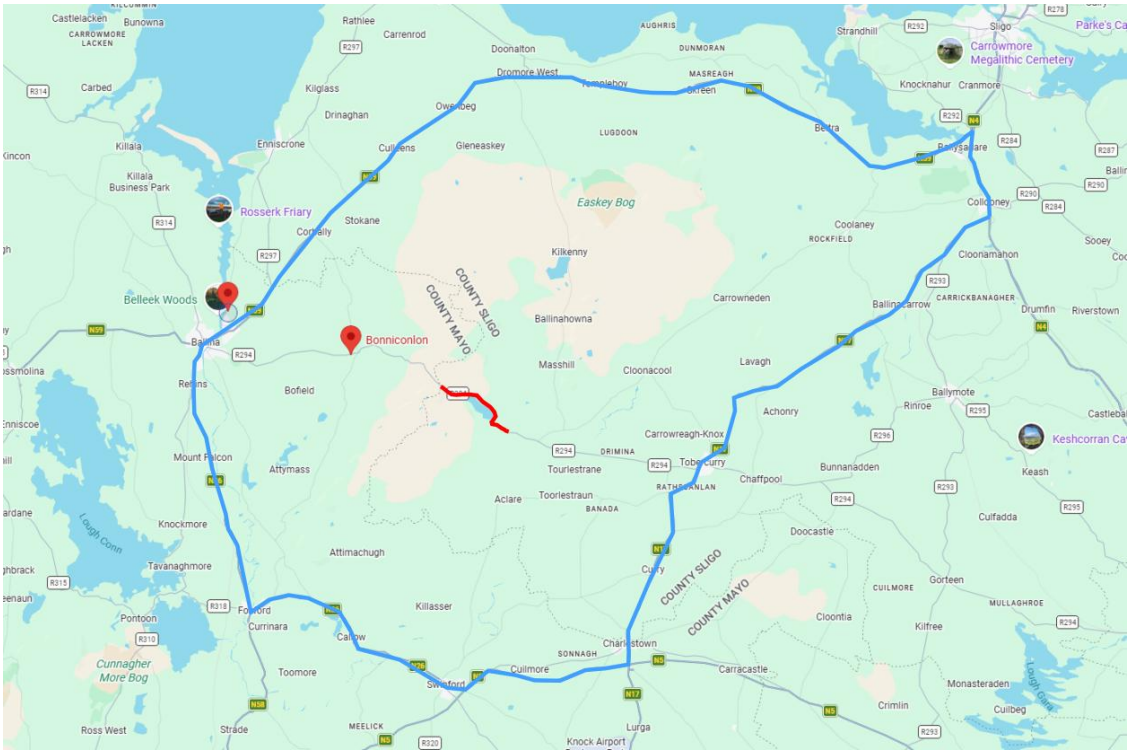


Figure 5-59 - Section 25 & 26 Recommended Diversion

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