

NEWS RELEASE

December 2009

Tel: +353 1 8909000
www.atkinsireland.ie
www.atkinsglobal.com

Opening of the M6 Galway to Ballinasloe PPP Scheme

Today, 18th of December 2009 marks the opening of one of the major motorways in Ireland, the Ballinasloe to Galway section of the M6 Motorway. This completes the Dublin to Galway Inter-Urban Motorway. The M6 Galway to Ballinasloe motorway is one of the largest road schemes completed under the NRA's current programme and is a key part of the plan to upgrade the overall roads network for the country.

Tom O'Malley Managing Director of Atkins, who are the lead design consultants for the construction joint venture, N6 Construction Ltd. (FCC, Sacyr, PJ Hegarty) said 'I am delighted to mark the opening of the M6 Ballinasloe to Galway scheme which completes the motorway link between Galway and Dublin. Motorways have become the backbone of Ireland's road network. They are the lifelines of the country, making an invaluable contribution to our business and economic needs. That is why the NRA are investing in a safe, reliable and sustainable motorway network for the 21st Century - expanding the network where necessary and making smarter use of the motorways. This new motorway will ease notorious bottlenecks and improve safety.'

Tony Mortimer, Technical Director at Atkins, said: 'I'm delighted to be able to commend the efforts of both Atkins as designer and Construction contractors N6 Construction Ltd. who have delivered the M6 scheme to budget and on time. The Challenges have been significant, given the variable terrain through which the road travels. Our design will ensure that users experience a safer and more reliable journey, whether they are long-distance or local road users.'

The scheme comprises 56km of dual carriageway forming a section of the Major Inter-urban Route between Dublin and Galway, with 10km of link roads connecting the towns of Athenry, Loughrea and Ballinasloe and 32km of side roads.

The scheme is a first class road facility that will significantly benefit the Western Region. As a key element of the inter-urban network it will improve road transport connections between the West and the East of the country.

Atkins had 100 people working on this project at its peak, bringing together a whole range of technical skills including road alignment design, bridge design, geotechnical design, drainage design and lighting design as well as providing environmental scientists to deal with ecology, noise, landscape design, water quality, archaeology and other environmental issues.

Engineers faced several major challenges including the variation of soil type between rock and very soft soil and large areas of Karst (cavernous limestone). The design included for contingencies in the Karst areas to allow for underground caverns. Soft material was generally excavated and replaced, but surcharging techniques were utilised in some locations.

For more information on Atkins please contact **Fidelma Lucey, Marketing Manager** on **01 8909000** or email **fidelma.lucey@atkinsglobal.com**

About Atkins

Atkins is a multidisciplinary organisation that is committed to sustainable design. The simplest articulation of what we do is "**Plan, Design, and Enable**". Atkins are leaders in Roads, Engineering, Architecture, Quantity Surveying, Water, Environmental and Transportation Planning with a large no. of private and public sector clients.

Atkins is one of the world's leading providers of professionally based consulting and support services employing over 17,000 people worldwide.

Atkins employs more than 150 staff in Ireland with offices in Dublin, Cork, Galway and Belfast.

Other project information for Editors

The Road Layout Design also involved the design of 5 No. Grade Separated Junctions located at Glennascaul, Athenry, Carrowkeel, West Ballinasloe and Tulrush.

In addition to the geometrical design, Atkins designed the following elements associated with road design:

- Site Clearance
- Permanent Fencing
- Accommodation Works
- Drainage
- Safety Barriers
- Traffic Signs & Road Markings
- Environmental Barriers
- Traffic Calming Works
- Kerbing, Footways & Paved Areas

The Structures Design encompassed both major and minor structures throughout the scheme with the latter consisting of numerous mammal underpasses and small culverts. In total 68 major structures were required to be designed and these included:

- 26 No. Overbridges
- 12 No. Underbridges
- 3 No. Road over Rail Bridges
- 8 No. River Bridges
- 17 No. Large Culverts
- 2 No. Bat Underpasses