



Officially opened, 27th July 2010

by An Taoiseach, Mr. Brian Cowen, T.D.

in the presence of

Mr. Noel Dempsey, T.D., Minister for Transport

Mr. Peter Malone, Chairman, National Roads Authority

Cllr. Richard Butler, Cathaoirleach, Limerick County Council

Cllr. Maria Byrne
Mayor of Limerick City

Cllr. Christy Curtin,
Mayor of County Clare

This project has been funded by the Irish Government under National Development Plan 2007-2013 and Transport 21. It has been delivered through the National Roads Authority's PPP mechanism.

Welcome



**An Taoiseach,
Mr. Brian Cowen**
T.D.

The Limerick Tunnel is a key element in our national road infrastructure and is vitally important to the people of the Mid-West.

As the world economy improves, it is important to remember all the positive things happening in our country. More than €1.4 billion will be spent this year on our national, regional and local road infrastructure. This level of investment provides a much needed fiscal stimulus around the country and also helps maintain thousands of jobs. The delivery of these vital routes has transformed our national road network beyond all recognition. This investment will make us more competitive and help support jobs and economic growth as the global economy recovers.

The Limerick regeneration initiative, which I announced recently, is also of the utmost importance for the communities and families living in the city. This scheme will incorporate 26 new regeneration projects worth €337 million.

These are just two examples of the extensive capital investment programme we are continuing to roll-out across the country, providing a badly needed stimulus to economic activity and jobs.

This year, we will achieve the completion of all the major inter urban routes. The completion of these major motorways will reduce traffic congestion, improve traffic flow and hopefully reduce the number of road related deaths and injuries.

Everyone has a role to play in road safety and driver behavior and I urge all those who use this tunnel to drive with due care and attention and with respect for other road users.



Mr. Noel Dempsey,
T.D., Minister for Transport

The Limerick Tunnel is the outcome of many years of vision and effort. It is one of the largest infrastructural projects ever undertaken in the Mid-West region. The tunnel took four years to construct at a capital cost of €605m and it is within budget and opening ahead of schedule.

The tunnel will have the capacity to take approximately 40,000 vehicles out of Limerick city centre. This will help to ease traffic congestion in the city centre, enhance business, lower CO2 emissions and improve air quality. It will provide a fourth crossing of the river Shannon in Limerick and improve access times for commuters to the city, as well as access to Shannon Airport, Galway, Cork, Kerry and Dublin.

By the end of 2010 all our major cities, together with towns and villages between them will be accessible via a world-class road network, which will offer safer and more reliable travel for people.

I wish a safe journey to everyone travelling on this motorway and I ask all who drive on it to behave courteously to other road users.



Mr. Peter Malone
Chairman, National Roads Authority

The Limerick Tunnel opening represents another major milestone for inter-regional connectivity. Drivers can now bypass the notorious bottleneck along the Dock Road in Limerick City and travel under the river Shannon, to and from Shannon Airport, Ennis Town, and on to County Galway. The National Roads Authority, the local authorities and the entire road construction community continue to deliver on the most ambitious road infrastructure programme in Irish history.

Additionally, this project improves driver safety, enhances the quality of life for the residents of Limerick city while improving regional competitiveness. It will contribute positively to growth in tourism, high end manufacturing and the growing business services sector throughout the entire Midwest.

It is important to note, that as a Public Private Partnership this new crossing of the river Shannon is an excellent example of National Road Authority's ability to deliver, as requested by Government, modern road infrastructure sooner than the traditional funding mechanism could allow.

Finally, I would like to congratulate all those involved in delivering this unique project for the entire Midwest region.



Edmund Gleeson

*County Manager,
Limerick County Council*

As Manager for the lead local authority involved in the project, I am delighted to welcome the opening of the Limerick Tunnel PPP Scheme. The delivery of the project is the result of many years of collaboration and co-operation in the planning, design and construction phases and is a testament to the vision and farsightedness of those who conceived the project almost forty years ago.

I wish to acknowledge the very significant effort of all those involved in the project, and particularly our own Mid West National Road Design Office based in Lissanalta House. This was the first such Design Office to be established in the country and became the model and the means by which the significant national roads programme was delivered in collaboration with the National Roads Authority in recent years.

The benefits of this project will be evident to all those travelling the route, through shorter and safer journeys. The removal of traffic from the City Centre will greatly improve the environment for those frequenting the City Centre.

I am delighted to have been involved in the project and congratulate all concerned on the completion of the scheme ahead of schedule.



Cllr. Richard Butler

Cathaoirleach, Limerick County Council

As Cathaoirleach of Limerick County Council, I am delighted to welcome the opening of the Limerick Tunnel PPP Scheme. It sees the delivery of a roads network for the Limerick area that was first conceived in the early seventies, and is truly world class.

This project is the most significant infrastructural project completed in the Mid West Region since the Shannon Scheme, and I expect its impact on the region will, in time, be seen to match that of the Shannon Scheme. It facilitates interconnectivity between all the national routes converging on Limerick City, and will significantly reduce journey times for traffic wishing to cross the Shannon.

I wish to congratulate all those involved in the delivery of the project over the years.



Cllr. Maria Byrne

Mayor of Limerick City

On behalf of Limerick City Council, I welcome the completion of the Limerick Tunnel PPP Scheme. The project will reduce very significantly the volumes of traffic moving through the city centre, thus enabling the City Council to advance its City Centre Strategy, involving pedestrianisation and significant upgrading of the public realm. The attractiveness of the City as a place in which to do business will be greatly enhanced. There will also be benefits in reduced costs and travel time for our citizens and businesses on both sides of our great river.

Gabhaim fíor bhúochas le gach uile duine a bhí páirteach i seachadadh na scéime seo.



Cllr. Christy Curtin,

Mayor of Clare

As Mayor of Clare, I am delighted to witness the official opening of the Limerick Tunnel PPP Scheme. The scheme will greatly improve connectivity within the Limerick Shannon Gateway and facilitate much improved access to Shannon Airport, South Clare and the rest of the country. In addition, there will be significant reductions in journey time and improved road safety for all road users.

The timely delivery of the project was facilitated by the cooperation of all involved, especially contractors, landowners, the National Roads Authority and the three local authorities.

I wish the project every success.



Gerry Cawley

Chairman, DirectRoute Limerick Ltd

DirectRoute are delighted to be involved in the delivery of this major feat of civil engineering in the opening of the Limerick Tunnel project.

Despite difficult and extremely challenging construction conditions, the team has delivered the project on budget and ahead of programme. This is even more impressive when one considers that the majority of Immersed Tube Tunnels delivered in Europe to date have been late.

The opening of the tunnel represents a major milestone for the development of the Atlantic Corridor and will deliver major economic, environmental and commercial benefits to the local community by reducing journey times and easing congestion in Limerick city.

In opening this tunnel we present to the public a safe user friendly bypass of Limerick enabling increased access to local counties. The road and tunnel control systems are "state of the art" to ensure that user safety is paramount at all times.

The Limerick Tunnel is delivered as a Public Private Partnership with a contract period of 35 years with the result that DirectRoute will continue to be involved with the local community.

We congratulate all parties involved in achieving such a monumental triumph and look forward to working with all stakeholders to delivering a high quality service for years to come.



Brian P Keogh

Chairman, DirectRoute (CJV) Construction Ltd.

On behalf of DirectRoute (CJV) Construction Ltd., we are delighted to have been involved in this fantastic development. As one of the biggest and most complex infrastructure projects undertaken in Ireland, our core objectives from the outset were to deliver a first class project safely, on or ahead of time, to a high quality standard and with the minimum impact on the surrounding environment and neighbours.

Having worked almost 4 million hours on the project, we are very pleased to say we have achieved our objectives. In particular, we are very grateful to all our staff and workers, our partners, subcontractors, consultants and advisers, our Client and all the surrounding local authorities and statutory bodies who have contributed to the success of this project. Most of all, we are most grateful for the fact that this major project has been delivered in a very safe manner over a four year period, without serious injury.

The Limerick Tunnel PPP Scheme comprises 10km of dual carriageway including the 675 metres Limerick Tunnel under the River Shannon

The Limerick Tunnel PPP Scheme forms **Phase 2 of the Limerick Southern Ring Road** and **connects Phase 1 at Rossbrien** on the south side of the city to the **N18 Ennis Road** on the west and is part of the National Roads Authority's Public Private Partnership (PPP) programme. The concession contract was awarded to the Direct Route (Limerick) Ltd Consortium in August 2006 and they hold the concession for a 35 year period.

This project has been funded by the Irish Government under National Development Plan 2007-2013 and Transport 21. This project has been delivered through the National Roads Authority's PPP mechanism.

Benefits of the scheme

Facilitates interconnectivity between all national routes converging on Limerick City

Improves access to Shannon Airport

Facilitates **safer, faster** and more **reliable** journeys

Significantly **reduces journey times** for traffic crossing the Shannon

Reduces the volumes of traffic moving through Limerick city centre, greatly enhancing the attractiveness of the city for all who use it

Enhances tourism for the city and surrounding region

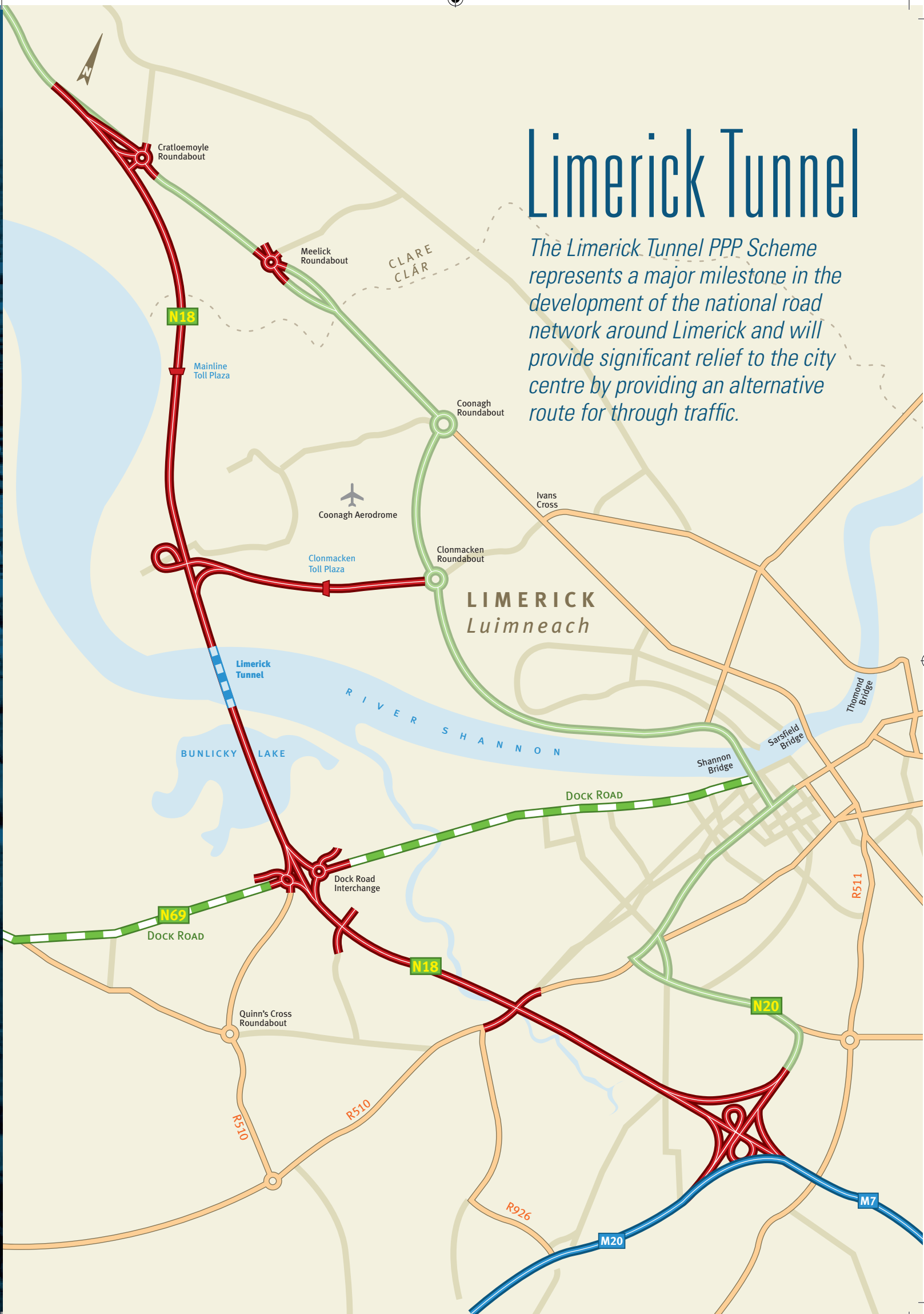
Contributes towards **better competitiveness and efficiencies** for the Midwest and South and paves the way for increased economic growth and prosperity

Contributes towards the Government's **Road Safety strategy**



Limerick Tunnel

The Limerick Tunnel PPP Scheme represents a major milestone in the development of the national road network around Limerick and will provide significant relief to the city centre by providing an alternative route for through traffic.





The Route

The Limerick Tunnel PPP Scheme connects the M7 Dublin to Limerick Route with the N18/M18 Galway to Limerick Road and completes the Southern Bypass of Limerick City. It is anticipated that the remaining section of the M7 towards Limerick will be completed by the end of the year.

- The scheme runs from the western end of the existing Limerick Southern Ring Road Phase I at Rossbrien and initially travels westwards crossing St. Nessan's Road, N69 Dock Road and Ballinacurra Creek.
- It then travels north-westerly crossing Bunlicky Lake for approximately 750m
- It continues in a tunnel under the bed of the River Shannon for a distance of 675m before reaching the portal on the northside of the River Shannon.
- From here the route continues north-westerly crossing Meelick Creek and Cratloe Creek with a spur to the Clonmacken Roundabout before tying into the existing N18.
- Toll plazas are located on the Clonmacken Link and on the mainline north of the Clonmacken Link spur.

Features of the scheme

- 9.75km two-lane dual carriageway
- 2.3km single lane carriageway Clonmacken Link spur to north side of the city
- 2 No. grade separated Junctions at the Dock Road and at the N18 Tie-in.
- 2 No. Interchanges at Rossbrien and at Coonagh.
- 675m long immersed tube tunnel under the river Shannon
- The tunnel has a capacity to take 40,000 vehicles per day
- The tunnel is the length of five football pitches and is the height of an average two storey house
- 750m causeway across Bunlicky lake
- 3 Bridge Crossings of Ballinacurra and Meelick Creeks
- 2 Combined Road/Rail Bridge Crossings
- 5 Road Bridges
- 4 underpasses and 8 major culverts
- 2 toll plazas and associated facilities
- 400,000m³ dredged from the river
- 3,100,000m³ of fill material

CAPITA SYMONDS

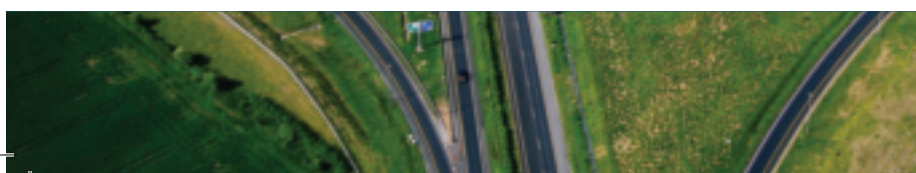


Roughan & O'Donovan
FABER MAUNSELL

RPS COWI

TOLLING
Infrastructure and Construction

STRABAG



Technical Facts

A PPP Project

The Limerick Tunnel Project is a PPP Scheme. Following a procurement process, the National Roads Authority appointed Direct Route (Limerick) Ltd as the PPP Company in August 2006 to design, build, finance, operate and maintain the Limerick Tunnel and associated roads until the end of the concession period in 2041.

The PPP Company, Direct Route (Limerick) Ltd comprises John Sisk & Son (Holdings Ltd), Roadbridge Ltd, Lagan Construction Ltd and Austrian company Strabag together with Meridiam Infrastructure and Allied Irish Bank plc. The project was financed through a combination of equity provided by the consortium members and funding by HBOS and the European Investment Bank. The construction of the works was carried out under a fixed priced lump sum contract by DirectRoute Construction (Limerick) Ltd, which comprises John Sisk & Sons, Roadbridge Ltd, Lagan Construction and Strabag.

Operation & Maintenance

The scheme is tolled, with toll plazas on the mainline north of the tunnel and the Clonmacken Link spur. DirectRoute will employ around 100 people to operate and maintain the scheme. Lagan Projects Ltd will be responsible for the day to day operation and maintenance of the roads and tunnel, with the tolling operation being carried out by The Intolligent.

Engineering & Construction Challenge

Five sections of Tunnel, each the length of a football pitch, were successfully submerged under the River Shannon

Construction of both the tunnel works and the dual carriageway road is being completed some two months ahead of schedule. The Limerick Tunnel is an immersed tube tunnel, only the fourth such project of its kind in Ireland and the UK to date. A key engineering and planning element of the project was the submerging of the five 100m long tunnel elements under the bed of the River Shannon,

The tunnel comprises the South Approach Ramp (140m), the South Cut and Cover (115m), the immersed tunnel in five sections (500m), the North Cut and Cover section (60m) and the North Approach Ramp (100m). The immersed tube tunnel was built in sections on site in a dry dock (casting basin) and then immersed in a pre-dredged trench in the river bed. In Autumn 2008, the immersion of each tunnel section took place which required the sections to be floated out into the River Shannon, flooded and successively immersed in the correct position along the

river bed, clamped and sealed together. Once in position, sand was placed under the tunnel sections and rock fill and rock armour was placed over the tunnel to protect it in the trench.

The project also involved importing over 3 million cubic metres of material to form the embankments and flood bunds that flank the 9.75km stretch of road over the flood plain of the Shannon.

Design & Construction Team

DirectRoute Construction (Limerick) Ltd. is a Joint Venture comprising the construction partners Strabag, John Sisk & Son, Lagan Construction Ltd. and Roadbridge Ltd formed to deliver the design and construction work.

The Joint Venture companies performed all the construction works except for the participation of Van Oord and Mergor from the Netherlands who were subcontracted by the JV to carry out the dredging and immersion works associated with the Immersed Tunnel.

Project design was carried out by Capita Symonds for the tunnel design, Strabag for the tunnel M&E and ITS systems, WYG Ireland for tolling infrastructure and ecology engineering, Roughan & O'Donovan – Faber Maunsell Alliance for roads and structures and Tollink for the toll collection system.

RPS COWI JV, a joint venture of consulting engineering firms RPS Consulting Engineers and COWI A/S provided technical advice, design review and works monitoring services to the NRA.



Engineering and construction facts:

Over 3,000,000m³ of material imported for embankments (including Bunlicky lake causeway)

110,000m³ of sand and selected granular backfill for tunnel trench

1,500,000m of vertical drains installed

73,000m² of geotextile reinforcement

30,000m² of constructed wetlands and habitats and restoration works

25,000m of perimeter fencing



Uncovering our past

In advance of construction, archaeological investigations carried out along the route of the scheme have revealed exciting evidence of human activity on the banks of the river Shannon, from prehistoric times to the early modern period and have added to our knowledge of past human settlement and activity along the banks of the River Shannon.



One of the significant finds of the archaeological investigation included a 60cm pick made from red deer antler dating back to the Bronze Age. It is the largest antler pick ever found on a prehistoric site in Ireland and is larger than most of the antler picks excavated at Stonehenge.

The largest site excavated on the scheme was a circular ditched enclosure (36m in diameter) in Coonagh West that would have functioned as a defended homestead during the early medieval period. Among the artefacts recovered were two copper alloy pennanular brooches that can be dated typologically to the late 6th and early 7th century AD. The occurrence of multiple brooches at one site is extremely rare and generally limited to prominent or royal sites. Given the significance of this type of brooch as an indicator of rank and personal wealth, it is clear that Coonagh West was a settlement of some importance in its day.

The continued importance of the Shannon estuary as a focus of human activity and industry into the early modern period was represented by the discovery of three sites of brick manufacture in Coonagh West and Coonagh East. Excavations revealed that clay was extracted from the brick-fields/brick-holes on the River Shannon flood-plain, shaped into bricks and then fired in open kilns known as clamps. The bricks were then brought up the River Shannon and unloaded at Barrington's Pier, which was built to facilitate the transport of bricks from the Coonagh brick-fields to Limerick City in the 18th century.

Protecting the Environment

Building such a large road scheme through a Special Area of Conservation brought its own set of challenges from an environmental perspective and several measures were put in place throughout construction, to protect the local environment and wildlife. Bunlicky Lake is also a proposed NHA and particular measures were constantly in place to protect wildlife in this area. A wetland area was also added to the lake as mitigation for the causeway crossing.

The construction team did not work in the River Shannon during certain months of the calendar year, to limit disruption to breeding salmon in the area. During the dredging and immersion operations for the tunnel, the material dredged from the river bed was removed and stored in a purpose built lagoon and settlement area. The settlement area and lagoons have been subsequently converted into a permanent wetland area for wildlife.

Additionally, several underpasses have been installed, which allow small mammals such as badgers, otters and foxes to traverse the road in safety. Translocation and other protection measures were also successfully implemented for protected plants found in the area of works.



Ag nochdadh ár n-oidhreacht

Ag Cosaint na Timpeallachta

Sular thosaigh an tógáil, léirigh imscrúdúithe seandálaíochta a cuirfeadh i gcrích le hais bealach na

scéime fianaise soiléir de ghníomhachocht daonna ar bhrúacha na Sionainne,

ón aimsir réamhstairiúil go dtí an t-éimhse nua-aimseartha luath

agus tá sé tar éis cur go mór lenár gcuid feasachta ar ghníomhachocht agus ionnloch daonna caite le

hais brúacha na Sionainne. Ar cheann d'fhionnachtana

suntasacha an imscrúdaithe seandálaíochta áiríodh sciath 60cm ar

fhad déanta as beann an fhia rua ag dul chomh fada siar leis an gCré-umhaois. Is é

seo an sciath binne is mó a fuarthas riamh ar shuíomh réamhstairiúil in Éirinn agus tá sé níos mó ná formhór na sciatha binne a fuarthas ag

Stonehenge fú.



Sa bhreis air sin tathar tar éis go leor foshbhéal a shuíteáil, a chheadaíonn do mhamaigh bheaga cosúil le broic,

dobharchuimna agus sionnaigh an bóthar a thrasnú go sábháilte. Cuirfeadh trasghluaiseacht agus bearta cosanta

éile i bhfeidhm go rathúil freisin i leith plandaí faoi chosaint a fuarthas i gceantar na n-oidreacha.

feidir a dhá tu go toipeolaíoch go dtí an búi haois déanach agus an 7ú haois luath RC. Is annamh a fhaightear réimse

broist in aon suíomh amháin agus de ghnáth bíonn siad teoranta chug suímh nasal nó ríoga. De bharr suntas an

chineáil seo broiste mar tháscarire ar síodas agus saibhreas pearsanta, tá sé soiléir go raibh Uí Chuanach Thiar ina

ionnloch tábhachtach agus é i mbarr a réime. Léirigh tochairt gur tógadh cré ó na goirt bhricí /pollí bhricí

ar thuillemha na Sionainne, múnlaíthe i gcruith bricí agus ansin bécáilte in áittheanna oscailte ar a dtugtar clampaí.

Ansin tugadh na bricí suas le hais Abhainn na Sionainne agus scaoileadh amach iad ag Cé Barrington, a tógadh

go speisialta chun iompar na mbricí ó ghóirt bhricí Uí Chuanach go Cathair Luimnigh san 18ú haois a éascú.



Tionscadal CPP

Is Scéim CPP é Tionscadal Thollán Luimnigh. I ndiaidh próiseas soláthair, cheap an tUdarás um Bóithre Náisiúnta Direct Route (Limerick) Ltd mar an Chuideachta CPP i mí Lúnasa 2006 chun Tollán Luimnigh agus bóithre gaolmhara a dhearadh, a thógáil, a mhaoiniú, a fheidmiú agus a chothabháil go dtí deireadh na tréimse lamháltais sa bhliain 2041.

Sa Chuideachta CPP, Direct Route (Limerick) Ltd cuimsítear John Sisk & Son (Holdings) Ltd, Roadbridge Ltd, Lagan Construction Ltd agus cuideachta na hOstaire Strabag i dtéarmaí cpt. Máoiniú an tionscadail trí chomhcheangal Eireann cpt. Máoiniú an tionscadail trí chomhcheangal de ghnáthscair arna soláthar ag baill an chuibhreannais agus maoiniú de chuid HBOS agus an Banc Eorpach Infheistíochta. Chuir DirectRoute Construction (Limerick) Ltd, ina chiuimsítear John Sisk & Sons, Roadbridge Ltd, Lagan Construction agus Strabag, an obair i gcrích faoi chonradh cnapsúime praghas seasta.

Feidmiú & Cothabháil

Tá dola ar an scéim, le dola-phláis ar an bpróimhlíne ó thuaidh ón tollán agus ar spéir Nasc Chluain Maicín. Fostóidh DirectRoute thart ar 100 duine chun an scéim a fheidmiú agus cothabháil laethúil na mbóithre agus an tollán, leis an bhfeidhm dolála á chur i dtoll a chéile ag an Intolligent.

Dushlan Innealtóireachta & Tógála

Rinneadh cúig chuid den Tollán, iad uile ar chomhrhad pháirc peile, a suncaíl go rathúil faoi Abhainn na Sionainne. Tá tógáil oibreacha an tolláin agus bóthair an débhealaigh arson á gcomhlíonadh thart ar dhá mhí roimh sceideal. Is tollán túbíe iombháite é Tollán Luimnigh, atá ar an gceathrú tionscadal dá leithéid in Éirinn agus sa Ríocht Aontaithe go dtí seo. Príomhghné innealtóireachta agus pleanála de chuid an tionscadail ba ea suncaíl an cúig chuid den tollán 100m ar fhad faoi ghriinneall Abha na Sionainne.

Cuimsíonn an tollán Rampa Isteach Theas (140m), an Gearradh agus Clúdach Theas (115m), an tollán iombháite i gcúig chuid (500m), an chuid Gearrtha agus Clúdaiigh Thuaidh (60m) agus an Rampa Isteach Thuaidh (100m). Tógadh an tollán túbíe iombháite i gcodanna ar an láthair i nduga tirim (báisín teilgín) agus ansin iombháid iad i dtírínse réamh-dreidéalithe i ngrinneall na habhann. bhFómhar na bliana 2008, tharla iombhá na gcodanna den tollán a d'éiligh go ndéanfaí na codanna a chur ar snámh amach ar Abhainn na Sionainne, iad a chur faoi thuille

Foireann Dearaidh & Tógála

agus a bhá go leanúnach san áit cheart ar ghriinneall na habhann, ansin rinneadh iad a theamtu agus a shéail le chéile. Nuair a bhí rudáil san áit cheart, cuireadh gaineamh faoi chodanna an tolláin agus cuireadh líonadh carráige agus cosaint charráige in áirde ar an tollán chun é a chosaint sa trínse.

Is Comhfhiontar é DirectRoute Construction (Limerick) Ltd, ag cuimsiú na páirtithe tógála Strabag, John Sisk & Son, Lagan Construction Ltd, agus Roadbridge Ltd a tháinig le chéile chun an obair dhearaidh agus thógála a sheachadadh.

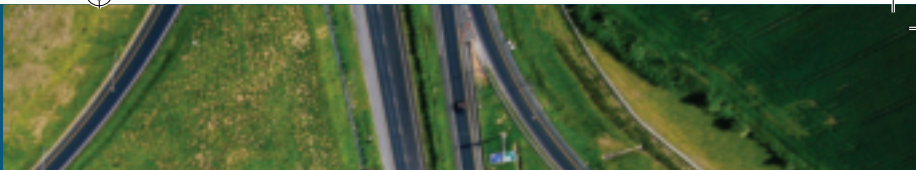
Chuir cuidéacht an Chomhfhiontair na hoibreacha tógála ar fad i gcrích seachas rannpháirtíocht Van Oord agus Mergor ón Ísiltír a ghabh an Comhfhiontar ar chonradh chun na hoibreacha dreidéalithe agus iombháite a bhí bainteach leis an Tollán iombháite a chur i gcrích. Maidir le dearadh an tionscadail rinne Capita Symonds dearadh an tolláin, rinne Strabag cónais M&E agus ITS an tolláin, rinne WYG Ireland an bonnagar dolála agus innealtóireacht éiceolaíochta, rinne Roughan & O'Donovan Faber Maunseil Alliance na bóithre agus struchtúir agus d'oirbhig Tollink ar an gcóras bailithe dolat.

Sholáthair RPS COWI JV, comhfhiontar na ngníochtaí innealtóireachta RPS Consulting Engineers agus COWI A/S comhairle theicniúil, athbhreithniú dearaidh agus seirbhísi monatóireachta oibreacha don UBN.

Frici Innealtóireachta agus tógála:

- Os cionn 3,000,000m³ d'ábhar iompórtáite do chlaifóirt
- (lena n-áirítear cabhsa Loch Bhun Leice)
- 110,000m³ de ghaineamh agus aisiúnadh gráinneach do thrínse an tolláin
- 1,500,000m³ de dhraenacha ingearacha suiteáilte
- 73,000m² de threisúil geiceiteicstíil
- 30,000m² de bhogaigh agus gnáthoga tógtha agus oibreacha athchóirithe





CAPITA SYMONDS



Roughan & O'Donovan
FABER MUNSELL

RPS OMM

COLLINK

STRABAG



An Bealach

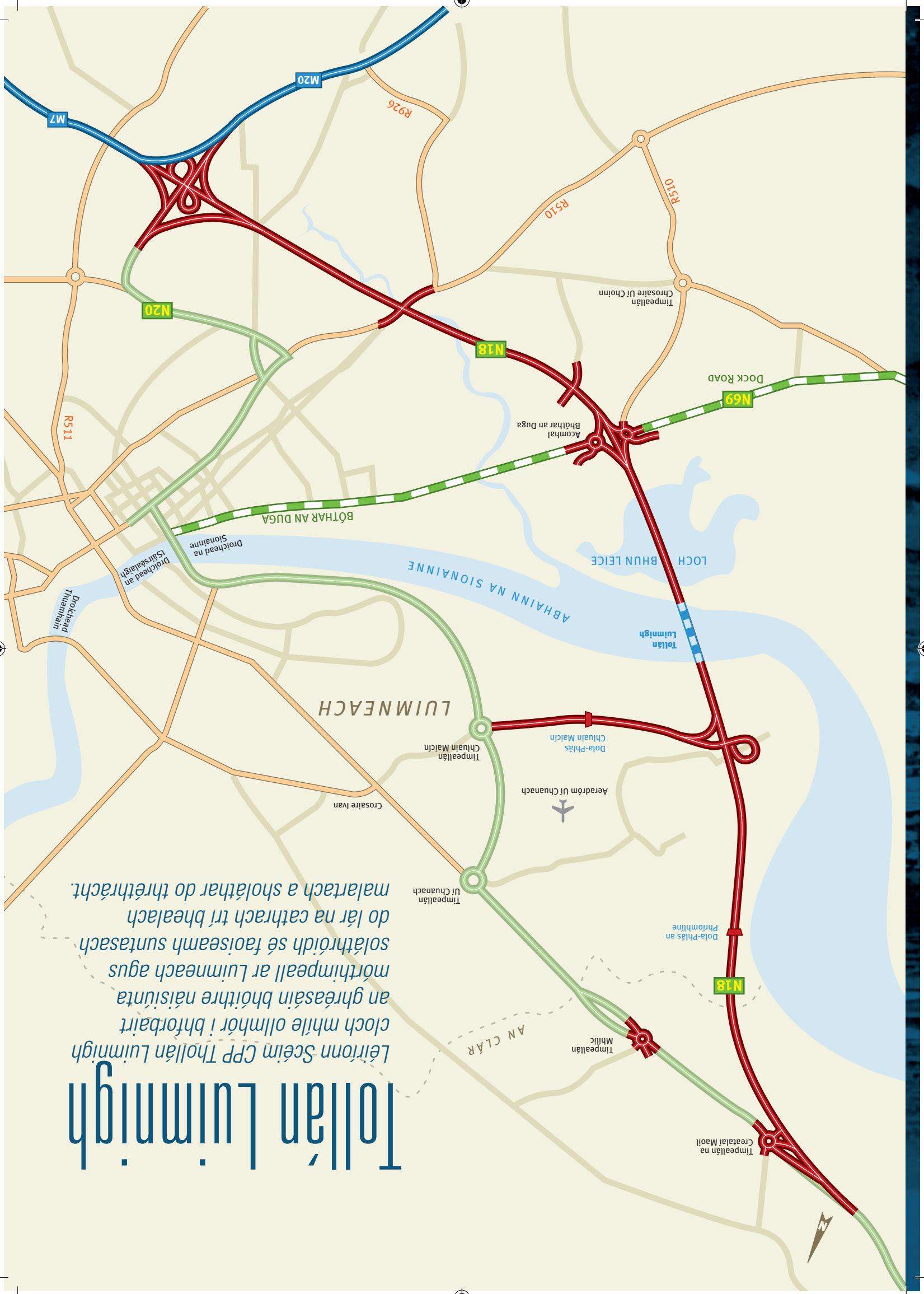
- Nascann Scéim CPP Thollán Luimnigh Bealach Bhaile Atha Cliath go Luimneach an N7 le Bóthar an N18/M18 Gaillimh go Luimneach agus comhlíonann sé Seachbhóthar Theas Chathair Luimnigh. Táthar ag suíl go gcríochnófar an chuid deireanach den M7 i dtreo Luimneach faoi dhéireadh na bliana seo.
- Srónn an scéim ón taobh thiar de Chéim I de Chuarbhóthar Theas Luimnigh ag Ros Uí Bhráin agus ar dtús taitstealóin sé siar ag trasnú Bóthar Naomh Neasáin, Bóthar an Duga an N69 agus Sruthán Bheál Atha na Cora.
- Ansin taitstealóin sé siar ó thuaidh ag trasnú Loch Bhun Leice ar feadh thart ar 750m
- Leannann sé ar aghaidh i dtollán faoi ghlinneall na Sionainne ar feadh 675m sula shroicheann sé an tairseach ar an taobh thuaidh d'Abhainn na Sionainne.
- As seo leanann an bealach ar aghaidh siar ó thuaidh ag trasnú Sruthán Mhílic agus Sruthán na Creatat le speir go Timpeallán Chluain Maicín sula gceanglaíonn sé leis an N18 atá ann cheana.
- Tá dola-phláis lonnaithe ar Nasc Chluain Maicín agus ar an bpríomhlíne ó thuaidh ó speir Nasc Chluain Maicín.

Gnéithe na scéime

- 9.75km de dhébhéalach dhá lána
- 2.3km de charbhéalach singil speir Nasc Chluain Maicín go dtí taobh thuaidh na cathrach
- 2 Acomhal grádscarta ar Bhóthar an Duga agus nascbhóthar an N18.
- 2 Acomhal ag Ros Uí Bhráin agus ag Uí Chuanach.
- Tollán tívibe tomháite 675m ar fhad faoi abhainn na Sionainne
- Tá sé d'acmhainn ag an tollán 40,000 feithicil in aghaidh an lae a thógáil
- Tá an tollán ar chomhfhad le cúig pháirc peile agus chomh hard le gnáth-theach dhá stór
- 750m de chabhosa thar Loch Bhun Leice
- 3 Thrasnú Droichid thar sruthán Bheál Atha na Cora agus Mhílic
- 2 Thrasnú Bóthair/Droichid Iarnróid Comhcheangailte
- 5 Droichhead Bóthair
- 4 foshéalach agus 8 linteár ollmhór
- 2 dhola-phláis agus áiseanna geolmhara
- 400,000m³ dreideáite ón abhainn
- 3,100,000m³ d'ábhar líontach

Tollán Luimnigh

Leiríonn Scéim CPP Thollán Luimnigh
cloch mhíle ollmhór i bhforbairt
an ghreasaín bhóithre náisiúnta
mórtimpeall ar Luimneach agus
soláthroidh sé faoiseamh suntasach
do lár na cathrach trí bhealach
malartach a sholáthar do thréthrácht.



Buntáisti na Sceime

Cuimsíonn Scéim CPP Thollán Luimnigh 10km de dhébhéalach lena n-áirítear fad 675 méadar de Thollán Luimnigh faoi Abhainn na Sionainne

Cruthaíonn Scéim CPP Thollán Luimnigh **Céim 2 de Chuarbhóthar Theas Luimnigh** agus **nascann sé Céim 1 ag Ros Uí Bhriain** ar thaobh theas na cathrach le **Bóthar Inse an N18** san iarthar agus tá sé mar chuid de chlár na Comhpháirtíochta Pribháidí Poiblí (CPP) an Udarás um Bóithre Náisiúnta. Bronnadh an conradh lamháltais ar an gcuibhreannas Direct Route (Limerick) Ltd i mí Lúnasa 2006 agus tá an lamháltas úd ina seilbh acu síúd ar feadh tréimhse 35 bliain.

Tá an tionscadal seo maoinithe ag Rialtas na Éireann faoin bPlean Forbartha Náisiúnta 2007-2013 agus Iompar 21. Táthar tar éis an tionscadal seo a sheachadadh trí mheicníocht CPP an Udarás um Bóithre Náisiúnta.

Eascaítear idirnasacht idir na bealaí náisiúnta ar fad ag coinbhéirsiú ar Chathair Luimnigh

Feabhsaítear rochtain ar Aerfort na Sionainne

Eascaítear turais níos **sábháilte**, níos **gasta** agus níos **iontaofa**

Laghdaítear amanna aistir go suntasach do thrácht ag trasnú na Sionainne

Laghdaítear an dlús tráchta ag gabháil trí lár chathair Luimnigh, ag feabhsú mealltacht na cathrach go mór dóibh síúd uile a bhaineann úsáid aisti

Feabhsaítear turasoireacht don chathair agus don réigiún máguaird

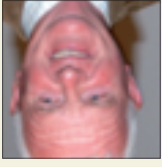
Cuirtear le **hiomaíochas agus eifeachtúlacht níos fearr** do réigiún an Lár-iarthair agus an Deiscirt agus oscailtíonn sé an síl le haghaidh breis fais agus rathúnais gheilleagraigh

Cuirtear le **Straitéis um Shábháilteacht** ar Bóithre an Rialtais



An Cllr. Christy Curtin, Méara an Chláir

Mar Mhéara an Chláir, tá an-áthas orm a bheith anseo le haghaidh oscailt oifigiúil Scéim CPP Thollán Luimnigh. Feabhsóidh an scéim an nascacht laistigh de Geata Tairisí Luimnigh na Sionainne go suntasach agus eascórar rochtain fheabhsaithe ar Aerfort na Sionainne, Deisceart an Chláir agus an chuid eile den tír. Sa bhreis air sin, beidh laghdúithe suntasacha in amanna aistrigh agus sábháilteacht feabhsaithe ar bhóithre d'úsáideoirí bóthair ar fad. Eascaíodh seachadadh tráthúil an tionscadail seo trí chomhoibriú tairisín, an tUdaráis um Bóithre Náisiúnta agus an trí udaráis áitiúil. Guim gach rath ar an tionscadal.



Gerry Cawley
Cathaoirleach, DirectRoute Limerick Ltd

Tá an-áthas ar DirectRoute a bheith páirteach i seachadadh an éachta ollmhóir seo Thollán Luimnigh. In ainneoin coinneálacha tógála deacra agus sár-úsáidhánacha, tá an fhoireann tar éis an tionscadal a sheachadadh faoin mbuiséad agus roimh sceideal. Tá sé seo níos suntasáil fós nuair a smaoinítear go bhfuiltear tar éis formhór na dtollán Tíuibe lomhóite san Eorpa go dtí seo a sheachadadh go deánach.



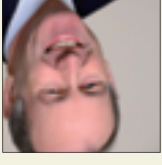
Leiríonn oscailt an tolláin cloch mhíle suntasach d'fhorbairt Chonair an Airtaigh agus tabharfaidh sé bunáistí móra geilleagrácha, comhshaoil agus tréachtáil don phobal áitiúil trí amanna aistrigh a laghdú agus brú tráchtála a mhaoliú i gcathair Luimnigh.

Leis an tollán seo a oscailt tá an pobal á sholáthar agáin le seachbhóthar sábháilte éasca le húsáid ar chathair Luimnigh ag cumasú rochtain mheadaithe ar chontaetha áitiúla. Tá córais rialaithe an bhfuil sábháilteacht úsáideoira rithbhachtach i gconair. Tá Tollán Luimnigh á sheachadadh mar Chomhpháirtíocht Phróbháilí Phoiblí le tréimhse conartha 35 bliain ag leiríú go leanáil DirectRoute ar aghaidh ag gníomhú leis an bpobal áitiúil. Gabhaimid comhghairdeas leo síúd uile páirteach in éacht chomh suntasach seo a bhaint amach agus táimid ag súil go mór le bheith ag obair leis na geallsealbhoirí uile le chun ardchaidéirí seirbhíse a sheachadadh ar feadh na blianta fada le teacht.

Brian P Keogh
Cathaoirleach, DirectRoute (CJV) Construction Ltd.

Thar ceann DirectRoute (CJV) Construction Ltd, tá an-áthas orainn go rabhamar páirteach sa bhforbairt iontach seo. Mar cheann de na tionscadail bhonneagair is mó agus is coimpléascaí curtha i gcrích in Éirinn, na príomhchuspóirí a bhí agáin ón tús ba ea chun tionscadal den chéad scoth a sheachadadh go sábháilte, in am nó roimh am fiú, é ar ardchaidéirí agus leis an tionschar fosta aige ar an gcomhshaoil agus ar an gcomharasnachd máguaird.

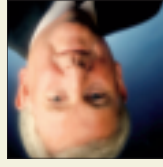
Tar éis dúinn thart ar 4 mhíllíun uair a' chloig a chaitheamh ag obair ar an tionscadal, tá an-áthas orainn a dhearbhu go bhfuil ár gcuid cuspóirí ar fad bainteach againn. Go háirithe, táimid fíorbhuíoch dá bhfoireann agus dá gcuid oibrithe, ár bpáirtithe, ár bhfoichonraitheoirí, ár gcomhairleoirí, ár gCliaint agus na húdaráis áitiúla agus comhlachtaí reachtúla máguaird ar fad atá tar éis cur le rathúlacht an tionscadail seo. Go mór mhóir, táimid thar a bheith buíoch go bhfuiltear tar éis an tionscadal ollmhóir seo a sheachadadh ar shli an-sábháilte thar tréimhse ceithre bliana, gan aon ghortú tromchúiseach.



Edmund Gleeson
Bainisteoir Contae, Comhairle Contae Luimnigh

Mar Bhainisteoir ar an Udaráis áitiúil ceannródach páirteach sa tionscadal, tá an-áthas orm fáilíú roimh oscailt Scéim CPP Thollán Luimnigh. Tá seachadadh an tionscadail ann de thoradh na mblíanta fada comhoibríthe agus comhair sna céimeanna pleanála, dearadh agus tógála agus is tionscail agus fhadhbheathaitheacht na ndaoine síúd uile páirteach sa tionscadal, agus go háirithe ár nOifig um Dhearadh Bóithre Náisiúnta an Lár-larthair arís ionnaithe i dtéach cuireadh ar bun sa tír agus d'fhorbair sí mar an múnla agus an modh trína rinneadh an clár bóithre náisiúnta suntasach úd a sheachadadh i gcomhar leis an Udaráis um Bóithre Náisiúnta le blianta beaga anuas. Beidh bunáistí an tionscadail seo le feiceáil go follasach acu síúd uile ag tairseal ar an mbealach, trí mheán turas níos giorra agus níos sábháilte. Trí bhaint na tráchtála Lár na Cathrach feabhsófar an comhshaoil go suntasach dóibh síúd a thairsealáil go Lár na Cathrach.

Tá an-áthas orm go raibh mé páirteach sa tionscadal seo agus gabhaim comhghairdeas leo síúd uile a bhí páirteach i gcomhlíonadh na scéime roimh sceideal.



An Cllr. Richard Butler
Cathaoirleach, Comhairle Contae Luimnigh

Mar Chathaoirleach ar Chomhairle Contae Luimnigh, tá an-áthas orm fáilíú roimh oscailt Scéim CPP Thollán Luimnigh. Leiríonn sé seachadadh greasáin bóithre do cheantar Luimnigh a smaoiníodh air don chéad uair go luath sna seachtóidí, agus i ndáiríre is tionscadal den chéad scoth é. Tá an tionscadal seo ar an tionscadal bonnagair is suntasáil a chomhlíonadh i Réigiún an Lár-larthair ó Scéim na Sionainne, agus sílim go mbeidh a thionchar ar an réigiún, le himeacht ama, ar aon dul leis an tionchar a bhí ag Scéim na Sionainne. Eascaíonn sé idir-nascacht idir na bealaí náisiúnta ar fad ag coinneáil ar Chathair Luimnigh, agus laghdúidh sé amanna aistrigh go suntasach don trácht ar mian leo gabháil thar na Sionainne.

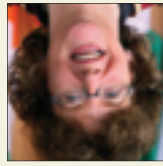
Ba mháthúil comhghairdeas a ghabháil leo síúd uile páirteach i seachadadh an tionscadail i gcatheamh na mblíanta.



An Cllr. Maria Byrne
Méara Chathair Luimnigh

Thar ceann Comhairle Contae Luimnigh, fáilím roimh cur i gcrích Thollán Luimnigh. Laghdóidh an tionscadal an dlús tráchtála ag gabháil trí lár na cathrach go suntasach, uaidh sin ag cur ar chumas na Comhairle Cathrach a Straitéis Lár Cathrach a chur chun cinn, ina mbeidh teorannú do choisithe agus uasghrádú suntasach an limistéir phoiblí. Feabhsófar go mór meallacht na Cathrach mar áit chun dul i mbun gnó inti. Beidh bunáistí freisin le costais agus amanna tairisil laghdaithe dar saoráin agus dáiríre ngnóthaí ar an dá thaobh dáiríre n-abhainn iontach.

Gabhaim fíorbhuíochas le gach uile dhuine a bhí páirteach i seachadadh na scéime seo.



Faillte



An tAisearch, Brian Coven
T.D.

Tá Tollán Luimnigh mar phríomhghné inár mbonnagar bóithre náisiúnta agus tá sé rithbhachtach do mhuintir an Lár-Iarthair i gcoitínne.

De réir mar a fheabhsaíonn an gceiliogear domhanda,

tá sé tábhachtach smaoineamh ar na nithe dearfacha

ar fad atá ag tarlú inár dtír féin. Caitfeam os cionn

€1.4 billiún i mbliana ar ár mbonnagar bóithre

náisiúnta, réigiúnach agus áitiúil. Soláthraíonn an

leibhéal seo infheistíochta spreagadh fíoscach a bhfuil

géarghá leis mórthimpeall na tíre agus cabhráíonn sé

freisin chun na mílte post a chloimeád. Tá seachadadh

na mbealaí rithbhachtacha seo tar éis ár ngréasán

bóithre náisiúnta a chlaoidh thar na bearta. Déanfaidh

an infheistíocht seo sinn níos iomáiche agus cabhróidh

si chun tacu le fostalóidh agus fás eacnamaíoch de réir

mar a thagann an gceiliogear domhanda chun téarmaímh.

Tá tionscnamh athghníúna Luimnigh, a d'fhógair mé le

déanaí, fíortábhachtach freisin do na pobail agus na

teaghlaigh ag maireachtáil sa chathair. Ionchorpóidh

an scéim seo 26 tionscadál atghníúna nua ar luach

€337 milliún.

Níl anseo ach dhá shampla den chláir infheistíochta

capitilí fairsting atá á rolladh amach againn ar bhonn

leanúnach ar fud na tíre, ag soláthar spreagadh a bhfuil

géarghá leis do ghníomhaíocht gheilleagrách agus

d'fhostalóidh.

I mbliana, bainimid amach cur i gcrích na mbealaí idir-

uirbeacha móra ar fad. Le cur i gcrích na mótárthealaí

móra seo laghdófar brú trácta, feabhsófar sreabhadh

trácta agus táimid dóchasach go laghdófar líon na

mbásanna agus na ngorruithe ar bhóithre.

Tá ról le glacadh de láimh ag gach éinne maidir le

sábháilteacht ar bhóithre agus iompar tionsanáithe agus

impím orthu siúd uile a bhaineann úsáid as an tollán

seo tionsáint go cúramach agus le meas acu ar

úsáideoirí bóthair eile.

Handwritten signature and initials

An tUas. Noel Dempsey,
T.D., Aire Iompair

Tá Tollán Luimnigh mar thoradh ar na blianta fada físe agus iarrachta. Tá sé seo ar cheann de na tionscadálí bhonnagar is mó a tógadh faoi i réigiún an Lár-Iarthair. Thóg an tollán céithre bliana le tógáil ar chostas capitilí €65m agus tá sé laistigh den bhuiséad agus á oscaráil roimh sceideal.



Beidh sé d'acmhainn ag an tollán thart ar 40,000 feithicil a thógáil amach ó lár chathair Luimnigh. Cabhróidh sé seo chun brú trácta i lár na cathrach a mhaolú, gnóthaí a fheabhsú, astuithe CO2 a laghdú agus cáilíocht aeir na Sionainne i Luimneach agus feabhsóidh sé amanna rochtana do chomaitéirí chuing an gcathair, mar aon le rochtain ar Aerfort na Sionainne, Gaillimh, Corcaigh, Ciarraí agus Baile Átha Cliath.

Faoi dheireadh na bliana 2010 beidh rochtain ar ár gcuid cathracha móra, i dtéannta le bailte agus sráidbhailte idir eartrhu, trí mhéán gheasáin bhóithre den chéad scoth, a sholáthróidh taiséal níos sábháilte agus níos iontaofa do dhaoine.

Guim turas sábháilte ar gach duine ag taiséal ar an mótárthealach seo agus iarrain orthu siúd uile a thiomáineann air cuirteís a thaispeáint d'úsáideoirí bóthair eile.

An tUas. Peter Malone
Cathaoirleach, an Udarás um Bóithre Náisiúnta

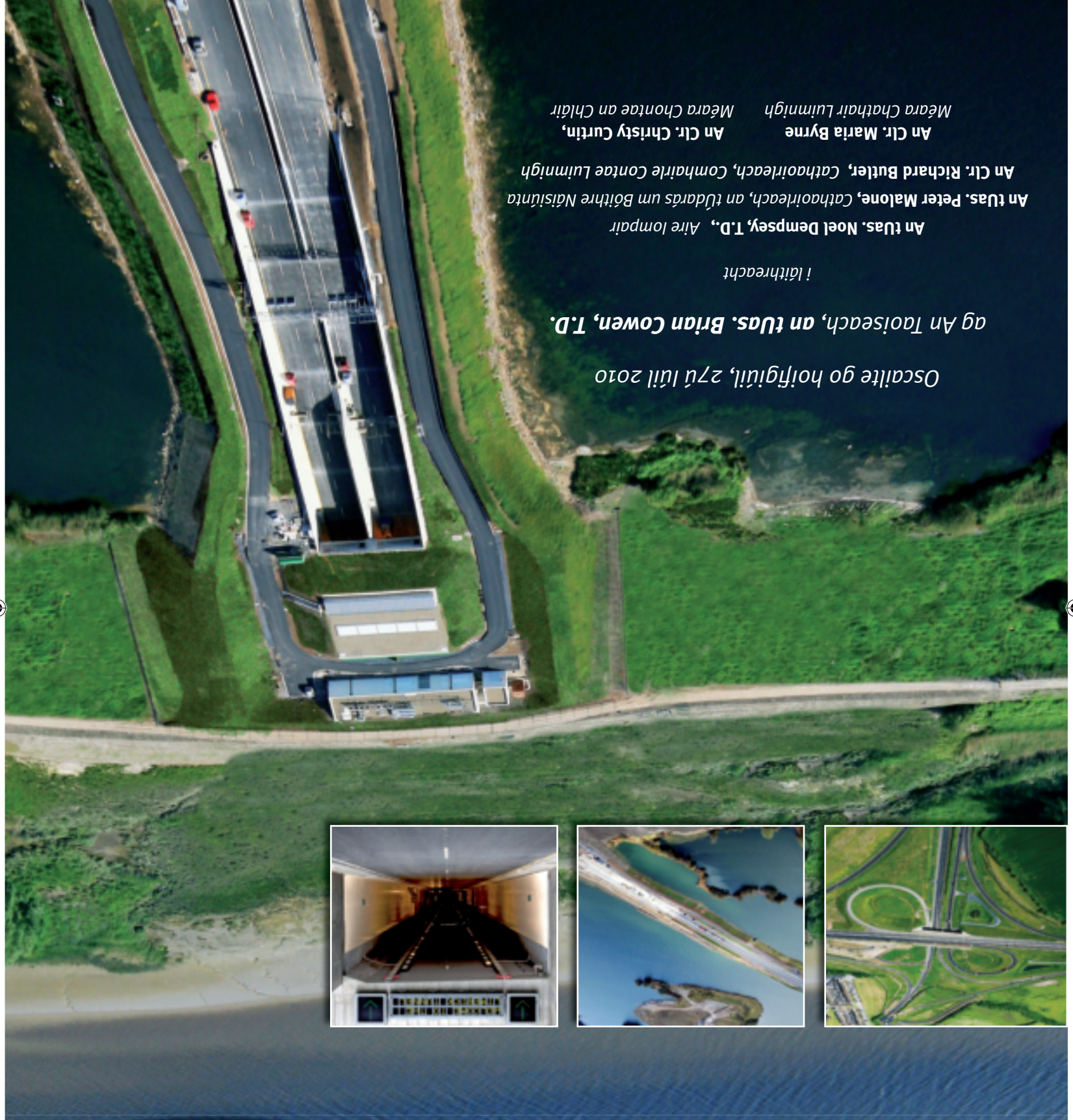


Leifronn oscaráil Thollán Luimnigh cloch mhíle ollmhór eile don nasacht idir-réigiúnaigh. Anois is féidir le tionsánaithe an caolas trácta a sheachtróirí agus an Duga i gCathair Luimnigh a sheachtróirí agus taiséal faoi abhainn na Sionainne, go dtí agus ó Aerfort na Sionainne, Baile Inse, agus ar aghaidh go Contae na Gaillimhe. Leanann an Udarás um Bóithre Náisiúnta, na hidaréis áitiúla agus an pobal tógála bóthair i gcoitínne ar aghaidh ag seachadadh an chláir bhonnagar bóthair is uallmhianai i stair na hÉireann.

Sa bheis air sin, feabhsaíonn an tionscadál seo sábháilteacht na dtionsánaithe, feabhsaíonn cáilíocht sábháilteacht na dtionsánaithe, feabhsaíonn agus beatha do lucht cónaithe chathair Luimnigh agus feabhsaíonn iomáiochais réigiúnach trí chéile. Cuirfidh sé go dearfach le fás i dturasbóireacht, déantúsáid ar ardcháigheáin agus earráil na seirbhísi gnó atá ag fás ar fud an Lár-Iarthair i gcoitínne.

Tá sé tábhachtach a thabhairt faoi deara, mar Chomhpháirtíocht Phróbháideach Phoillí gur sampla den chéad scoth é an trasnú nua seo thar abhainn na Sionainne de chumas an Udarais um Bóithre Náisiúnta, faoi mar a iarr an Rialtas, bonnagar bóithre nua-aimseartha a sheachadadh níos luaithe ná mar a cheadóidh an mheicníocht maoinithe traidisiúnta.

Ar deireadh, ba mháthlóm comhghnáireas a ghabháil leo siúd uile páirteach i seachadadh an tionscadálí uathuill seo do réigiún an Lár-Iarthair ina iomláine.



Oscailte go hoifigiúil, 27ú Iúil 2010
ag An Taoiseach, an tUas. Brian Cowen, T.D.
! láithreach!

An tUas. Peter Malone, Cathaoirleach, an tUdarás um Bóithre Náisiúnta
An tUas. Noel Dempsey, T.D., Aire Iompair
An Clr. Richard Butler, Comhairle Contae Luimnigh
An Clr. Maria Byrne
An Clr. Christy Curtin, Meara Chathair Luimnigh
Meara Chontae an Chláir



Scéim CPP Thollán Luimnigh