N22BBM: Nuashonrú maidir le Baint Carraige ag Gearradh 4 sa Tonn Láin/ Update on Rock Removal at Cut 4 in Toonlane

Nuashonrú maidir le Baint Carraige ag Gearradh 4 sa Tonn Láin

Sa tarna leath de mhí Dheireadh Fómhair a cuireadh le hoibreacha cré i Rannóg 1.2 na scéime, a shíneann ó champún Thonn Láin go bóthar Chill na Martra. Bhí asbhaint carraige ón áit ar a dtugaimid Gearradh 4 sa Tonn Láin ar cheann de na príomh-tascanna a bhí le déanamh sa Rannóg seo. Bhí gá leis seo chun ábhar tógála ard-chaighdeáin a sholáthar d'eilimintí áirithe de na hoibreacha agus chun bóthar tarlaithe a thógáil fan príomh ailíniúchán na scéime. Úsáidfear an bóthar tarlaithe chun ábhar tógála a iompar fan an phríomh-ailíniúcháin agus an gá a bheadh leis an mbóthar poiblí a úsáid chun an saghas seo ábhair a iompar air a chur as an áireamh.

Láthair tochailte na carraige:

Stráice 200m de lomán carraige a bhí ag gobadh amach ab ea Gearradh 4 ar chlé don gcuid is mó de bhóthar áitiúil Thonn Láin a bhí le feiceáil ar thaobh na láimhe clé ag an bpointe ar thrasnaigh an bóthar áitiúil príomh ailíniúchán an N22. Seachas láithreacht na lomán carraige féin, tá tithe cónaithe ar cheann de thréithe na háite atá cóngarach do láthair na noibreacha bóthair. Ina theannta sin, cuimsítear cuid mhaith den gceantar mar cheantar aitheanta mar ghnáthóg ag an ndrúchtín ballach (*Geomalacus maculosus*). Cuireadh tús leis an obair thochailte carraige ag an láthair seo go luath i mí na Samhna 2020.

An Dúshlán:

An príomh-dúshlán a bhí ag an gconraitheoir ab ea bheith in ann mórthoirt charraige a bhaint as an láthair agus é gar do thithe cónaithe, i bhfráma ama réasúnta, ag coimeád an imbhualadh réasúnta íseal. Bíonn roinnt mhaith torainn agus creathadh i gceist le asbhaint carraige le briseadh carraige mar ba ghá a dhéanamh ag an láthar seo. Dúshlán is ea é bainistiú a dhéanamh ar thorann agus ar chreathadh nuair a bhíonn briseadh carraige ar bun agus mar iarracht ar aghaidh a thabhairt ar na nithe seo, thuga an conraitheoir faoi bhearta ar nó uaireanta oibre a bhí sainmhínithe go soiléir agus mínithe go háitiúil, innealra de mhéid chuí don láthair agus súil géar a choimeád ar an torann agus trealamh monatóireachta creathadh.
Cuireadh an asbhaint carraige i gcrích chomh tapaigh agus ab fhéidir, ag cur srianta an láthair san áireamh, ar shlí a laghdaigh an drochthionchar ar shealbhóirí na háite an méid ab fhéidir.

Asbhaint na Carraige:

Baineadh an charraig as an áit ag úsáid bristeoirí carraige a bhí feistithe ar thochaltóirí. Úsáideadh tochaltóir 70 tona agus dhá thochaltóir 49 tona chomh maith leis na Dumpairí Altaigh 45 tona. Ag úsáid an trealaimh seo baineadh an charraig as an láthair laistigh de thréimhse 10-seachtain agus cuireadh i gcrích an chéim dhúshlánach seo den tionscadal. Dheimhnigh an mhonatóireacht ar thorann agus ar chreathadh gur cloíodh le teorainní an chonartha sna hoibreacha seo agus dá réir tá an conraitheoir sásta gur cuireadh na hoibreacha i gcrích gan imbhualadh diúltach lasmuigh de zón na n-oibreacha. Bhí sé tábhachtach pointe trasnaithe innealra bhóthair áitiúil Thonn Láin a choimeád glan toisc go raibh baol ann go salófaí an bóthar poiblí leis an innealra a bhí ag trasnú ann. Chuir an conraitheoir scuabadóir bóithre ar fáil ag an láthair seo ar bhonn lánaimseartha ag deireadh thiar an tionscadail rud a chinntigh go bhféadfaí cruth réasúnta a choimeád ar an mbóthar do bhaill an phobail a bhí ag tiomáint air.

An Charraig:

Gaineamhchloch is ea an cineál carraige atá sa Tonn Láin, carraig atá an-oiriúnach mar ghreanmheall le húsáid in oibreacha foirgníochta. Baineadh 40,000 méadar ciúbach go neasach de charraig as an Tonn Lán. Úsáideadh cuid den ábhar chun bóthar tarlaithe a thógáil soir trí Chúil na Cathrach a théann chomh fada le teannta thiar an droichid ata le tógáil thar bhóthar an N22 atá ann faoi láthair. Tá smionagar déanta den gcuid eile den gcarraig, ag laghdú a mhéid, ionas go mbeadh se oiriúnach d'eilimintí eile sa tionscadal. Tá stoc-charnadh déanta den gcarraig bhrúite i limistéar sainithe gar don láthair agus tá sí ar fáil de réir mar a bheidh sí ag teastáil. Go dtí seo, tá úsáid bainte as an ábhar seo mar ábhar aislíonta i ndroichidí nua agus líntéir. Gnéith an-tábhachtach den obair is ea go n-athúsáidfí an méid agus is féidir den ábhar tochailte ar an dtionscadal i slí a choimeádfaidh, go dtí an méid is lú agus is féidir, an gá le hábhair a iompórtáil ó chairéil áitiúla agus an díobháil a dhéanfaí dá thoradh do bhóithre áitiúla.

Conclúid:

Tá áthas ar an gconraitheoir go bhfuil an tochailt charraige curtha i gcrích ag Gearradh 4 i dtréimhse 10 seachtain, rud a chabhraigh le himbhualadh an choda seo den tionscadal a laghdú. Is mian linn ár mbuíochas a chur in iúl do na cónaitheoirí áitiúla fan na scéime as bheith ag comhoibriú linn agus g o háirithe cónaitheoirí Thonn Láin. Is iad na tascanna atá anois romhainn ag an láthair seo ná córais draenála phríomhlíne an N22 a shuiteáil chomh maith le suiteáil a dhéanamh ar duchtú seirbhísí úinéirí talún trasna an ailíniúcháin. Beifear ag cur tús leis na hoibreacha seo sara fada.

Deireadh nóta.
Buíochas le Philip Kelly BE.

N22BBM

Update on Rock Removal at Cut 4 in Toonlane

Earthworks commenced in Section 1.2 of the scheme, which stretches from the Toonlane compound to the Kilnamartyra Road, in the second half of October 2020. Rock removal, from what is referred to as Cut 4 in Toonlane, was one of the key tasks to be carried out in this Section. This was required in order to provide high quality construction material for elements of the works and to allow the construction of a haul road along the main alignment of the scheme. The haul road will be used to haul road building material along the main alignment, thereby removing the necessity to move this type of material by public road.

The site of the rock removal:

Cut 4, where the rock removal was required, was a 200m long stretch of rock outcrop which was located primarily to the left of the Toonlane local road and was visible on the left-hand side at the point where the local road crossed the N22 main alignment. Apart from the presence of outcropping rock, the area is characterised by the presence of dwelling houses in close proximity to the roadworks site. In addition, the area includes a significant amount of area identified as Kerry Slug habitat. Work commenced on the rock removal at this location in early November 2020.

The Challenge:

The main challenge for the contractor was to be in a position to remove a significant volume of rock in close proximity to domestic residence, in a reasonable time frame, while keeping the impacts reasonably low. Rock removal by rock breaking, which was the task here, gives rise to significant amounts of noise and vibration. Management of noise and vibration from rock breaking is always a challenge and, in an effort to address these issues, the contractor took such measures such as using clearly defined working hours which were communicated locally, using appropriately sized machinery for the site and keeping a close watch on the noise and vibration monitoring equipment.
The rock removal was completed as promptly as possible, given the constraints of the site, so as to keep the adverse impact on householders in the area to a minimum.

Rock Removal:

The rock was removed by the use of rock breakers attached to excavators. A 70-tonne, two 52-tonne and a 49-tonne excavator were used, along with 45 tonne Articulated Dump Trucks. With the use of this equipment, the rock was removed in a 10-week period, with the result that this challenging element of the project has now been completed. Noise and vibration monitoring confirmed that the works had been carried out within the contract limits and consequently, the contractor is satisfied that works has been completed without adverse impacts outside the work zone. Keeping the plant-crossing of the Toonlane local road in good condition was important, given that plant and machinery crossing there had the potential to soil the public road. The contractor provided a road sweeper on a full-time basis at the western end of the project and this ensured that the local road could be kept in a reasonable condition for use by the motoring public.

The Rock:

The rock type at Toonlane is a sandstone which is an ideal aggregate for use in construction works. Approximately 40,000 cubic metres of rock in total was removed at Toonlane. Some of the rock was used to construct a haul road eastward through Coolnacatheragh leading to the western abutment of the bridge to be built over the existing N22 road. The remainder has been processed in a rock crusher, reducing its size, and making it suitable for use in other elements of the project. The crushed rock has been stockpiled in a nearby designated area and is available for use when needed. To date this material has been successfully used as a backfill material in new bridges and culverts. It is a very important aspect of the work that as much as possible of the excavated material is re-used on the project, so as to minimise the importation of materials from local quarries and consequent impact on local roads.

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Conclusion:

The contractor is delighted to have completed the rock excavation at Cut 4 in a 10-week period, which has helped to minimise the impact of this challenging element of the project. We would like to take this opportunity to acknowledge the cooperation we continue to receive from local residents throughout the scheme, no more so than in Toonlane. The next tasks to be carried out in this location are the installation of drainage for the mainline of the N22 road and also the installation of landowner service ducting crossing the alignment. These works are due to commence shortly.

End of note.
Thanks to Philip Kelly BE.