

Pavement Condition in vicinity of McGraths Bar

In respect of the statement made by Mr McGrath regarding Traffic Management proposals passing McGraths Bar, we can confirm the following:

The L1202 section adjacent to McGrath's Bar at Pollatomish has an average width of 4.86m, with the carriageway widest in front of the Bar with a width of 5.5m and narrowest at the bridge 100m towards Glengad at 4.4m wide (approximately 14 feet).

We have confirmed with contractors involved in the 2008 and 2009 haulage operations to the landfall site at Glengad that there was no instruction to reduce haulage speed to 5mph passing McGrath's Bar. However in recognition that the existing road was described as having a poor surface carriageway, further investigation, by way of an Falling Weight Deflectometer (FWD) analysis, of the road pavement in vicinity of the McGraths Bar was carried out during August 2009, as noted in section 4.2.3(b) (on the bottom of page 14) of the Traffic Management Plan (TMP) as included as Appendix E of the EIS.

The survey comprised of Falling Weight Deflectometer (FWD) testing and a visual inspection of the existing pavement for 200 linear metres distance along the L1202 in front of McGraths Bar. The survey confirmed that at either end of the survey area the carriageway is in good condition, with an even layer of surface dressing and free of surface water. However, the pavement opposite McGrath's Bar, is not to the same standard of the L1202 on both approaches. There are visible signs of fatigue of the existing surface course material, with an uneven surface, which results in poor drainage of surface water.

As noted in section 4.2.3(b) of the TMP, the analysis concluded that the existing pavement materials should be removed as necessary, and replaced with better quality, well compacted materials prior to overlay.

We understand that Mayo County Council propose to carry out this improvement prior to haulage activities commencing on the proposed development (as confirmed in the attached letter from Mayo County Council). This road improvement will significantly mitigate against excessive noise and vibrations.

In accordance with condition number 1 of Mayo County Council's submission to An Bord Pleanála (and the contents of the attached letter from Mayo County Council) concerning the proposed development, the applicant confirms that they will bare the full cost of these pavement improvements.

As noted in section 4.2.3(b) of the TMP, alternative traffic controls may be implemented on this section in the absence of road improvements. The alternative traffic control proposed is a lower speed limit for haulage vehicles over this section of road in order to limit noise and vibrations. This mitigation measure worked successfully during the construction of the Glengad landfall in 2009, with a reduced speed over this section of road of 50km/h. It is now proposed to restrict HCV speeds to 20km/h passing McGraths Bar. This 20km/h will further reduce any noise or vibration impacts. The road will also be closely monitored for any surface deterioration during haulage activities. Any damage will be repaired without delay in order to control further deterioration and associated noise and vibration.