

# M50 UPGRADE SCHEME (Phase 2)

## INTRODUCTION

The Contract to Upgrade the M50 Motorway was awarded to "M50 Concession Ltd." in September 2007 with works commencing on site in February 2008. "M50 Concession Ltd." was awarded the contract by the National Roads Authority to Design, Construct, Finance, Operate and Maintain the M50 for the next 35 years. M50 Concession Ltd. has sub-contracted the Design and Construction works for Phase 2 of the M50 Upgrade Scheme to the "M50 D&C" Consortium along with their Design Consultants Atkins / Eptisa.

Phase 2 of the M50 Upgrade works follows on from Phase 1 which involved improvement works between Ballymount and the N4 Interchange which is now nearly complete. Phase 2, which is divided into two Sections, extends from Sandyford, (Junction 14), to just north of the Tallaght N81 (Junction 11) in the Southern Section and from the N3 (Junction 6) to the M1 (Junction 3) in the Northern Section. The works also include improvements to all of the Junction within these Sections.

The works will involve the widening of 24km of the M50 motorway to provide 3 lanes in each direction from the M1 to the N3 Interchanges and from Tallaght to Sandyford Junctions and a fourth or auxiliary weaving lane between adjacent Junctions (except where existing auxiliary lanes already exist).

In the Southern Section of the Phase 2 M50 Upgrade works will be carried out at the following Junctions, N81 (Junction 11), Scholarstown-Firhouse (Junction 12) and Sandyford (Junction 14) and are summarised below as follows:

### N81 Junction No 11 – Fig. 1

Works will include the construction of a new free-flow slip-road from the N81 eastbound to M50 northbound and the upgrade of the existing Northbound On-ramp to 2 lanes.

All other traffic movements will remain the same. These new works will require the existing pedestrian underpass to be extended to facilitate the construction of the new free-flow slip-road and a alternative temporary footpath will be provided for the construction period.

All at-grade crossings and junctions other than the On and Off Ramps shall be controlled by signals.

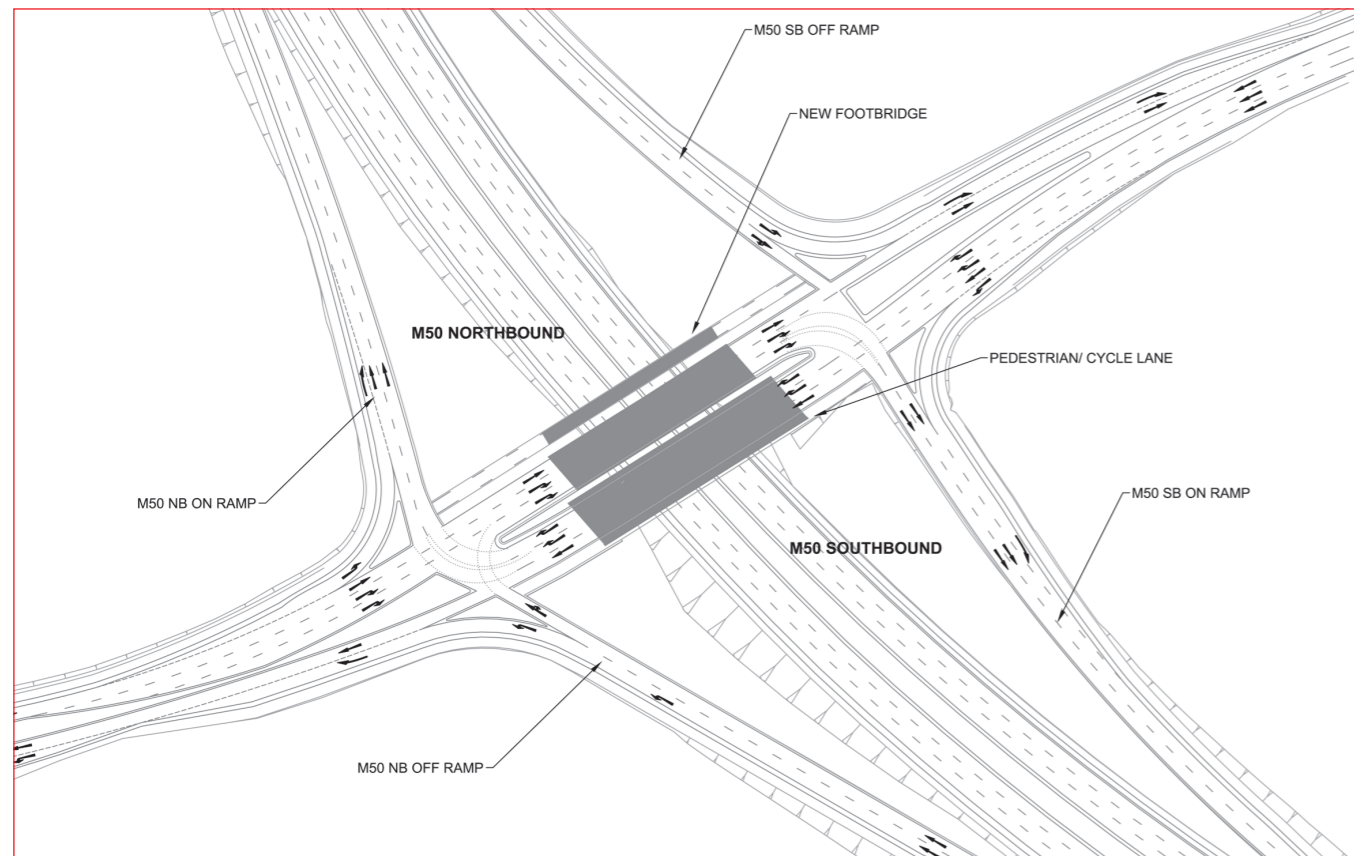


N81 Junction No 11 – Fig. 1

### New Scholarstown-Firhouse Junction No 12 – Fig 2

Works to this interchange include:

- the reconfiguration of the existing bridge to three lanes travelling in an eastern direction and a one way cyclist/pedestrian lane
- the construction of a new three lane bridge to carry traffic in a western direction
- The construction of a new one way pedestrian/cyclist bridge to the south of the existing structure.



New Scholarstown-Firhouse Junction No 12 – Fig 2

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The new traffic layout is as follows, see Fig. 2

- 1 lane for local traffic straight through, in both directions
- 1 lane turning right from M50 South bound off ramp to local traffic travelling Westbound
- 1 lane turning right from M50 Northbound off ramp to local traffic travelling Eastbound
- 2 lanes turning right for local traffic travelling from the West and heading onto M50 Southbound
- 2 lanes turning right for local traffic travelling from the East and heading onto M50 Northbound
- 1 lane to all free flow slips to the M50

The existing pedestrian facilities shall be maintained and improved by providing an off road one way pedestrian/cycle facilities on each side of the interchange. All pedestrian crossings will be signal controlled.

All at grade crossings or junctions other than the slip on and off ramps shall be controlled by traffic signals.

### Sandyford Junction No 14 – Fig 3

The upgrade to the Sandyford Junction includes the construction of three new free-flow left-turning slip-roads in the Northwest, Southwest and Northeast quadrants.

The Free-flow slips will carry traffic as follows:

- 1 lane from the Leopardstown road link to M50 Northbound
- 1 lane from the M50 Northbound to Leopardstown road link
- 1 lane from the M50 Southbound to Drummartin Link

All at grade crossings or junctions other than the on and off ramps shall be controlled by traffic signals.

Works to all interchanges and the M50 Mainline will include Site Clearance, Earthworks, Drainage & Ducting, Pavement, Utility Diversions, Environmental Noise Barrier, Safety Fencing, Lighting, Signage, Road markings and Traffic Signals.

### Progress to Date

At present works are well under way on the construction of the widening of the existing M50 mainline to facilitate the addition of the third lane in both directions. This part of the works in the Southern Section (between N81 and J14 Sandyford) is expected to be completed in March 09 after which traffic will be rerouted onto the newly constructed lanes which will facilitate commencement on the works in the existing slow lane/verge.

Works in the verges will include the extension of duct and drainage crossings, overlaying the existing pavement, the installation of new and upgrading of the existing drainage network and lighting system, erection of Noise Barrier in several locations along the Mainline, Landscaping and the installation of new Safety Barrier.

It is expected that some of these works will have to be carried out during the night due to Traffic Management restrictions, where both lanes of the M50, North and South must remain open and unobstructed between the hours of 6am and 10pm Mon-Sat and from 8am to 10pm Sunday. The scheduled programme of night works and any Traffic Management plans will be uploaded and made available in advance of the works on the m50.ie website.

Works on the Junctions have also commenced and are summarised as follows:

**N81 Junction No 11** – works to the new N81 M50 Northbound slip road has commenced and the underpass is due to be extended in the coming weeks. Permanent fencing has also been erected in several areas. These works are expected to be completed by July 2009.



Sandyford Junction No 14 – Fig 3

**Scholarstown-Firhouse Junction No 12** – Works have commenced on the construction of the Central Piers of the new Overbridge and Footbridge, these works are contained within the median of the M50 at present and no works are planned on the Junction until the New Year. Residents likely to be affected by the works will be notified in advance of the Contractors intentions to start works.

**Sandyford Junction No 14** – Works are well advanced on the construction of the three new slip-roads, these works are expected to be completed in the Summer 2009.

Environmental Monitoring is being carried out site wide since the start of construction which closely monitors Noise, Dust, Vibration and Water Quality. Several Monitors have been installed in the Southern section of the M50 Motorway.

M50 Concession would like to take this opportunity to ensure all road users, residents and local businesses that every effort will be made to minimize any disruption the works may cause.

We will keep you informed of planned works, working hours and Traffic Management changes through regular updates to our m50.ie Website and leaflet distributions.

We are also fully committed to carrying out the works in a manner that will minimize nuisances from noise and dust.

We would like to remind road users that a speed limit restriction of 60km/h is in place on the M50 Mainline and will continue to be until such time as the works are complete. This safety restriction is in the interest of both the general public and all construction site staff and we appeal to all road users to adhere to it.

There is also a free breakdown recovery service available on the M50 Motorway.

M50 Concession Ltd will be happy to liaise with you as the works progress through your Resident's or other Association and provide you with any information you may require in relation to the works.

Contact us:

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