



N25 WATERFORD TO GLENMORE SCHEME

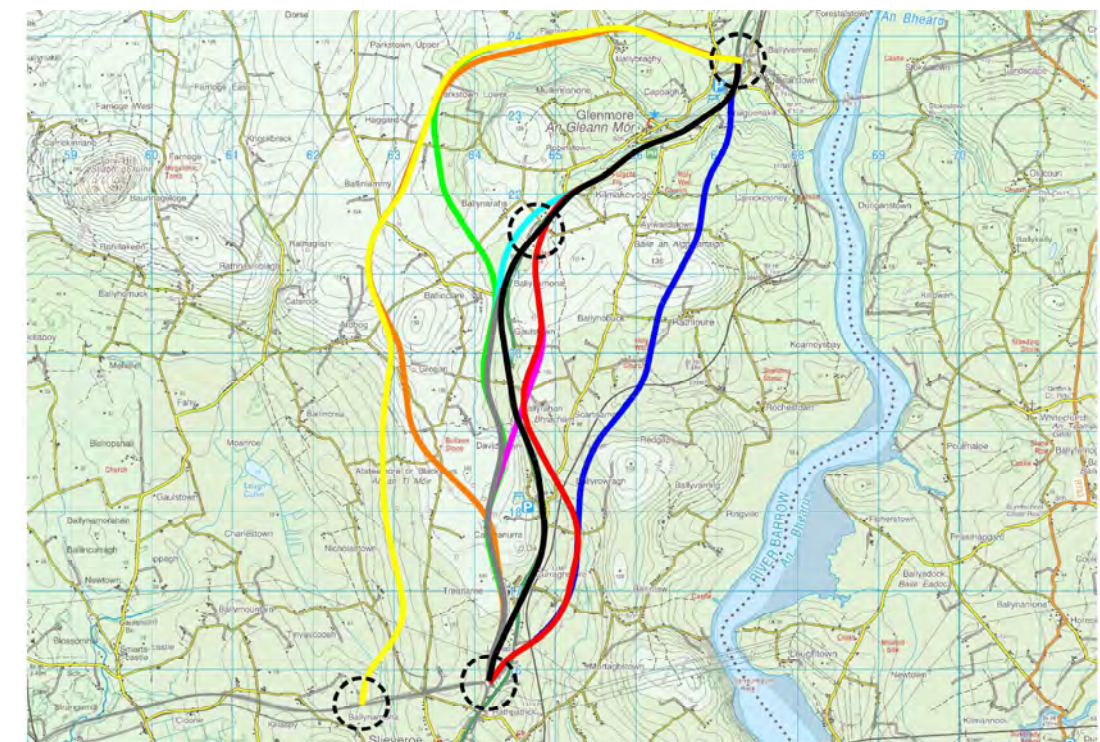
NEWSLETTER – JANUARY 2010

Introduction

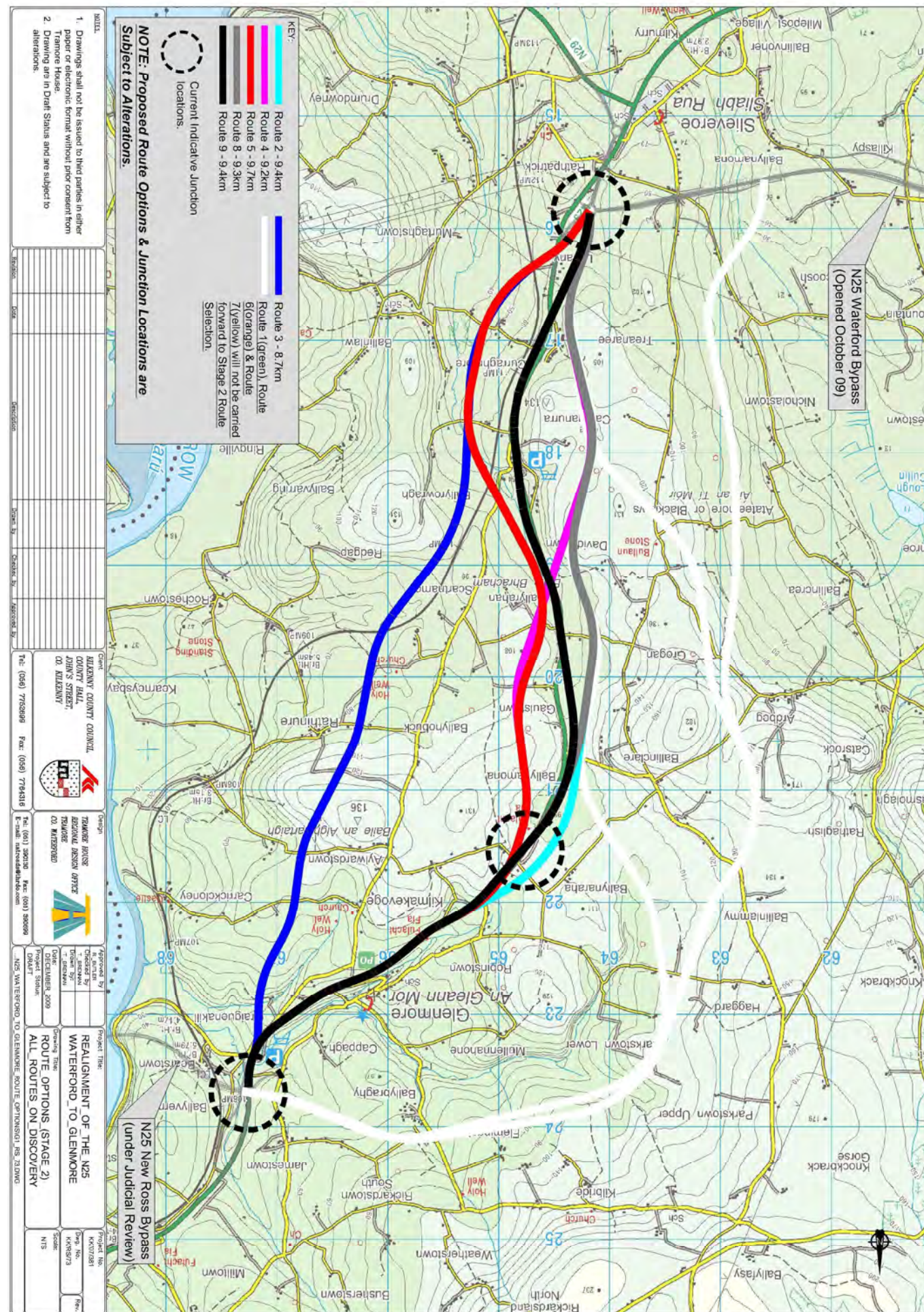
The purpose of this Newsletter is to provide an update on the current position of the N25 Waterford to Glenmore Scheme.

The N25 Waterford to Glenmore Scheme involves a realignment of the existing N25 from a point just north of Glenmore village to a point just north of Slieverue village in County Kilkenny. This scheme will interface with the N25 Waterford City Bypass (opened in October 2009) and the N25 New Ross Bypass (expected to open in 2013). Please see the drawing below and on the back of this Newsletter for the scheme location.

The scheme is at the Route Selection Phase. 9 Route options were originally proposed for the scheme. These routes were displayed to the public at the Rhu Glen Hotel, Slieverue on the 22nd and 23rd of July 2009. Members of the public were invited to make submission on the 9 routes via questionnaires. 35 submissions were received and processed by the design team as part of the Route Selection Process.



The 9 Routes Originally Displayed in July 2009



The purpose of the Route Selection Phase is to determine the preferred route, and ultimately the publication of the route selection report.

The following sections summarises the first stage of the route selection process and the findings from this. A brief description of the scheme programme is also provided subject to funding.

Route Selection Stage 1

The purpose of the Stage 1 assessment is to refine the number of route options which will be carried forward to the next stage of the route selection process i.e. Stage 2 Route Selection. An assessment of the existing N25 or do-nothing option is also undertaken during Stage 1.

At Stage 1 a Preliminary Assessment of the 9 route options is carried out under the following broad headings.

- Economy
- Environment
- Engineering

The Economic Assessment at Stage 1 is simply the cost estimates of each route option.

The Environmental Assessment includes an examination of the following aspects within the Scheme Study Area.

- Human Beings
- Agriculture
- Ecology
- Geology & Hydrogeology
- Landscape & Visual
- Noise
- Air Quality & Climate
- Material Assets

The Engineering Assessment is wide ranging but includes some of the following items.

- Technical Standards (Design)
- Earthworks
- Junctions & Local Roads
- Structures
- Construction
- Land & property

Generally speaking the Route Options which clearly do not perform well in terms of Economy, Environment & Engineering will not be carried forward to the next stage of the Route Selection process.

Results of Stage 1 Route Selection

The table on the next page indicates the status of the 9 route options following the Preliminary Assessment.

Route Options	Progress to Stage 2 (Yes or No)
Route 1 - Green	No
Route 2 - Cyan	Yes
Route 3 - Blue	Yes
Route 4 - Magenta	Yes
Route 5 - Red	Yes
Route 6 - Orange	No
Route 7 - Yellow	No
Route 8 - Grey	Yes
Route 9 - Black	Yes

In summary we propose to carry forward Route Options 2 (cyan), 3 (Blue), 4 (magenta), 5 (red), 8 (grey) & 9 (black) to the next stage of the Route Selection process. These routes are also shown on drawing KK/RS/73 at the back of this newsletter. It is expected that a Preferred Route will emerge from these route options.

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Again subject to funding and the approval of the route selection report we will commence Preliminary Design work on the preferred route for the scheme.

Further details on the scheme Programme will be issued at a later stage.

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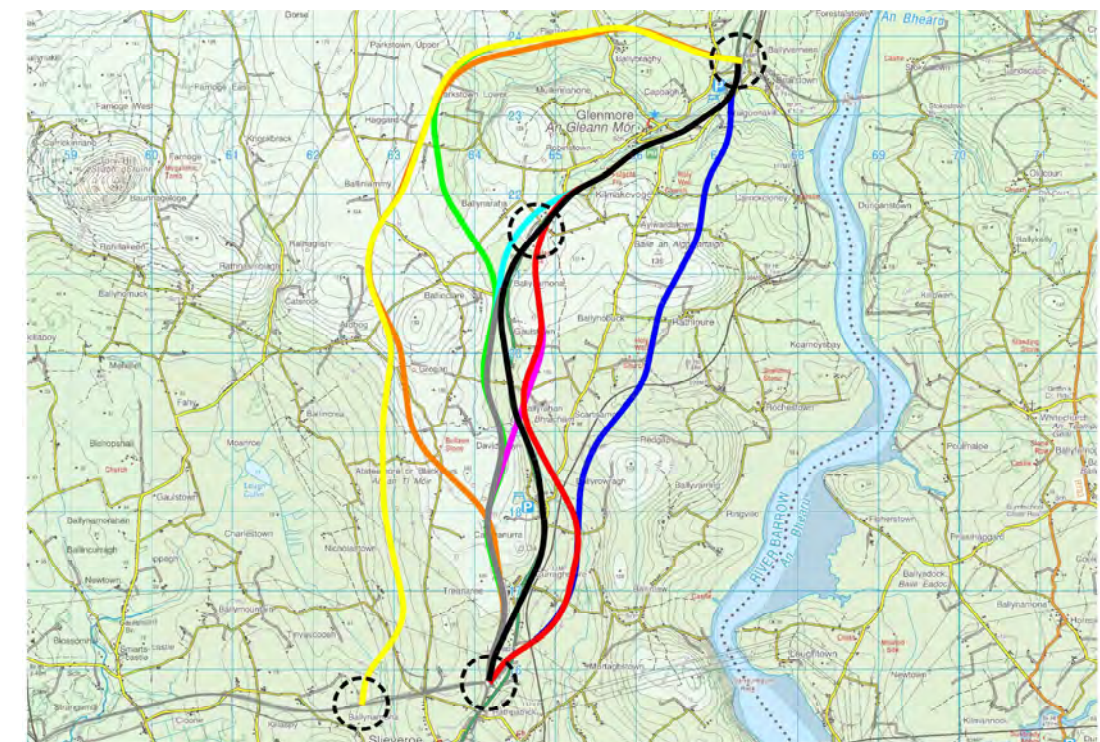
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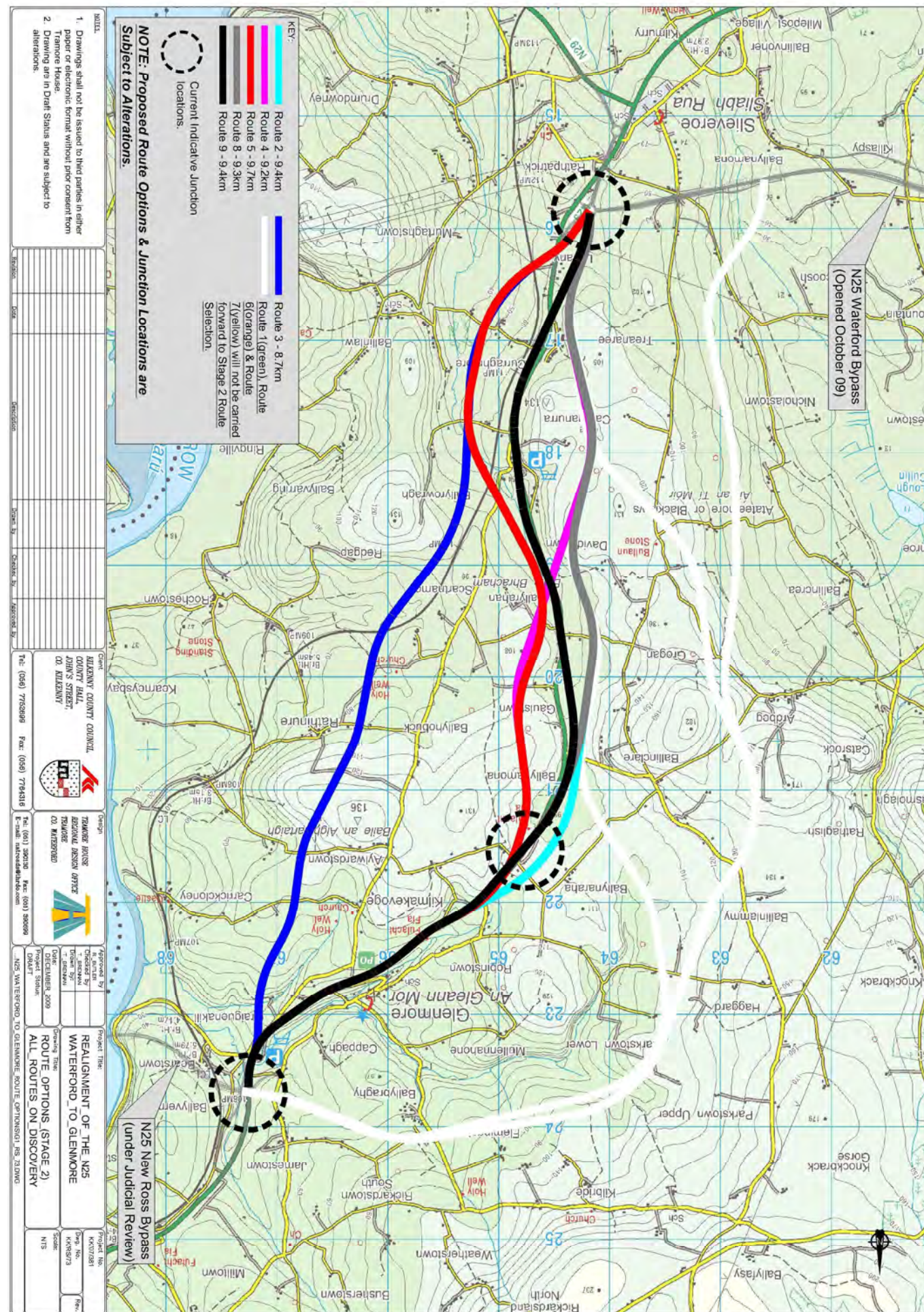
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- Junctions & Local Roads
- Structures
- Construction
- Land & property

Generally speaking the Route Options which clearly do not perform well in terms of Economy, Environment & Engineering will not be carried forward to the next stage of the Route Selection process.

Results of Stage 1 Route Selection

The table on the next page indicates the status of the 9 route options following the Preliminary Assessment.

Route Options	Progress to Stage 2 (Yes or No)
Route 1 - Green	No
Route 2 - Cyan	Yes
Route 3 - Blue	Yes
Route 4 - Magenta	Yes
Route 5 - Red	Yes
Route 6 - Orange	No
Route 7 - Yellow	No
Route 8 - Grey	Yes
Route 9 - Black	Yes

In summary we propose to carry forward Route Options 2 (cyan), 3 (Blue), 4 (magenta), 5 (red), 8 (grey) & 9 (black) to the next stage of the Route Selection process. These routes are also shown on drawing KK/RS/73 at the back of this newsletter. It is expected that a Preferred Route will emerge from these route options.

Programme in 2010

The progression of the scheme is dependent on Government funding. At this stage we have no indications regarding an allocation for the scheme in 2010.

However, subject to funding the design team proposes to complete the Route Selection process and publish the Route Selection Report before July 2010. Within this time period a further Public Consultation session would be held to display the Preferred Route for the scheme. This would be similar to the Public Consultation held in July 2009. Dates for this and a venue will be confirmed at a later stage.

Again subject to funding and the approval of the route selection report we will commence Preliminary Design work on the preferred route for the scheme.

Further details on the scheme Programme will be issued at a later stage.

Continuing Public Consultation

Public Consultation is an intrinsic part of road scheme development; therefore, public comments and queries will be accepted throughout the road design process. These comments should be addressed to either of the following:

Mr. Joe Gannon
Kilkenny County Council
Road Design Office
Dean Street
Kilkenny
Co. Kilkenny
Ph : 056 7794300
Fax : 056 7794313
E-mail: nro@kilkennycoco.ie

Mr. Thomas Brennan
Tramore House
Regional Design Office
Pond Road
Tramore
Co. Waterford
Ph : 051 390130
Fax : 051 390699
E-Mail: natroads@thrdo.com



N25 WATERFORD TO GLENMORE SCHEME

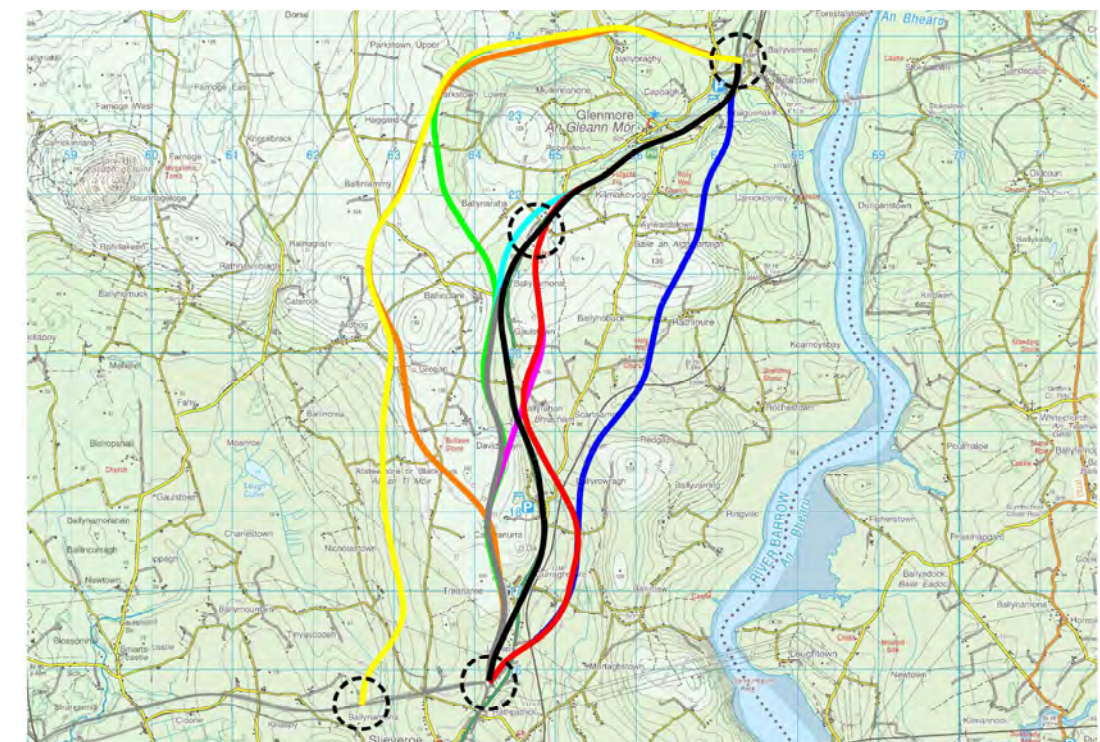
NEWSLETTER – JANUARY 2010

Introduction

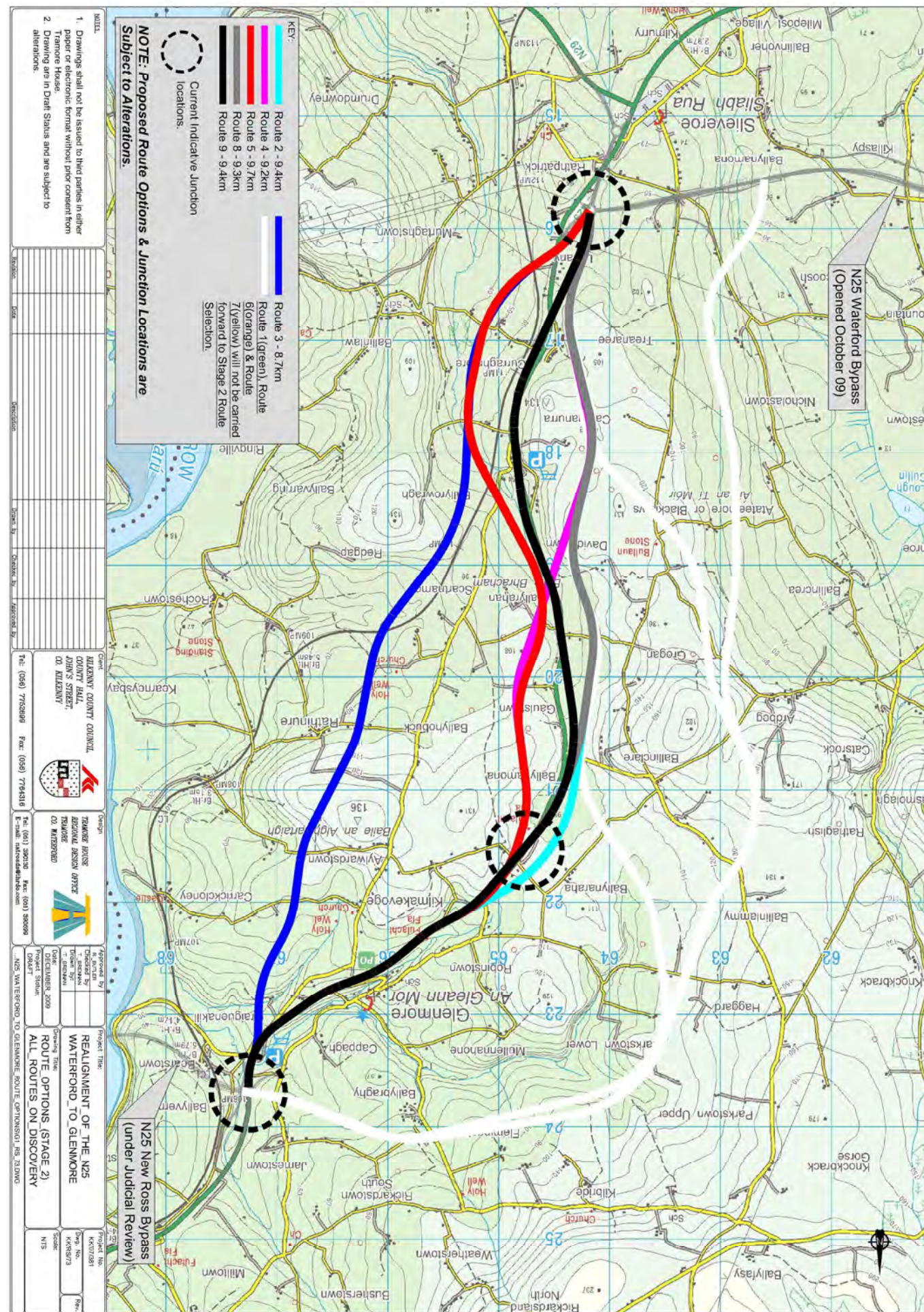
The purpose of this Newsletter is to provide an update on the current position of the N25 Waterford to Glenmore Scheme.

The N25 Waterford to Glenmore Scheme involves a realignment of the existing N25 from a point just north of Glenmore village to a point just north of Slieverue village in County Kilkenny. This scheme will interface with the N25 Waterford City Bypass (opened in October 2009) and the N25 New Ross Bypass (expected to open in 2013). Please see the drawing below and on the back of this Newsletter for the scheme location.

The scheme is at the Route Selection Phase. 9 Route options were originally proposed for the scheme. These routes were displayed to the public at the Rhu Glen Hotel, Slieverue on the 22nd and 23rd of July 2009. Members of the public were invited to make submission on the 9 routes via questionnaires. 35 submissions were received and processed by the design team as part of the Route Selection Process.



The 9 Routes Originally Displayed in July 2009



The purpose of the Route Selection Phase is to determine the preferred route, and ultimately the publication of the route selection report.

The following sections summarises the first stage of the route selection process and the findings from this. A brief description of the scheme programme is also provided subject to funding.

Route Selection Stage 1

The purpose of the Stage 1 assessment is to refine the number of route options which will be carried forward to the next stage of the route selection process i.e. Stage 2 Route Selection. An assessment of the existing N25 or do-nothing option is also undertaken during Stage 1.

At Stage 1 a Preliminary Assessment of the 9 route options is carried out under the following broad headings.

- Economy
- Environment
- Engineering

The Economic Assessment at Stage 1 is simply the cost estimates of each route option.

The Environmental Assessment includes an examination of the following aspects within the Scheme Study Area.

- Human Beings
- Agriculture
- Ecology
- Geology & Hydrogeology
- Landscape & Visual
- Noise
- Air Quality & Climate
- Material Assets

The Engineering Assessment is wide ranging but includes some of the following items.

- Technical Standards (Design)
- Earthworks
- Junctions & Local Roads
- Structures
- Construction
- Land & property

Generally speaking the Route Options which clearly do not perform well in terms of Economy, Environment & Engineering will not be carried forward to the next stage of the Route Selection process.

Results of Stage 1 Route Selection

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