

**Hartley Bridge, Co. Leitrim**

**Outline Traffic Management Plan**

**September 2021**

## Document Control

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Appendix A - Site Plan

## 1.0 Introduction

### 1.1 Purpose of Report

PUNCH Consulting Engineers, appointed by Leitrim County Council, have assessed construction traffic and transportation issues in advance of the proposed demolition of the existing Hartley Bridge and the construction of a replacement bridge and the associated road closure of the L3400.

### 1.2 Contractor's Construction Traffic Management Plan

This Construction Traffic Management Plan (CTMP) sets out the traffic management requirements that will apply to Contractors who are engaged in the demolition and construction works at Hartley Bridge. The content of this report is preliminary only, the contractor must develop his own construction management plan to fully account for the proposed works.

The Contractor must adopt the requirements of this Construction Traffic Management Plan into his own Construction Traffic Management Plan and must agree same with Leitrim County Council and Roscommon County Council prior to commencement on site.

### 1.3 Background Documents

The requirements of the following documents must be adhered to in the formulation of the Contractor's Construction Management Plan and Traffic Management Plan.

- PUNCH Drawings 182164-101 to 182164-107
- Guidance for the Control & Management of Traffic at Roadworks - Second Edition 2010
- Traffic Signs Manual 2010

### 1.4 Construction Contract

The Hartley Bridge Replacement Project consists of the demolition of the multi-span structure over the River Shannon and its replacement with a new bridge structure immediately downstream along with the associated realignment (vertical and horizontal) of the L3400 on approaches to the new bridge structure. Refer to Figure 1 for existing and proposed bridge location.

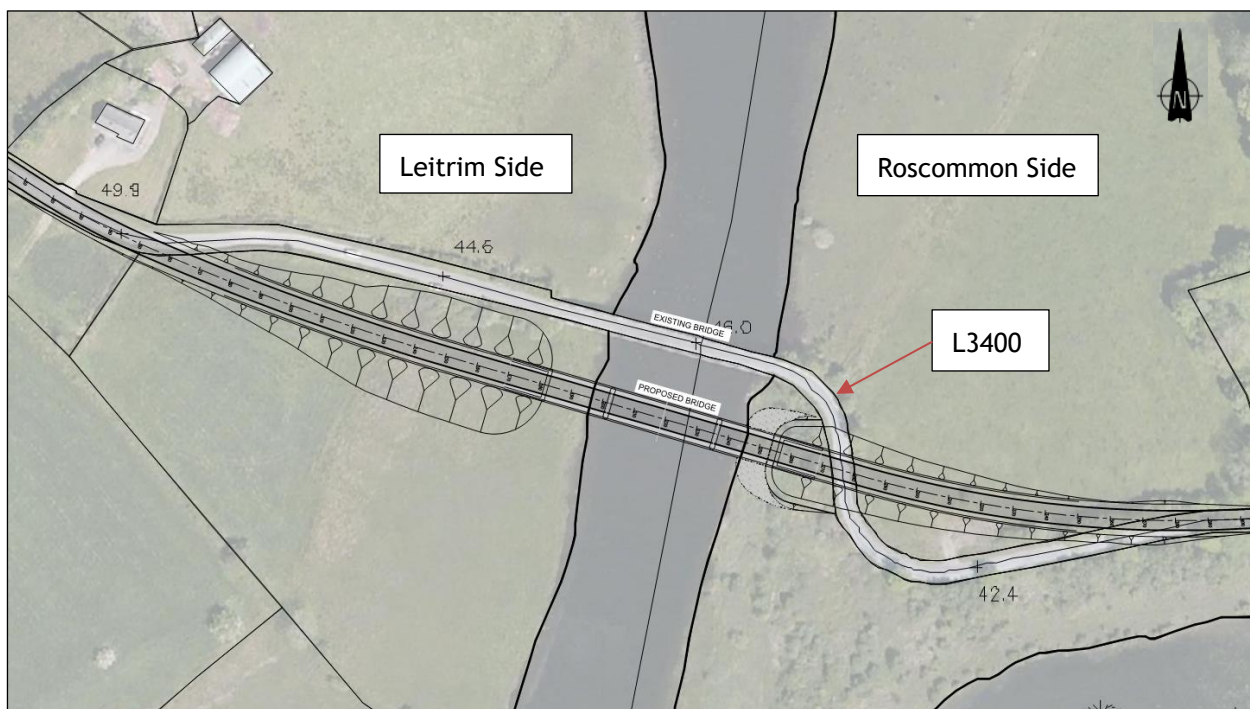


Figure 1 - Existing and Proposed Bridge Locations

## 2.0 Construction Traffic Access to Callaghan Bridge

### 2.1 Location and access to the site

The existing Hartley Bridge lies along the L3400 crossing over the River Shannon north of Carrick-on-Shannon. Currently, the site can only be accessed by vehicular traffic via the L3400 road.

Construction vehicles will access the Hartley Bridge site via the L3400 via both the Leitrim and Roscommon county sides. The proposed construction routes are shown in Figure 2.



Figure 2 - Access routes to site

Construction traffic can only approach the site via the L3400. (blue route and orange route illustrated in Figure ). Construction traffic is advised not to approach the site via any of the minor roads shown on the map.

The management of construction traffic on the public road network both around and on approach to Hartley Bridge is an important part of the overall project and must be actively managed by the Contractor to the satisfaction of both Leitrim County Council and Roscommon County Council.

## 2.2 Definition of Construction Traffic

Construction traffic means the following vehicles:

- HGVs & haul trucks - i.e. vehicle with 6 tyres or more as set out in the RSA publication 'Guidelines on Maximum Weights and Dimensions of Mechanically Propelled Vehicles and Trailers, Including Manoeuvrability Criteria'
- Site machinery such as excavators, tippers, etc.
- Concrete trucks.

Smaller vehicles used by construction workers to access the site, such as cars and vans, are not deemed to be construction traffic.

## 2.3 Management of Construction Traffic

The Contractor is required to control the construction traffic in and around Hartley Bridge. The Contractor must adhere to the following:

- Communicate clearly to all construction staff and subcontractors that they are bound by these restrictions.
- Schedule site traffic in advance to ensure that these restrictions are adhered to.
- Monitor construction traffic at key points remote from the site to check compliance.
- Details of the Contractor's management plan must be submitted to Leitrim County Council and Roscommon County Council in advance of construction and included as part of the Construction Management Plan.
- Vehicle movements associated with ancillary, maintenance and other non-essential activities will be minimised during the peak traffic hours on the public road in the vicinity of the site. These are the hours of 8:00-9:00AM in the morning and 17:00-18:00PM in the evening.
- Daily construction programmes will be planned to minimise the number of disruptions to surrounding streets by staggering HGV movements to avoid site queues.
- There will be limited site parking, sufficient only to serve those directly involved with the works.
- Construction vehicles will follow the road hierarchy as much as practicable - i.e. construction vehicles will be directed away from local or minor streets and roads and will be required to use designated primary national and regional routes for accessing the site.
- The Contractor will appoint a Traffic Management Coordinator who will be responsible for the coordination of all traffic safety and traffic management matters. The Traffic Management Coordinator will ensure that all traffic management requirements set-out in the CTMP are met.
- In the likely event that multiple contractors will be working on site, overall traffic management coordination will be required. This will include a review of the individual CTMPs prepared by different Contractors and provision of guidance to ensure consistency between them. An overall CTMP for the entire Callaghan Bridge site should be prepared and agreed with Leitrim County Council and Roscommon County Council in advance of commencement of works.

## 2.4 Proof of Compliance with Traffic Restrictions

The Contractor will track the transit of construction traffic in the Hartley Bridge area for the duration of the works.

The Contractor will control traffic movements using the following procedure;

- Develop a restrictions and rule adherence form that all HGV drivers and site operatives will sign.
- All traffic movements to and from site to be managed by the Contractor's transport manager in accordance with these restrictions
- Appointed person to record all traffic entering and leaving site.
- Records to be reviewed periodically by the site manager.
- Prior to any new contractors starting, all persons must sign up to restrictions and prequalification forms.
- A certified Flagman must be present to coordinate the traffic entering and leaving the site on both approaches to the bridge, i.e. the western bank (Roscommon side) or eastern bank (Leitrim side).

### 3.0 Traffic Access to Hartley Bridge

#### 3.1 Traffic Management Procedures / Generation

All deliveries will be booked into site at least one day before delivery. All drivers will contact the site co-ordinator 15 minutes before arrival on site.

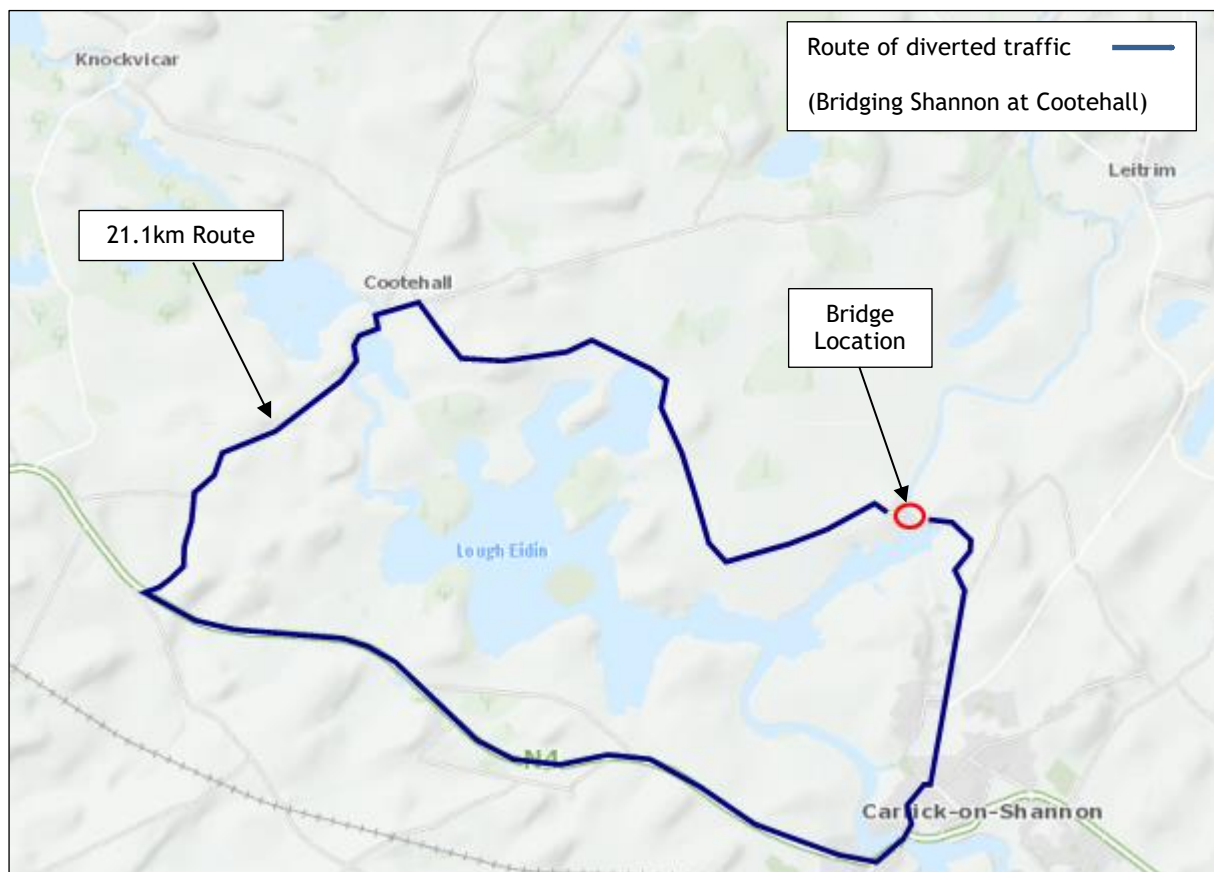
All construction traffic will arrive from the L3400 Road (Leitrim or Roscommon side). All deliveries will be off-loaded without delay by the most appropriate method and escorted off site.

The Traffic Co-ordinator will be responsible for ensuring that there is no conflict between pedestrians and vehicles / entering / exiting the site.

It is predicted that there will be an average of 8 personnel on site during peak construction activity. There could be in the order of 4 vehicles arriving and departing the site every day during peak construction activity. It is envisaged that working hours on site will be 08:00 hrs to 19:00 hrs Monday to Friday and 08:00 hrs to 16:30 hrs Saturday, therefore the peak movements in and out of the site should occur outside of the AM/PM rush hour traffic.

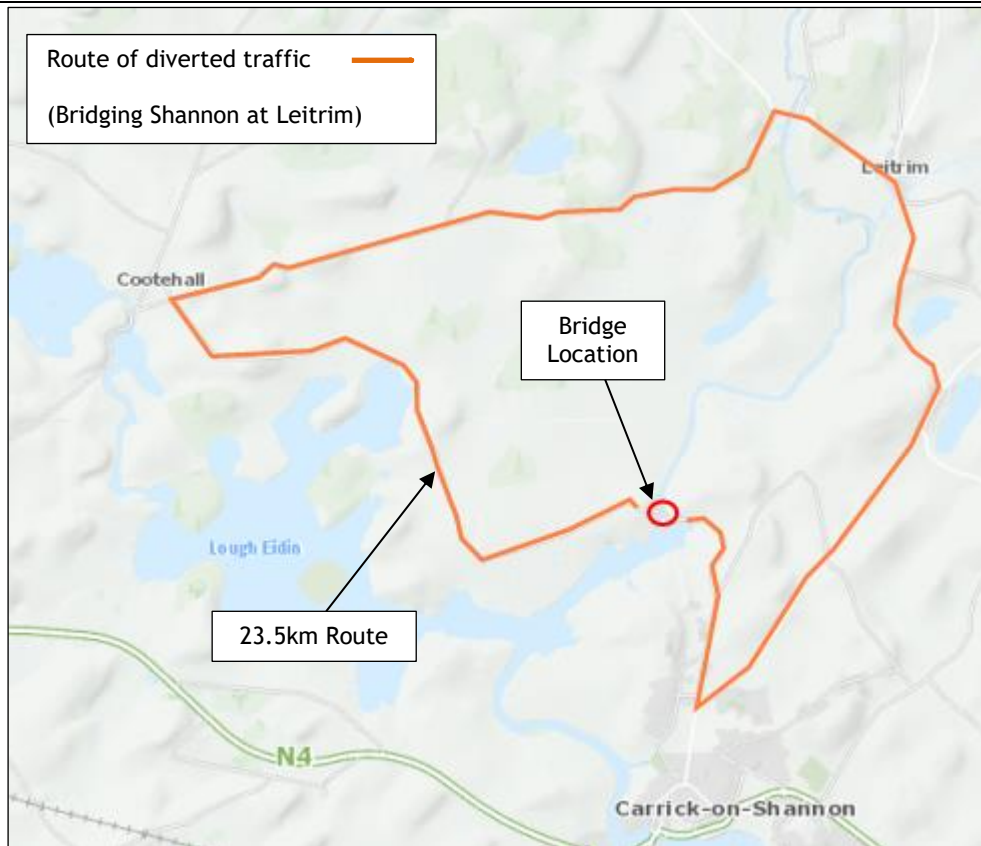
#### 3.2 Traffic Management of Public Vehicles

The demolition/construction works envisaged will require full closure and the establishment of diversions given the elimination of Hartley Bridge as a crossing point over the River Shannon. Please refer to Figures 3A and 3B below for illustration of diversion routes available depending on preferred alternate river crossing points - dependent on embarkation and destination points for journeys.



Figures 3A: Road Diversion Option via Cootehall





Figures 3B: Road Diversion Option via Leitrim

### 3.3 Traffic Management at Interfaces with Pedestrian Paths

The existing road does not contain a public footpath, pedestrian use is presumed to be minimal.

### 3.4 Traffic management - Internal Site Extents

Site car parking is to be planned for by the Contractor within their site set up layout strategy.

No unloading at or blockages of access routes is to be permitted. Such vehicles will be immediately requested to move to avoid impeding works.

In accordance with this CTMP, the Contractor must appoint a Traffic Management Coordinator responsible for the management of traffic management related activities on site.

The Contractor must carry out an auto-track analysis to ensure that adequate manoeuvring space is available on site. The auto-track must demonstrate how construction vehicles will go in and out of the site. Contractors must eliminate where possible the necessity for reversing of any construction or supply chain vehicle onsite.

Contractor is to note requirement for traffic management.

### 3.5 Traffic Management Coordination Meetings

Logistics coordination will be undertaken where the traffic management strategy, traffic management coordination (and implementation of any required temporary traffic management schemes) will be discussed and agreed.

### **3.6 Construction Access Road required Behaviours**

The Contractor must adhere to established traffic management measures specified in the Construction Traffic Management Plan including:

- Queuing procedures outside the site for vehicles seeking to enter the site to prevent back-up along the L3400 (minimal based on the diverted traffic routes necessary to facilitate the bridge closure, demolition and replacement);
- Sign-in requirements;
- Visual PPE checks;
- Arrangements for infrequent visitors, e.g. project team, client visitors

All Contractors are deemed to have inspected and examined the site and its surroundings at tender stage and to have satisfied itself as to the nature and means of access to the site.

### **3.7 Loading/Unloading Locations**

Vehicles must be loaded and unloaded within the demised site area (i.e. within site boundary red line). This approach reduces the risk to the public, reduces congestion, and minimises disruption and risk to any passing vehicles on the highway. All deliveries and collections should be overseen and managed for the Contractor by a nominated competent person.

Contractors must consider and explain how to manage the impacts on cyclists, pedestrians, other road users, and any affected roadway infrastructure.

### **3.8 Emergency Access**

Access for emergency vehicles via the primary haul roads must be maintained at all times.

### **3.9 Asset Protection**

The Contractor must take care to avoid damage to roads, footpaths, grass margins, and other surfaces and all walls including protected walls, structures including protected structures and the associated curtilage, trees, lighting fixtures and all other street furniture within or outside of the overall campus. They shall be liable for the cost of repairing / replacing all such damage caused by its operations to the satisfaction of Leitrim County Council and Roscommon County Council.

Due to the sensitive location of the site over an active waterway the Contractors must take precautions to ensure against spillage of diesel fuel, contaminated water or solvents. Any damage so caused shall be made good by the offending Contractor at its own expense. There may also be repercussions relating to planning conditions for which the Contractor will be liable.

Contractors must take precautions with the use of any tracked plant on road surfaces, suitably approved protective measures should be taken to safeguard the integrity of surfaces.

The Contractors Construction Management Plan must include specifications regarding the quality of temporary reinstatements and the timelines for permanent reinstatements of roads and pavements affected by the works.

## 4.0 River Navigation at Hartley Bridge

### 4.1 River Navigation Management

The Traffic Co-ordinator will be responsible for ensuring that there is no conflict between public watercraft and construction operations. The interface between watercraft navigating the river and the demolition/construction operations will need to be actively managed throughout the various stages of Works delivery, with an emphasis on minimising adverse impacts on existing navigation norms at Hartley Bridge.

It is unavoidable that some impacts will be incurred due to the ecological/environmental necessity of carrying out the Works during fisheries season also coinciding with peak boating season (June-September). However, the Contractor will endeavour to minimise disruption to navigation by proper sequencing of the Works and reliance on limited short-term partial/full closures of the navigation channels.

The Contractor will control traffic movements using the following non-exhaustive measures;

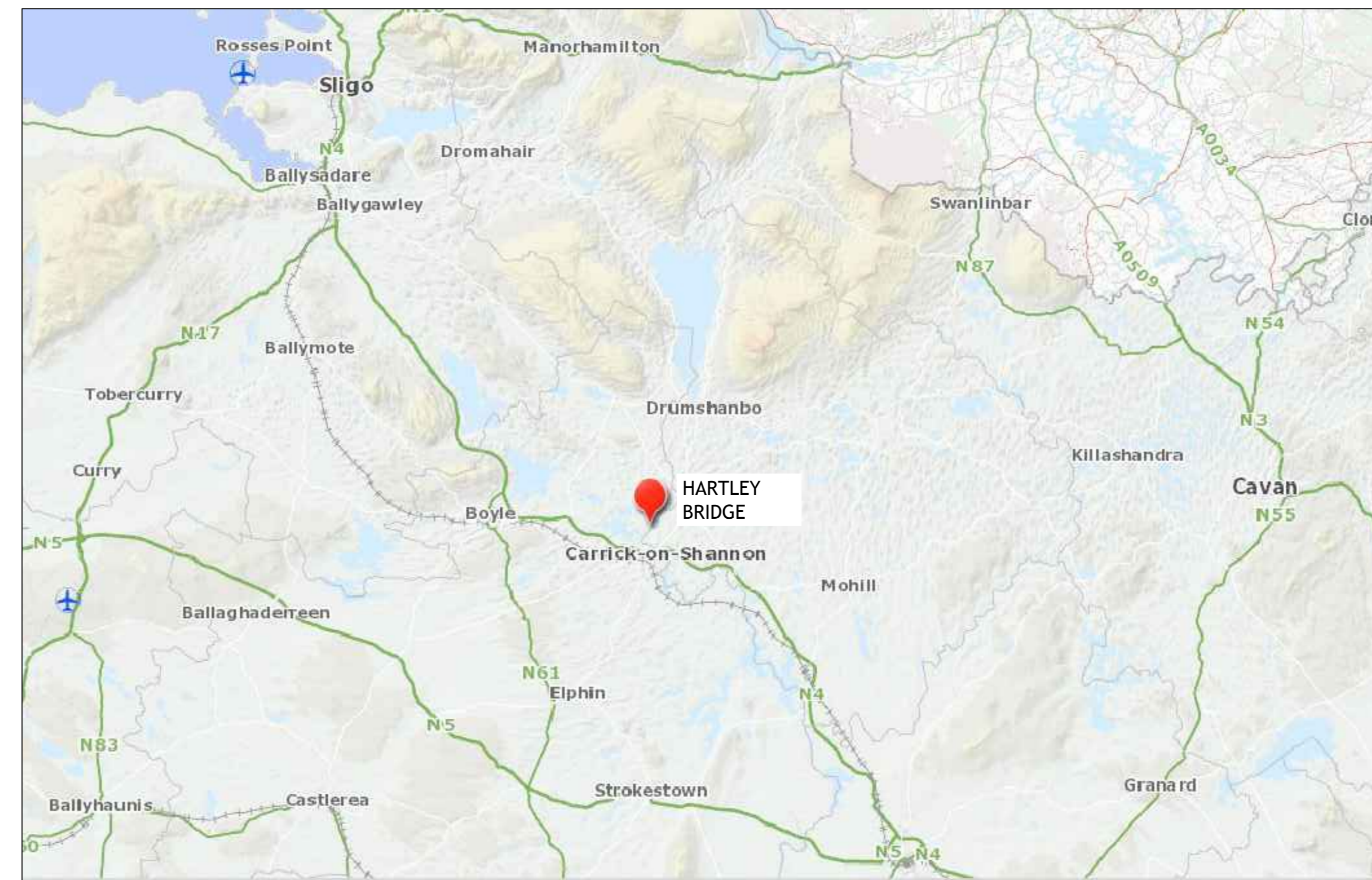
- Marine Notice to be issued in advance by Waterways Ireland closing the navigation formally.
- Dates for closure of the navigation should be signalled well in advance.
- Safety boats will be required upstream and downstream of the works.
- The barge and temporary installations should be lit to ensure that it can be seen during darkness / reduced visibility.
- Waste arisings from the demolition of the existing bridge structure will be collected ashore locally with HGV hauling material off site via the L3400.
- The proposed sequencing of demolition activities aims to re-establish existing navigation arrangements as early as possible in the process.

Active management of river traffic will be required throughout the demolition of the existing Hartley Bridge structure and the construction of the new replacement bridge. Outline river navigation management proposals are outlined in PUNCH Drawing 182-164-110.

## Appendix A - Site Plan



MAP OF IRELAND LOCATION  
N.T.S



HARTLEY BRIDGE LOCATION  
N.T.S

**NOTE:**  
ALL LEVELS ARE RELATED TO THE ORDNANCE DATUM (O.D.)  
MALIN HEAD UNLESS NOTED OTHERWISE  
MALIN HEAD DATUM IS APPROXIMATELY 2.7m ABOVE THE  
POOLBEG LIGHTHOUSE DATUM  
TO GET POOLBEG FROM MALIN HEAD ADD 2.7m  
TO GET MALIN HEAD FROM POOLBEG SUBTRACT 2.7m  
(SOURCE OSI)  
ALL WATER LEVELS TO BE CONFIRMED WITH WATERWAYS  
IRELAND

**LEGEND:**  
PROPOSED SITE BOUNDARY



SITE LOCATION  
1:2500

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