



transport21
progress in motion



M9 Carlow to Knocktopher

officially opened on 09 September 2010
by Mr Noel Dempsey T.D., Minister for Transport in the
presence of Councillor Catherine Connery
Cathaoirleach, Kilkenny County Council

Bóthair M9 Ceatharlach go Cnoc an Tóchair

Aire Iompair Nollaig Ó Díomasaigh, T.D. a d'oscail go hoifigiúil i bhfianaise
an Chomhairleora Caitriona Bn. Uí Chonaire, Cathaoirleach, Chomhairle
Contae Chill Chainnigh
ar an 09 Meán Fómhair 2010



This project has been funded by the Irish Government under the National Development Plan and Transport 21 and by the European Union from the European Regional Development Fund.

Tá an tionscadal seo maoinithe ag Rialtas na hÉireann faoin bPlean Forbartha Náisiúnta agus faoi Iompar 21 agus ag an Aontas Eorpach trí Chiste Forbraíochta Réigiúnaí na hEorpa.



Message from the Minister ...

"The new M9 motorway linking Dublin, Kilkenny and Waterford is now complete. This final 40km section of motorway between Carlow and Knocktopher opens up another significant region of the country and it will prove vital in assisting local, national and international competitiveness.

Additionally, this new motorway will remove unnecessary through traffic in all the communities along the old N9 route and as a result will improve the overall quality of life for residents and business alike bringing back many of the local benefits long associated with village, town and city centres.

As always, it is important to recognise the major road safety improvements that go hand in hand with all the new motorways opened over the last few years and to acknowledge the significant time savings and efficiency created with a new Inter-Urban Motorway Network. It is estimated that the journey time from the M50 in Dublin to the City of Waterford will be made in under two hours.

I would like to thank all those involved in delivering this project ahead of schedule and on budget."

**Minister for Transport
Noel Dempsey T.D.**

Teachtairacht ón Aire...

Tá an mótarbhealach nua M9 a nascann Baile Átha Cliath, Cill Chainnigh agus Port Láirge le chéile réidh anois. De thoradh an stráice dheireanaigh mhótarbhealaigh 40 km ar fhad idir Ceatharlach agus Cnoc an Tóchair beidh réigiún suntasach eile den tír oscailte do thrácht agus cuideoidh an bóthar seo go mór leis an iomaíocht náisiúnta agus idirnáisiúnta.

Ina theannta sin cuirfidh an mótarbhealach nua deireadh leis an tréthrácht sna pobail uile ar feadh an tseanbhothair N9 agus tiocfaidh feabhas dá bharr ar an mianach saoil maidir le cónaitheoirí agus le gnóthaí araon agus tabharfar ar ais arís dá bpobail féin roinnt mhaith de na háiseanna ba shaintréithe riamh de lárionaid sráidbhailte, bhailte agus chathracha.

In éindí leis na mótarbhealaigh nua uile a oscloíodh le cúpla bliain anuas tháinig feabhsúcháin mhóra ó thaobh sábháilteacht bhóthair de agus tá sé den tábhacht go dtabharfaí aitheantas dóibh sin agus don spáráil shuntasach ama agus don éifeachtacht bhreise is toradh ar Líonra Mótarbhealaigh Idiruirbeach nua. Meastar gur féidir an turas ón M50 i mBaile Átha Cliath go dtí Cathair Phort Láirge a dhéanamh anois i níos lú ná dhá uair an chloig.

Ba mhaith liom mo bhuíochas a ghabháil leo siúd uile a bhí páirteach i gcur i gcrích an tionscadail chun tosaigh ar an teorainn ama agus taobh istigh den bhuiséad a bhí ceaptha dó.

**Aire Iompair
Nollaig Ó Díomasaigh, T.D.**

" M9 CARLOW TO KNOCKTOPHER MOTORWAY
WILL IMPROVE THE OVERALL QUALITY OF LIFE FOR
RESIDENTS AND BUSINESS ALIKE BRINGING BACK
MANY OF THE LOCAL BENEFITS LONG ASSOCIATED
WITH VILLAGE, TOWN AND CITY CENTRES "





Peter Malone, Chairman, National Roads Authority

The opening of the M9 Carlow to Knocktopher project now completes the entire M9 motorway and provides a high quality link between Dublin and the major population centres of Carlow, Kilkenny and Waterford. This new 40km section of motorway will remove traffic from Stoneyford, Knocktopher, Kilkenny City, Paulstown, Gowran, Dungarvan and Thomastown giving back to all these communities their respective village, town and city centres.

It is important to recognise that this opening will improve road safety, increase business opportunities and attract a wider audience to come and see for themselves the offerings on hand from the entire tourism industry throughout the region.

Additionally, I would like to highlight that there has been a transformation of road infrastructure throughout Ireland over last few years, it is historic in proportion and will offer a significant return on investment for generations to come. The National Roads Authority is one step closer in delivering a fully functioning modern motorway network for the benefit of the entire country.

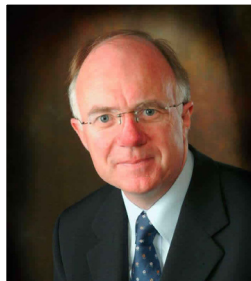
On behalf of the National Roads Authority's Board, I would like to thank the Irish Taxpayer, the Irish Government, our partners in Kilkenny County Council, the entire staff of the National Roads Authority and the construction community for their collective commitment in delivering the M9 Major Inter-Urban Motorway.



Johannes Hahn, EU Commissioner for Regional Policy

On behalf of the European Commission I welcome the opening of the M9 Carlow to Knocktopher Road which completes the motorway link between Dublin and Waterford. Modern infrastructure is vital for linking local, national and European centres of trade and commerce. This project opens up the entire South East region of Ireland providing numerous benefits that will facilitate the safe and efficient movement of traffic for all road users. The European Union is pleased to have part financed the planning and design of this important project through the European Regional Development Fund.

Joe Crockett, Kilkenny County Manager



The opening today of the M9 Carlow to Knocktopher motorway scheme and the new N10 link road from Kilkenny City to the motorway is of vital significance to the County and City of Kilkenny and to the entire South East region. The new motorway now completed through the heartland of Kilkenny provides the final link connecting the Waterford City By Pass and our capital city.

The development and completion of the new motorway will be hugely beneficial to the economy of Kilkenny and will act as a stimulus for economic growth in the South East Region as a whole.

It will transform inter-urban travel times and improve accessibility and connectivity within the region and to Dublin. It will also help improve competitiveness in these challenging times.

I commend the efforts of Arup and Roughan & O'Donovan-FM, SRB Civil Engineering Contractors and all those who worked on the scheme. I also acknowledge with sincere thanks the patience and co-operation of landowners and communities affected during the course of the construction work.

Councillor Catherine Connery, Cathaoirleach, Kilkenny County Council



The single largest infrastructural project ever constructed in Kilkenny, the M9 Carlow to Knocktopher road scheme opens to traffic today.

As Cathaoirleach of Kilkenny County Council I am extremely pleased to be present to witness such a landmark development and to welcome the concurrent opening today of the N10 link road from the motorway to Kilkenny City.

The opening of 40 km of motorway between Knocktopher and the Carlow by pass concludes the development of one of the country's finest transport arteries between Dublin and the regions.

As of today, road safety will be greatly improved for those using the new motorway as they no longer need to travel through the many villages and sub standard stretches of primary road where collisions have occurred in the past.

The towns and villages of Thomastown, Gowran, Dungarvan and Paulstown will at last experience an enhanced quality of life and a vastly improved urban environment.

I wish to offer my sincere thanks to all who were involved in bringing this project to a successful conclusion and in particular to congratulate the contractor Roadbridge Sisk, the scheme designers, Arup and Roughan & O'Donovan-FM, the National Roads Authority and the Roads Project Office, Kilkenny County Council for their hard work and professionalism over the duration of this project.

Dúirt Peadar Ó Maoleoin, Cathaoirleach an Údaráis um Bóithre Náisiúnta:

Le hoscailt an Bhóthair M9, Ceatharlach go Cnoc an Tóchair tugtar chun críche tionscadal iomlán an mhótarbhealaigh M9 sa chaoi is go bhfuil nasc ardchaighdeánach anois idir Baile Átha Cliath agus lárionaid daonra a leithéidí Ceatharlach, Cill Chainnigh agus Port Láirge. De thoradh an stráice mótarbhealaigh nua 40 km ar fhad beidh laghdú ar an trácht in Áth Stúin, i gCnoc an Tóchair, i gCathair Chill Chainnigh, i mBaile Phóil, i nGabhrán, i nDún Garbháin agus i mBaile Mhic Andáin agus tabharfar ar ais arís dá bpobail féin lárionaid na sráidbhailte na mbailte agus na gcathracha sin.

Anois ag tráth na hoscailte is fiú go mór a thabhairt dár n-aire go mbeidh feabhas ar shábháilteacht bhóthair, go mbeidh méadú ar dheiseanna gnó agus go mbeidh tarraingt ar phobal i bhfad níos leithne ar a bhfuil á thairiscint ag tionscal uile na turasoireacht ar fud an réigiúin agus fonn orthu dul in aitheantas air.

Ina theannta sin ba mhaith liom a aibhsiú gur tháinig athrú ar bhonneagar bóthair ar fud na hÉireann le blianta beaga anuas, tabhairt athrú stairiúil air ó thaobh méide de, agus go mbeidh toradh suntasach ar infheistíocht dá bharr ar feadh na mblianta fada amach anseo. Tá an Údarás um Bóithre Náisiúnta céim níos gaire anois do líonra mótarbhealaigh nua-aimseatha lánfheidhmiúil a sholáthar ar mhaithe leis an tír ina hiomláine.

Ba mhaith liom buíochas a ghabháil thar cheann Bhord an Údaráis um Bóithre Náisiúnta leis an gCáiníocóir Éireannach, le Rialtas na hÉireann, lenár bpáirtithe i gComhairle Contae Chill Chainnigh, le foireann iomlán an Údaráis um Bóithre Náisiúnta agus leis an bpobal tógála as tiomantas gach dream acu le linn dóibh Mótarbhealach Mór Idiruirbeach an M9 a sholáthar.

Johannes Hahn, Coimisinéir um Pholasáí Réigiúnach

Thar ceann an Choimisiúin Eorpaigh fáiltim roimh oscailt an Bhóthair M9, Ceatharlach go Cnoc an Tóchair, a thugann chun críche an nasc mótarbhealaigh idir Baile Átha Cliath agus Port Láirge. Tá sé rithabhachtach go mbeadh bonneagar nua-aimseartha ann chun ionaid trádála agus tráchtála logánta, náisiúnta agus Eorpach a nascadh le chéile. De thoradh an tionscadail seo osclófar réigiún iomlán an Oirdheiscirt agus tiocfaidh an t-iliomad sochar dá réir a dhéanfaidh freastal do ghluaiseacht tráchta shábháilte agus éifeachtach dóibh siúd uile a bhainfidh úsáid as an mbóthar. Tá Aontas na hEorpa sásta pleanáil agus dearadh an tionscadail thábhachtaigh seo a pháirtmhaoiniú trí Chiste Forbraíochta Réigiúnaí na hEorpa.

Joe Crockett Uas., Bainisteoir an Chontae, Comhairle Chontae Chill Chainnigh

Oslaítear inniu an carrbhealach M9, Ceatharlach go Cnoc an Tóchair agus an nascbhóthar nua N10 ó Chill Chainnigh go dtí an carrbhealach agus is mór an tábhacht a bheidh acu ó thaobh Chontae agus Chathair Chill Chainnigh agus ó thaobh Réigiún an Oirdheiscirt ina iomláine. Tá an obair críochnaithe anois ar an gcarrbhealach nua a ghabhann trí chroíthailte Chill Chainnigh agus a sholáthraíonn an nasc deireanach idir Seachbhóthar Chathair Phort Láirge agus príomhchathair Chill Chainnigh.

Rachaidh an carrbhealach nua go mór chun sochair gheilleagar Chill Chainnigh agus beidh sé ina spreagadh d'fhás eacnamúil Réigiún an Oirdheiscirt ina iomláine.

Beidh athruithe dá bharr ar amanna taistil idiruirbigh agus feabhsóidh sé rochtain agus comhcheangailteacht laistigh den réigiún féin agus idir é agus Baile Átha Cliath. Feabhsóidh sé an iomaíocht freisin ar na saolta dúshlánacha atá ann faoi láthair.

Molaim cion oibre Arup Consulting Engineers, SRB Civil Engineering Contractors agus na daoine eile uile a bhí ag obair ar an scéim. Admhaím freisin foighne agus comhoibriú na n-úinéirí talún agus na bpobal a ndeachaigh an obair thógála i gcion orthu agus taim fíorbhuíoch dóibh

Comhairleoir Caitriona Bn. Uí Chonaire, Cathaoirleach, Comhairle Chontae Chill Chainnigh

Oslaítear le haghaidh tráchta inniu an Bóthar M9, Ceatharlach go Cnoc an Tóchair, an tionscadal bonneagair is mó ar tugadh faoi riamh i gCill Chainnigh.

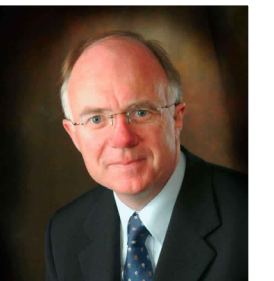
Mar Chathaoirleach ar Chomhairle Contae Chill Chainnigh is cúis mhór áthais dom bheith i láthair agus bheith i mo fhinné ar fhorbairt stairiúil dá leithéid agus fáilte a chur roimh oscailt chomhuaineach an nascbhóthair N10 ón gcarrbhealach go Cathair Chill Chainnigh.

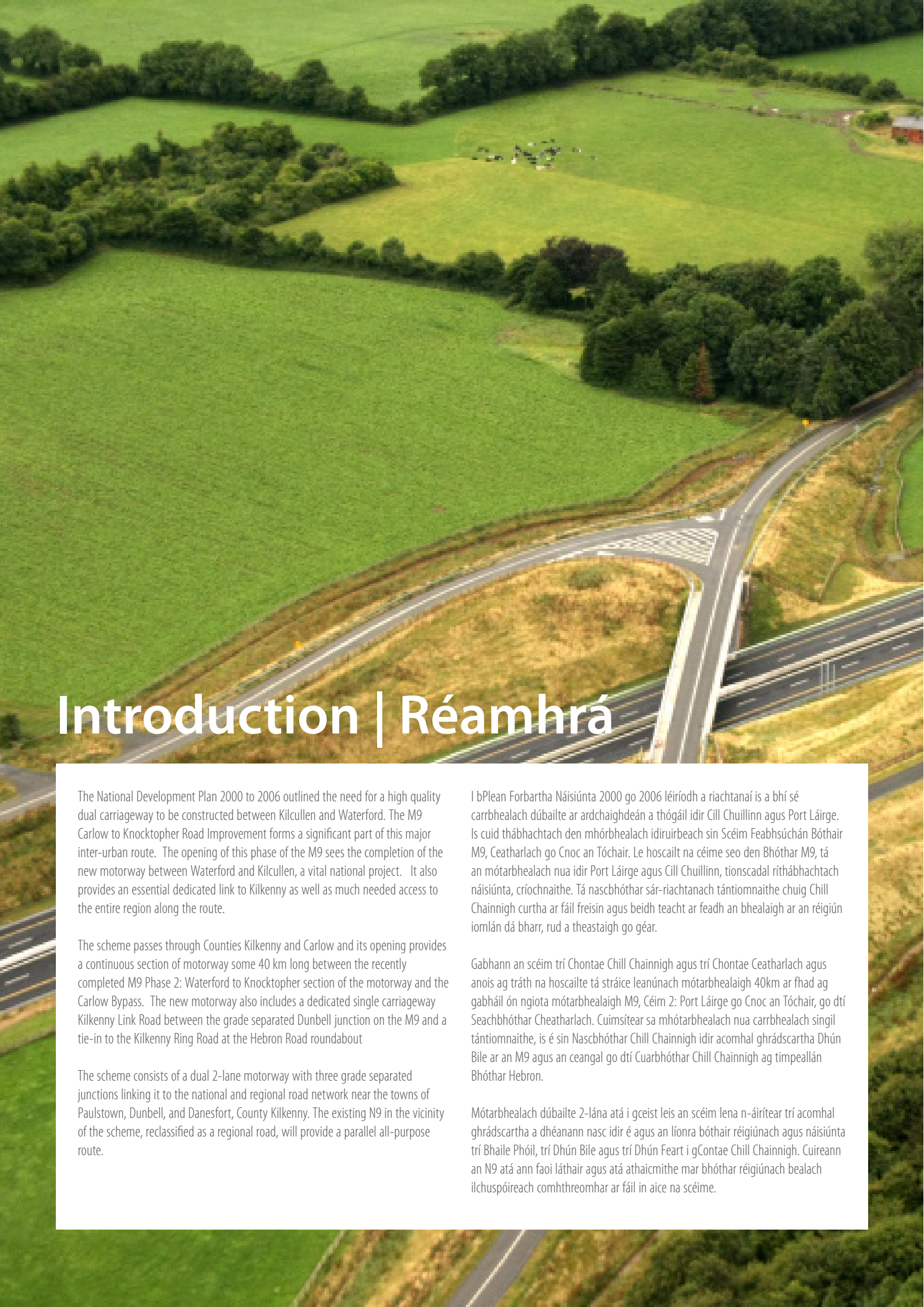
Le hoscailt an stráice carrbhealaigh, 40 km ar fhad, idir Cnoc an Tóchair agus Ceatharlach tugtar chun críche an fhorbairt ar cheann de na hartairí iompar tráchta is fearr sa tír idir Baile Átha Cliath agus na réigiúin.

Ón lá seo amach beidh feabhas mór maidir le sábháilteacht bhóithre le sonrú acu siúd a bhaineann úsáid as an gcarrbhealach nua toisc nach mbeidh call orthu níos mó tiomáint tríd an iliomad sráidbhailte agus stráicí bóthair faoi bhun caighdeán mar ar tharla timpistí san am atá thart.

Tiocfaidh feabhas ar deireadh thiar ar cháilíocht beatha i mBaile Mhic Andáin, i nGabhrán, i nDún Garbháin, agus i mBaile Phóil agus beidh an timpeallacht uirbeach feabhsaithe go mór dá bharr.

Ba mhaith liom mó bhuíochas a ghabháil leo siúd uile a bhí bainteach le tabhairt chun críche an tionscadail agus go háirithe ba mhaith liom tréaslú leis an gconraitheoir Roadbridge Sisk, le hArup Consulting Engineers, dearthóirí na scéime, leis an Údarás um Bóithre Náisiúnta agus leis an Oifig um Thionscadail Bhóithre agus le Comhairle Contae Chill Chainnigh as an obair chrua a rinne siad uile agus a ngairmiúlacht i mbun na hoibre sin thar thréimhse an tionscadail seo.





Introduction | Réamhrá

The National Development Plan 2000 to 2006 outlined the need for a high quality dual carriageway to be constructed between Kilcullen and Waterford. The M9 Carlow to Knocktopher Road Improvement forms a significant part of this major inter-urban route. The opening of this phase of the M9 sees the completion of the new motorway between Waterford and Kilcullen, a vital national project. It also provides an essential dedicated link to Kilkenny as well as much needed access to the entire region along the route.

The scheme passes through Counties Kilkenny and Carlow and its opening provides a continuous section of motorway some 40 km long between the recently completed M9 Phase 2: Waterford to Knocktopher section of the motorway and the Carlow Bypass. The new motorway also includes a dedicated single carriageway Kilkenny Link Road between the grade separated Dunbell junction on the M9 and a tie-in to the Kilkenny Ring Road at the Hebron Road roundabout.

The scheme consists of a dual 2-lane motorway with three grade separated junctions linking it to the national and regional road network near the towns of Paulstown, Dunbell, and Danesfort, County Kilkenny. The existing N9 in the vicinity of the scheme, reclassified as a regional road, will provide a parallel all-purpose route.

I bPlean Forbartha Náisiúnta 2000 go 2006 léiríodh a riachtaí is a bhí sé carrbhealach dúbailte ar ardchaighdeán a thógáil idir Cill Chuillinn agus Port Láirge. Is cuid thábhachtach den mhórbhealach idiruirbeach sin Scéim Feabhsúchán Bóthair M9, Ceatharlach go Cnoc an Tóchair. Le hoscailt na céime seo den Bhóthar M9, tá an mótarbhealach nua idir Port Láirge agus Cill Chuillinn, tionscadal rithábachtach náisiúnta, críochnaithe. Tá nascbhóthar sár-riachtanach tántiomnaithe chuig Chill Chainnigh curtha ar fáil freisin agus beidh teacht ar feadh an bhealaigh ar an réigiún iomlán dá bharr, rud a theastaigh go géar.

Gabhann an scéim trí Chontae Chill Chainnigh agus trí Chontae Ceatharlach agus anois ag tráth na hoscailte tá stráice leanúnach mótarbhealaigh 40km ar fhad ag gabháil ón ngiota mótarbhealaigh M9, Céim 2: Port Láirge go Cnoc an Tóchair, go dtí Seachbhóthar Cheatharlach. Cuimsítear sa mhótarbhealach nua carrbhealach singil tántiomnaithe, is é sin Nascbhóthar Chill Chainnigh idir acomhal ghrádscartha Dhún Bile ar an M9 agus an ceangal go dtí Cuarbhóthar Chill Chainnigh ag timpeallán Bhóthar Hebron.

Mótarbhealach dúbailte 2-lána atá i gceist leis an scéim lena n-áirítear trí acomhal ghrádscartha a dhéanann nasc idir é agus an líonra bóthair réigiúnach agus náisiúnta trí Bhaile Phóil, trí Dhún Bile agus trí Dhún Feart i gContae Chill Chainnigh. Cuireann an N9 atá ann faoi láthair agus atá athaicmithe mar bhóthar réigiúnach bealach ilchuspóireach comhthromhar ar fáil in aice na scéime.

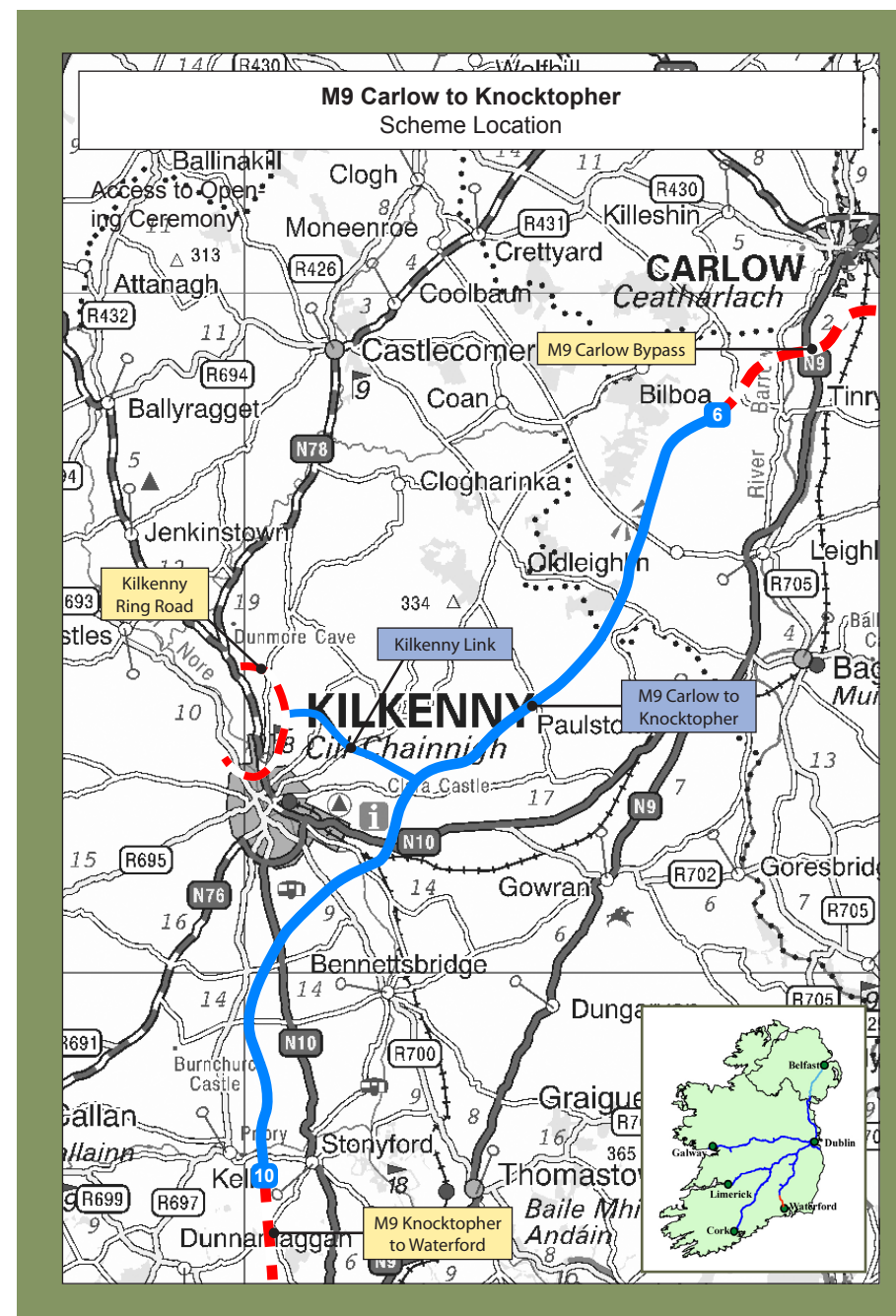
History of the Scheme



In October 2000, Arup and Roughan O'Donovan-FM were appointed to undertake the design of the N9/N10 Kilcullen to Waterford Scheme and to promote it through the statutory process. The M9 Knocktopher to Powerstown section was one element of this overall scheme.

A Constraints Study and Route Selection Study led to the identification in March 2002 of a preferred route, which was presented to the public.

M9 Carlow to Knocktopher Scheme Plan



Following further development of the preferred route, an Environmental Impact Statement and Compulsory Purchase Order for the scheme were submitted to An Bord Pleanála in February 2005. An Oral Hearing was held in June 2005 and An Bord Pleanála approved the scheme, subject to certain modifications and undertakings, in November 2005.

Kilkenny County Council, as lead local authority, then appointed Arup and Roughan O'Donovan-FM as a joint venture (Kilkenny Consult) to undertake the preparation of tender documents, procurement of a Contractor and to provide supervision of construction as the Employers Representative under the Contract for Kilkenny County Council.

The scheme was procured as a design and build contract and following a competitive tendering process conducted by Kilkenny County Council, SRB Civil Engineering Limited was appointed as the Contractor for the scheme in January 2008.

The Contractor's Designer was White Young Green with Fehilly Timoney Gifford. Design works commenced in January 2008.

Construction works commenced in May 2008 and have been completed ahead of schedule.

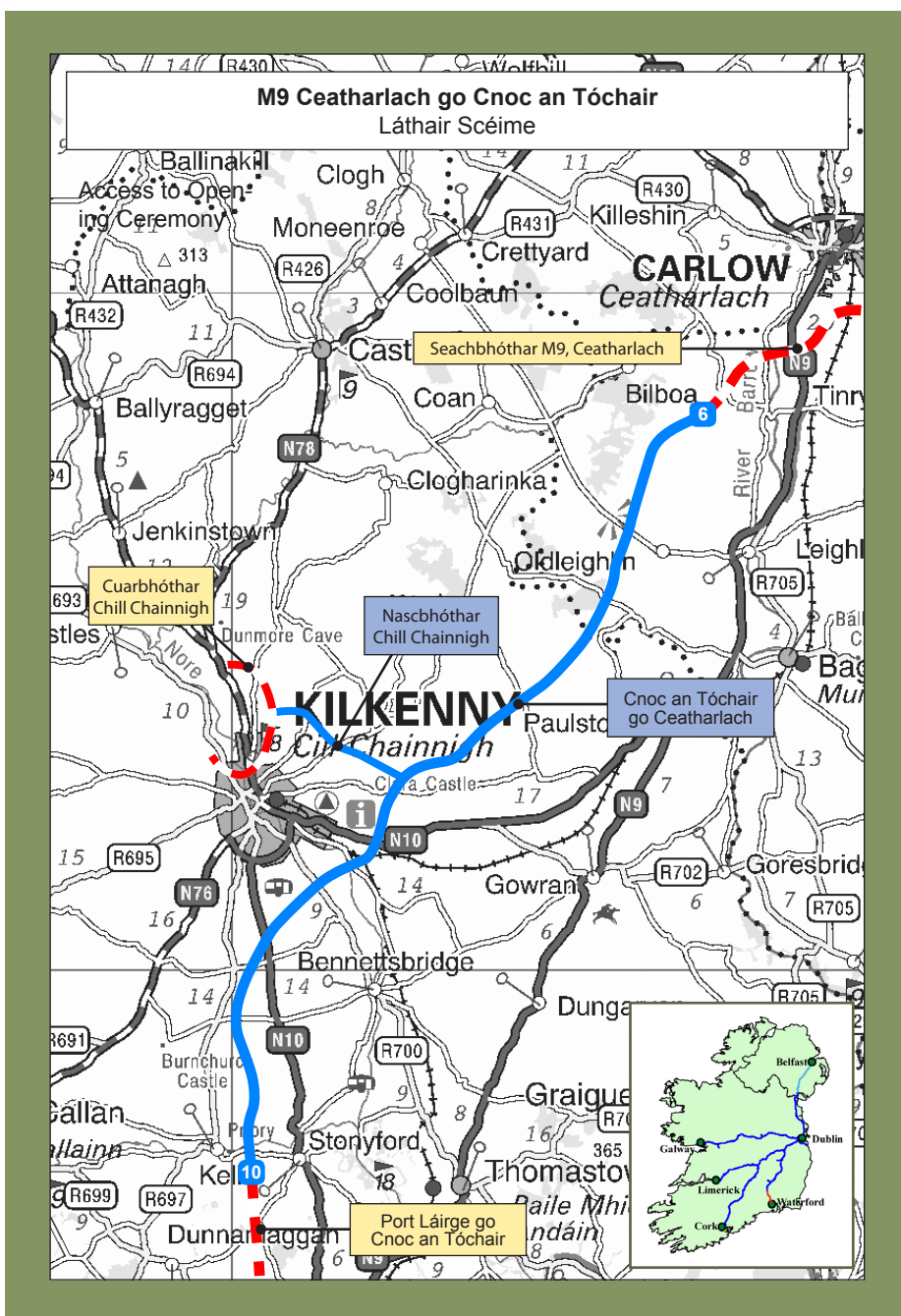
Stair na Scéime



I mí Dheireadh an Fhómhair 2000 ceapadh Arup agus Roughan O'Donovan-Faber Maunsell Alliance chun an Scéim Bóthair N9/N10, Gill Chuillinn go Port Láirge, a dhearadh agus a chur chun cinn tríd an bpróiseas reachtúil. Mír amháin den mhórscéim sin ab ea an stráice bóthair M9 ó Chnoc an Tóchair go dtí Baile an Phaoraigh.

Rinneadh Staidéar Srianta agus Staidéar um Roghnú Bealaigh agus ina ndiaidh sin i mí Mhárta 2002 ainmníodh an bealach ba chéad rogha agus cuireadh an plean faoi bhráid an phobail.

Scéim bóthair M9, Ceatharlach go Cnoc an Tóchair



Tar éis breis fhorbartha ar an mbealach ba chéad rogha cuireadh Measúnú ar an Tionchar ar an gComhshaoil agus Ordú Ceannaigh Éigeantaigh mar gheall ar an scéim chuig an mBord Pleanála i mí na Feabhra 2005. Tionóladh Éisteacht ó Bhéil i mí an Mheithimh 2005 agus cheadaigh an Bord Pleanála an scéim i mí na Samhna 2005 faoi réir modhuithe agus gealltanais áirithe.

Ansin cheap Comhairle Contae Chill Chainnigh, an t-údarás ceannais áitiúil, Arup agus Roughan O'Donovan - Faber Maunsell mar chomhfhiontar (Kilkenny Consult) chun gníomhú mar Ionadaí na bhFostóirí faoi chonradh le Comhairle Contae Chill Chainnigh chun doiciméid tairisceana a ullmhú, chun Conraitheoir a fháil agus chun maoirseacht a sholáthar don obair tógála.

Fuarthas an scéim mar chonradh dearaidh agus tógála agus i ndiaidh próiseas tairisceana a bhí stiúrtha ag Comhairle Contae Chill Chainnigh ceapadh SRB Civil Engineering Limited mar Chonraitheoir na scéime i mí Eanáir 2008.

Ba é White Young Green in éind le Fehilly Timoney Gifford Dearthóir an Chonraitheora. Cuireadh tús leis na hoibriúcháin dearaidh i mí Eanáir 2008.

Cuireadh tús leis an obair tógála i mBealtaine 2008 agus chríochnaíodh an obair roimh an am a bhí beartaithe di.

Protection of the Local Environment

Protecting the environment and providing mitigation to minimise the effects of the motorway on the surrounding countryside were important considerations in the development of the scheme. Extensive landscaping has been carried out to screen properties from the route and to help blend the scheme into the surrounding landscape. To minimise the impact of road traffic noise, noise bunds and barriers have been erected at certain locations along the route.

The road drainage is attenuated to green-field run off levels. The design incorporates measures to protect watercourses and aquifers from pollution. To protect wildlife, badger passes were constructed under the motorway and substantial lengths of badger and otter proof fencing were erected to guide the animals to the underpasses and prevent them getting onto the motorway. During construction, surface water and groundwater quality along with several other environmental indicators were continuously monitored across the scheme to ensure minimal impact to the natural environs during the works. This was particularly so at Danganbeg Wetland, an important ecological habitat to the north of Knocktopher Junction.



Cosaint an Chomhshaoil Logánta



Rinneadh machnamh le linn obair forbartha na scéime ar a thábhachtaí is a bheadh sé an comhshaoil a chosaint agus drochiamhairtí an mhótarbhealaigh don dúiche máguaird a mhaolú agus a íoslaghdú. Rinneadh tírdhreachú forleathan d'fhonn sciath a chur idir maoinne sealbhais agus an bealach agus d'fhonn aon aonad leanúnach amháin a dhéanamh den scéim agus den tírdhreach ina mórthimpeall. D'fhonn éifeacht thorann na tráchtas bóithre a íoslaghdú tógadh ballaí cré agus baicinní frithfhuaime ag ionaid áirithe ar feadh an bhealaigh.

Déantar an uisce a shileann ón mbóthair a thabhairt chun tanaíochta le go rithfidh sé isteach sna garraí glasa taobh leis. Tá bearta cosanta sruthchúrsaí agus uiscíoch ar thruaillí ina ndlúthchuid den dearadh. D'fhonn fiadhúlra a chosaint gearradh pasáistí amach faoi bhun an mhótarbhealaigh le haghaidh broc agus dobharchúna agus tógadh ballaí sách fada a bhí cóirithe ina n-aghaidh d'fhonn na haimhithe a threorú chuig na híosbealaí agus d'fhonn cosc a chur orthu teacht ar an mótarbhealach. Le linn na hoibre tógála rinneadh faireachán leanúnach ar cháilíocht uisce dromchla agus screamhuise agus ar roinnt tascáirí imshaoil eile ar fud na scéime d'fhonn beagthionchar na n-oiبریúcháin ar an timpeallacht nádúrtha a chinntiú. Rinneadh sin go háirithe ag Gnáthóg Bhogaigh an Daingin Bhig, is é sin gnáthóg éiceolaíoch thábhachtach ó thuaidh d'Acomhal Chnoc an Tóchair.



Benefits of the Scheme

The opening of M9 Carlow to Knocktopher sees completion of the final phase of the M9 major interurban route between Dublin and Waterford. Completion of this scheme will now:

- Reduce travelling time between the two cities by up to 30 minutes
- Provide a safer road and reduce the number of accidents
- Improve the quality of life for towns and villages along the route
- Allow for the proper development and expansion of the towns and villages bypassed by the Scheme

This new motorway will make an important contribution to all these improvements. The valued co-operation of the property and land owners whose lands were acquired for the construction of this project is hereby acknowledged.

Archaeology Summary and Discoveries

The road alignment was designed to avoid all known archaeological monuments identified within its proximity, and minimise impact on the archaeological heritage of Counties Kilkenny and Carlow. Between January 2006 and April 2008 an extensive programme of archaeological investigations was conducted along the route by Margaret Gowen & Co. Ltd. and Irish Archaeological Consultancy Ltd. A total of 110 previously unknown sites dating from the fifth millennium BC to the 19th Century AD were uncovered as a result of this work. A monograph on these discoveries will be published by the NRA in 2011.

The scheme represents a significant transect through what revealed itself to be an exciting archaeological landscape. The following examples are representative of the artefacts discovered and the sites preserved by record as a result of these archaeological investigations:

- Two Mesolithic stone tools or Bann flakes (approximately 4,500 BC) were discovered beside the River Nore at Kilree. These were once used by a hunter-gatherer community that had penetrated the dense woodlands that would have existed in this part of Kilkenny at the time.
- At Paulstown three early Bronze Age (circa 2500 BC) timber post structures, where distinctive 'Beaker' pottery and tiny stone beads had been deliberately deposited, were unearthed.
- A large enclosure complex at Kilree with its main focus of activity dating from the 7th - 10th Centuries AD. Here, a circular enclosure measuring 85 m in diameter surrounded a shallow, internal enclosure of some 30 m in diameter. Two human burials and a number of dog burials were discovered in the enclosure ditches, while three further burials were found nearby. Two large pits, which may have been the remains of timber-lined souterrains, were also uncovered on the site. Artefacts retrieved include an anvil, a sherd of an imported vessel of Roman mortaria and a decorated penannular brooch. The complex had commanding views over the River Nore and may have served as a defensive look-out with protective responsibility for the wider community.
- A previously unknown cemetery containing 94 inhumations. This site was located approximately 150 m to the south of a recorded ecclesiastical site at Holdenstown, close to the boundary with Dunbell Big. The graves were simple in form with only a few showing evidence of a stone lining.

Sochair na Scéime

Le hoscailt an Bhóthair M9, Ceatharlach go Cnoc an Tóchair, tugtar chun críche an chéim dheireanach den mhórbhealach idiruibeach M9 idir Baile Átha Cliath agus Port Láirge. De thoradh na scéime críochnaithe:

- Beidh laghdú de 30 nóiméad ar an am taistil idir an dá chathair
- Beidh bóthar níos sábháilte ann agus beidh laghdú ar líon na dtimpistí
- Beidh feabhas ar mhianach saoil sna bailte agus sna sráidbhailte ar feadh an bhealaigh
- Déanfar soláthar d'fhorbairt agus do leathnú na mbailte agus na sráidbhailte a ngabhann an Scéim tharstu

Cuideoidh an mótarbhealach nua go mór leis na feabhsúcháin uile atá luaite. Admhaítear leis seo gur mór atáthar faoi chomaoin chomhoibriú na n-úinéirí talún agus maoin sealbhais ar glacadh seilbh ar a gcuid tailte le haghaidh na hoibre tógála.

Achoimre agus Fionnachtana Seandálaíochta

Dearadh an t-ailiniú bóthair d'fhonn gach séadchomhartha seandálaíochta aitheanta agus liostaithe ina fhoisceacht a sheachaint agus d'fhonn an tionchar ar oidhreacht seandálaíochta Chontae Chill Chainnigh agus Chontae Cheatharlach a íoslaghdú. Idir mí Eanáir 2006 agus mí Aibreán 2008 thug Margaret Gowen & Co. Ltd agus Irish Archaeological Consultancy Ltd faoi chlár cuimsitheach d'imscrúduithe seandálaíochta ar feadh an bhealaigh. De thoradh na hoibre sin nochtadh 110 suíomh a bhfuil dátaí ón gcúigiú mílaoise RCh go dtí an 19ú Aois AD luaite leo agus a bhí neamhaitheanta go n-uige sin. Foilseoidh UBN (Údarás um Bóithre Náisiúnta) monagraf mar gheall ar na fionnachtana sin i 2011.

Is léir gur trasghearradh suntasach atá sa scéim trí thírdhreach seandálaíochta an-spéisiúil. Seo a leanas samplaí ionadacha de na lámhdhéantúsáin ar thángthas orthu agus de na suíomh a caomhnaíodh de réir taifid le linn na n-imscrúduithe seandálaíochta.

Dhá uirlis cloiche nó calóga na Banna ón tréimhse Mhéisiliteach (thart ar 4,500 RCh) a fuarthas in aice abhainn na Feoire ag Cill Rí. Bhain pobal fagaíthe cnuasaitheoirí a rinneadh bealach isteach sa dlúth-choillearnach a bhí ann ag an tráth sa chuid sin de Chill Chainnigh úsáid astu anallód

Trí struchtúr le cuailí adhmaid ón gCré-umhaois Luath (thart ar 2,500 RCh.) ag Baile Phóil, inar fritheadh faoi thalamh criadóireacht Easca sainiúil agus coiríní beaga cloiche a bhí leagtha síos d'aon úim.

Coimpléasc mór imfhálaithe ag Cill Rí a bhfuil dáta idir an 7ú agus an 10ú aois AD curtha leis an bpríomhláthair gníomhaithe ann. Tá imfhálú ciorclach 85m ar trastomhas ansin a bhfuil imfhálú íseal inmheánach thart ar 30m ar trastomhas laistigh de. Fuarthas dhá adhlacadh daonna agus roinnt adhlacadh madra i ndíoga an imfhálaithe agus fuarthas trí adhlacadh eile gar dó. Nochtadh dhá chlais mhóra ar an suíomh freisin ar féidir gur fuilleach uaimheanna talún líneáilte le hadhmad atá iontu. Ar na lámhdhéantúsáin a fuarthas áirítear cloch inneonach, slige ó ártach moirtéir allmharaithe agus bróiste neasfháinneach maisithe. Bhí amharc ríúil amach ar abhainn na Feoire ón gcoimpléasc agus b'fhéidir go raibh sí in úsáid mar ionad faire agus freagracht leis as cosaint an phobail níos leithne.

Reilig a bhí neamhaitheanta go dtí seo ina raibh 94 adhlacadh. Tá an suíomh seo suite thart ar 150m ó dheas ó shuíomh eaglasta taifeadta ag Baile an Úilínigh gar don teorainn le Dún Bile Mór. Tá na huaigheanna simplí ó thaobh dealraimh de agus níl fianaise ar líneáil cloiche ach i gcúpla ceann acu.



“ THE NEW M9 MOTORWAY LINKING DUBLIN, KILKENNY AND WATERFORD IS NOW COMPLETE. THIS FINAL 40KM SECTION OF MOTORWAY BETWEEN CARLOW AND KNOCKTOPHER OPENS UP ANOTHER SIGNIFICANT REGION OF THE COUNTRY AND IT WILL PROVE VITAL IN ASSISTING LOCAL, NATIONAL AND INTERNATIONAL COMPETITIVENESS ”

Construction Contract - Key Information

Construction Facts

Length of main carriageway:	40.2km
Length of Kilkenny Link road	6.2km
Length of ancillary side roads:	17.3km
Interchanges:	3 No. Danesfort Dunbell Jordanstown
Structures:	57 including 3 river bridges 3 rail bridges
Earthworks:	
Cut Volume:	4,034,000 m ³
Fill Volume:	3,600,000 m ³

Conradh Togála Eochareolas

Fad an Phríomhcharrbhealaigh:	40.2km
Fad Nascbhóthar Chill Chainnigh:	6.2km
Fad Taobh-bhóithre coimhdeacha Acomhail	17.3km 3 Dún Feart Dún Bile Baile Shiurdáin
Struchtúir:	57 ar a n-áirítear 3 dhroichead thar abhainn 3 dhroichead thar bhóthar iarainn
Tochailt agus Carnadh Ithreach:	
Toirt ghearrtha:	4,034,000 m ³
Toirt líonta	3,600,000 m ³

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Management of the Scheme

The project was co-ordinated through monthly steering group committee meetings and technical committee meetings, which involved the following people:

Mr. John Mulholland:	Director of Services, Kilkenny County Council
Mr. Joe Gannon:	Project Co-ordinator, Kilkenny County Council
Mr. Con Daly:	Senior Executive Engineer, Tramore House Regional Design Office
Mr. Gerry O'Brien:	Senior Project Manager, National Roads Authority
Mr. John Fitzsimons:	Senior Project Manager, National Roads Authority
Mr. Winston Douglas:	Project Manager, National Roads Authority
Mr. Mike Evans:	Project Director, Kilkenny Consult
Mr. Ger Breen:	Project Manager, Kilkenny Consult
Mr. Richard Power:	Project Director, Kilkenny Consult
Mr. Andy Wood:	Project Engineer's Representative, Kilkenny Consult

Contractor:	SRB Civil Engineering Limited (Sisk /Roadbridge)
Mr. Pat McCarthy:	Project Director, SRB Civil Engineering Limited
Mr. Tom Foley:	Project Director, SRB Civil Engineering Limited
Ms. Emer O'Brien:	Project Manager, SRB Civil Engineering Limited
Ms. Valerie Fox:	Project Manager, SRB Civil Engineering Limited
Contractor's Designer:	White Young Green with Fehilly Timoney Gifford

Archaeology:	Margaret Gowen & Co. Ltd. Irish Archaeological Consultancy Ltd.
Mr. Ed Danaher:	NRA Senior Archaeologist