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LEINSTER BRIDGES NON-ROUTINE MAINTENANCE

AA Screening Report

River Blackwater Bridge (MH-N52-002.00)

October 2025

ROD
ROUGHAN & O'DONOVAN

Leinster Bridges Non-Routine Maintenance

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1. DESCRIPTION OF THE STRUCTURE

River Blackwater Bridge is a three-span concrete bridge spanning the River Blackwater. It is located on the Kells Bypass, directly north of Kells, Co. Meath. The bridge is c. 77.5m in length, with spans ranging from c. 22.5m to 32.5m long.

2. PHOTOGRAPHS

Plate 1 South expansion joint.

Plate 2 **North expansion joint.**

Plate 3 **Galvanised steel kerb cover plate and expansion joint on footpath.**

Plate 4 **Maximum settlement on the north expansion joint.**

3. LOCATION OF THE STRUCTURE

The structure is located north of Kells, Co. Meath. The bridge spans the River Blackwater.

Figure 1 Location of River Blackwater Bridge.

4. THE PROPOSED WORKS

The proposed works for the Blackwater River Bridge are provided below:

- The road surfacing and footpaths will be removed for approximately 7.5m on the mainline approaches of the expansion joint, and for approximately 2.5m on approaches from bridge deck. Each of the expansion joints is 13m long.
- Both existing Type 6 joints will be removed over their entire width. The gaps where the joints once were will be filled with road surfacing material.
- Full depth reconstruction of the road will be undertaken for 0.6m from each of the expansion joints the on the mainline approach. Reconstruction to a depth of approximately 300mm will be undertaken for 1m beyond this, and to a depth of approximately 125mm for an additional 1m beyond this. The plan for road reconstruction is displayed on page 1 of Appendix A.
- The galvanised steel kerb cover plates on both footpaths will be removed and reused at both expansion joints. The existing drainage kerbs will be reused and new standard kerbs units will be used to reset levels along footpath (3 no. units on each side of carriageway at both expansion joint, 12 units in total). Existing drainage kerb units will be reused on the east side, kerb stones to be used on the west side.
- Saw cuts will be made along the line of each of the joints, and filled with bitumen material upon completion of the works, to avoid thermal expansion.

Appendix A presents drawings for the proposed works.

5. APPROPRIATE ASSESSMENT SCREENING

The Natura 2000 Sites within 15 km are:

- River Boyne and River Blackwater SPA
- River Boyne and River Blackwater SAC
- Killyconny Bog (Cloghbally) SAC
- Girley (Drewstown) Bog SAC

The proposed works are within the River Boyne and River Blackwater SAC and SPA. The Killyconny Bog (Cloghbally) SAC is approximately 7.3km northwest and approximately 11.8km upstream of the proposed works.The Girley (Drewstown) Bog SAC is approximately 7.9km southwest of the proposed works, and is hydrologically connected to the River Boyne, which is approximately 20km downstream of the proposed works.

6. ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

The proposed works will be undertaken entirely on the bridge deck. Additionally, the expansion joints are located over ground, with the river located over 20m from either expansion joint location. As the proposed works are not over water, they do not create a risk for negative water quality impacts. Given the nature and scale of the proposed works, there will be no impacts to any European sites as a result of the proposed works.

7. CONCLUSION

Considering the nature and scale of the works, Roughan & O'Donovan can advise TII, as the competent authority, to conclude that the proposed works will not lead to likely significant effects on the River Boyne and River Blackwater SAC and SPA, or any other European Site.

It is the considered opinion of ROD, that, in making its AA Screening determination in respect of the proposed works, Transport Infrastructure Ireland, as the Competent Authority in this case, may determine that, given the nature and scale of the proposed works, the location of the works relative to European sites, and the sensitivities of the Qualifying Interests of those sites, that the proposed development, either individually or in combination with other plans or projects, is not likely to significant effect the integrity of the River Boyne and River Blackwater SAC and SPA, or any other European site.

8. OTHER ECOLOGICAL CONSTRAINTS (NOT RELATED TO APPROPRIATE ASSESSMENT)

Designated Sites

The table below list the designated sites, other than European sites, within 15km of River Blackwater Bridge.

Site Name	Location relative to River Blackwater Bridge
Girley Bog NHA	7.2km southwest
Killyconny Bog (Cloghbally) pNHA	7.5km northwest
Jamestown Bog NHA	10.2km southeast
Lough Ramor pNHA	12.4km northwest
Lough Shesk pNHA	12.8km southwest
Breakey loughs pNHA	12.9km north

Bats

The underside of the River Blackwater Bridge has concrete precast beams. Ecological surveys found that here are no features which could be used by roosting bats at this bridge.

Invasive Species

There are no invasive species in the immediate vicinity of the bridge. As such, the proposed works will not lead to the spread of these species.

APPENDIX A

PROPOSED DEVELOPMENT DRAWINGS

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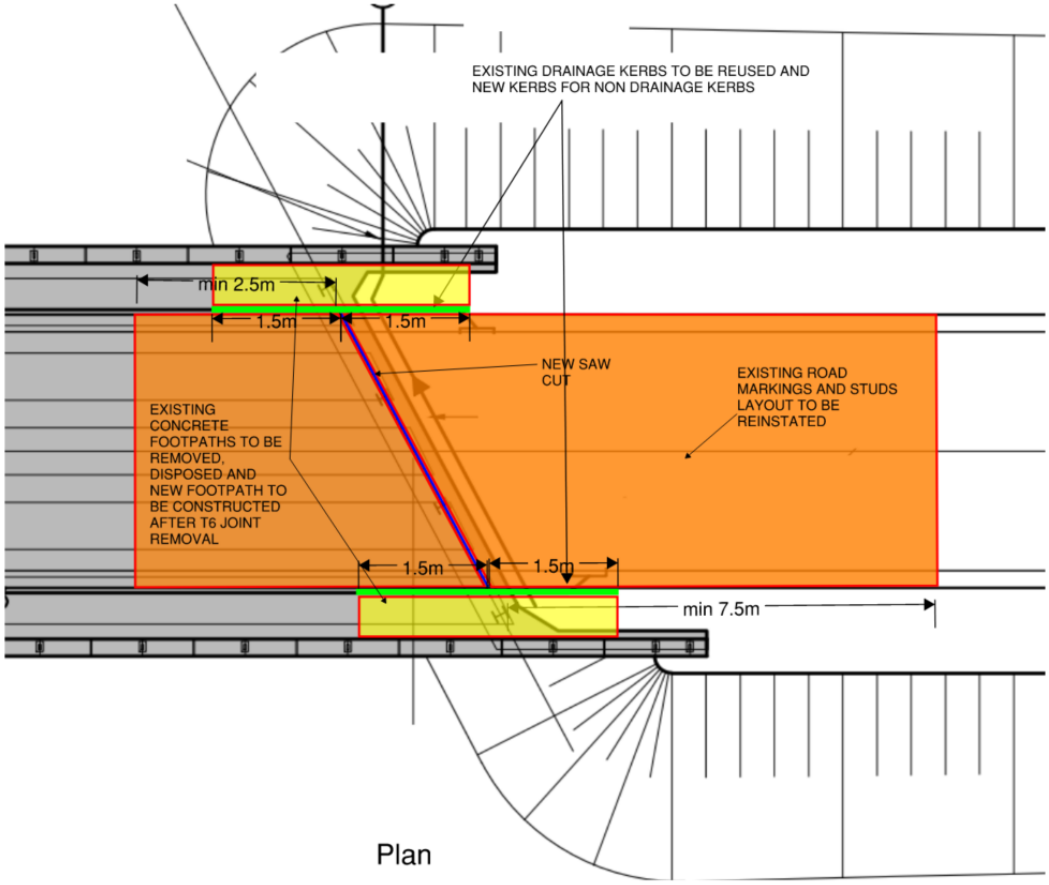
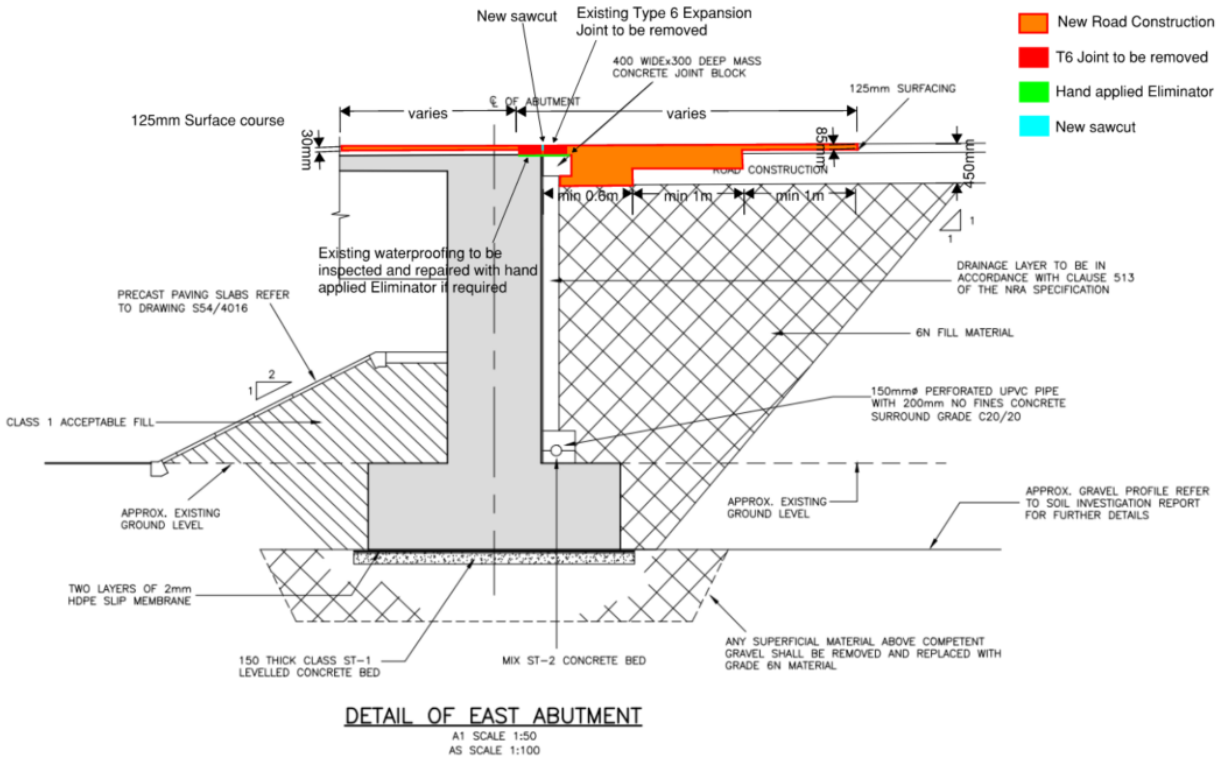
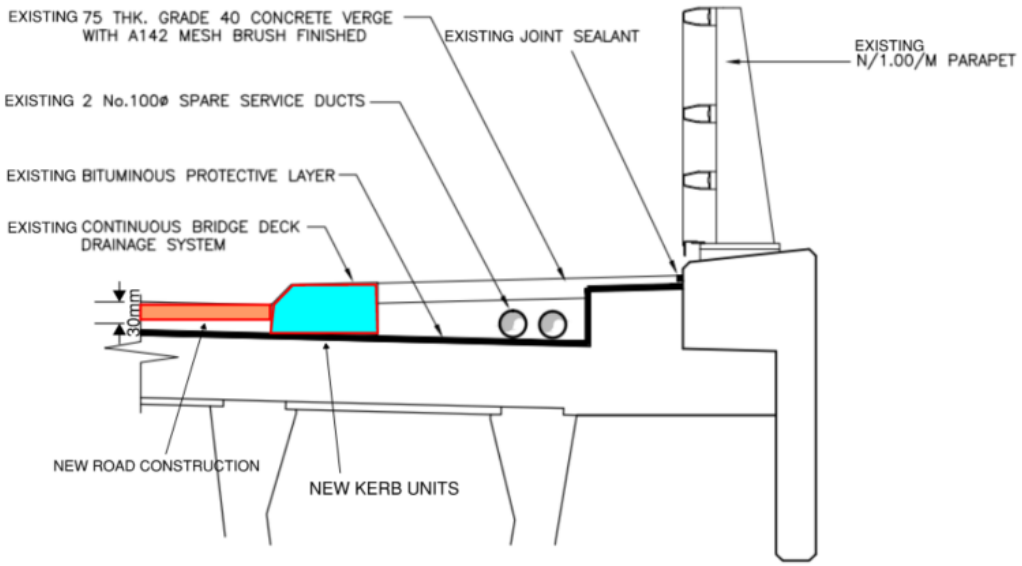
Sketch:



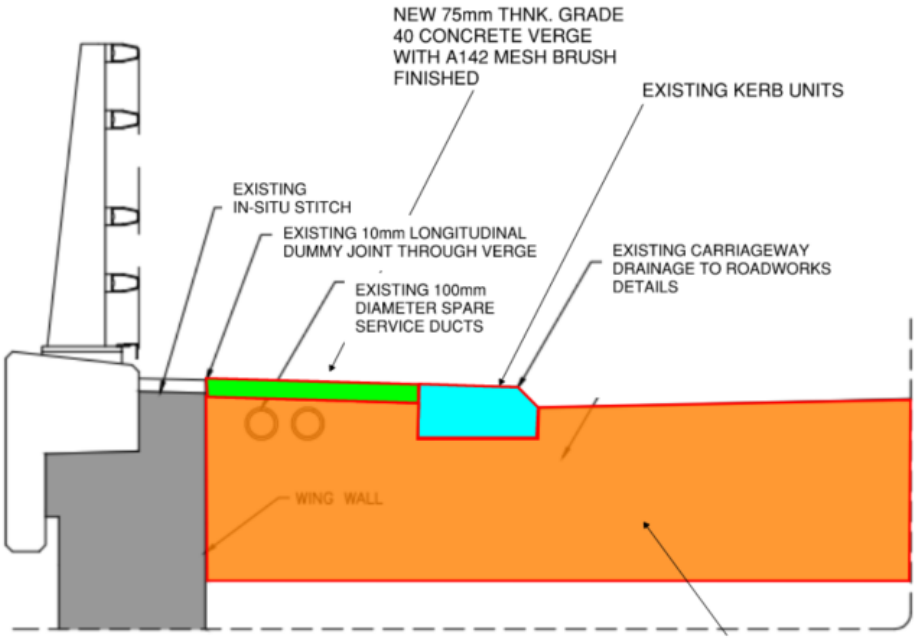


DETAIL OF EAST ABUTMENT
A1 SCALE 1:50
AS SCALE 1:100



DECK EDGE DETAIL

A1 SCALE 1:20
A3 SCALE 1:40



SECTION THROUGH WING WALL

SCALE 1:20

Notes:

1-Trench to be reinstated in layers with existing type material as per TII Standard Detail CC-SDC-00705

2-Binder and HRA (with pre coated chips) to be reinstated as per TII Standard Detail CC-SDC-00703

3-If the residual/remaining binder layer after the key/step detail is planned out for the 55mm binder layer is weak or less than 10mm then this should be removed and replaced in conjunction with the 55mm binder course

4-Any damage water proofing to be repaired with hand applied Eliminator

5-Area to be resurfaced minimum 115m2 for each joint location, total resurfacing 230m2.

6- Details of west abutment are a mirror details of the east abutment details location.