

## Dublin Port Tunnel

Dublin, the Republic of Ireland's principal city covers nearly 70km<sup>2</sup>. Since joining the EU the population has grown from 900,000 to its present population of nearly 1.2 million. The population is expected to grow to 1.7 million, partly from the countryside but mainly from immigration. At the same time traffic is increasing at an even faster rate. The city is virtually unique in Europe in having the country's premier port located in its very heart. All traffic arriving at, or heading to, the port must currently travel through the city centre. The Dublin Port Tunnel will connect Dublin Port to the M1 and to the National Roads network via the M50 at the Coolock Lane Interchange. The completed scheme will take the majority of the heavy goods traffic out of Dublin and onto the national roads network.

Dublin City Council is the Client for the Dublin Port Tunnel Project, which is the largest ever roads transportation project in the Republic of Ireland. The National Roads Authority (NRA), as part of the National Development Plan, finances the project and the Department of Transport are the sponsoring Government Department.



## Dublin Port Tunnel Proposal

A feasibility scheme was done by Geoconsult Arup Joint Venture (GAJV). The proposal was for twin dual carriageway tunnels to be constructed using the New Austrian tunnelling method (NATM). However, following the Heathrow Express collapse in October 1994, there was serious local concern about the use of this method of construction for the tunnels. Following detailed consultation Dublin City Council decided to go out to tender with a conforming NATM tender and an alternative TBM tender. Geoconsult Arup Joint Venture (GAJV) prepared the tender documents and carried out the Tender Assessment.

