

24th May 2013

CITY OF CAPE TOWN'S REHABILITATION OF MAIN ROAD FROM ATLANTIC ROAD, MUIZENBERG TO CLOVELLY ROAD, FISH HOEK, CAPE TOWN

PHASE 2

NEWSLETTER #29

May 2013

Dear Registered Interested and Affected Party

1 PURPOSE OF THE NEWSLETTER

As you are aware, the rehabilitation of a 4.5 km portion of the Main Road from Atlantic Road in Muizenberg to Clovelly Road, Fish Hoek has been underway since March 2008. Phase 2 construction is currently being undertaken

The purpose of this newsletter is to provide you with an update of the project activities underway.

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2 PHASE 1 (Casa Labia to Leighton Road)

Phase 1 was completed in August 2011. However, a few outstanding snags still need to be undertaken by the Contractor and will be completed by the end of Phase 2.

3 PHASE 2 (Leighton Road to Kalk Bay Harbour)

3.1 TRAFFIC MANAGEMENT

Traffic continues to be managed via a three-way stop-go system.

Traffic volumes were very high from the commencement of Section H on 4 February 2013. This was primarily due to a combination of the good weather, Easter weekend, the busy Cape Peninsula tourist season, the school holidays and the big events that took place (Peninsula Marathon, Argus Cycle Tour, Two Oceans Marathon and the Naval Festival).

Traffic volumes have dropped off considerably and there have recently been fewer delays. This could be attributed to the onset of winter, the end of school holidays and no big events have occurred. The harbour traffic is also appears to be less problematic lately.

The contractual completion date for Phase 2 was 8 May 2013. However, the Contractor has submitted a claim for an extension of time and, if this is found to be legitimate, will be granted. The exact date at re-opening of the Main Road to two-way traffic will be communicated to the public in due course, but it is expected to be by the end of June 2013.

3.2 CONSTRUCTION PROGRESS - SECTION G AND H (CLAIRVAUX TO BIBLE INSTITUTE)

Road Construction

The Main Road is open to two-way traffic up to Clairvaux Road. Within the completed sections, A to F, there are still a few items of remedial work outstanding which will be attended to after completion of Section H. Improvement work in Rouxville Road (road widening, new storm water V-drain and catchpit) has been completed. . The sidewalk in Lever Street will be surfaced along with the sidewalk at Kalk Bay Harbour in approximately two weeks' time.

The widened section of Ou Kaapse Weg between Buller Louw and Noordhoek Main Road was opened to traffic on 24 February 2013.

It should be noted that Ou Kaapse Weg between Buller Louw Avenue and Noordhoek Main Road was NOT widened to create a slip lane into Noordhoek Main Road.

The objective of the widening of OKW between Buller Louw Avenue (BLA) and Noordhoek Main Road was a capacity improvement to create an additional northbound lane to enable double the number of vehicles, northbound, through each green phase at the intersection of Buller Louw Drive and OKW.

The full length was widened in anticipation of the Noordhoek Main Road / OKW intersection being improved, possibly signalised sometime in the near future. In the meantime we have placed a temporary taper in place which forces left turners to slow down into a single lane thereby creating a gap for vehicles leaving Noordhoek Main Road (NMR) and turning right to do so. At present the opportunities for right turners out of NMR are limited.

If we created a dedicated left turn into NMR before signals were installed or the intersection improved, it would result in a continuous straight through movement up OKW reducing significantly the opportunities for right turns leaving NMR which would impact significantly on left turners because there is only room for about two cars in each lane currently on NMR.

The project team had considered placing a more physical barrier such as kerbs laid on their backs on plastic sheeting, however we decided to provide delineators in the hope that the imminent redevelopment of the Sun Valley Mall may result in the intersection of OKW and NMR being improved sooner rather than later. Should this not happen in the foreseeable future, the construction of temporary kerbs on their backs will have to replace the delineators. The reason we are trying to avoid laying temporary kerbs is that they tend to damage the new surface.”

Footways

The ramp access to the public toilets at the haven is under construction. The footway on Section G will be surfaced at the same time as the footway on Section H. New pedestrian railings must still be installed at both at the Haven and Section G. The existing stainless steel railings on the elevated walkway over the arches are in the process of being repaired with all the previously loose stanchion bases being fixed by grouting into the concrete base.

Underground Services

The plumbing work at the Haven and adjacent public toilets has almost been completed.

The project team is concerned by the amount of fat emanating from the Harbour sewage system, which is causing regular blockages in the sewer pipes in the Main Road. Efforts are being made to ensure the establishments in the harbour undertake regular maintenance on their fat traps.

Main Road and Clairvaux Road Intersection

Work on the Clairvaux Road tie-in to Main Road will be constructed on completion of Section H (anticipated to be early June 2013). There is sufficient space in this section to accommodate traffic while undertaking the construction work.

3.2.1 Section G

- The storm water drainage for this section is incomplete and unable to function at present. Storm water manholes and catch pits have been constructed on the existing 450 water main. This pressure pipe will be converted to a gravity system once the new 700 water main has been connected and tested in Section H. This operation will be accomplished via the new manholes already installed on the pipe.
- The pedestrian side walk and railings between the harbour entrance and the Bible Institute must still be completed.
- The final asphalt wearing course layer will be placed once Section H and Clairvaux Road intersection is completed

3.2.2 Section H

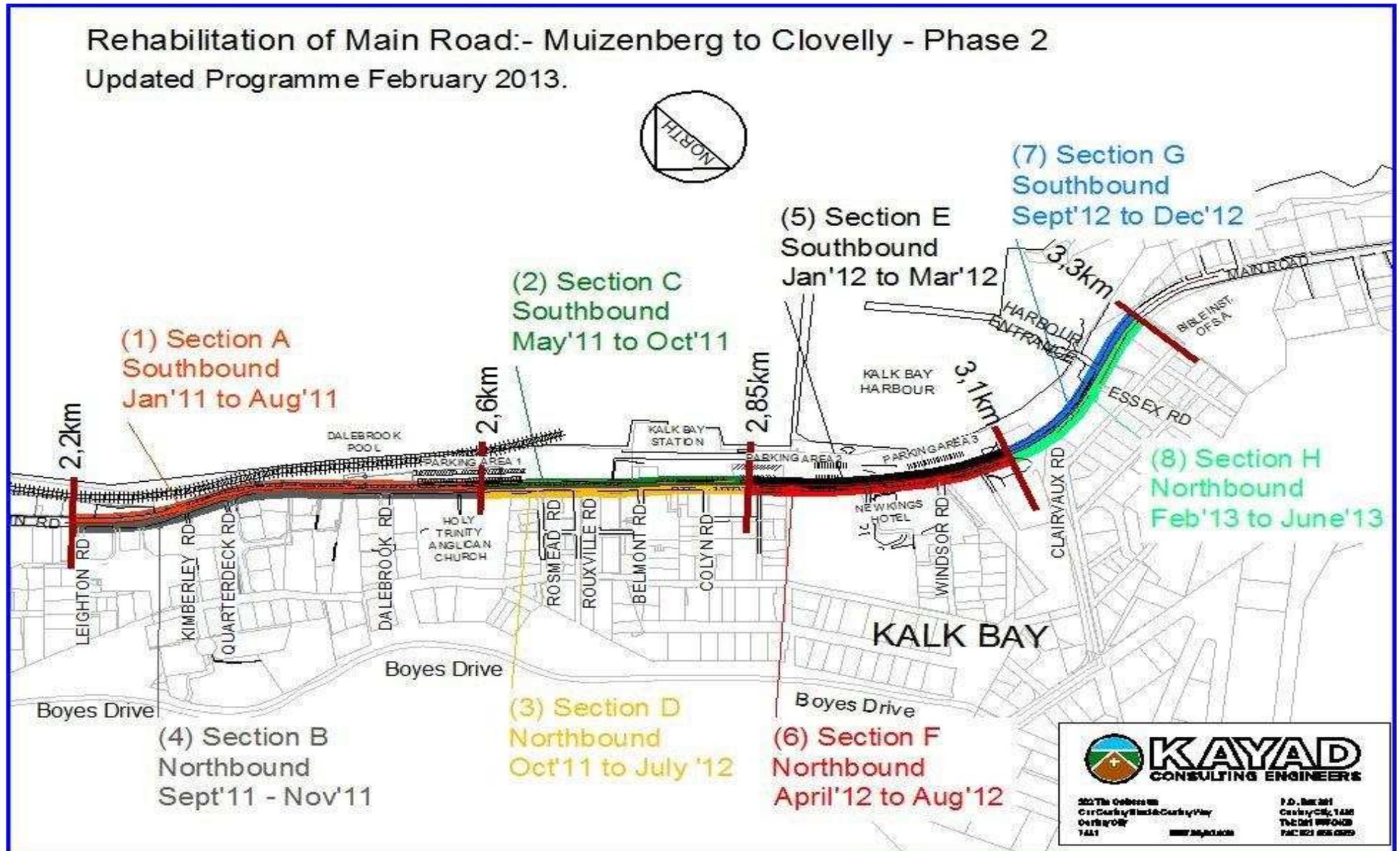
- The last sections of the 700 and 315 water mains have been laid. The 315 main has been successfully pressure tested and the 700 main is in the process of being tested.
- The old 225 cast iron water main has been removed and the new rider sewer and manholes have been installed and constructed, as have the storm water pipes. Installation of the sub-surface drains, kerbs and construction of the layer works is currently in progress. This will be followed by the asphalt surfacing of the road and completion of the sidewalks.
- New storm water pipes, catch pits and manholes are currently being laid at the bottom of Clairvaux Road. Once Main Road is opened to two way traffic the bottom of Clairvaux Road will be resurfaced.

3.3 PHASE 2: PROJECT PROGRAMME

Phase 2 (along with all snags) is anticipated to be complete by **end June 2013**. The updated project phasing is as follows:

1. Section A: Southbound (400m) – January to August 2011
2. Section C: Southbound (250m) – May to October 2011
3. Section D: Northbound (250m) – October to July 2012
4. Section B: Northbound (400m) – September to November 2011
5. Section E: Southbound (250m) – January to March 2012
6. Section F: Northbound (250m) – April to August 2012
7. Section G: Southbound (200m) – September to December 2012
8. Section H: Northbound (200m) – February 2013 to **June 2013**

Figure 2: Revised completion programme for Phase 2



3.4 PHASE 2: PHOTOGRAPHIC RECORD OF PROGRESS (April to May 2013)

**Public toilets & Haven Night Shelter
New plumbing & access ramp under construction**



Installation of 700 water mains



**Underground services at bottom of
Clairvaux Road**



700 water main excavation



Excavation for box culvert & other services



3.5 PHASE 2 PUBLIC INFORMATION PROCESS

Chand Environmental Consultants are the appointed Public Information Consultants for the Main Road Rehabilitation Project. An extensive public communication process has been on-going through Chand's database of Interested and Affected Parties (I&AP) which *inter alia* include community representatives, business owners, the media, local NGO's, schools, emergency services and anyone who has requested to be registered.

In an effort to keep communities informed, a Community Liaison Meeting (CLM) is held with key stakeholders every two months throughout the construction phase and a newsletter is distributed to all registered I&APs approximately every three months. Update notices are sent to I&APs via email and relevant traffic information is sent to local radio stations. I&APs are also sent emergency SMS notifications when necessary.

The **Community Liaison Officer, Kim Diedericks**, is available to the public for on-going engagement and assistance on a daily basis. Should you know of any interested parties that would like to be kept informed, please contact Chand Environmental Consultants and provide your details.

3.5.1 Recent Public Participation Activities (April 2013 to May 2013)

- Invitation to CLM #29: 11th April 2013
- CLM #29: 22nd April 2013
- Newsletter #29: May 2013

3.5.2 Email notifications sent to I&APs (April to May 2013)

- 5th April:** Notice that the configuration of the works area will be changed slightly at the Clairvaux and Main Road intersection on Monday, 8th April 2013
- 16th April:** Statement from the project team regarding the Main Road Rehabilitation Project
- 25th & 26th April:** Notice regarding the temporary closure of Rouxville Road to vehicular traffic on 29 April between 09:00 and 17:00 to allow the Contractor to mill off the old asphalt surface and replace it with a new one.

3.5.3 Issues and Responses

Key issues raised by I&APs from April to May 2013 have been responded to by the project team and are contained in the attachment as **Annexure A**.

3.5.4 Community Liaison Meeting #29

Community Liaison Meeting #29 was held on 22nd April 2013 in the Holy Trinity Church Hall. The minutes of this meeting are attached as **Annexure B**.

Important feedback from the CLM#29:

A suggestion to convert Main Road to a one-way southbound while undertaking the work in the section from Atlantic Road to Casa Labia was put forward by a key stakeholder at the community liaison meeting. This suggestion has been considered and rejected by the project team, because of the impact it would have on businesses in the Muizenberg area.

4 PHASE 3 (Kalk Bay Harbour to Clovelly Road and Atlantic Road to Casa Labia)

The funding for Phase 3 has been allocated and Kayad Knight Piesold has been appointed as the consulting engineers. The basic design for Phase 3 has been completed and the contract documentation and concept design are being drafted. A contractor is yet to be appointed; the construction contract will go out to open tender and the tender is to be advertised in June 2013. The tender will be awarded to the successful bidder (a grade 8 or 9 contractor).

Phase 3 is anticipated to be a 3-year project. It is hoped that a contractor could be on site to **commence with Phase 3 in September 2013**. However, the City's procurement and appeal process could delay the commencement.

4.1 SECTIONS INCLUDED IN PHASE 3

NORTHERN SECTION:

Section from Atlantic Road to Casa Labia

SOUTHERN SECTION:

- (a) Reconstruction of retaining wall above Clovelly Station
- (b) Section from Kalk bay harbour to Woolley's pool
- (c) Section Woolley's pool to Clovelly

4.2 DESIGN AND IMPLEMENTATION

Atlantic Road to Casa Labia (northern section):

- Includes the rehabilitation of the underground services, road surface and layers and is anticipated to take a year to complete.
- Short stop-go sections will need to be put in place while work is being undertaken in this section and would be similar to the stop-go's in place during Phase 1. Boyes Drive will however be an alternate route.

Reconstruction of retaining wall above Clovelly Station (southern section)

- A new structure will be built to replace the old degraded structure and will be repositioned closer to the railway line where possible. This work is anticipated to take a year to complete.
- It will not be necessary for a stop-go system to be in place while the new retaining wall is being built.
- Once the wall is complete, it is hoped that some of the new services can be located between the new road and the new wall.
- Positioning the structure closer to the railway line will enable the road to be re-aligned slightly further away from the mountain and allow for driveways and a sidewalk to be provided on the mountain side. However, all of this is dependent on the final design.
- A shared use cycle/pedestrian facility has been considered and will be incorporated into the design, to be situated on top of the proposed retaining structure.

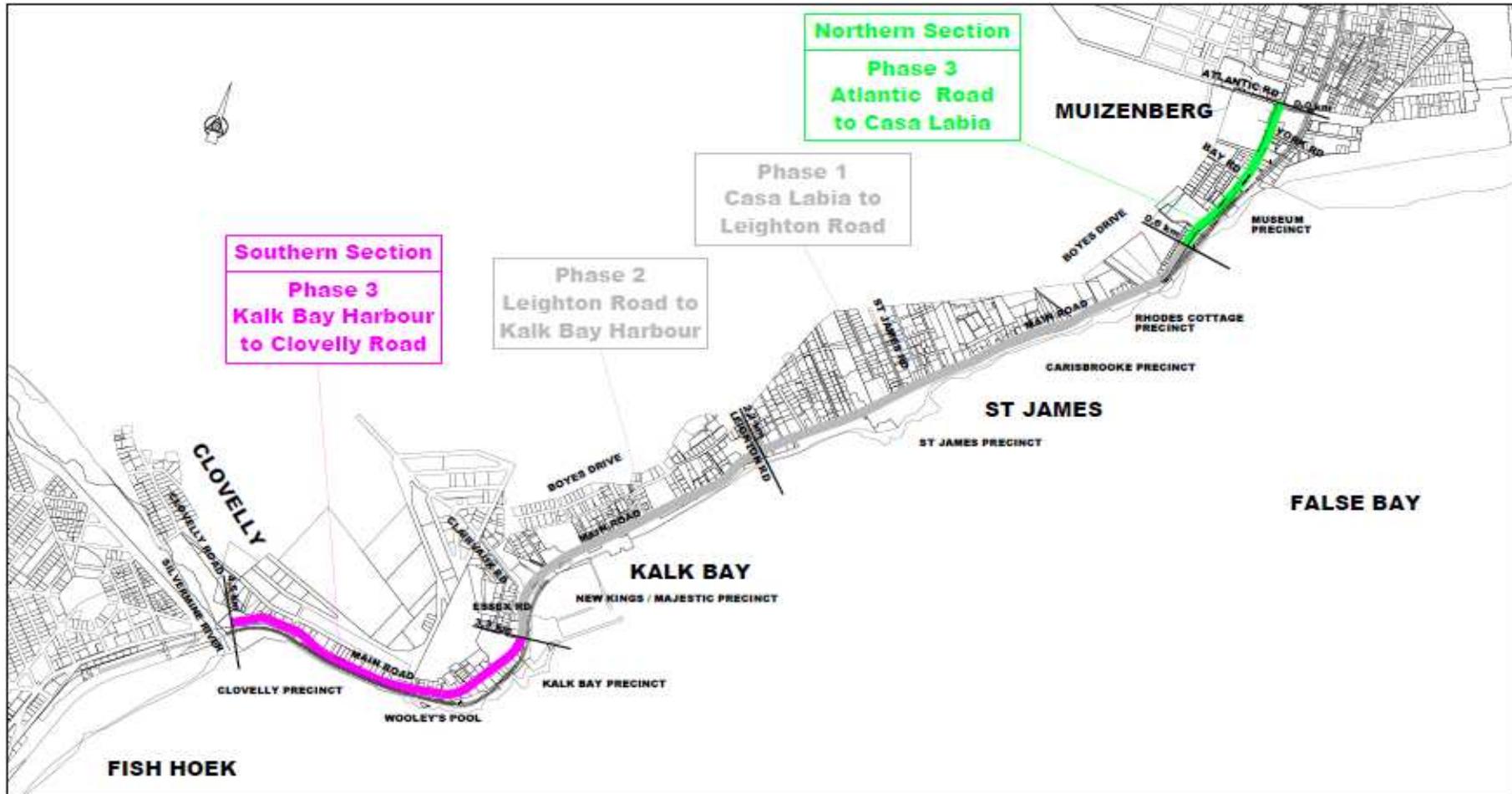
Section from Kalk Bay harbour to Woolley's pool (southern section)

- This work includes the rehabilitation of the underground services, road surface and layers.
- Unfortunately, a stop-go system will need to be in operation while work is undertaken from the Bible Institute to Wooley's pool.
- It is hoped to have much shorter stop-go sections (50m to 100m) in place at a time, dependent on where existing services are located. New services need to be installed while the existing services remain operational and traffic maintained.
- It is not possible to disconnect any existing services for a long period of time as the reservoirs only have a 48 hour capacity in summer and 72 hours in winter. If the services are situated in a good location relative to the traffic lanes, it would be possible to maintain slow two-way traffic or get one or two of the services in without affecting the traffic. It is hoped to have 3 lanes allowing one lane for construction work and two lanes for traffic, thereby further reducing the need for a stop / go system.

Woolley's pool to Clovelly (southern section)

- This work includes the rehabilitation of the underground services, road surface and layers.
- With some of the services placed between the new wall and the road, two-way traffic could be maintained while work is undertaken in this section.

4.3 PHASE 3 PROGRAMME



	YEAR 1	YEAR 2	YEAR 3
NORTHERN SECTION	SOUTHERN SECTION	SOUTHERN SECTION	SOUTHERN SECTION
ATLANTIC ROAD TO CASA LABIA	RETAINING WALL ABOVE CLOVELLY STATION	KALK BAY HARBOUR TO WOOLLEY'S POOL	WOOLLEY'S POOL TO CLOVELLY
Road and services	Construction of new retaining wall	Roads and services	Roads and services

4.4 TRAFFIC MANAGEMENT PER SECTION

Atlantic Road to Casa Labia:

- The reduction of the length of road under construction at any one time will reduce the waiting time at the stop-go.
- A signalised stop-go will be operating for the duration of the construction of the northern section of Phase 3.
- The new water mains and other underground services will be installed in continuous sections of approximately 100m. The completed sections of pipe will be backfilled and the affected road temporarily reinstated as the works progress.

Section from Kalk Bay harbour to Woolley's pool

- Where the position of the existing services and the width of the pavement permits, short sections of two-way traffic may be achievable.
- This section will be handled in a similar manner to the section from Atlantic Road to Casa Labia, however it will not be commenced until the section between Atlantic Road and Casa Labia has been completed and the road opened to two-way traffic.

Woolley's pool to Clovelly

- During the construction of the retaining wall, two-way traffic will be maintained on the existing road. This will be achieved by reducing the current lane widths and by lowering the speed limit. Pedestrians will be accommodated on the mountain side of the road and protected by installing a suitable temporary barrier. The construction of the retaining wall will be restricted to the area of the existing promenade structure. Safety barriers will be installed along the line of the existing kerb to protect the works.
- During the construction of the new road and services, two-way traffic will be maintained by creating a temporary carriageway on the widening formed by the addition of the new retaining wall.

4.5 PHASE 3 PUBLIC INFORMATION PROCESS (PIP)

A public information process (PIP) will be undertaken for Phase 3 similar to the (PIP) undertaken for Phase 1 and 2.

In preparation for the commencement of Phase 3 an Open House was held in the Holy Trinity Church hall on Thursday, 16 May 2013. The purposes of the Open House was to provide background information for the overall project and the upcoming Phase 3 of construction to gather comments from I&APs and identify issues, opportunities and constraints with respect to the upcoming Phase 3 of the project.

The PIP will provide information about the design and implementation of Phase 3 and would entail on-going liaison and communication with I&APs throughout the construction phase. Phase 3 Public Information Process will include *inter alia* the following:

- Community Liaison Meetings held every two months during the construction phase;
- An update newsletter circulated to registered I&APs approximately every 3 months during construction; and
- On-going liaison and communication with I&APs (via telephone and email) throughout the construction phase and provide an avenue to channel the relevant issues and emergency situations through the appointed Community Liaison Officer.

Note that all registered I&APs will be kept informed and notified of the status of the project and future opportunities to participate.

5 ROADS AND SERVICES REHABILITATION BENEFITS

- A standard profile over the whole length;
- Improved horizontal and vertical alignments;
- Traffic calming measures to reduce vehicle speeds;
- Safer pedestrian movements;

- Safer bicycle movements;
- Correct regulatory and information signage;
- No traffic interruption due to service breakages and road repairs;
- No contamination of substrata by sewage; and
- Security of water supply to far south.

6 CITY OF CAPE TOWN'S WEBSITE

The City of Cape Town's website provides details of all major roads currently under construction and specifically information with respect to the Main Road Upgrading project. The website is accessible using Microsoft Internet Explorer version 6 or higher. Go to <http://www.capetown.gov.za/en/roads/Pages/default.aspx>, click on "Main Road Muizenberg".

7 PROJECT TEAM

The project team consists of Paul Booth, Mark Doubell and Ian McDonald (Roads and Storm Water Directorate) of the **City of Cape Town**; John Craig (Engineer), Andrew Rush (Engineers Representative) and Darryl Carver (Specialist Water Services Consultant) of **Kayad Knight Piesold Consulting (Pty) Ltd**; Rob Starke (Director) and Alan Espey, Chris Ford and Morne Blokdyk of **Civils2000**. In order to ensure the safety and wellbeing of the public, the project is overseen by Health and Safety Auditor, Rod de Witt of **Independent Risk Analysis**, and the Environmental Control Officer, Lynda Muller of **Envirowise**.

8 24-HOUR EMERGENCY CONTACT NUMBERS

For incidents relating to the road works and Main Road (Phase 2):

Alan Espey – Cell: 082 7091 509 / Morne Blokdyk – Cell: 082 569 1856

For incidents relating to crime and security in the area:

Mountain Men - 021 700 3120

For incidents affecting traffic flow:

Traffic Management Centre (TMC) 021 812 4583

9 FOLLOW UP

Should you or your organisation wish to provide us with any related comments, please contact:

Kim Diedericks

Community Liaison Officer

CHAND ENVIRONMENTAL CONSULTANTS

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