

## **HRA ROADS TASK TEAM**

### **THE N3 TOWN HILL ROAD REHABILITATION CONTRACT: 2021-2022 AND THE REQUIREMENTS FOR THE UPGRADING OF THE ALTERNATIVE ROUTE**

1. SANRAL have recently let a construction contract to Raubex Construction for the road pavement rehabilitation of the section of the N3 freeway between Hilton Interchange and Sanctuary Road Interchange (Midlands Mall). The contract value is R270 million and will start in February 2021 and due to finish in 2023. The contractor will keep as many of the 3 northbound lanes and the 3 southbound lanes open to traffic wherever possible. It is estimated that only 2 lanes will be available for long periods over the next 2 years. However, there will be long periods when only 1 lane will be available for traffic. The one open lane may then be for the use of trucks only and all light vehicles will have to transfer to the alternative route. If accidents occur on the N3 Town Hill section, the heavy vehicles will be stacked on the freeway and again all light vehicles will be deviated onto the alternative route. Therefore, the alternative route will be heavily trafficked for long periods, both during the daytime and at night.
2. The southbound alternative route to the N3 is from Cedara interchange along Cedara Road to Crossways. From Crossways along Old Howick Road to Athlone traffic circle. From Athlone along Montgomery Drive and thence along Town Bush Road, past Greys Hospital to Chatterton circle then along Armitage Road to re-join the freeway at Sanctuary Road interchange. In a northbound direction the alternative route is the reverse of the above. Although it is desirable to use Cedara Road for the alternative route it is also possible to utilise Hilton Avenue from Hilton interchange to Crossways.
3. At the start of the contract SANRAL did not have identified funding in the N3 contract for the alternative route to be maintained, upgraded, or repaired to accommodate the significant increase in the volume of traffic on the alternative route.
4. Residents in particular as well as all light vehicle traffic on the N3 will be affected by the deviation onto the alternative route.
5. A six-stage plan to maintain, upgrade and repair the alternative route has been compiled by a group of Engineers with specialist expertise in road design and construction, all of whom are resident in the three Wards through which the alternative route passes and are hence familiar with the local conditions. The plan has been discussed informally with SANRAL, the consulting engineers and the contractors and agreement obtained in principle of its necessity. The plan is to be presented formally to SANRAL by the three Ward Councilors and their team of experts. The aim is for SANRAL to formally accept that the alternative route must be maintained, upgraded and repaired urgently to safely accommodate the greatly increased traffic flow on the alternative route caused by lane closures on Town Hill. The six stages of the proposed plan are as follows:

- **Stage One:** Confirm with SANRAL the availability of funding.
  - **Stage Two:** SANRAL to embark on a publicity exercise via the print media and social media to inform all residents of the scope of the road rehabilitation contract, the contract period and to advise regarding lane closures on the N3 and the need for light vehicles to use the alternative route.
  - **Stage Three:** SANRAL through their professional service providers to carry out a full and detailed Road Safety Audit to identify the improvements to the route required. This could include new traffic markings, new reflective road studs, high visibility signage, cutting of grass at the road edges, installation of additional guardrails, the installation of the red/white chevron markers on sharp bends as well as repairs to street lighting to ensure that all lights along the route are functional.
  - **Stage Four:** SANRAL through their professional service providers to carry out a Visual Pavement Assessment of the road surface along the full 15km of the alternative route to identify areas of the road surface that require repair and resurfacing.
  - **Stage Five:** SANRAL through their professional service providers to carry out a Traffic Capacity Study at Chatterton Road roundabout, Sanctuary Road interchange and key intersections on the alternative route to identify measures required to maintain traffic flow at peak times.
  - **Stage Six:** SANRAL through the Raubex Construction contact to implement the recommendations of the Road Safety Audit, Visual Pavement Assessment and Traffic Capacity Study to make the alternative route as safe as possible for all road users.
6. It is estimated that the necessary work to maintain, upgrade and repair the full length of the alternative route would cost in the region of R5 million to R10 million.