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ATTENTION: Mareike Straeuli

PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3)
FROM HAMMARSDALE TO TWICKENHAM ROAD UNDERPASS:
PIETERMARITZBURG:
COMMENTS

1. The following are some comments regarding the proposed roadworks required to upgrade the N3 between Hammarsdale and Pietermaritzburg.
2. The upgrading of roads, particularly national routes, will be an advantage to the travelling public and an asset to the community.
3. It has become noticeable over time how the traffic volumes have increased on the N3. Part of the reason for the increase in traffic volumes is the heavy vehicles carrying goods. It is considered that some of the goods should be conveyed by rail.
4. The question has to be asked why Transnet is not providing an acceptable service for the conveyance of goods as it has done in the past.
5. The heavy vehicles, some of which are overloaded, increase the rate and costs of maintenance.
6. Is SANRAL carrying the cost and relieving Transnet of its responsibilities?
The decrease in the number of heavy vehicles would result in a reduction in maintenance costs for SANRAL and provide a safer road free of multiple accidents.
7. Reference has been made at the Public Presentation that SANRAL will be providing lighting along the N3.

An explanation would be appreciated why electricity and lighting are now required on the N3.

8. Reference has been made in the written documents to the “widening of existing box culverts”.

How is the traffic to be accommodated when the road is excavated to allow for the “widening” of the culverts?

Is it intended to mean the “lengthening” of the culverts beyond the road edges? (i.e. between the shoulders of the northbound and southbound lanes)

9. The various construction projects on the N3 will require a well considered and implemented TRAFFIC CONTROL SYSTEM. This will avoid traffic delays, frustrations and provide a necessary safety measure. Some indication of how SANRAL will implement the “Traffic Control System at various sites” during construction would be appreciated. It is important that at least two lanes remain open during the upgrade of the N3.

10. The following enquiries result from information contained in the documentation. Response to the following questions would be appreciated.

i. Blasting

Have areas been identified where blasting will be required? If so an indication of the areas requiring blasting would be helpful.

ii Bridge Jacking

An indication which existing bridges will require jacking will be helpful.

iii. Wing walls to existing culverts

Will the wing walls to the existing culverts that require extending be removed and not buried?

iv. New Interchange at D12 overpass

An indication of what D12 represents would be helpful.

v. Replacement of 2 existing overpass structures and the CATO ROAD Bridge

Are the existing structures to be demolished?

vi. Chatterton Road Interchange and Circle.

Some information and clarity on the proposed Interchange and Circle would be appreciated

vii. Proposed Twickenham Road Interchange using the existing Underpass Structure

Further comments on the proposed Interchange will be submitted on receipt of a copy of the Plan that was displayed at the Maritzburg Golf Club Public Participation on 30 May 2018

11. An indication of the progress of the proposed route for a local bypass in the Liberty Midlands Mall area and involving the Town Hill portion of the existing section of the N3 would be helpful.

Thank you for the opportunity to Comment

Brian Millard