

Road overhauls planned

Project: road overhauls
Client: provincial authorities
Location: Nationwide

Gibb has been tasked with the design and contract administration of the upgrading of 15 km of the N11 Section 3 which is 40 km north-east of Ladysmith in KwaZulu-Natal.

"It was initially implemented as a road-pavement rehabilitation project with additional climbing lanes," says Steve Schroeder of Gibb. "However, following the preliminary design stage, the vertical and horizontal geometric alignment of the existing road was found to be sub-standard and, after detailed motivation, the project scope was amended to include complete reconstruction to new vertical and horizontal alignment."

The section of MR450 planned for upgrading is 33 km long and stretches from MW Maku Street in Motherwell to the southern edge of Addo Village in the Eastern Cape.

"Although it has recently been resurfaced, the road remains very narrow and has poor riding quality which makes it extremely dangerous for road users," Schroeder points out. Gibb is responsible for the design and contract administration of the project which will include the widening of the road from 6 m to 9.8 m and upgrading of the very poor existing geometric alignment to ensure compliance with the 100 km/h speed limit. Numerous drainage structures and bridges along the route will also be upgraded or replaced. Gibb is in joint venture with Letsunyane in this project which is due to be completed in approximately 36 months.

Meanwhile, upgrading of the MR453 road, spanning 22 km from Witteklip to Uitenhage, will take about 24 months to complete. Initially, the intention was to upgrade and widen the existing surfaced road. However, when

Gibb was appointed for design and contract administration, it found that the geometric alignment of the existing road was sub-standard and the existing drainage structures were deemed completely inadequate. "As a result of extensive analysis, a decision was made to reconstruct the road to optimise geometric alignment, drainage and the reuse of the existing road materials in the new road pavement," says Schroeder. The new road will be widened to a surface width of 9.8 m and designed for the 100 km/h speed limit.

The East London office of Gibb Roads & Highways East has been appointed as the engineer in the upgrading of the MR400 which traverses the farming area between Hankey and Patensie in the Gamtoos River Valley. The project, which commences to the west of Patensie and ends at the southern entrance to Hankey, is expected to take approximately 24 months to complete. The revised road alignment and newly reconstructed bridge over the Noagas River in Patensie, will allow for a 1:50-year flood limit to pass underneath.

"This particular section of road has to be widened from 6.4 m to 9.8 m and, as it is in a very poor condition, we are confident that this project will have a very positive effect on the area and its surroundings," adds Schroeder.

The gravel access road to Sipetu Hospital is in a terrible condition; rendering it almost inaccessible when wet. Gibb has been contracted as consulting engineer to provide a surfaced, provincial standard road to the hospital which stretches 38 km from the N2 near Mount Frere. This road will be constructed in four phases over a period of approximately six years.

