

BULLETIN: BASIL READ ROAD CONSTRUCTION UPDATE

Updated on 01 June 2018

The following bulletin is a progress report from Basil Read.



PROGRESS OF CONSTRUCTION IN ASHTON

At the western end of Ashton, the main road construction is complete between Ashton Cellars and Middle Street. Only final trimming, landscaping, road marking and permanent road signs to be erected. The construction is now underway on the Northern lanes (LHS) between Middle Street and Bruwer Street, which is still part of Construction Phase A1 (see diagram later). Asphalt in this section is scheduled to start in June 2018 so to divert traffic and start on the Southern side (RHS).

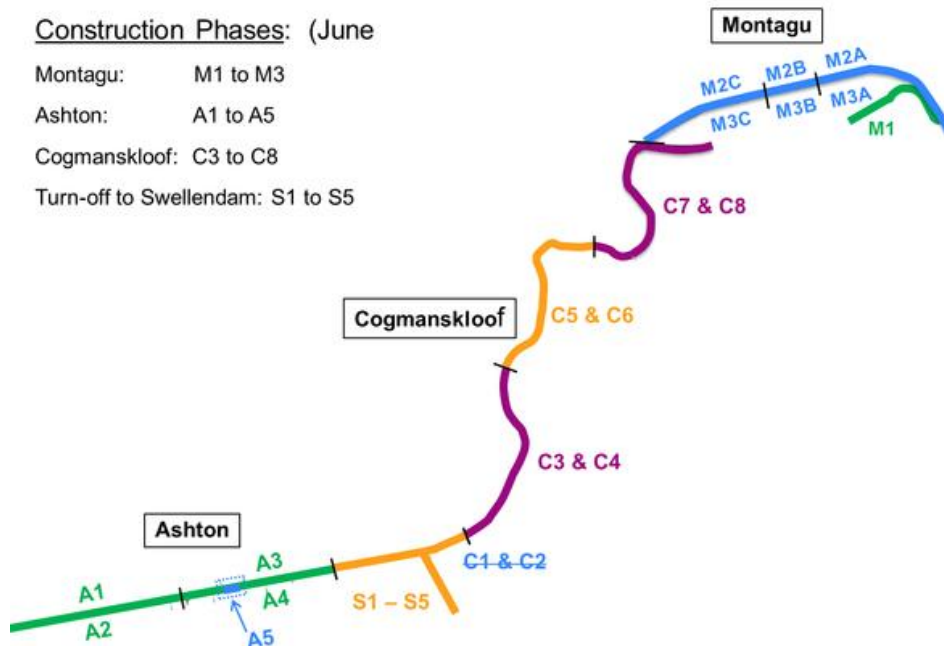
At the eastern end of Ashton, a portion of the South (RHS) side lanes is complete, and construction on the Northern lanes is now underway (parts of Phases S1 to S5). Asphalt will also be done on the Northern side with this establishment in June 2018.

We have also started installing the new services (Storm Water, service sleeves etc.) in Phase A3 (LHS) with the traffic traveling on the RHS.

Two-way traffic through the town of Ashton is being maintained without any stop-go's.

There will also a temporary by-pass on the LHS from Barry Street past Kekkel en Kraai up to Ashton Bridge. When this is completed, we can start with the fill and construction of the temporary bypass over Ashton bridge in the current temporary position.

PROGRESS OF CONSTRUCTION IN COGMANSKLOOF



We are still busy with construction of Phases C5 and C6. Blasting of rock in certain areas are required to realign the road to improve the sight distance through the Kloof. The blasting in the Kloof does take longer than conventional blasting because of the time frame (2hours) we have to close the road, blast, make safe, clean up and then open the road again for traffic. This limits the volume of material we can blast per event. Our blasting schedule will be updated accordingly.

Blasting is also required in areas where subsoil and telecommunication sleeves are to be installed in the cuttings. A stop-go is in place along the entire length of Phase C5 and C6. Travellers should expect waiting times of up to 20 minutes.

The Kloof will be closed on Tuesdays and Thursdays from 11h00 to 13h00 for blasting when required. The Kloof will also be periodically closed for maintenance of the gravel temporary by-passes, but for shorter periods.

The roadworks on Phases C3 and C4 are complete and finishing work along the edges and the construction of storm water concrete side drains are currently underway. Similarly, the roadworks on Phases C7 and C8 is complete, but finishing work along the edges, including the construction of storm water concrete side drains and stone guard walls, are in progress.

A short stop-go is in place in Phase C7/C8 to facilitate the construction of the stone guard walls. This stop-go section includes a portion of road into Montagu (around Voortrekker Bridge) to facilitate the completion of the bridge and approach slabs.

Voortrekker Bridge is almost complete – outstanding works are the parapets and the CRCP concrete slab on the Western side. When completed, dual traffic will be diverted over the bridge into Montagu such that demolition of the existing Voortrekker Bridge can commence.



We are also in the process of completing the TerraTrell (retaining) wall W162 in the Kloof where the road alignment was revised to ensure that the Kloof will stay open for traffic in flood conditions.



We have also started with the construction of the new redesigned concrete retaining wall W161 that needs to be constructed between Boy Retief Bridge and Billy Loftus Bridge where the road is also realigned to improve the sight distance on this portion of the road.

The deck of Boy Retief Bridge is complete and has been stressed. The team currently busy at Voortrekker Bridge will move to Boy Retief in the next 2 weeks to complete the last two ear walls, the parapets and approach slabs. The realignment to tie the road into Boy Retief Bridge has already started. As soon as the traffic can travel over Boy Retief Bridge the old bridge will also be demolished.

For information: When all the road works in Cogmanskloof are complete a second slurry seal will be done with a fine/fine slurry seal over the current completed 19mm Cape Seal. Thereafter the road marking will be applied.

PROGRESS OF CONSTRUCTION IN MONTAGU

The road construction in Montagu is almost complete. The 40mm AE-2 Asphalt in Long Street from Rambling Rose up to Spar will be done in June 2018. All the kerb and channels have been installed. Drop kerbs for pedestrian access is being installed at the intersections.

For Information: Basil Read has vacated the Toyota laydown area in Long Street after receiving some complaints from local residents. All plant and material is now stored either at Voortrekker Bridge or the laydown area we have outside of town called Goudmyn.

The extra distribution sleeve installation plus the construction of AJB's (Accessible Junction Box) will be completed by middle of July 2018. As this additional sleeve was a late request by Telkom, it takes a lot longer to install due to all the old and new services (house connections) that now need to be protected and worked around.

The material to be used to manufacture the Lei-water sluice structure cast in steel specials was confirmed as stainless steel and a local engineering shop will be manufacturing these specials for Basil Read. We intend to start in the next two weeks with construction of the new 39 no. sluice structures.

The sidewalk related works in Montagu has taken a lot longer than anticipated due to the constant change of the existing boundary walls, fences etc. A lot of effort and time has gone into creating the widest possible sidewalk from back of the barrier kerb to boundary wall. This has necessitated the demolition of existing concrete which has been time consuming. We have two subcontractors working on the sidewalks at this stage and are looking at appointing a third subcontractor to try and expedite the completion of the sidewalk related works in Montagu Long Street.

Two-way traffic has been reinstated throughout Long Street, since most of the remaining work will take place on the sidewalks. Some of the last work in Montagu will be the reinstatement of road surface in the side streets. (Kohler and Church Street)

We have also started with the fill in Van Riebeeck Street (DR1373) so to start with the relocation of the CIB 600mm dia. and 300mm dia. Municipal Ductile Iron water lines in this area.

PROGRESS ON ASHTON BRIDGE:

Ashton Bridge is behind schedule at this stage but the team is working very hard to pull back the programme to divert the traffic over the Ashton Bridge in its temporary position before the end of 2018. (Where the bridge is constructed at this stage)

When the traffic has been diverted onto the new bridge in its temporary position, the existing bridge can be demolished and excavation for the two new permanent abutments can start. As soon as these permanent abutments are complete the roadworks will be tied into the back of the abutments and the bridge will be launched into its permanent position.

Photo of Ashton Bridge deck



Photo of the support work to arch being erected

