

14 March 2014

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

PHASE 3

NEWSLETTER #30

March 2014

Dear Registered Interested and Affected Party

1 PURPOSE OF THE NEWSLETTER

The purpose of this newsletter is to provide you with the latest project information for the Main Road Rehabilitation Project. As you are aware, the rehabilitation of a 4.5km portion of the Main Road, the installation of the water main and services from Atlantic Road in Muizenberg to Clovelly Road, Fish Hoek has been underway since March 2008.

This newsletter includes an update on the construction activities for Phase 2, which is nearing completion, and the way forward for Phase 3.

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2 PHASE 2 (LEIGHTON ROAD TO KALK BAY HARBOUR)

2.1 DETECTION OF LEAKS

Phase 2 took significantly longer than anticipated. The already installed 700mm diameter water main is required to undergo and pass a test where it is pumped up to a pressure of 18 bar and required to hold this pressure for a minimum of one hour without leaks. Although coming very close to passing the test, it did not meet the requirement due to leaks detected at mechanical couplings. Upon opening, it was found that some of the bolts were not at the required torque, while others were sound. The section between Dalebrook and The Olympia previously passed the tests but after completion of the full length, defects became apparent in the section already tested. The problem could possibly be a creep in the rubber seal however, it is not quite understood why some of the bolts have loosened.

An initial leak of 250 litres an hour was measured and after retightening the couplings it has now been reduced to 50 liters an hour. To locate the leaks it was necessary to expose each of the 12 couplings, which identified 2 loose couplings. Further investigation is ongoing to locate the remaining leak.

Civils2000 are currently resetting manhole frames and repairing the asphalt. Following which, all patches will be consolidated and large areas of the road, resurfaced.

2.2 PHOTOGRAPHIC RECORD OF LEAK DETECTION



Opening coupling at Clairvaux Road



Example of typical mechanical coupling

2.3 CROSS-OVER CONNECTION STILL TO OCCUR

The crossover from the old water main to the new water main will need to be undertaken once the water main meets the requirements. During the cross-over operation, a stop/go will be required for one or two days at the main valve chamber opposite the Bible Institute. The final operation will be to convert part of the old water main between Clairvaux Road and the harbour entrance into a storm water pipe. This will involve working in three manholes which have been constructed over the old water main.

The water supply to the reservoirs in the far south will need to be shut off in order for the crossover to be done. It should take approximately 6 hours to do the actual crossover, but the whole process would take 4 to 5 days to complete. No disruption to household water supply is anticipated.

All registered Interested and Affected Parties (I&APs) will receive ample notification prior to the cross-over taking place.

2.4 TRAFFIC ISSUES RAISED AND THE PROJECT TEAM'S RESPONSES THERETO

Request for the Clairvaux and Main Road intersection to be changed to a traffic circle as vehicles turning right cause long tail backs.

There is insufficient space to widen the road. The team will however, review the position of the splitting island to perhaps provide additional space for right turning traffic.

Request for the timing of the signal at the harbour which changes at the same time as the signal at the Clairvaux intersection, to be reset.

The railways (PRASA) insist, for safety reasons, that the signals at the entrance to the harbour must be synchronised with the approach of trains to the level crossing. The green time for vehicles leaving the harbour is automatic so that the track can be cleared of vehicles before the booms come down.

Request for the signals at the Dalebrook and Kalk Bay pedestrian crossings to be changed to flashing red to prevent tail backs.

The project team have put forward a request to the CCT's Head of Transport Network Development who has subsequently advised that this signal change will be implemented within the next two months.

2.5 PHASE 2 CONCLUSION

The Phase 2 works will conclude with the fixing of any loose manhole covers, consolidation of the asphalt patches and localised resurfacing of the road. At present, it is programmed that the Phase 2 Contractor will be off site by mid April 2014.

3 PHASE 3 (ATLANTIC ROAD TO CASA LABIA AND KALK BAY HARBOUR TO CLOVELLY)

Martin & East is the appointed Contractor for Phase 3. Site handover took place on 24 February 2014. Kayad Knight Piesold Consulting Engineers will continue to undertake the design work and supervise the contractor, while Chand Environmental Consultants will remain the public information consultants for the project.

Phase 3 is anticipated to be a 3-year project. The official contract period is 35 months.

The commencement of Phase 3 construction was delayed until after the cycle tour and is further affected by the delivery of pipes. However, Martin & East will commence with inspections of the existing main sewer prior to the rehabilitation works.

Registered I&APs will be notified prior to the commencement of Phase 3 works on the northern and southern sections.

Site camps will be set up at CCT's Municipal Office in Clovelly Road and in the former pump station building at the parking area adjacent to Blue Bottle store in Muizenberg. A third of the parking area will need to be utilised by Martin & East while the water main is being installed cross the parking area.

3.1 PHASE 3 - DESIGN, IMPLEMENTATION AND TRAFFIC MANAGEMENT:

Phase 3 sections of work include:

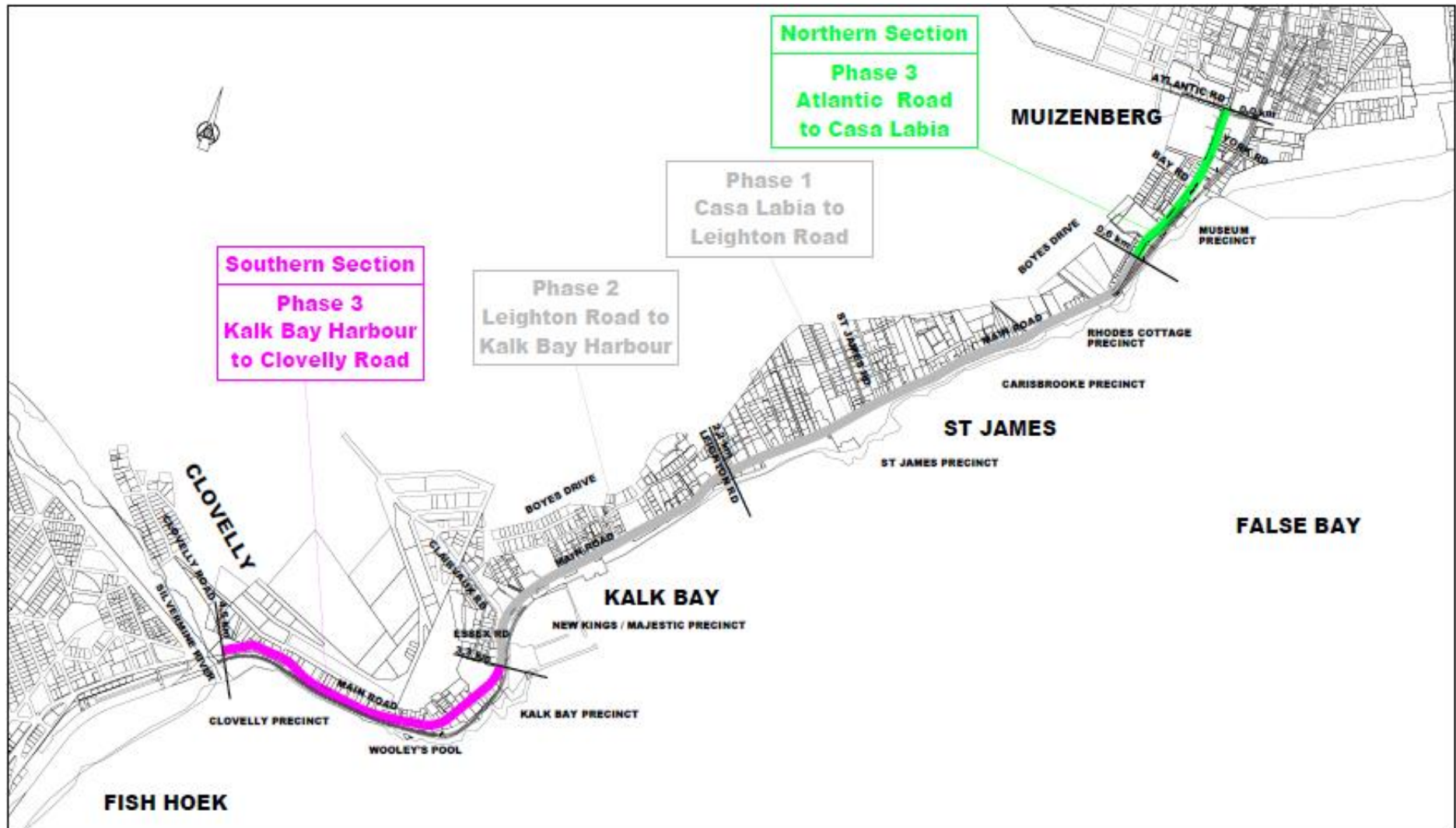
NORTHERN SECTION:

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

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YEAR 1		
SECTION:	Northern Section	Southern Section
LOCATION:	Atlantic Road to Casa Labia	Retaining wall above Clovelly station
ANTICIPATED TIMING:	1 year	18 months
IMPLEMENTATION & TRAFFIC MANAGEMENT:	<ul style="list-style-type: none"> - Includes the rehabilitation of the underground services, road surface and layers. - 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. - A signalised stop-go will be operating for the duration of the construction of the northern section of Phase 3. - Shorter 100m stop/go sections will be put in place while work is being undertaken in this section. 400m stop-go sections were put in place previously. - The reduction of the length of road under construction at any one time will reduce the waiting time at the stop-go. - Boyes Drive will however be an alternate route. - The team is considering converting Atlantic Road intersection to a mini traffic circle with no traffic signals or a free flow 2-way to alleviate the gridlock. A traffic assessment is currently underway to determine the traffic management solution. - In terms of the construction contract, no stop/go will be in place during from 1 December 2014 to 31 January 2015 in the northern section. 	<ul style="list-style-type: none"> - A new structure will be built to replace the old degraded structure and will be repositioned closer to the railway line where possible. Once the wall is complete, some of the new services will be located between the new road and the new wall. - It will not be necessary for a stop-go system to be in place while the new retaining wall is being built. - 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, some parking bays 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.
NOTE: THERE WILL NOT BE ANY STOP-GO'S ON MAIN ROAD BETWEEN CASA LABIA AND CLOVELLY (THE SOUTHERN SECTION) FOR THE FIRST 12 MONTHS OF PHASE 3 CONSTRUCTION!		

YEAR 2	
SECTION & LOCATION	Southern Section - Kalk Bay Harbour to Woolley's Pool
ANTICIPATED TIMING:	1 year
IMPLEMENTATION & TRAFFIC MANAGEMENT:	<ul style="list-style-type: none"> - 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 Woolley'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.

	<ul style="list-style-type: none"> - 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. - 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.
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YEAR 3	
SECTION & LOCATION:	Southern Section - Woolley's pool to Clovelly
ANTICIPATED TIMING:	1 year
IMPLEMENTATION & TRAFFIC MANAGEMENT:	<ul style="list-style-type: none"> - This work includes the rehabilitation of the underground services, road surface and layers. - With some of the services already placed between the new wall and the road, two-way traffic can be maintained while work is undertaken in this section. - 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.

3.2 PHASE 3 PUBLIC INFORMATION PROCESS (PIP)

A public information process (PIP) for this project is not a legislative requirement. The City chose to undertake a public information process for this project to engage with those affected by the construction.

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. A PIP similar to Phase 1 and 2 will be undertaken for Phase 3 and will include:

- Community Liaison Meetings held with key stakeholders 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) through the appointed Community Liaison Officer, providing an avenue to channel the relevant issues and emergency notices.

3.2.1 Interaction with Community Liaison Officer Going Forward:

To clearly define the parameters of the PIP in line with Chand's scope. On-going liaison will be structured as follow:

- Email correspondence will be encouraged rather than lengthy telephone calls.
- Situations determined to be an emergency (accident or major incident e.g. pipe burst) will be responded to on the same day.
- Other queries will be responded within a week, unless input from project team is required then a response will be provided within two will be e tabled and provided at community meetings as handouts.

Please be aware that immediate traffic updates cannot always be provided as Chand is not present on site and is reliant on information provided to them by the Contractor.

3.2.2 Upcoming Public Meeting/Open House

A Public Meeting/Open House will be held in April 2014. The aim will be to:

- communicate the latest project information
- provide an opportunity for issues and concerns to be raised and answered by the project team.
- provide an opportunity to meet the contractor.
- provide an opportunity to register with Chand as I&APs.

Notices will be placed in local media and all registered I&APs will be notified and invited to attend.

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

3.2.3 Community Liaison Meeting #1

The first Community Liaison Meeting for Phase 3 was held on 20 February 2014 in the Bay Primary School Hall. Key stakeholders invited to attend include community representatives, business owners, the media, local NGO's, schools, emergency services etc. The intention is that these key stakeholders will disseminate information to the broader community. The minutes of this meeting is attached.

4 PROJECT TEAM

The project team consists of:

- **City of Cape Town (Client)**
Paul Booth, Mark Doubell and Ian McDonald (Roads and Storm Water Directorate)
- **Kayad Knight Piesold Consulting (Pty) Ltd (Consulting Engineers)**
John Craig (Engineer), Andrew Rush (Engineers Representative) and Darryl Carver (Specialist Water Services Consultant)
- **Civils2000 (Phase 2 Contractor)**
Alan Espey, Chris Ford and Morne Blokdyk
- **Martin & East (Phase 3 Contractor)**
Justin Spreckley and Handre Roux
- **Chand Environmental Consultants**
Sadia Chand (Facilitator), Kim Diedericks (Community Liaison Officer), Kim Wyngaard (Project Assistant)

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**.

5 24-HOUR EMERGENCY CONTACT NUMBERS

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

Alan Espey – Cell: 082 7091 509

For incidents relating to crime and security in the area:

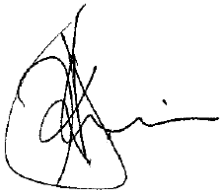
Mountain Men - 021 700 3120

For incidents affecting traffic flow:

Traffic Management Centre (TMC) 021 812 4583

6 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

Email: kim@chand.co.za; Tel: 021 762 3050; Fax: 021 762 3240; Post: P O Box 238, Plumstead, 7801