

## Dualling of a section of MR201 (km 58.70 to km 62.60)

The new Main Road 201 (MR201) carriageway mainly follows the existing road alignment with a new median separating the two carriageways along most of its length. The widening is only to the one side (east) of the existing carriageway. The length of roadway to be upgraded is 3.9km.

MR201 will be upgraded to a Class E (ii) road as outlined in the Western Cape Government Geometric Design Manual with a new median of 5.0m wide over most of the road length, tapering to 1.9m at intersections to allow for a right turning lane. Each carriageway will have a surfaced width of 9.6m, consisting of 2 x 3.4m surfaced lanes and a 2.8m surfaced outside shoulder with a kerb and channel on both edges.

## Realignment of OP5256 (km 0.00 to km 0.15)

OP5256 serves as a primary access to Wildepaarde and Azalea Acres developments. To enhance safety and mobility along MR201, staggered accesses of OP5256, Zandriff and Boschenmeer are to be consolidated at one point (km 59.00).

## Realignment of OP 5255 (km 0.00 to km 0.30)

In line with the future access management plan, the intersection of MR201 and OP5255 will be upgraded to a signalised T-junction intersection and realigned to km 62.41 of MR201.

## Structural work

There are two existing major box culvert crossings along the proposed upgrading of MR201. These crossings allow for non-perennial rivers to flow underneath MR201. The non-perennial rivers allow for natural overland flow to move freely from the upper eastern part of the Wemmershoek mountains down to the Berg River on the western side of MR201. There are box culverts that will be extended or demolished, and new ones constructed to accommodate the new road width.

There are five existing stormwater pipe crossings along the proposed upgrading of MR201. All existing pipe crossings will be demolished and removed to allow for the construction of the urban drainage system, which will replace the existing rural drainage system.

There are 19 existing stormwater access crossings along the proposed upgrading of MR201. All existing access crossings will be demolished and removed to allow for the construction of the urban drainage system, which will replace the existing rural drainage system.

## Stormwater

An open lined drain will be constructed between km 59.75 and km 61.06, which will collect surface runoff via inlet kerbs and direct it towards major culvert (Structure Number C10474) at km 60.04. The discharge for side drains/subsoil drains will be directed into the nearest natural drainage channel. The design of the urban cross section will allow the storm water flow to be managed within the kerbs and channels. Catch pits and inlets will be constructed with a supporting closed conduit storm water system.

## Streetlighting

The project makes provision for the installation of new streetlights along MR201.

## Traffic Signals

The intersection of MR201 and DR1110 (Lusatian Road) is signalised. These signals will be upgraded to accommodate the new road cross-section. The intersection of MR201 and OP5255 (Kliprug Road) will also be upgraded to a signalised T-Junction under this contract. While the installation of traffic signals at other intersections are not envisaged for this contract, provision has been made for all auxiliary infrastructure to be constructed to allow for traffic signals to be installed in future.

*\*Accurate as at the time of this release.*