

SITE PHOTOGRAPH PLATE



Site for proposed borrow pit occurring within the SANRAL road reserve boundary



Site for proposed borrow pit within the SANRAL road reserve (currently leased for sugarcane cultivation)



The start of the proposed road upgrade indicated by the red square (before the bend in the road)



Red dashed line indicating the area for the second carriageway within the road reserve. The Umlalazi River Bridge will be widened to accommodate the proposed dual carriageway



Alien invasive vegetation to be removed to accommodate widening of the Umlalazi River



Red dashed line indicates the road reserve where the proposed dual carriageway will be located.



Agricultural overpass B (oval shape outline) to be widened to accommodate the proposed dual carriageway.



Agricultural Overpass (C) to be widened to accommodate the proposed dual carriageway



Agricultural Overpass (D) to be widened to accommodate the proposed dual carriageway



Forestry along the N2 towards Esikhawini



Proposed dual carriageway to be located within the road reserve



Road reserve for the proposed dual carriageway



Agricultural overpass (E) to be widened to accommodate the proposed dual carriageway



The Esikhawini Interchange ramp will be doubled to cater for the dual carriageway



Proposed widening of the Umhlathuze River Bridge to accommodate the proposed dual carriageway



The proposed dual carriageway over an agricultural underpass near Empangeni



Proposed construction of an additional slip lane at the Empangeni Interchange



Overhead bridge to be widened as a result of the proposed dual carriageway on the N2



Existing rail bridge near Empangeni to be widened as a result of the proposed dual carriageway



Red line indicating the end of the construction of the dual carriageway (just before the Empangeni T-junction)