

WHAT MAKES THE N329 A REAL ROAD OF THE FUTURE?

FLORA AND FAUNA

A wide green central reservation and seamless integration with the environment were key in the design phase. Around 90,000 organically grown permanent plants - including comfrey, anise hyssop, ornamental onions and yellow rudbeckia - have been planted along a stretch of approx. 2.5km. The aim is to create as long a permanent plant border as possible.



COMPENSATION FOR CO2

The contractor ProN329 is constructing the road with minimum CO2 emissions - emissions that are generated by, for example, the production of concrete and asphalt, transportation to and from Oss and activities on site. To compensate for this, amongst other things ProN329 is going to encourage local businesses and households to switch to green energy.



ROAD DESIGN

The image quality of the road and its integration in the environment are described in the N329 Design Specifications. The railway tunnel, bicycle tunnels and subways by the Julianasingel have been designed as a family of structures, so that the design is completely in keeping with the existing road.

Singel 1940-1945

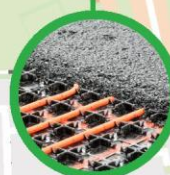


PLEASANTPASS

Social safety was an important point of departure in the design of the bicycle tunnels. PleasantPass comprises a communication system that makes the bicycle tunnel safer and more pleasant for cyclists. The Singel 40-45 bicycle tunnel is the first of its kind in the Netherlands to be designed with this system.

ENERGY-NEUTRAL ROAD

We are generating energy right beside the road using solar panels, which produce energy for lighting, traffic lights and pumps. The contractor ProN329 is going to generate another 100,000 kWh per year on top of this. The standard solar panels are complemented by solar panels shaped like trees and flowers. A display will show road users how much energy the road is using and has generated.



HEAT EXTRACTION FROM ASPHALT

The heat from the road of the future will be stored in the ground and linking the system will yield energy that can be used in the surrounding buildings.

BADGER TUNNELS

Badgers live in family groups. The N329 crosses their path, which puts them at high risk of falling victim to motorway traffic. That's why we are constructing badger tunnels where evidence of badgers has been found.



FLOWMAN AND TOVERGROEN

We are installing LED lighting at the junctions to guide drivers. This system is called Flowman. The traffic lights will turn green for drivers who adjust their speed to the lights during rush hour and stay green for longer for cargo traffic travelling outside rush hour. This is called Tovergroen and results in less sudden braking and less environmental pollution. It also increases the service life of asphalt.



Julianasingel

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