SANRAL
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD
Reg.No.1998/009584/30
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONTRACT SANRAL NRA X.003-049-2019/1

ROUTINE ROAD MAINTENANCE OF NATIONAL ROUTES R63 SECTION 14 (KM 0 TO KM 58.56), R63 SECTION 15 (KM 0.47 TO KM 28.51), N2 SECTION 14 (KM 0 TO KM 65.76) AND N6 SECTION 1 (KM 50.38) TO SECTION 3 (KM 8.04)

ROAD CONDITION REPORT

REPORT DATE: 31 May 2026
COVERING THE PERIOD: October 2025 to May 2026

PREPARED FOR:
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED
SOUTHERN REGION
20 Shorewood Drive, Bay West
Port Elizabeth, 6025
Tel 041 – 398 3200
Fax 041 – 492 0201

PREPARED BY:
Delta Infrastructure Solutions
Ryntal Centre
Lynnwood,
0180

C4.2 GENERAL ROUTINE ROAD MAINTENANCE INFORMATION

DISCLAIMER

This report has been compiled by the South African National Roads Agency for use in its routine road maintenance contracts on the national road network.

The information provided in this report is based on data that has been collected on routine road maintenance contracts over the past seventeen months. The South African National Roads Agency takes no responsibility for the accuracy or adequacy of each item, which is offered in good faith.

VERSION CONTROL TABLE

CLIENT: South African National Roads Agency SOC Limited

CONSULTANT: Delta Infrastructure Solutions

PROJECT DESCRIPTION: Routine Road Maintenance of National Routes R63 section 14 (km 0 to km 58.56), R63 section 15 (km 0.47 to km 28.51), N2 section 14 (km 0 to km 65.76) and N6 section 1 (km 50.38) to section 3 (km 8.04)

CONTRACT NUMBER: SANRAL NRA X.003-049-2019/1

DOCUMENT TITLE: Road Condition Report (October 2025 to May 2026)

Version No.	Date	Issued to	Compiled, Checked and Approved by:		Signature
			Compiled by	*Odwa Ndlwana*	O. Ndlwana
			Checked by	Charity Veldtman	C. Veldtman
			Checked by	Nosiphiwo Jozana	N. Jozana
			Approved by	Bereng Marabe	B. Marabe
			Approved by	Anzelle Coskey	

Issued by:
Project Leader:

Name: .....

....
SIGNATURE DATE

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONTRACT SANRAL X.003-049-2019/1

ROUTINE ROAD MAINTENANCE OF NATIONAL ROUTES R63 SECTION 14 (KM 0 TO KM 58.56), R63 SECTION 15 (KM 0.47 TO KM 28.51), N2 SECTION 14 (KM 0 TO KM 65.76) AND N6 SECTION 1 (KM 50.38) TO SECTION 3 (KM 8.04)

ROAD CONDITION REPORT

Reporting period (October 2025 – May 2026)

Compiled by:

Delta Infrastructure Solutions
23 Rynlal Building
320 Hillside Road
Pretoria
0180
Tel: 012 368 1580
Fax: 012 348 4738
Email: anzelle.marais@deltais.co.za

For:

Regional Manager
South African National Roads Agency SOC Limited
Southern Region
20 Shorewood Drive, Bay West.
Port Elizabeth, 6025
Tel: 041 - 398 3200
Fax: 041 - 492 0201

Table of Contents

1 INTRODUCTION 8
2 SCOPE 8
3 DESCRIPTION OF CONTRACT 8
3.1 Route description and locality 8
3.2 General 10
3.2.1 Traffic 10
3.2.2 KM – distance references 10
3.2.3 Urban and peri-urban Sections Included in Route Sections 10
3.2.4 Cross-sectional properties 11
3.2.5 DISTRICT MUNICIPALITIES 11
4 Climate 13
4.1 Rainfall 13
4.2 TEMPERATURES 13
5 Material sources 14
6 INTERCHANGES, INTERSECTIONS AND ACCESSES 15
6.1 Interchanges 15
6.2 Intersections 15
6.3 Accesses 16
7 ROAD FURNITURE 17
7.1 Signage 17
7.2 Earth Drains 17
7.3 Concrete Drains 18
7.4 Guardrails 19
7.5 Traffic Signs 21
7.6 Fencing 22
7.7 Cattle grids 24
7.8 Road markings 24
7.9 Road studs 25
8 Vegetation 26
8.1 Grass 26
8.2 Trees 27
8.3 Shrubs 27
8.4 Alien vegetation 27
9 Rest areas 27
10 Structures 28
10.1 BRIDGES 28

10.2 culverts 29
10.3 EROSION PROTECTION AND GABIONS 30
11 Layerworks 31
11.1 Edge breaks 31
11.2 SHOULDER REPAIRS 32
11.3 PAVEMENT LAYER REPAIRS 32
11.4 SURFACE CRACKS 34
11.5 VISUAL ASSESSMENT OF PAVEMENT 35
12 safety 36
12.1 RUMBLE STRIPS 36
12.2 SPEED HUMPS 37
12.3 SLOPE STABILITY 37
12.4 PEDESTRIAN PATHS 38
13 ILLEGAL ADVERTISING 38
14 ROUTE MARKER BOARDS 39
15 PAVEMENT MANAGEMENT SYSTEM INFORMATION 40
16 TRAFFIC INFORMATION 40
17 HISTORIC ROAD MAINTENANCE INFORMATION 40
18 GENERAL 40
18.1 EXPENDITURE DISTRIBUTION 40
18.2 CONTRACTORS/SUBCONTRACTORS 42
Contact person 42
Contact person 43
Contact person 44
18.3 FUTURE MAINTENANCE AND REHABILITATION PROJECTS 45

LIST OF FIGURES

Figure 1: Locality Plan……10
Figure 2: District Municipality Map…… 14
Figure 3: Climate Map……15
Figure 4: Climate -Rainfall……..……...15
Figure 5: Climate – Rain gauge installed in R63, N6 and N6……...15
Figure 6: Weather forecast precipitation……16
Figure 7: Peddie Intersection in N2 section 14……..……18
Figure 8: Intersection in R63 section 14 at km 42.6 and Bisho R63-15……..…19
Figure 10: Accesses – New access to be opened at km 48.40……..…20

Figure 11: Road Furniture – New Road signs installed in R63 section 14……..…22
Figure 12: Earth drains in R63 section 14…….…....23
Figure 13: V Drains in N6 section 1 and 2……23
Figure 15: V Drains in R63 section 14…….23
Figure 16: Damaged Guardrails in N2 section 14…….. 25
Figure 16: Fixed guardrails by the current RRM contractor……...25
Figure 17: Re-installed Guardrails according to new SANRAL specification……..…25
Figure 18: New Guardrails N6 section 1……...26
Figure 19: Re-instated DG signs in R63 section 14……...26
Figure 20 Steel Palisade and Veldspan fence at R63 section 15 km…….28
Figure 20: Clearview fence at Bisho hospital in R63 section 15 km 8.00……28
Figure 22: Stock Proof fence in R63 section 14 at km 53.40……28
Figure 23: New installed Cattle grid in R63 section 14 km 19.6……29
Figure 24: New installed cattle grid in N6 section 2 at km 10.8……29
Figure 25: Road Marking conditions – R63 section 14 and 15…….30
Figure 26: Road marking Conditions - R63 section 14 and N6…….. .30
Figure 27: Road Studs – N6 and R63……...30
Figure 28: Line marking in R63 section 15……...31
Figure 29 Rest Areas in N6 section 2……32
Figure 30: Rest Areas in N6 section 2…….33
Figure 31 Bridges on N6 sections 1 n 2……34
Figure 32 Bridges on N2 sections 14……..……34
Figure 33 Culverts on R63 and N6……35
Figure 34 Gabions R63 section 14, N6 section 3……35
Figure 35 Edge build up …….36
Figure 36 Shoulder repairs R63 section 15…….37
Figure 37 Pavement condition N2, N6 section 14……...38
Figure 38 Surface Patching N2 section 14……...36
Figure 40 Slurry R63 section 14 ……37
Figure 41 Rumble strips ……38
Figure 43 Illegal advertisement R63 section 14…….39
Figure 44 Slope area N6 section 2 ……....43
Figure 45 Sidewalks R63 section 14 and N2 section 14……43
Figure 46 KM Marker boards…….45

Figure 47 Project expenditure ……47
Figure 48 Project expenditure to date……...48

ANNEXURES

ANNEXURE A- VISUAL CONDITION ASSESSMENT REPORT
ANNEXURE B- TRAFFIC DATA
ANNEXURE C - PLANNED CONTRACTS
ANNEXURE D – SECTIONAL STRIP MAPS

1 INTRODUCTION

This report is intended to provide an updated record of the road condition and maintenance actions to be implemented on routes R63 section 14 (km 0 to km 58.56), R63 section 15 (km 0.47 to km 28.51), N2 section 14 (km 0 to km 65.76) and N6 section 1 (km 50.38) to section 3 (km 8.04). The purposes of this report are:

- To provide the Project Manager with a comprehensive overview of the route condition; and
- To inform prospective contractors of the current route condition for tendering purposes.

Although visual survey efforts have been made to ensure that this report is an accurate representation of the route conditions, the document cannot be regarded as completely conclusive. The information provided is based on visual survey data gathered from the site over a baseline period of six months (October 2025 – May 2026).

The standard industry guideline, TMH 9, was strictly followed during the visual condition assessment of the route network. TMH 9 outlines the standardized assessment procedures and specifications for road pavement info segment data. The key objectives for carrying out the visual assessment are to determine the following target indices:

- Condition indices,
- Maintenance and rehabilitation needs, and
- Priorities at the network level.

Over the years, SANRAL has developed a Routine Road Maintenance Manual as an operational guideline for all contracts. This manual framework is aligned with multiple industry standards, including SABITA pavement repair principles, the South African Road Traffic Signs Manual (SARTSM), National Slope Management Systems, and the Drainage Manual.

2 SCOPE

The primary aim of this report is to provide the project manager with a formal overview of routine road maintenance works conducted for the contract SANRAL NRA X.003-049-2019/1. Planned maintenance activities to address infrastructure needs will be detailed across sections including as-built profiles, historical maintenance data, traffic logs, and safety features.

3 DESCRIPTION OF CONTRACT

3.1 ROUTE DESCRIPTION AND LOCALITY

The project site spans across two major district administrative bounds: the Amathole District Municipality and the Buffalo City Metropolitan Municipality. It covers four (4) local municipalities: Buffalo City, Raymond Mhlaba, Ngqushwa, and Amahlathi.

The network scope is divided into the following routes:

- R63 Section 14, Alice to King Williams Town from km 0.00 to km 58.56
- R63 Section 15, King Williams Town to Kei Road from km 0.47 to km 28.51
- N2 Section 14, King Williams Town to Fish River from km 0.00 to km 65.76
- N6 Section 1 to 3, Kei Road turnoff to Cathcart N6, from section 1 km 50.38 to section 3 km 8.04.

The combined distance for all road sections is approximately 229.16 km. The roadway is comprised of single carriageways with paved and gravel shoulders. A graphic summary of the project is provided in the figure below:

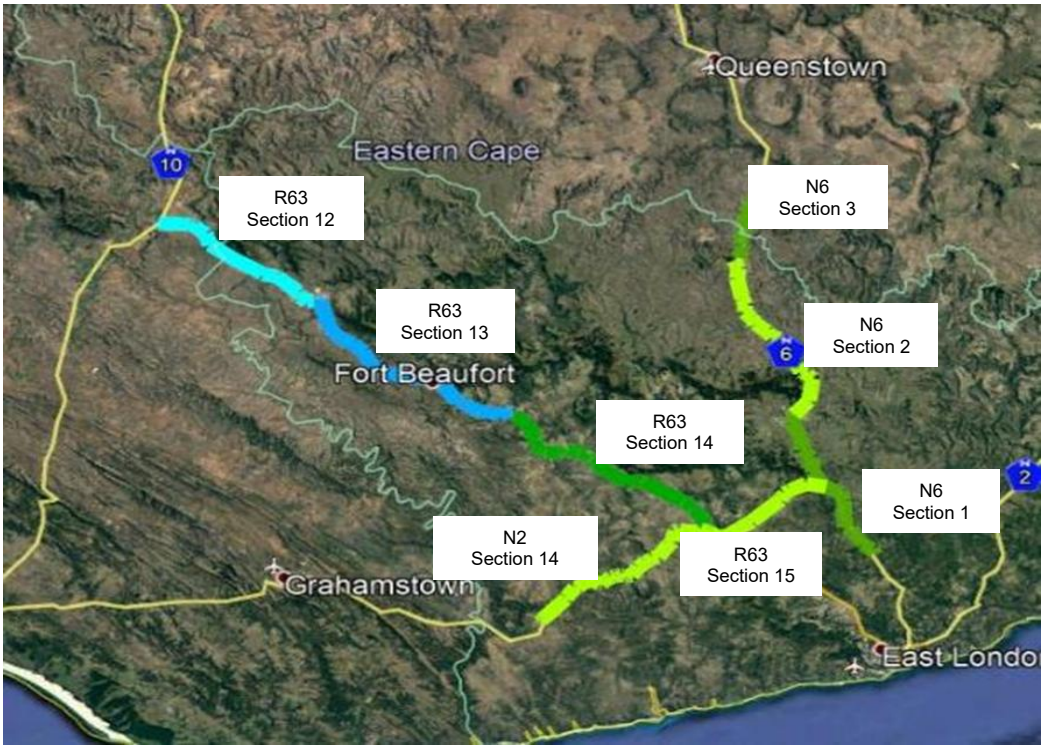


Figure 1 Project locality

The road reserve boundary is mostly demarcated by fencing on both sides of the road. The estimated road reserve area and paved area of the various sections are summarised in Table 1 on the following page.

Table 1: Description of various route sections with estimates of surface areas

Route	Section	Kilometre		Length (km)	Road Pavement Area* (m^2)	Road Reserve Area* (ha)
		Start	End			
R63	14	0.0	58.56	58.56	± 667 584	± 108.92
R63	15	0.47	28.51	28.04	± 187 868	± 65.33
N2	14	0.0	65.76	65.76	± 473 472	±149.93
N6	1	50.38	70.45	20.07	± 222 777	±41.94
N6	2	0.0	48.22	48.22	± 535 242	±105.60
N6	3	0.0	8.04	8.04	± 93264	±18.81
Total				**228.69**	**± 2 179 207**	**490.53**

3.2 GENERAL

3.2.1 TRAFFIC

The route carries a high volume of heavy vehicle transit traveling from Gqeberha to Qonce, and East London to Queenstown. Traffic flow analytics are captured by the Department's Comprehensive Traffic Observations (CTO) system data framework.

A summary of the traffic analysis data is provided in Table 2, this includes the annual average daily traffic (AADT) in both directions, the number of E80 axle loads, and the base year in which it was observed and if it was counted (T) or estimated (B). This information was provided by the Department's CTO (Comprehensive Traffic Observations) system.

Table 2 Traffic Information

Route	Section	Station	km	ADT	AADT	E80 kN	Year
R63	14	872	58.56	5870	330	1677	2023
R63	15		28.51	2012	-	1108	2023
N2	14		65.45	6012	-	534	2023
N6	1	876	20.07	3056	395	609	2023
N6	3	813	48.22	3094	-	1996	2023

3.2.2 KM – DISTANCE REFERENCES

SANRAL standard blue kilometer-distance reference marker boards are installed at 200 m intervals across all route spans to ensure accurate spatial reference logging.

3.2.3 URBAN AND PERI-URBAN SECTIONS INCLUDED IN ROUTE SECTIONS

Specific peri-urban areas require heightened routine operations, including extensive litter clearance and safety sign maintenance.

Table 3 Peri-urban areas

Town	Type	Section and Kilometre				Length (m)
		Start		End		
		Section	km	Section	Km	
Alice	Urban	R63/14	0.00	R63/14	5.00	5000
Middledrift	Urban	R63/14	40.40	R63/14	45.00	
Qonce	Urban	R63/14	40.20	R63/14	45.00	4600
Peddie	Urban	R63/14	53.56	R63/14	58.56	5000
Bisho	Urban	N2/14	12.4	N2/14	17.2	4800
Kei Road	Urban	N6/1	65.45	N6/1	70.45	5000
Stutterheim	Urban	N6/2	0.00	N6/2	5.00	5000
Cathcart	Urban	N6/2	43.22	N6/2	48.22	5000

3.2.4 CROSS-SECTIONAL PROPERTIES

The R63 sections 14, 15, N2 section 14, and N6 sections 1, 2, and 3 are a bituminous surfaced single carriageway road with flat and passing lanes, the cross-sectional properties are summarized in Table 4 below:

Table 4 Cross-section profile information

Section	Kilometre		Total Length (km)	Road prism (width in metres)							
				North Bound				South Bound			
	Start	End		Road Reserve(m)	Gravel Shoulder(m)	Surfaced Shoulder(m)	Surfaced Lanes No	Surfaced Lanes No.	Surfaced Shoulder(m)	Gravel Shoulder(m)	Road Reserve(m)
R63	0.00	58.56	58.56	36.2	0	2.4	1 to 2	1 to 2	2.4	0	36.2
R63	0.47	28.51	28.51	18	2.5	0.00	1	2	0	2.5	18
N2	0.00	65.76	65.76	22.4	0	2.4	1 to 2	1 to 2	2.4	0	22.4
N6	50.38	70.45	20.07	18.5	0	2.4	1 to 2	1 to 2	3.5	0	18.5
N6	0.00	48.22	48.22	18.5	0	2.4	1 to 2	1 to 2	2.3	0	18.5
N6	0.00	8.04	8.04	18.5	0	2.4	1 to 2	1 to 2	2.3	0	18.5

3.2.5 DISTRICT MUNICIPALITIES

The Project is in the Eastern Cape Province. It spans two Districts of Municipalities, Amathole and Buffalo City, which include four local municipalities: BCM local municipality, Raymond Mhlaba local municipality, and Ngqushwa local municipality.

The Amathole district municipal area covers 1,664 259 km^2 and currently has an estimated population of approximately 1.7 million people. The Amathole District is situated in the central part of the Eastern Cape. It stretches along the Sunshine Coast from the Fish River Mouth and along the Eastern Seaboard to just south of Hole in the Wall along the Wild Coast. It is bordered to the north by the Amathole Mountain Range. An overview of the great extent of the project is provided in the figure below.

The geological strata of the region are typical of the Karoo system, which consists mainly of mudstones and sandstones intruded by dolerite dykes and sills. In general, the dolerite dykes trend east to west. Much of the geology is of marine origin, giving rise to the high salinity of the groundwater in the area. The soils are generally moderate to deep clayey loams, and the erodibility index of the soils in the region is recorded. The municipal plan of the route is presented in the figure below:

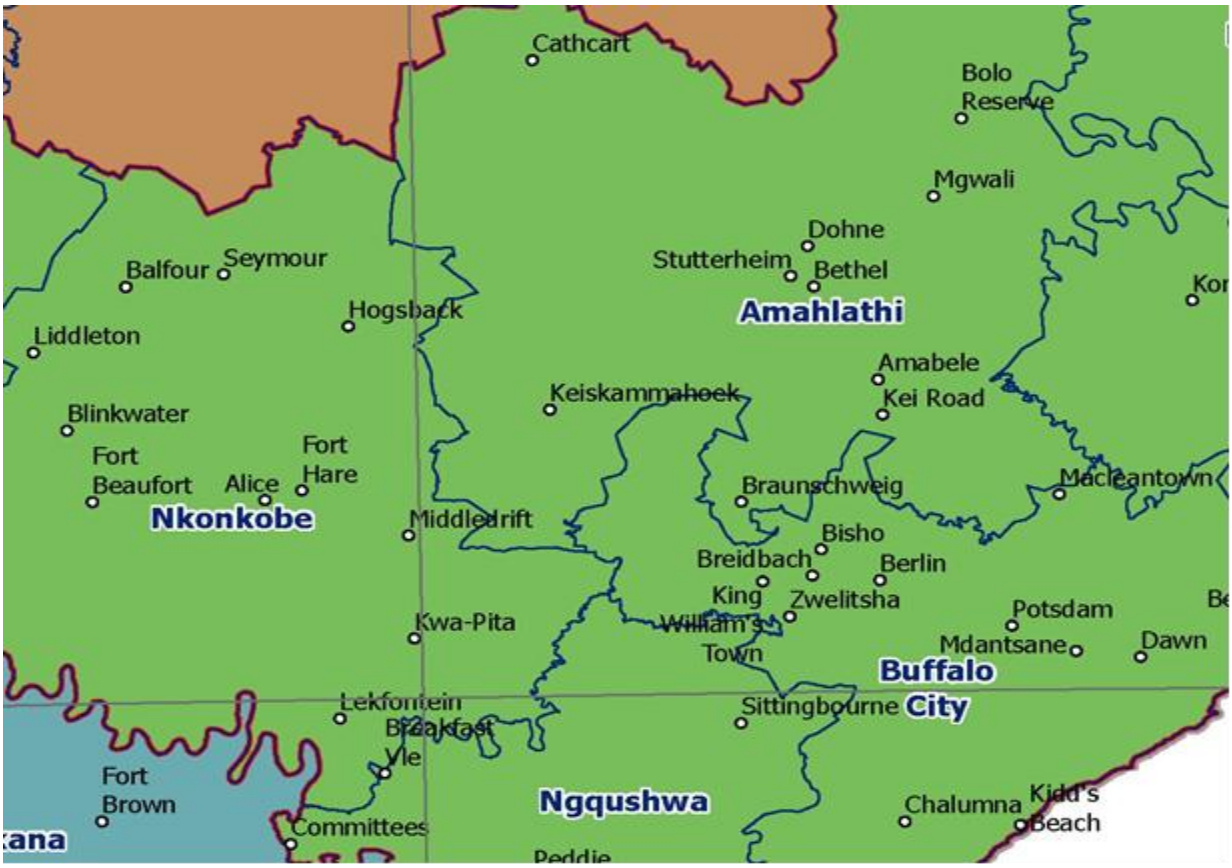


Figure 2 District Municipality

4 CLIMATE

The site falls within a moderate climate region, with a Weinert N-value of 2-5 as shown in the figure below.

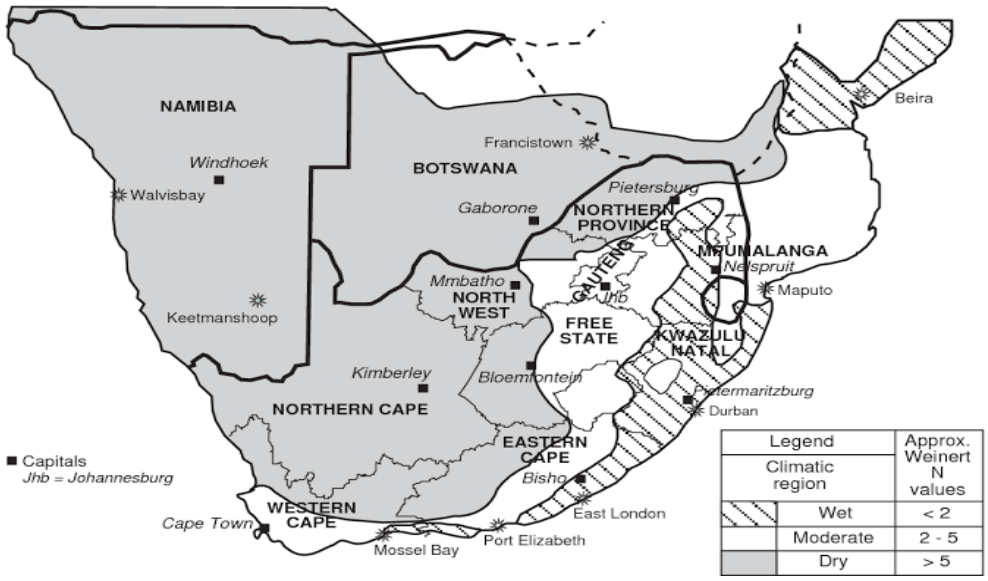


Figure 3 Climate map

4.1 RAINFALL

The average precipitation per month is measured by rain gauge cones allocated at five (5) sections of our routes, namely, R63 Section 14, R63 (Section 15), N2 (Section 14), and two (2) on N6, Sections 1 & 3. The rainfall data is collected by the route patrol service.

4.2 TEMPERATURES

The Amathole District region experiences mild to low temperatures during the winter months, warm to hot temperatures during the summer months, and high rainfall. The figure on the following page provides the average rainfall experienced in the region.

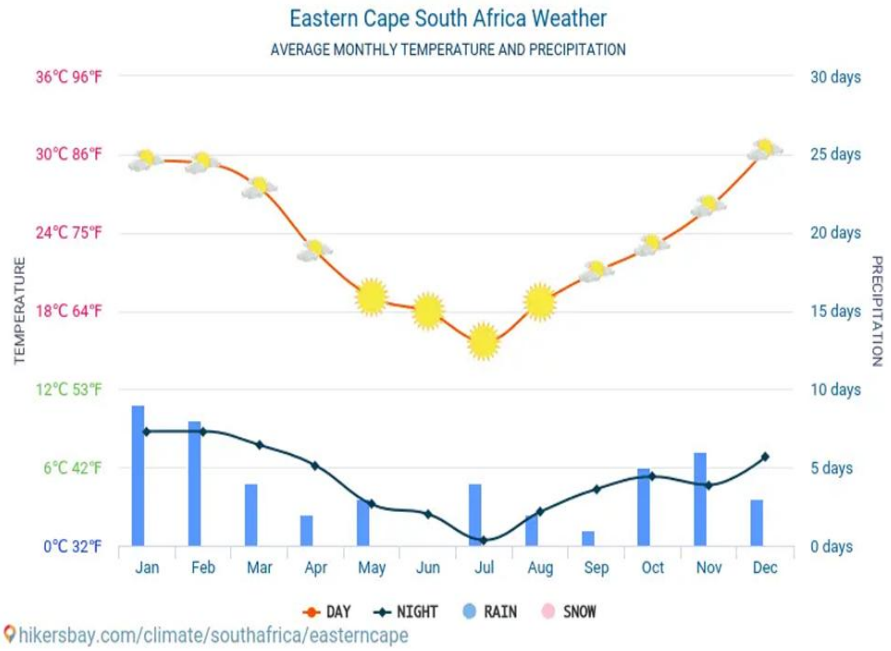


Figure 4 The average temperature in the Amathole district

5 MATERIAL SOURCES

Possible sources of aggregate and asphalt identified on the route are provided as follows:

Table 5 Material sources identified for the project

NAME	PRODUCTS	Tel. No.
East Coast Asphalt (Pty) Limited -East London.	Asphalt Hot mix	043 745 2010, 043 745 0609
East Coast Asphalt (Pty) Limited -East London.	Cold mix	043 745 2010, 043 745 0609
Colas, East London	Bitumen SS60, Colpave, KRS65, MC30	043 745 0055, 043 745 0059
Independent Group – East London, Transport – Damian's Trucks.	Seal aggregate: 4.75 – 19,0 mm G1, G2, G3, G5 crushed stone	
Kopano Signs, Bloemfontein, Thuma Mina Signs – Cape Town	Road traffic and other signs, guardrail material	051 432 0644, 081 409 4780
Consolidated Wire Industries (PTY) LTD	Fencing	043 726 1146
The CO-OP	Weed Scorcher	043 732 1633
Arc & Arms	Cattle Grids	043 652 4555

6 INTERCHANGES, INTERSECTIONS AND ACCESSES

A summary of the intersections and accesses is detailed in Annexure A of the road logs.

6.1 INTERCHANGES

There are no interchanges recorded on our routes.

6.2 INTERSECTIONS

The general overview of the three intersections (N2 Section 14, R63 Section 15 KM 6.00, and R63/N2 turnoff KM 58.56) on the routes is that they are clean, have signage in good condition, and have functional drainage structures to ensure adequate drainage is maintained to prevent flooding on the road. The road markings and signage on the R63/N2 Section 14 km 43.7 intersection need attention. The figure below provides an example of the remarked faded road marking identified.



Figure 5 Peddie intersection on N2 Section 14

Intersections are designed for traffic to join or leave highways and other roads such as the N2. They serve an important role in ensuring that crossing or convergence of moving traffic on highways is achieved safely and without disturbing traffic flow. The road, such as the N2 Section 14, consists of well-functioning intersections.

N2 Section 14 and R63 Section 14 have more intersections and ADT than the other sections and therefore demand high maintenance in achieving their functionality. All the missing signage on certain intersections are replaced. The road markings and road studs are in good condition in both these sections. Most intersections have acceptable Intersection Sight Distance as no

obstructions were observed, such as bushes or illegal signage placed on the bell mouths. Figure 8 shows one of the major intersections on section 14, the R63 intersection at KM 42.40. and the R63 Bisho intersection, section 15, km 6.00.



Figure 6 Intersections in R63 section 14 @ km 42.6 and Bisho



Figure 7 Intersection in R63 section 14 km 58.42 and N2 section 61.20

6.3 ACCESSES

Illegal access has been identified along R63 section 14; these are to accommodate the new development along the road. These illegal accesses contribute to the higher-than-normal accidents being experienced on the route. The access is monitored by the RRM team and mitigated as and when a new entrance is constructed. The Lie Feldt community has put forth an application for a new formalized entrance to statutory control and approval has been granted. The

required gate and road signs were installed by the RRM team, and the entrance was constructed at the community at their cost.



Figure 8 Proposed new access on km 48.40

7 ROAD FURNITURE

7.1 SIGNAGE

All the missing DG signs were re-erected by the current RRM contractor; mostly on the R63 section 14. The RRM team, together with statutory control, were working hand in hand on the name change program. There has been an increase in theft of road sign poles on N2 section 14 and R63 section 14. Further activities will depend on the availability of extra funding.



Figure 9 New Road signs installed on the R63 section 14

7.2 EARTH DRAINS

Earth-side drains occur through most cuttings and semi-slope areas on R63 section 15. In most instances, these earth drains become silted with rock falls and debris to an extent that some operate at less than 50% of their capacity when blocked.

Earth drains on R63 section 14 between KM 40.00 – 56.00 become easily silted with debris or overgrown with vegetation. This is due to nearby communities who dumped spoiled materials and litter into the earth drains, leading to litter accumulating much faster than expected.

The figure below provides an example of concrete culverts and pipe drains to which all the earth drains are connected to. Due to communities in the area causing problems of dumping in these culverts for present and past contractors, maintenance on these earth drains and concrete culverts has been an issue but is currently maintained by the RRM contract



Figure 10 Earth drains constructed along R63 section 14, km 35

7.3 CONCRETE DRAINS

The existing concrete side drains vary in age but are mostly in a well-maintained condition. Some of these drains have stone-pitched extensions at the discharge ends that serve as erosion protection. Stone-pitched drains are throughout all sections and are currently functional.



Figure 11 Concrete drain along N6, Section1, km 61



Figure 12 Concrete drain R63, section 14 km, 18

7.4 GUARDRAILS

The following maintenance measures are currently implemented for all guardrails along the routes:

- Adjustment of guardrail heights not meeting SANRAL specification (especially along N6 Section 1).
- Replacement of rotten guardrail posts, spacer blocks & reflectors.
- Realignment of guardrails.
- Installation of new guardrail reflectors and replacement of existing reflectors in R63 section 15 that had poor reflectivity.
- Replacement of accident-damaged guardrails in N2 section 14 with new guardrail material as required

There are several accident-damaged guardrails that need attention but will be addressed when the extra funding has been received.



Figure 13 Damaged guardrail on N2



Figure 14 Guardrail fixed by RRM team



Figure 15 Guardrail repair on N6 section 1



Figure 16 Guardrail repairs on N6 section 1

7.5 TRAFFIC SIGNS

Most of the existing road traffic signs are in fair condition and functional; others have been hit by trucks, resulting in damaged plates/boards, and the same were stolen, especially in R63 section 14. Most of the GD information signs were erected during the previous RRM project in section 15 and are still in fair condition with good reflectivity.

All road signs manufactured seven years ago, which have reached the life span replaced under the current contract. All signs that require a name change in R63 section 14 and N2 – 14 have been addressed.



Figure 17 Re-installed DG signs along R63 section 14



7.6 FENCING

The fencing on the route is barbed wire fencing; a breakdown is of the sections is indicated below:

- R63 Sections 14,15 and N6: Stock-proof (9strand) = 98%, Other 2%
- R63 Section 15, Stock-proof (9strand) = 95%, Veldspan fencing 4% and steel Palisade 1%
- N2 Section 14: Stock-proof (9strand) 85%, Other 5%
- N6 Section 1 to 3, Stock proof (9strand) 90% Other 10%

The general condition of the fence is fair; however, some sections have aged and require replacement. Incidents where damage to the fence have occurred are reported to the RRM team, and repairs are arranged; this is an ongoing procedure.

To date, no fence materials have been supplied to the farmers as there have been no requests yet. On the previous contract, a steel palisade fence and Veldspan fence were erected on the All-Saints SAPS academy in Bisho. Any accident-related palisade and Veldspan repairs are carried out under the current RRM contract.



Figure 18 Steel palisade and Veldspan installation at All Saints Bisho R63 Section 15 km 10.00

Clearview fencing is generally 1.8 m high and is mostly found in private properties along our routes, specifically in Bisho Hospital on R63 section 15 km 8.8.



Figure 19 Clearview fence at Bisho Hospital on R 63 section 15 km 8.

7.7 CATTLE GRIDS

There are several new cattle grids installed by the current RRM contractors at R63 section 14 and N6 sections 1 and 2. The project received ten (10) additional requests for cattle grids. These will be attended to once additional funding is approved.



Figure 20 Cattle grid on R 63 section 14 at km 19.6



Figure 21 Cattle grid on N6 section 2 at km 10.8

7.8 ROAD MARKINGS

The road markings along the route were generally in good condition except R63 section 14, N2 section 14, and N6 section 1. RFQ has been prepared by the RRM team, and four (4) TEs have been appointed; two (2) of them are 3CE/SK, and two (2) are 1CE/SK. Faded Road markings have been addressed by the RFQ contractors, starting with N6 Section 1, N2 Section 14, and

Section 14. More faded line markings have been identified and will be addressed once the project receives extra funding.



Figure 22 Road marking on R63 section 15 and 14, N2 and N6

All required line marking on R63 section 15 will be conducted by (WBHO). The R63 section 14, N2 section 2, and N6 section 1 road marking scope is addressed by the RFQ TEs appointed by the current RRM team once the WAF is approved. The mentioned work is now complete. More faded line marking has been identified and will be addressed once the project receives extra funding.

7.9 ROAD STUDS

Most of the road studs on all the routes are in good condition; section 15 on the R63, however, requires special attention due to damaged and missing road studs. The current road studs are Keylite specification; the product has not performed well as the studs break and dislodge easily within a short period. All the missing road studs on N6, N2, and R63 section 14 will be replaced under the current contract, and section 15 on the R63 will be conducted under a new program.



Figure 23 Road studs on N6 and R63

8 VEGETATION

8.1 GRASS

The grass is cut along the whole route on the verges of the road. In areas and sections where there are rest areas, the grass team is responsible for mowing those areas, as part of their duties. The grass cutting is done in two different types: shoulder mowing, which is carried out monthly, and general mowing, which is carried out twice a year.



Figure 24 Grass cutting on the roadside

8.2 TREES

Several trees have been removed along the route. These trees were obstructing the visibility of road signs and were growing beneath bridges. Some farmers have raised concerns regarding trees pushing against fences. There are long trees growing at the edge of the road over the embankment, which are posing a risk to motorists, especially when it is windy; all these trees need to be removed.

8.3 SHRUBS

The shrubs in the road reserve that will require regular trimming will be just outside the 4.5 m shoulder strip and obstruct the operation of the culvert. The 4.5 m shoulder strip is clear of shrubs. There are no shrubs recorded on our routes.

8.4 ALIEN VEGETATION

Alien vegetation is to be controlled under an annual eradication program.

9 REST AREAS

Informal stopping/parking that occurs along all sections causes edge drop-offs and subsequent safety hazards to the motorists. These stop areas need to be either closed or formalized. All rest areas in N2 section 2 are surfaced and linked to the main road. We have two (2) unsurfaced rest areas in R63 section 15 km 21.4 and N2 section 14.2.



Figure 25 Rest areas along N6 section 2

Even though some of the illegal stopping/parking areas have been closed with bollards and danger plates by the current contractor, the trucks continue to park illegally in undesignated areas throughout the entire route.

The condition of the rest areas is moderate to good. Some of the infrastructure needs maintenance or replacement, as seen in Figure 25, especially along the R63 section 2. Standard-length bollards in rest areas need to be installed and as well as missing hazard plates in the rest

areas need to be installed. This activity will be conducted within the current contract, on an as-and-when basis.



Figure 26 Rest areas along N6

Edge breaks are prevalent at the entry and exit points of most unsurfaced rest areas. This can be curbed by the construction of asphalt edging or concrete edge beams. In some rest areas, where concrete edge beams have been constructed, drop-offs still occur between the concrete edge beams and unsurfaced layers. In some cases, the existing edge beam has been rendered inadequate by the illegal extension of entrance and exit points. Bollards with hazard marker signs are intended to be installed under the current contract to mitigate the issue.

10 STRUCTURES

10.1 BRIDGES

All the bridges along the route are in good condition, there are bridges on the R 63 -15 that require attention and will be tended to in the new upgrade scope. A detailed inspection of the bridges is due; this will help determine the structural integrity of the bridges and possible remedial actions. Inspection was conducted recently; no concerns were raised.

On the following pages are a few pictures which illustrate the status quo of the bridges on the current route.



Figure 27 Bridges on N6 section 1 and 2



Figure 28 Bridges on N2 section 14

10.2 CULVERTS

The culvert structures mainly consist of precast concrete pipes and box/portal sections of varying sizes. Inlet and outlet structures consist of in situ cast concrete and are in a functional condition with only minor repairs needed to certain cracked and broken head walls or wing walls. Most of the culverts are obstructed by vegetation, siltation, and debris. This was observed during a visual inspection in this current contract. Some culverts were found to experience obstructed flow or erosion. Corrections are being made to the current contract as an ongoing activity.



Figure 29 Culverts on R63 and N6

The pipe culverts under the access roads have headwalls and some are fully blocked. These structures are cleaned regularly. Hazard markers (W401 and W402 signs) at inlets and outlets are mostly in place, in good condition, and erected according to the latest SANRAL specification.

Almost all the culverts on our routes are functional and require cleaning monthly to remove debris and litter. A few of the concrete structures have minor cracks on the wing walls and the base.



Figure 30 Culverts on R63 section 14

10.3 EROSION PROTECTION AND GABIONS

Erosion is a common phenomenon along steep mountainous areas along our routes R63 section 14, 15, N2 section 14, and N6 section 1 to 3. The following factors contribute to erosion in the area:

- The nature of rainfall in this area - which is mostly of moderate intensity over a long duration of time.
- The rock-type terrain

- Weather conditions that do not promote vegetation growth

The Gabions observed on site are still in good condition. Gabions were installed in the previous contract in areas where erosion occurred, and the falling rocks are contained as an ongoing activity. Stone pitching is also being done on lower-level areas that are experiencing erosion and above low-level culverts/headwalls to prevent further erosion due to height differences.



Figure 31 Gabions on R63 section 14 and N6 section 3

11 LAYERWORKS

11.1 EDGE BREAKS

Edge breaks are prevalent at edge drop-offs and damaged shoulders at stopping areas and access roads. They also occur due to the culvert inlet or outlet head wall being lower than the road surface. The main cause of edge breaks on all sections of our routes is the illegal parking/stopping of trucks and vehicles. In some areas where this had caused great concern, the W401 signage was installed to close off the access and prevent illegal stoppages.



Figure 32 Edge breaks observed along the roadway

11.2 SHOULDER REPAIRS

The illegal pull-offs, mainly by trucks, are the direct cause of the breakdown of the shoulders that is prevalent throughout the entire route. The shoulder breaks reduce the effective width of the shoulders and create a safety hazard of deep edge drop-offs to other vehicles. Shoulder reinstatement is one of the ongoing activities that are carried out under the current contract. There is also a need for the permanent closure of illegal parking areas through the installation of W401 or bollards. In other areas, this will be an ongoing activity.



Figure 33 Shoulder repairs on the R63 section 15. – Addressed under upgrade

11.3 PAVEMENT LAYER REPAIRS

The condition of the pavement and riding quality on the routes are good, especially N6 Sections 1 to 3 and R63 Section 14, with only N2 Section 14 that is experiencing signs of distress and structural failures. R63 Section 15 has been identified as the poorest section on our route with a lot of structural failures; most of the pavement repairs are done in this section. All pavement challenges will be addressed under the current contract to effectively drain water from the road

surface and maintain installed drainage systems. Future geometric designs in this section are required to re-evaluate this area.



Figure 34 Pavement conditions N2, N6, and R 63 section 14 & 15

The condition of the pavement on section 15 is showing between 4th and 5th Degree distress with severe rutting, undulations, and very poor riding quality. This section is in dire need of rehabilitation, as routine maintenance is no longer effective, and it is becoming too costly to maintain. All road failures are currently being addressed by the upgrade project being done by WBHO. The upgrade project is currently in progress to address all surface failures.





Figure 35 Surface patching conducted on the N2 section 14

11.4 SURFACE CRACKS

Various crack types have been observed on the portions that have not been recently re-sealed. The extent of the pavement failures and cracks varies and can be seen on strip maps. All the deformation and cracks will be addressed in the new upgrade project. Visuals of the various cracks identified are shown on the following pages.

All surface cracks will be addressed by the upgrade project.



Figure 36 Surface failures were observed on the R63 section 15.

11.5 VISUAL ASSESSMENT OF PAVEMENT

The visual assessments for pavements are undertaken monthly to generate a register of pavement failures that will be repaired during suitable conditions or seasons. The last visual evaluation of the pavement condition on the route was performed in October 2025.





Figure 37 Slurry treatment on the R63 section 14

Due to aggregate loss on the R63 section 14, the MPT implemented a slurry treatment to prevent further damage. The road markings will be conducted via RFQ.

12 SAFETY

12.1 RUMBLE STRIPS

Rumble strips have been installed on R63 section 14 km 55 where an intersection has been identified as dangerous due to frequent accidents occurring at that area and rumble strips and black and white lining were proposed to be installed as traffic calming measures.



Figure 38 Rumble strips on R63 section 14 km 56

12.2 SPEED HUMPS

Several incidents of speeding vehicles knocking over pedestrians were reported in Stutterheim town. A request was put forth by the Amahlathi Mayor to install new speed humps in town to prevent further accidents. The team was required to install the rumble strips, line marking, and road signs. The speed humps were recently remarked in N6 as well as on the R63 section 15 near Bisho.



Figure 39 Speed humps on N6 section 1 and R63 section 15 at Bisho.

12.3 SLOPE STABILITY

Slope instability in the form of falling rocks occurs in cuttings on N6 section 2 near Thomas River and N2 section 14 near Fish River. The rocks and debris clog the side drains and disrupt the free flow of stormwater. The construction of concrete drains or stone-pitched drains is one of the measures taken to mitigate the effects of drain blockage. The current contractor conducts clearing activities as an ongoing activity and provides an emergency standby team in difficult situations where the rock falls extend onto the road surface, which can pose a danger to traffic.



Figure 40 Side slopes in the cut along section 2, N6.

12.4 PEDESTRIAN PATHS

The pedestrian paths on the route are located on N2 section 14 and R63 section 14. The R63 one was constructed by the previous reseal project done in 2017, and the N2 one was constructed by the WBHO upgrade project, which was completed recently. The condition of the pedestrian paths are generally good.



Figure 41 Sidewalks on R63 and N2

13 ILLEGAL ADVERTISING

All illegal advertising inside the road reserve is removed as an ongoing activity. The normal application for facility signs is submitted to SANRAL for approval. Other advertisements outside the road reserve are also submitted to SANRAL for statutory control. R63 Section 14, however, has several illegal advertisements as shown in the Figure on the following page.



Figure 42 Illegal advertising on the R63 Section 14

14 ROUTE MARKER BOARDS

Route Marker Boards are present on the route. It is standard practice to maintain and reinstall boards that are faded or damaged. Only a few marker boards are missing as many of them were replaced/installed by the previous SMMEs; this is an ongoing activity. Most of the marker boards in section 14 are missing, along with some of the marker boards in N2 section 14. All faded marker boards have been identified and will be replaced on the current contract. The main contractor is currently busy with materials procurement of the damaged, missing km marker for all the sections.



Figure 43 Km marker boards

15 PAVEMENT MANAGEMENT SYSTEM INFORMATION

Pavement information is available from SANRAL on request.

16 TRAFFIC INFORMATION

Traffic information is appended to this report as an annexure.

17 HISTORIC ROAD MAINTENANCE INFORMATION

The routes were previously maintained by different companies, as the routes were arranged differently and the contracts were separated to contractors Rainbow and WTW Civils. The table below provides a summary of the routes maintained over time.

Table 6 Historic Road maintenance

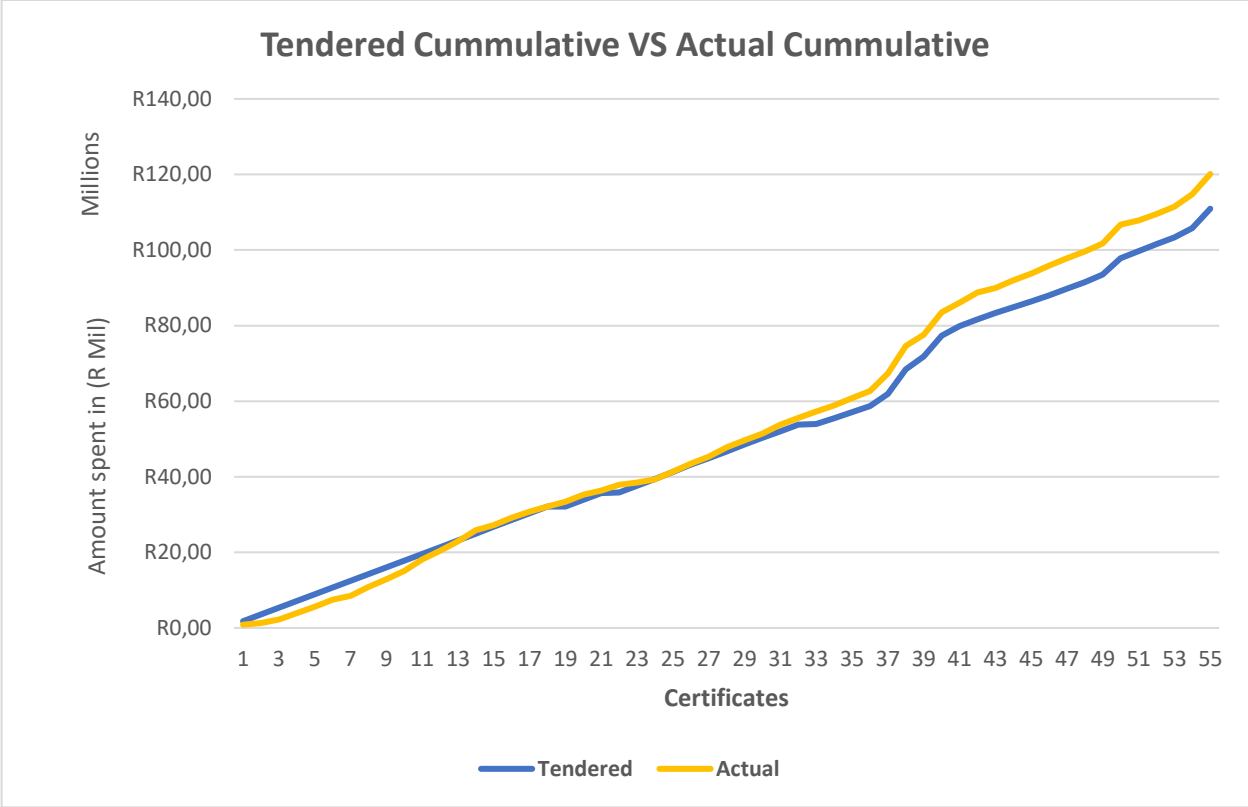
Route & section	Project description	Start date / Anticipated
R63 section 14	Routine Road Maintenance	March 2016 to April 2021
R63 section 15	Routine Road Maintenance	March 2016 to April 2021
N6 Section 1	Routine Road Maintenance	May 2016 to May 2021
N6 Section 2	Routine Road Maintenance	May 2016 to May 2021
N6 section 3	Routine Road Maintenance	May 2016 to May 2021

18 GENERAL

18.1 EXPENDITURE DISTRIBUTION

Information on expenditure patterns of the current contract is available from SANRAL. 5km section strip maps are available to reflect the current project expenditure and future project expenditure on the sections and will be submitted along with the report.

For this period, the expenditure shown in the graph below highlights the major contributors to the total expenditure.



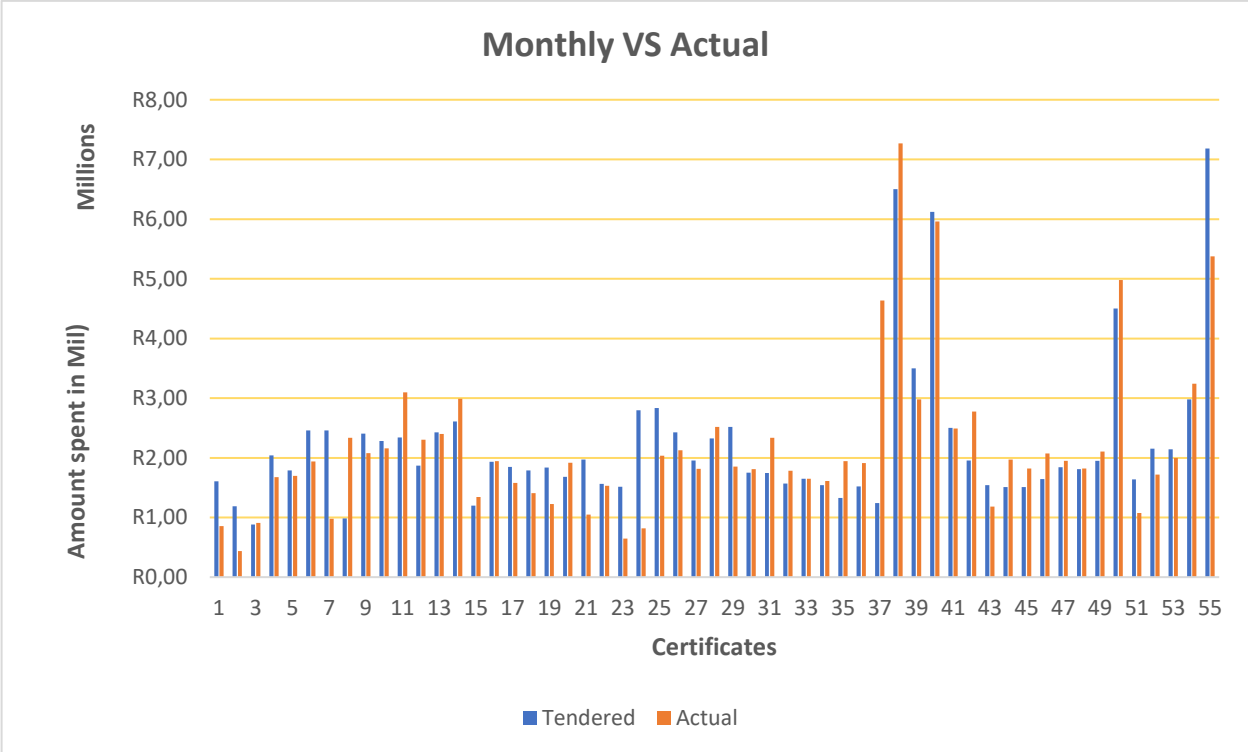


Figure 44 Project expenditure graph

The total budget for the project, including VAT, is R101 420 100.02, and the expenditure to date is R99 631 178.19.

SUMMARY OF CONTRACT EXPENDITURE

Contract No NRA X.003-049-2019/1 — Certificate No : 55

Duration : 70 months — Total Length of Road : 313.98 km

ITEM DESCRIPTION	EXPENDITURE TENDERED	EXPENDITURE THIS MONTH	EXPENDITURE TOTAL TO DATE	EXPENDITURE TOTAL % TO DATE	COST PER KM TENDERED AVG/MONTH	COST PER KM THIS MONTH	COST PER KM AVG TO DATE/MONTH	COST PER KM AVG TO DATE/YEAR
M0000 : General	30,086,800.00	398,448.60	27,719,419.69	92.13%	1,368.90	1,269.02	991.95	15,134.31
M1000 : Pavement Maintenance	4,458,600.00	1,416,710.82	18,795,235.11	421.55%	202.86	4,512.08	672.59	10,261.86
M2000 : DRAINAGE MAINTENANCE	-			#VALUE!	-	-	-	-
M2000 : Drainage Maintenance	1,582,610.00	312,440.25	5,946,046.62	375.71%	72.01	995.09	212.78	3,246.44
M3000 : Road Side Maintenance	-			#VALUE!	-	-	-	-
M3000 : ROAD SIDE MAINTENANCE	-			#VALUE!	-	-	-	-
M3000 : Road Side Maintenance	4,369,190.00	309,157.97	7,880,234.73	180.36%	198.79	984.64	282.00	4,302.47
M4000 : ROAD TRAFFIC SIGNS AND ROAD SIDE FURNITURE	-			#VALUE!	-	-	-	-
M4000 : Road Traffic Signs And Road Side Furniture	6,906,670.00	88,777.13	12,007,220.87	173.85%	314.24	282.75	429.68	6,555.73
M5000 : Protection Work	1,435,500.00	337,229.97	495,059.91	34.49%	65.31	1,074.04	17.72	270.29
M5000 : Protection Work	-			#VALUE!	-	-	-	-
M6000 : VEGETATION MAINTENANCE	-			#VALUE!	-	-	-	-
M6000 : Vegetation Maintenance	2,760,050.00	496,503.90	5,279,482.10	191.28%	125.58	1,581.31	188.93	2,882.50
M7000 : Emergency Assistance	674,000.00	55,500.00	843,723.00	125.18%	30.67	176.76	30.19	460.66
M8000 : Structure Repair	252,500.00			0.00%	11.49	-	-	-
M9000 : Dayw orks	851,350.00	4,097.70	1,103,860.66	129.66%	38.74	13.05	39.50	602.69
: UNMAPPED ACTIVITIES	4,687,650.00		1,214,203.30	25.90%	213.28	-	43.45	662.93
NET TOTAL :	**58,064,920.00**	**3,418,866.34**	**80,886,599.43**					
VO's & UNSCHEDULED DAYWORKS :		-	1,799,055.00					
REDUCED PAYMENTS :		-	-					
MATERIAL ON SITE :		-	818,995.20					
SPECIAL MATERIAL :		382,236.00	4,701,897.85					
CONTINGENCIES :		-	-					
CPA :		844,367.76	16,398,196.62					
SUBTOTAL :		**4,645,470.10**	**104,604,744.10**					
LESS PENALTIES :		-	-					
LESS RETENTION :		-	150,000.00					
SUBTOTAL :		**4,645,470.10**	**104,454,744.10**					
BALANCE BROUGHT FORWARD FROM CHANGES ON PAID CERTIFICATES :		29,777.74						
SUBTOTAL :		4,675,247.84	104,454,744.10					
VAT :		701,287.18	15,668,211.66					
TOTAL :		**5,376,535.02**	**120,122,955.74**					

Figure 45 Project expenditure to date – NRA.X 003-049-2019

18.2 CONTRACTORS/SUBCONTRACTORS

The current Contractor working on this route is Damian's Contractors, which is under the supervision of Delta Infrastructure Solutions. Damian has appointed twenty-two (22) subcontractors to date to work on the contract. The following subcontractors are currently involved in general maintenance work.

Table 7 Contractor and subcontractor road maintenance information

PHASE 1					
Subcontractor	**Package**	**Period contracted**	**Contact person**	**Contact number**	**Comments**
Damians Contractors Civils	Main Contractor	Oct – 2021 to Oct 2024	Isaac Murivhami	074 356 2402	All Good

Subcontractor	Package	Period contracted	Contact person	Contact number	Comments
Mihlehle	SC 1	Jun 2022 to Jul 2023	Siyasanga Mekuto	079 267 8232	All Good
WCL	SC 2	Jun 2022 to Jul 2023	Daryl Fourie	083 398 6583	All Good
Ndima G	SC 3	Jun 2022 to Jul 2023	Nomfundo Gantana	084 993 8524	All Good
Mawabo	SC 4	Jun 2022 to Jul 2023	Aphelele Nxomeka	078 099 6247	All Good
Sethu	SC 5	Jun 2022 to Jul 2023	Siphosethu Plaatjie	073126 7649	All Good
Oobhungane	SC 6	Jun 2022 to Jul 2023	Noluthando Dabula	078 865 0274	All Good
Sizisa Ukhanyo	SC 7	Jun 2022 to Jul 2023	Tozamile Maxwell	073 574 9506	All Good
Ayabulela Logistics	SC 8	Jun 2022 to Jul 2023	Asanda Situnga	072 945 8933	All Good
Mbekeni Trading	SC 9	Jun 2022 to Jul 2023	Luyanda Mbekeni	060 529 1070	All Good
PHASE 2					
Subcontractor	**Package**	**Period contracted**	**Contact person**	**Contact number**	**Comments**
Gxididi	SC 10	Oct 2023 to Feb 2026	Andile Makaza	0615902182	All Good
P to S	SC 11	Oct 2023 to Feb 2026	Peter Fritz	0730683895	All Good
Nas Eng	SC 12	Oct 2023 to Feb 2026	Lwando Nani	0784940623	All Good
Shane the Way	SC 13	Oct 2023 to Feb 2026	Zukiswa Somdyala	0732012550	All Good
Ncuthu	SC 14	Oct 2023 to Feb 2026	Bonani Maswana	0762950513	All Good
Tob	SC 15	Oct 2023 to Feb 2026	Nomabaso Gloria Ndaki	0606255381	All Good

Subcontractor	Package	Period contracted	Contact person	Contact number	Comments
Ayine	SC 16	Oct 2023 to Feb 2026	Wanga Dlali	0713321266	All Good
Mbekeni Trading	SC 17	Oct 2023 to Feb 2026	Luyanda Mbekeni	0605291070	All Good
Noropax	SC 18	Oct 2023 to Oct 2025	Norrice Le Roux	0825287071	All Good
Road Marking - RFQ					
Zaluja	SC 19	Nov 2024 to Feb 2025	Athi Magwa	0691721581	All Good
Thrue Vision	SC 20	Nov 2024 to Feb 2025	Ashley Meyers	0783050974	All Good
Mama Jenet	SC 21	Nov 2024 to Feb 2025	Antoni Blessie	0835276884	All Good
Bombela Trading	SC 22	Nov 2024 to Feb 2025	Bongiwe Masimbela	0814804333	All Good

PHASE 3					
Subcontractor	**Package**	**Period contracted**	**Contact person**	**Contact number**	**Comments**
Gxididi	SC 23	Mar 2026 to Nov 2026	Andile Makhaza	061 590 2182	All Good
P to S	SC 24	Mar 2026 to Nov 2026	Peter Fritz	073 068 3895	All Good
True Vision	SC 25	Mar 2026 to Nov 2026	Ashley Elton Meyer	078 305 0974	All Good
Revolve Revive	SC 26	Mar 2026 to Nov 2026	Keneue Makhoabane	076 816 7028	All Good
Nobhongoza	SC 27	Mar 2026 to Nov 2026	Siyabonga Nobhongoza	083 741 8747	All Good
PMDD	SC 28	Mar 2026 to Nov 2026	Phindiwe Diamond	074 722 2658	All Good

Subcontractor	Package	Period contracted	Contact person	Contact number	Comments
ZamaQ Solutions	SC 30	Mar 2026 to Nov 2026	Ayabulela Danisile	082 819 2577	All Good
Ncuthu Projects	SC 31	Mar 2026 to Nov 2026	Bonani Maswana	076 295 0513	All Good
WCL	SC 32	Mar 2026 to Nov 2026	Daryl Fourie	060 529 1070	All Good

18.3 FUTURE MAINTENANCE AND REHABILITATION PROJECTS

All the future projects have already commenced, and no new project is expected. There are currently ongoing rehabilitation projects running on our route one (1) in projects N2 section 14, and R63 section 15.

The table below indicates the list of upgrade projects on our routes.

Table 8 Future maintenance and rehabilitation projects

Project	Description	Proposed Starting Date
N2 section 14 Fish River from km 0 to 5.05	Upgrade project	Commenced – February 2023
R63 section 15 from Bisho to Kei Road.	Upgrade project	Commenced September 2023