THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONTRACT NRA X.002-069-2018/1

CONSULTING ENGINEERING SERVICES FOR THE ROUTINE ROAD MAINTENANCE OF NATIONAL ROUTES:

R30 from Free State border to JB Marks Municipal border, R503 from Klerksdorp to Ditsobotla Municipal border AND N12 from Maquassi Hills Municipal border to JB Marks Municipal border.

August 2026

ROAD CONDITION REPORT

CHIEF EXECUTIVE OFFICER

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

48 TAMBOTIE AVENUE

VAL DE GRACE

PRETORIA, 0184

DISCLAIMER

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

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

Any opinion, interpretation, and suggested methods of working which are expressed are given only as a guide to tenderers. There is no warranty that the information is representative of the whole area, and no responsibility will be accepted for any consequences arising from actual conditions being different from those indicated in this document. Tenderers must evaluate the data supplied themselves and reach their own conclusions.

If any information presented clearly reflects a significant deviation from the conditions, which may be reasonably inferred and which can be shown conclusively, and it has cost implications not covered by measurement clauses in the contract, the contractor must initiate negotiations for compensation and support any such claim with fully documented evidence describing the cost structure at the time of the tender and the effect of the deviation on this.

The specification and contract drawings always override this document, which is strictly information only. This report should be read in conjunction with the road

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1. INTRODUCTION

The intention of this report is to provide information to the Contractors who are interested in tendering for the routine road maintenance contract on National Routes:

- N12 Section 15 - Maquassi Hills Municipal border to Klerksdorp
- N12 Section 15 - Klerksdorp Town Section
- N12 section 16 - Klerksdorp to JB Marks Municipal Border
- R30 section 7 - Free State border to Klerksdorp
- R30 section 7 - Klerksdorp Town Section
- R30 section 8 - Klerksdorp to JB Marks Municipal Border
- R503 section 1 - Klerksdorp to Ditsobotla Municipal Border

The information given is based on actual maintenance data and information provided by the client. A visual assessment was done during August 2026.

2. SCOPE

The primary aim of this report is to provide general and historic routine maintenance data to the Contractor.

The topics covered falls under the following broad categories:

- General information
- General as built information
- Traffic information
- Road furniture information
- Historic routine road maintenance information and visual condition information
- Proposed future rehabilitation projects

3. DETAIL DESCRIPTION

3.1 General

The project comprises the road and road reserve of:

- N12 Section 15 - Maquassi Hills Municipal border to Klerksdorp
- N12 Section 15 - Klerksdorp Town Section
- N12 section 16 - Klerksdorp to JB Marks Municipal Border
- R30 section 7 - Free State border to Klerksdorp
- R30 section 7 - Klerksdorp Town Section
- R30 section 8 - Klerksdorp to JB Marks Municipal Border
- R503 section 1 - Klerksdorp to Ditsobotla Municipal Border

This includes all on-ramps and off-ramps as well as overpasses and underpasses within the road reserves up to the limits of the South African National Roads Agency's responsibility.

The total distance of all sections is approximately 174 km, a single carriageway and approximately 85 km dual carriageway with paved and gravel shoulders.

The locality plan of the route under investigation is shown in Figure 1 below.

Figure 1: Location of site



The total distance of roads is approximately 173.36 km dual carriageway with paved and gravel shoulders.

Table 1: Description of various routes on contract X.002-069-2018/1F

Route	Section	Kilometre		Length
		Start	End	
N12	15	37.22	76.36	39.14
N12	15 Town	76.36	85.46	9.1
N12	16	0.00	15.73	15.73
R30	7	0.00	14.50	14.50
R30	7 Town	14.50	23.09	8.59
R30	8	0.00	37.60	37.60
R503	1	0.00	48.70	48.70
Total Distance (Km)				***173.36***

3.2 Detailed description of the contract

The detailed route description of the different sections included in the Routine Road Maintenance is as follows:

3.2.1 N12 section 15:

Starts at (JB Marks border) km 37.22 to 76.36 km

- Type of carriageway: Single
- Number of lanes: 2
- Surfacing: 13.2 mm Seal, Cape seal and Asphalt
- Road reserve width: 40 m
- Surface width: 12.2 m – km 37.22 to km 76.36
  8.4 m - km 55 to km 75
  Four lane undivided km 75 to km 76.36
- Other Grass cutting done on approx. 80m width

3.2.2 N12 Section 15 Town:

Starts at (Klerksdorp) km 76.36 to 85.46 km

- Type of carriageway: Dual divided
- Number of lanes: 2 in each direction
- Surfacing: 13.2 mm Seal
- Road reserve width: 60
- Surface width: 14.80 m (excluding climbing lanes)
- Other Grass cutting done on approx. 80m width

3.2.3 N12 section 16:

Starts at (Matlosana Mall) km 0.00 to 15.73 km

- Type of carriageway: Dual divided
- Number of lanes: 2 in each direction
- Surfacing: 13.2 mm Seal
- Road reserve width: 60 m
- Surface width: 14.80 m (excluding climbing lanes)
- 0101Other Grass cutting done on approx. 80m width

3.2.4 R30 Section 7:

Starts at (North West border) km 0.00 to 14.50 km

- Type of carriageway: Dual divided
- Number of lanes: 2 in each direction
- Surfacing: 13.2 mm Seal
- Road reserve width: 60 m
- Surface width: 14.80 m (excluding climbing lanes)
- Other Grass cutting done on approx. 80m width

3.2.5 R30 Section 7 Town:

Starts at (Klerksdorp) km 14.5 to km 23.09

- Type of carriageway: Dual divided
- Number of lanes: 2 in each direction
- Surfacing: 13.2 mm Seal
- Road reserve width: 60
- Surface width: 14.80 m (excluding climbing lanes)
- Other Grass cutting done on approx. 80m width

3.2.6 R30 Section 8:

Starts at (JB Marks border) km 0.00 to 37.60 km

- Type of carriageway: single divided
- Number of lanes: 1 in each direction
- Surfacing: 7.40 mm Seal
- Road reserve width: 60
- Surface width: 14.80 m (excluding climbing lanes)
- Other Grass cutting done on approx. 80m width

3.2.7 R503 Section 1:

Starts at (JB Marks border) km 0.00 to 48.70 km

- Type of carriageway: single divided
- Number of lanes: 1 in each direction
- Surfacing: 7.40 mm Seal
- Road reserve width: 60
- Surface width: 14.80 m (excluding climbing lanes)
- Other Grass cutting done on approx. 80m width

3.3 Interchanges

There are only two interchanges on these routes, and they are located on the:

N12 section 15 Town; At km 81.56

R30 section 7 Town; At km 20.00

3.4 Intersections

The intersections along various route sections as summarised in the tables below.

3.4.1 N12 Section 15:

DESCRIPTION	DESTINATION	KM	P/N	INTERCHANGE RESERVE AREA (m^2)
Intersection Roads	Kareeboskuil	40.4	N	N/A
Intersection Roads	Harrisburg	42.4	N	N/A
Intersection Roads	Sendelingsfontein	42.4	P	N/A
Intersection Roads	Leeudoringstad	53.0	N	N/A
Intersection Roads	Syferfontein	53.0	P	N/A
Intersection Roads	Regina	55.1	N	N/A
Intersection Roads	Hartbeesfontein/Dominionville	55.3	P	N/A
Intersection Roads	Wolwerand	68.7	P	N/A
Roundabout	Jouberton	71.9	N	N/A
Roundabout	Alabama	71.9	P	N/A
Intersection Roads	Jouberton	73.7	N	N/A

Intersection Roads	Alabama	73.7	P	N/A
Intersection Roads	Jouberton	74.45	N	N/A
Intersection Roads	Alabama	74.45	P	N/A
Intersection Roads	Manzilpark	74.45	P	N/A
Intersection Roads	R503 Hartbeesfontein/(N14) Coligny	76.3	P	N/A

3.4.2 N12 Section 15 Town:

DESCRIPTION	DESTINATION	KM	P/N
Intersection Roads	Greyhound Street	77.26	P
Intersection Roads	Greyhound Street	77.26	N
Intersection Roads	Benji Oliphant Road	78.16	P
Intersection Roads	Benji Oliphant Road	78.16	N
Intersection Roads	Terblanche Street	78.96	P
Intersection Roads	Terblanche Street	78.96	N
Intersection Roads	Leemhuis Street	79.56	P
Intersection Roads	Leemhuis Street	79.56	N
Intersection Roads	Marais Street	80.16	P
Intersection Roads	Marais Street	80.16	N
Intersection Roads	Oosthuizen Street	80.56	P
Intersection Roads	Oosthuizen Avenue	80.56	N
Intersection Roads	Bishop Desmond Tutu Street	81.46	N
Intersection Roads	Mahloko LD	82.26	P
Intersection Roads	Latham Road	82.86	P
Intersection Roads	Latham Road	82.86	N
Intersection Roads	Klesdorp Road	83.46	P
Intersection Roads	Central Avenue	83.46	N
Intersection Roads	Ada Avenue	83.86	P
Intersection Roads	Ada Avenue	83.86	N
Intersection Roads	Platan Avenue	84.86	P

Intersection Roads	Platan Avenue	84.86	N

3.4.3 N12 Section 16:

Intersections	KM	P/N	INTERCHANGE RESERVE AREA (m^2)
Stilfontein	4.0	N	N/A
Stilfontein	9.1	N	N/A
Stilfontein	10.8	N	N/A
Stilfontein East	11.6	N	N/A
Mine Road/Stilfontein	12.5	N	N/A
OMV Crushers	13.8	N	N/A
Buffelsdoorn	15.1	P	N/A
Vermaas Drift	15.1	N	N/A

3.4.4 R30 Section 7:

Intersections	Kilometre		South	East
	Start	End		
Ingrid Jonker/Eichenborff	*1.10*	*1.10*	27˚0'29.87"S	26°41'22.68"E
Smollet	*1.60*	*1.60*	27˚0'12.78"S	26°41'10.69"E
Pepys/Hardey	*2.00*	*2.00*	27˚0'3.70"S	26°41'3.77"E
Ruskin/Defoe	*2.20*	*2.20*	26˚59'54.96"S	26°40'57.19"E
Bennett	*2.30*	*2.30*	26˚59'53.93"S	26°40'56.43"E
Bennett	*2.60*	*2.60*	26˚59'47.34"S	26°40'51.52"E
Boswell	*2.90*	*2.90*	26˚59'35.42"S	26°40'43.18"E
Austin	*3.40*	*3.40*	26˚59'26.64"S	26°40'35.01"E
Jerome	*3.70*	*3.70*	26˚59'18.55"S	26°40'25.38"E
Sheridan	*4.10*	*4.10*	26˚59'8.53"S	26°40'12.97"E
Sangiro Road	*5.20*	*5.20*	26˚58'57.54"S	26°39'34.32"E
Leeudoringstad R502/ Flecker Road	*6.25*	*6.25*	26˚58'40.09"S	26°39'7.33"E
Kanana	*7.70*	*7.70*	26˚57'56.12"S	26°39'12.71"E
Kanana	*8.60*	*8.60*	26˚57'35.28"S	26°39'24.68"E
Unknown	*9.10*	*9.10*		
Unknown	*9.80*	*9.80*		
Cemetery	*10.60*	*10.60*	26˚56'32.75"S	26°39'57.58"E
Uraniaville	*11.50*	*11.50*	26˚56'5.91"S	26°40'0.00"E
Ariston	*12.00*	*12.00*	26˚55'48.52"S	26°39'58.57"E
Unknown	*12.60*	*12.60*		
Unknown	*13.00*	*13.00*		
Engen	*13.80*	*13.80*	26˚55'11.47"S	26°40'0.74"E
Buckle	*14.50*	*14.50*	26˚54'31.02"S	26°40'5.31"E

3.4.5 R30 Section 7 Town:

DESCRIPTION	DESTINATION	KM		P/N	INTERCHANGE RESERVE AREA (m^2)
Intersection Roads	Buckle Street	14.5		P	N/A
Intersection Roads	Taylor Street	14.9		P	
Intersection Roads	Ingle Avenue	15.3		P	
Intersection Roads	Mahogany Avenue	16.2		P	
Intersection Roads	Foundry Street	16.5		P	
Intersection Roads		16.8		P	
Intersection Roads	De Beer Street	17.0		P	N/A
Intersection Roads	Jean Roux Street Vision Meat	17.1		N	N/A
Intersection Roads	OR Tambo Vision Meat	17.1		N	
Intersection Roads	John Orr Klerksdorp Hospital	17.5		P	N/A
Intersection Roads	Or Tambo	17.5		N	N/A
Intersection Roads	Trens Erasmus Road (Shell)	17.7		P	N/A
Roundabout	Margaretha Prinsloo Street	17.7		N	N/A
Roundabout	Checkers Hyper	17.8		N	N/A
Intersection Roads	Kadria Street	17.9		N	N/A
Intersection Roads	President Kruger Street	18.0		P	N/A
Intersection Roads	President Kruger Street	18.0		N	
Intersection Roads	Johanna Van Der Merwe St	18.1		N	N/A
Intersection Roads	Neser Street	18.15		P	N/A
Intersection Roads	Neser Street	18.15		N	
Intersection Roads	Delver Street	18.3		P	N/A
Intersection Roads	Delver Street	18.3		N	
Intersection Roads	Boom Street	18.35		P	

Intersection Roads	Boom Street	18.35		N	
Intersection Roads	Kock Street	18.4		P	
Intersection Roads	Kock Street	18.4		N	
Intersection Roads	Bram Fischer Street	18.45		N	
Intersection Roads	Voortrekker Street	18.5		P	
Intersection Roads	Voortrekker Street	18.5		N	
Intersection Roads	North Street	18.6		P	
Intersection Roads	North Street	18.6		N	
Intersection Roads	Golf Street	18.9		P	
Intersection Roads	Golf Street	18.9		N	
Intersection Roads	Pine Street	19.2		N	
Intersection Roads	Adriaan Street	19.3		P	
Intersection Roads	Bruce Street	20.1		P	
Intersection Roads	Friedman Street	20.6		P	
Intersection Roads	Elm Street	20.7		N	
Intersection Roads	Arcadia Street	20.9		N	
Intersection Roads	Buffelsdoorn	21.4		N	
Intersection Roads	Buffelsdoorn	21.5		N	
Intersection Roads	Ancel Street	21.8		P	
Intersection Roads	Canal	22.1		N	
Intersection Roads	Michael St	22.2		P	
Intersection Roads	2 Voss Street	22.3		N	

Intersection Roads	Ivor Street	22.3		P	
Intersection Roads	Ian Street	22.4		P	
Intersection Roads	Ian Street	22.4		N	
Intersection Roads	Mildred	22.6		P	
Intersection Roads	Lautz Avenue	22.6		N	
Intersection Roads	Doris Street	22.6		P	
Intersection Roads	Louise	22.7		P	
Intersection Roads	Coral Street	22.8		P	
Intersection Roads	Von Wielligh Avenue	23.09		N	

3.4.6 R30 Section 8:

Intersections	**Kilometre**		**South**	**East**
	Start	**End**		
Von Wieligh	0.0	0.0	26°50'24.62"S	26°38'55.12"E
Witpoort	13.38	13.38	26°44'1.89"S	26°35'57.14"E
Hartebeesfontein/ Eleazer	19.18	19.18	26°40'54.06"S	26°35'29.84"E
Rooikuil	25.14	25.14	26°37'51.38"S	26°36'16.32"E
Doornfontein	25.40	25.40	26°37'42.67"S	26°36'19.08"E
Platberg	31.50	31.50	26°34'29.49"S	26°37'21.41"E
Rooipoort	35.43	35.43	26°32'29.23"S	26°38'7.40"E
Opraap	36.98	36.98	26°31'39.16"S	26°38'15.11"E

3.4.7 R503 Section 1:

Intersections	Kilometre		South	East
	Start	End		
N12 Wolmaransstad/Klerksdorp	0.00	0.00	26°52'20.09"S	26°36'31.79"E
Ismail Ahmed Street	3.50	3.50	26°51'39.32"S	26°35'21.27"E
Unknown 1	5.30	5.30	26°50'36.06"S	26°33'57.86"E
Unknown 2	10.90	10.90	26°48'59.64"S	26°31'18.07"E
Schoemansfontein	12.70	12.70	26°48'30.25"S	26°30'21.30"E
Ottosdal	20.30	20.30	26°46'05.24"S	26°26'41.30"E
Brakspruit	21.90	21.90	26°45'35.95"S	26°25'53.13"E
Lombaard Street	22.30	22.30	26°45'32.99"S	26°25'43.52"E
R503 Coligny/Ottosdal	22.70	22.70	26°45'31.87"S	26°25'27.02"E
Geduld	23.00	23.00	26°45'10.97"S	26°25'23.10"E
Condor Street	23.40	23.40	26°44'49.48"S	26°25'03.31"E
Geduld/Leeuwfontein	24.23	24.23	26°39'42.81"S	26°21'36.27"E
Boschpoort	26.13	26.13	26°38'35.49"S	26°20'31.69"E
Geduld	38.33	38.33	26°37'15.35"S	26°20'15.73"E

3.5 Road Furniture and Concrete Drains Information

3.5.1 Street Lighting

Description and position						
Route	Section	Km Position	Double	Single	High Mast 4x post	Comments
N12	15	74.50	27	18		
N12	15	76.00 - 76.30	4			
N12	15 Town	76.36 - 77.26		8		Intersection
N12	15 Town	77.26 - 78.16		8		4 way Intersection
N12	15 Town	78.16 - 78.96	16			4 way Intersection
N12	15 Town	78.96 - 79.56	17			4 way Intersection
N12	15 Town	79.56 to 80.56	22			4 way Intersection
N12	15 Town	80.56 to 81.56	25			4 way Intersection
N12	15 Town	81.56 to 82.26	14			4 way Intersection
N12	15 Town	82.26 to 82.56	16			4 way Intersection
N12	15 Town	82.26 to 83.46	18			4 way Intersection

N12	15 Town	83.46 to 83.86	10			4 way Intersection
N12	15 Town	83.86 to 84.86	27			4 way Intersection
N12	15 Town	84.86 to 85.46	14			4 way Intersection
N12	16	7.30		1	2	Intersection
N12	16	9.10			2	Intersection
N12	16	10.80			2	Intersection
N12	16	11.60			2	Intersection
N12	16	12.50			2	Intersection
N12	16	15.20			1	Intersection
R30	7	1.10 to 6.00	114			
R30	7	6.25			4	4-way Intersection
R30	7	7.70			1	Intersection
R30	7	11.50			1	4-way Intersection
R30	7	14.50	15	3		
R30	7 Town	14.50 to 14.9	16	10		Intersection
R30	7 Town	14.9 to 15.3	8	4		Intersection
R30	7 Town	15.3 to 16.2	29	6		Intersection
R30	7 Town	16.2 to 16.8	14	4		4 way Intersection
R30	7 Town	16.8 to 17.1	8	2		Intersection
R30	7 Town	17.1 to 17.5		12		Intersection
R30	7 Town	17.5 to 17.7		14		Intersection
R30	7 Town	17.7 to 18.0		32		4 way Intersection
R30	7 Town	18.0 to 18.3		31		4 way Intersection
R30	7 Town	18.3 to 18.9		28		4 way Intersection
R30	7 Town	18.9 to 19.4		24		4 way Intersection
R30	7 Town	19.4 to 19.8		15		4 way Intersection

3.5.2 Guardrails

Guardrails are in a varying condition and are mainly located at larger culvert and bridge structures. The general condition is fair, although allowance must be made for the replacement of damaged sections as well as the re-alignment to the new level (650mm) as per SANRAL's new specifications.

Description and location of guardrails per route:

3.5.2.1 N12 Section 15:

KM	Direction (+/-)	Length
41.9	Positive	31.3
41.9	Negative	31.3
46.8	Positive	45.72
46.8	Negative	45.72
53.7	Positive	29.9
53.7	Negative	29.9
58.9	Positive	38.7
58.9	Negative	38.7

66.6	Positive	38.2
66.6	Negative	25.9
70.5	Positive	177.7
70.5	Negative	30.2
70.7	Positive	111.1
71	Positive	55.4
71	Negative	55.4
71.88	Positive	114.30
71.88	Negative	95.25
71.97	Positive	22.86
71.93	Positive	57.15
71.93	Negative	34.29
71.93	Negative	30.48
71.95	Negative	30.48
71.98	Negative	26.67
72.02	Negative	38.10
72.07	Positive	95.25
73.36	Positive	76.20
73.58	Negative	91.44
73.65	Negative	41.91
73.65	Positive	300.99
73.66	Negative	7.62
73.66	Negative	41.91
73.66	Positive	41.91
73.69	Negative	15.24
73.69	Positive	15.24
73.83	Negative	133.35
73.84	Positive	137.16
73.88	Positive	41.91
75.14	Negative	68.58
74.34	Negative	80.01
74.34	Positive	91.44
74.42	Negative	83.32
74.43	Negative	3.81
74.43	Positive	99.06
74.43	Positive	15.24
74.45	Positive	15.24
74.45	Positive	15.24
74.47	Negative	26.67
74.50	Positive	45..72
74.70	Positive	179.07
74.72	Negative	240.03
75.20	Positive	591.70
75.20	Negative	57.15
75.20	Positive	129.54
75.23	Positive	3.81
75.24	Negative	30.48
75.24	Positive	3.81

75.30	Positive	41.91
75.34	Negative	91.44
75.34	Positive	19.05
75.50	Negative	591.70
75.55	Positive	224.79
75.82	Negative	491.49
75.82	Positive	247.65

3.5.2.2 N12 Section 15 Town:

KM	Direction (+/-)	Length (m)
76.56	Negative	26.67
80.86-81.26	Negative	495.3
81.06-81.26	Positive	228.6
81.26	Median -	22.86
81.46-81.56	Positive	106.68
81.56	Median +	41.91
81.46 - 81.56	Positive	133.35
81.56 - 81.76	Positive	217.17
81.56 - 81.76	Negative	300.99
81.76 - 81.96	Positive (on ramp)	323.5
81.76 - 81.96	Positive (on ramp)	95.25
81.76 - 81.96	Negative (off ramp)	198.12
81.76 - 81.96	Negative (off ramp)	68.58
82.06 - 82.16	Positive (off ramp)	121.92
82.06 - 82.16	Positive (off ramp)	99.06
82.06 - 82.16	Negative (on ramp)	125.73
82.06 - 82.16	Negative (on ramp)	95.25
83.76	Positive	22.86
83.76	Median +/-	45.72
83.76	Negative	22.86
84.26	Negative	38.1
85.36	Positive	26.67
85.36	Median	83.82
85.36	Negative	26.67
85.46	Median	53.34

3.5.2.3 N12 Section 16:

KM	Direction (+/-)	Length
2.8	Positive	37.6
2.8	Positive/Centre	37.6
2.8	Negative/Centre	37.6
2.8	Negative	37.6
2.84	Negative/Centre	55.2

3.0	Positive	38.6
3.0	Positive/Centre	38.6
3.0	Negative/Centre	38.6
3.0	Negative	38.6
3.0 – 5.0	Negative/Centre	1941.1
11.9	Negative	160.02

3.5.2.4 R30 Section 7:

KM	Direction (+/-)	Length
7.8	Negative	640
7.8	Negative median	788
0.0	Negative	328
0.0	Positive	320

3.5.2.5 R30 Section 7 Town:

KM	Direction (+/-)	Length (m)
16.8	Positive	152
16.8	Negative	209.55
16.8	Positive	171.45
17.0	Positive	190.5
17.0	Median	182.88
17.0	Negative	209.55
18.6	Median	38.1
18.7	Median	22.86
19.6	Positive	72.39
19.6	Negative	179.07
19.7	Positive	68.58
19.7	Negative	76.2
19.8	Positive	76.20
19.8	Negative	133.35

3.5.2.6 R30 Section 8:

KM	Direction (+/-)	Length
54.4	Both	252
62.4	Both	148
64.6	Both	508

3.5.2.7 R503 Section 1:

KM	Direction (+/-)	Length
21.50	Both	60

3.5.3 Traffic Signs

Traffic signs are in a varying condition. The general condition is fair, although allowance must be made for the replacement of damaged signs as well as the re-alignment to appropriate sizes as per SANRAL's specifications.

Description and location of traffic road signs per route

3.5.3.1 N12 Section 15:

KM	DIRECTION	DESCRIPTION	CODE
75.74	Negative	Bus Stop Ahead (900 x675)	IN 16
75.56	Negative	Buses, Mini-Buses and Minibuses only	R136
75.50	Negative	Beginning of Dual Roadway (to left)	W119
75.51	Positive	Speed sign	R210-60
75.44	Negative	Side-Road Junction (Right)	W108
75.38	Negative	Traffic Signals Ahead	W301
75.3	Positive	Stop Sign	R1
75.3	Negative	Stop Sign	R1
75.3	Negative	Stop Sign	R1
75.30	Negative	Keep Left	R103
75.24	Negative	Wolmaransstad/ Klerksdorp	GD2
75.24	Negative	Keep Left	R103
75.1	Negative	Speed Limit	R210-60
75.22	Negative	T-Junction Chevron	W409
75.22	Positive	T-Junction	W104
75.22	Median	Keep Left	R103
75.18	Positive	End of Dual Roadway (To Right)	W116
75.14	Positive	Stop Sign	R1
75.14	Positive	Stop Sign	R1
75.14	Negative	Stop Sign	R1
75.14	Negative	Stop Sign	R1
75.14	Median	Stop Sign	R1
75.14	Median	Keep Left	R103
75.14	Negative	Minibus Stop	R326
74.96	Negative	Bus Stop Ahead (900 x675)	IN 16
74.80	Negative	Buses and Midi-Buses only	R135
74.64	Negative	Side Road Junction (Right)	W108
74.60	Negative	Traffic Signals Ahead	W301
74.5	Positive	Stop Sign	R1
74.5	Negative	Stop Sign	R1
74.5	Median	Stop Sign	R1
74.5	Positive	Stop Sign	R1
74.5	Negative	Stop Sign	R1
74.5	Median	Stop Sign	R1
74.50	Negative	Keep Left	R103
74.50	Positive	Minibus Stop	R326

74.50	Negative	Yield to Pedestrians	R2.1
74.46	Negative	Gore Plate	W413
74.46	Positive	Sharp Junction (Left)	W112
74.46	Median	Keep Left	R103
74.46	Negative	Keep Left	R103
74.44	Positive	T-Junction	W104
74.44	Negative	T-Junction	W104
74.44	Negative	Keep Left	R103
74.44	Negative	Sharp Junction (Left)	W112
74.36	Median	Keep Left	R103
74.36	Negative	Minibus Stop	R326
74.18	Negative	Bus Stop Ahead (900 x675)	IN16
74.18	Positive	Beginning of dual Roadway (straight on)	W119
73.82	Negative	Traffic Signals Ahead	W301
73.76	Positive	Minibus Stop	R326
73.76	Median	Keep Left	R103
73.70	Positive	Sharp Junction (Left)	W112
73.70	Negative	Yield to Pedestrians	R2.1
73.70	Negative	Gore Plate	W413
73.70	Negative	Keep Left	R103
73.70	Median	Keep Left	R103
73.70	Positive	Keep Left	R103
73.70	Positive	Yield to Pedestrians	R2.1
73.70	Positive	Gore Plate	W413
73.66	Median	Keep Left	R103
73.66	Negative	Sharp Junction (Left)	W112
73.66	Negative	T-Junction	W104
73.60	Median	Keep Left	R103
73.60	Negative	Minibus Stop	R326
73.36	Positive	Beginning of Dual Roadway (to Left)	W119
73.4	Negative	Fires Prohibited	PV 32
73.3	Negative	Crossroad	W101
72.24	Negative	Speed Limit	R201
72.08	Negative	Speed Limit	R201
72.08	Negative	Traffic Circle	W201
71.98	Negative	Pedestrians	W307
71.98	Negative	Keep Left	R103
71.98	Negative	Roundabout	R137
71.98	Positive	Pedestrians	W307
71.98	Negative	Yield at Mini-Circle	R2.2
71.98	Positive	Gore Plate	W413
71.94	Positive	Yield at Mini-Circle	R2.2
71.94	Positive	Roundabout	R137
71.94	Positive	Keep Left	R103
71.94	Positive	Gore Plate	W413
71.94	Positive	Proceed Left Only	R105

71.94	Positive	Sharp Curve Chevron (Triple)	W408
71.94	Positive	Proceed Left Only	R105
71.94	Positive	Sharp Curve Chevron (Triple)	W408
71.94	Negative	Proceed Left Only	R105
71.94	Negative	Sharp Curve Chevron (Triple)	W408
71.94	Negative	Proceed Left Only	R105
71.94	Negative	Sharp Curve Chevron (Triple)	W408
71.94	Negative	Gore Plate	W413
71.94	Negative	Keep Left	R103
71.94	Negative	Yield at Mini-Circle	R2.2
71.94	Negative	Pedestrians	W307
71.94	Negative	Roundabout	R137
71.92	Negative	Gore Plate	W413
71.92	Positive	Yield at Mini-Circle	R2.2
71.92	Positive	Roundabout	R137
71.42	Negative	Buses and Minibuses only	R134
71.20	Positive	SANRAL Contract sign	
71.20	Positive	Crossroad on priority road	W102
71.00	Negative	N12 Wolmaransstad Alabama	GD1/GD2
71.00	Negative	Side-road Junction(right)	W108
71.00	Negative	N12 Wolmaransstad Wolwerant	GD2
71.00	Negative	120 Speed limit	R201
68.80	Positive	120 Speed limit	R201
68.70	Positive	N12 Wolwerant N12 Klerksdorp	GD2
68.50	Positive	Side-road Junction(left)	W107
67.50	Positive	Layby Turn-In	GF6
66.50	Positive	Layby Advance	GF5
62.40	Negative	N12 Wolmaransstad 60	GD3
55.50	Positive	120 Speed limit	R201
55.40	Positive	N12 Klerksdorp Wolmaransstad	GD2
55.30	Negative	Staggered Junction(R-L)	W109
55.20	Positive	Hartbeesfontein Dominionville	GD2
55.20	Negative	Hartbeesfontein Dominionville	GD2
55.20	Positve	Hartbeesfontein Klerksdorp	GD2
55.20	Positive	Regina	GD3
55.10	Negative	Regina N12 Wolmaransstad	GD2
55.10	Negative	N12 Klerksdorp Wolmaransstad	GD2
55.10	Positive	N12 Klerksdorp Wolmaransstad	GD2
54.90	Negative	120 Speed limit	R201
54.80	Positive	Staggered Junction(R-L)	W109
53.70	Negative	Renoster	GL4
53.70	Positive	Renoster	GL4
53.40	Positive	120 Speed limit	R201
53.20	Positive	Stop Sign	R1
53.20	Positive	Klerksdorp Syferfontein	GD2
53.10	Negative	Leeudoringstad N12 Wolmaransstad N12 Klerksdorp	GD1/GD2

53.10	Negative	N12 Wolmaransstad Syferfontein Leeudoringstad	GD1/GD2
53.00	Negative	N12 Wolmaransstad 50	GD3
52.85	Negative	120 Speed limit	R201
52.80	Positive	Crossroad on priority road	W102
51.60	Positive	N12 Klerksdorp 30	GD3
42.90	Negative	N12 Wolmaransstad 40	GD3
42.75	Negative	Crossroad on priority road	W102
42.70	Positive	Sendelingfontein Klerksdorp	GD2
42.60	Positive	Stop Sign	R1
42.60	Positive	N12 Wolmaransstad	GD3
42.45	Negative	Harrisburg N12 Wolmaransstad Klerksdorp	GD1/GD2
42.40	Negative	N12 Wolmaransstad Sendelingsfontein Harrisburg	GD1/GD2
42.40	Negative	Stop Sign	R1
42.20	Positive	Crossroad on priority road	W102
42.20	Negative	120 Speed limit	R201
41.50	Positive	N12 Klerksdorp 40	GD3
40.70	Negative	Side-road Junction(left)	W107
40.60	Positive	120 Speed limit	R201
40.40	Positive	Kareeboskuil Klerksdorp	GD2
40.40	Negative	Stop Sign	R1
40.20	Negative	120 Speed limit	R201
40.20	Positive	Side-road Junction(right)	W108
40.00	Positive	Fires Prohibited	PV 32
37.45	Negative	120 Speed limit	R201
37.25	Negative	Maquassi Hills municipality	GL5
37.2	Positive	City council of Klerksdorp municipality	GL5

3.5.3.2 N12 Section 15 Town:

KM	Direction (+/-)	Sign
76.46	Negative	TGx2
76.46	Positive	W401
76.46	Median	TR
77.06	Positive	W401X2
77.06	Negative	W401X2
77.06	Negative	TR
77.16	Negative	TW
77.36	Negative	TW
77.46	Negative	TRX2
78.16	Positive	TG
78.16	Negative	TGX2
78.26	Negative	TW
78.36	Negative	TR
78.46	Positive	W401X2
79.26	Positive	TG

79.46	Positive	TG
79.56	Positive	TW
79.56	Positive	TG
79.66	Positive	TW
79.66	Negative	TW
80.06	Negative	TW
80.16	Negative	TG
80.46	Negative	TG
80.56	Negative	TG
80.66	Negative	TG
81.06	Negative	TG
81.16	Positive	TGX2
81.16	Negative	TG
81.16	Positive	TWX4
81.56	Positive	TGX2
81.56	Negative	TGx2
81.66	Negative	TR
81.66	Positive	TGX5
81.76	Positive	TG
81.76	Negative	TG
81.86	Positive	TG
81.96	Positive	TR
82.16	Negative	TR
82.26	Positive	TR
82.46	Positive	TR
82.46	Negative	TG
82.56	Positive	TR
82.56	Negative	TGX2
82.56	Negative	TR
82.66	Positive	TG
82.66	Positive	TR
82.76	Negative	TG
82.86	Positive	TR
82.96	Positive	IN
83.06	Negative	TGX2
83.06	Negative	TG
83.06	Negative	TG
83.16	Negative	TW
83.16	Negative	TGX2
83.26	Negative	TW
83.26	Negative	TGX2
83.46	Median	TW

83.46	Positive	R1
83.46	Positive	W401X2
83.46	Negative	TRX2
83.66	Positive	R1
83.66	Positive	TW
83.66	Negative	W401X2
83.76	Positive	TW
83.76	Positive	TGx2
83.76	Median	TW
83.86	Positive	TR
84.06	Positive	W401X6
84.26	Negative	R1
84.46	Negative	TR
84.66	Negative	TG
84.76	Negative	TG
88.06	Median	TG
88.06	Negative	TR
85.16	Negative	TG
85.36	Median	W401X16
85.36	Negative	TRX1
85.36	Negative	W401X8

3.5.3.3 N12 Section 16:

KM	DIRECTION	DESCRIPTION	CODE
0	Positive	80 speed limit	R201
0	Median	80 speed limit	R201
0.05	Positive	Bridge sign	GL 4
0.05	Median	Bridge sign	GL 4
0.06	Positive	N12 Potchefstroom	GD3
0.08	Positive	Pedestrians	W307
0.08	Median	Pedestrians	W307
0.09	Negative	80 speed limit	R201
0.09	Median	80 speed limit	R201
0.15	Positive	Robot	W301
1.15	Positive	Robot	W301
0.2	Positive	No Stopping	R217
0.25	Positive	Matlosana	GDL1
0.3	Positive	N12 Potchefstroom Klerksdorp	GD2
0.4	Positive	80 speed limit	R201
0.4	Median	80 speed limit	R201
0.45	Negative	No Stopping	R217
0.5	Positive	No Stopping	R217

0.5	Negative	Matlosana	GDL1
0.6	Negative	60 speed limit	R201
0.6	Median	60 speed limit	R202
0.7	Negative	Lane Converge	GS 105
0.8	Negative	No stopping	R217
0.9	Median	Robot	W301
0.9	Median	Robot	W301
0.9	Negative	No stopping	R217
0.9	Median	Keep left	R103
1	Negative	Matlosana	GDL1
1.1	Negative	No Hawks	R241
1.1	Median	No Hawks	R241
1.15	Positive	Matlosana	GDL1
1.17	Positive	Dr Martin Khunou Eve Northern Suburbs	GD3
1.18	Positive	Klerksdorp Ext 38	GD2
1.18	Median	Klerksdorp Ext 38	GD2
1.95	Positive	Pedestrians	R2.1
1.95	Negative	Pedestrians	R2.1
1.1	Negative	N12 Klerksdorp Potchefstroom	GD2
1.2	Positive	Pedestrians	R2.1
1.25	Negative	Klerksdorp Ext 38 Matlosana	GD2
1,30	Negative	Matlosana	GDL1
1.3	Positive	100 speed limit	R201
1.3	Median	100 speed limit	R201
1.38	Negative	Dr Martin Khunou Eve Northern Suburbs	GD3
1.45	Neg	Robot	W301
1.5	Positive	No right turn ahead	R210
1.5	Median	No right turn ahead	R210
1.5	Neg	80 speed limit	R201
1.5	Median	80 speed limit	R201
4	Positive	Residensie Guesthounse	GFS C1-6
3.45	Positive	N12 Incident management system	GF18-RSA
4.15	Positive	General warning + For 6 Km	W339 + R535
4.2	Positive	Side-road Junction (Right)	W108
4.2	Median	Side-road Junction (Right)	W108
4.25	Neg	100 speed limit	R201
4.4	Positive	N12 Potchefstroom Stilfontein	GD2
4.4	Positive	N12 Klerksdorp	GD3
4.4	Median	Keep left	R103
4.4	Median	No entry	R3
4.4	Neg	Yield	R2
4.4	Neg	No entry	R3

4.4	Neg	Yield	R2
4.4	Neg	N12 Klerksdorp Stilfontein	GD2
4.65	Neg	Junction to the left	W107
4.65	Median	Junction to the left	W107
4.7	Positive	100 speed limit	R201
4.7	Median	100 speed limit	R201
4.75	Neg	Residensie Guesthounse	GFS C1-6
5.4	Positive	Occasionally Flooding	TW339
5.4	Median	Occasionally Flooding	TW339
5.7	Neg	100 speed limit	R201
5.7	Median	100 speed limit	R201
6.1	Neg	Stilfontein West	GD1
6.1	Neg	N12 Klerksdorp Potchefstroom	GD2
6	Neg	Stop	R1
6	Neg	Yield	R2
6	Neg	Yield	R2
6	Positive	Stilfontein	GDL2
6	Positive	Magistrate Court	GFS
6	Positive	N12 Potchefstroom Klerksdorp	GD2
6	Positive	Stop	R1
6	Positive	Yield	R2
6	Median	Keep left	R103
6	Median	No entry	R3
6	Median	Yield	R2
6.17	Negative	AGS Arendsnes	GDL2
6.23	Negative	Spirit Word Ministries	GDL2
6.25	Negative	Fair Haven	GDL2
6.25	Positive	100 speed limit	R201
6.25	Median	100 speed limit	R201
7.25	Positive	General warning For 3 Km	W339 + R535
6.3	Negitive	Crossroad on a priority road	W102
6.3	Negative	Crossroad on a priority road	W102
7.4	Positive	Crossroad on a priority road	W102
7.4	Median	Crossroad on a priority road	W102
7.5	Positive	Residensie Guesthounse	GFS C1-6
7.6	Positive	No Stopping	R217
7.65	Positive	Stilfontein Clinic	GFS B1-4
7.65	Positive	N12 Potchefstroom N12 Klerksdorp	GD2
7.65	Positive	Stop	R1
7.65	Positive	Yield	R2
7.65	Positive	Stilfontein	GD2
7.65	Positive	No entry	R3

7.65	Median	No entry	R3
7.8	Positive	N12 Potchefstroom 35	GD3
7.85	Negative	Ngwenya Hotel	GFS C1-6
7.9	Positive	100 speed limit	R201
7.95	Negative	Crossroad on priority road	W102
7.95	Median	Crossroad on priority road	W102
7.9	Median	100 speed limit	R201
8	Positive	No fencing	W339
8	Median	No fencing	W339
8.2	Positive	Side-road Junction (Right)	W108
8.2	Median	Side-road Junction (Right)	W108
8.3	Negative	100 speed limit	R201
8.3	Median	100 speed limit	R201
8.5	Negative	Klerksdorp Stilfontein East	GD2
8.55	Positive	N12 Potchefstroom Klerksdorp East	GD2
8.55	Positive	N12 Potchefstroom Klerksdorp	GD2
8.55	Positive	No entry	R3
8.55	Median	No entry	R3
8.7	Negative	Side junction (left)	W107
8.7	Median	Side junction (left)	W107
8.85	Positive	100 speed limit	R201
8.85	Median	100 speed limit	R201
8.9	Median	Side-road Junction (Left)	W107
8.9	Negative	Side-road Junction (Left)	W107
9.45	Positive	N12 Potchefstroom mines Weg	GD2
9.6	Negative	N12 Potchefstroom mines Weg	GD2
9.65	Positive	Stilfontein mine road	GL1
9.65	Negative	Stop	R1
9.65	Median	No entry	R3
9.65	Median	Keep left	R103
9.65	Positive	N12 Potchefstroom Klerksdorp	GD2
9.85	Positive	100 Speed limit	R201
9.85	Median	100 Speed limit	R201
10.55	Positive	General Warning + Lettering	W339 +IN11.4
10.3	Median	General warning + Lettering	W339 +IN11.4
10.45	Negative	100 speed limit	R201
10.45	Median	100 speed limit	R201
10.5	Positive	Crossroad on priority road	W102
10.5	Median	Crossroad on priority road	W102
10.65	Positive	No entry	R3

10.65	Median	No entry	R3
10.85	Positive	100 Speed limit sign	R201
10.85	Median	100 speed limit	R201
10.9	Negative	Side junction (left)	W107
10.9	Median	Side junction (left)	W107
10.95	Negative	General Warning + Lettering	W339 +IN11.4
10.95	Median	General warning + Lettering	W339 +IN11.4
11	Positive	No fencing	W339 +
11.7	Negative	100 speed limit	R201
11.7	Median	100 speed limit	R201
11.95	Positive	SAPS Khuma	GFS B1-2
12.15	Positive	N12 Potchefstroom Buffelsdoorn Vermaasdrift	GD1/GD2
12.15	Positive	No entry	R3
12.15	Median	No entry	R3
12.15	Negative	Stop sign	R1
12.2	Negative	Botshabelo Clinic Khuma Clinic	GFS B2-2
12.25	Negative	SAPS Khuma	GFS B1-2
12.27	Negative	Crossroad on priority road	W102
12.27	Median	Crossroad on priority road	W102
12.25	Negative	Stilfontein Klerksdorp	GD2
12.35	Negative	General warning + Lettering	W339+IN11.4
12.35	Positive	120 Speed limit sign	R201
12.35	Median	120 Speed limit sign	R201
12.45	Negative	Crossroad on priority road	W102
12.45	Median	Crossroad on priority road	W102
12.95	Median	80 Speed limit sign	R201
12.95	Negative	80 Speed limit sign	R201
13.05	Positive	N12 Potchefstroom 30	GD3
13.5	Negative	No fence stray animals	W310
13.55	Positive	N12 Treasure road	GFS A9-2
13.7	Positive	Koekemoer bridge sign	GL 4
13.75	Negative	Koekemoer bridge sign	GL 4
14.1	Negative	No fencing	W339 +
14.1	Median	No fencing	W339 +
14.15	Positive	Crossroad on priority road	W102
14.15	Median	Crossroad on priority road	W102
14.15	Negative	120 Speed limit sign	R201
14.15	Median	120 Speed limit sign	R201
13.75	Negative	Koekemoer bridge sign	GL 4

14.29	Positive	Yield sign	R2
14.2	Median	No entry	R3
14.2	Negative	Stop Sign	R1
14.2	Median	Keep left	R103
14.25	Median	120 Speed limit sign	R201
14.25	Positive	120 Speed limit sign	R201
14.65	Negative	No fence stray animals	W310
14.65	Negative	Crossroad on priority road	W102
14.65	Median	Crossroad on priority road	W102

3.5.3.4 R30 Section 7:

KM	DIRECTION	DESCRIPTION	CODE
0	Positive	80 speed limit	R201 -80
0.2	Positive	North West Borders	GL55.2
0.3	Positive	80 speed limit	R201 -80
0.4	Negative	80 speed limit	R201 -80
0.55	Positive	Welcome to North West Province	GL55.2
0.83	Positive	R30 Orkney Klerksdorp Ventersdorp	GD3
0.85	Negative	R30 Bothaville 44	GD3
0.9	Positive	60 speed limit	R201-60
1	Negative	Stop sign	R1
1	Positive	Stop sign	R1
1.35	Median	Beginning of Dual Roadway	W118
1.4	Median	Keep left	R103
1.55	Negative	End of Dual Roadway	W117
1.55	Median	End of Dual Roadway	W117
1.6	Negative	60 speed limit	R201-60
1.6	Median	60 speed limit	R201-60
1.65	Negative	Stop sign	R1
1.65	Median	Stop sign	R1
1.65	Positive	Stop sign	R1
1.65	Median	Keep left	R103
2.6	Median	Pedestrian crossing	W306
2.65	Negative	Pedestrian crossing	W306
2.65	Median	Keep left	R103
2.65	Median	Keep left	R103
2.65	Median	Keep left	R103
3.04	Positive	Orkney SAPS	GF3.1
3.05	Median	No turning + HVA	R210+R559
3.1	Positive	No stopping + Lettering	R217+IN11.4
3.2	Median	No turning + HVA	R210+R559
3.2	Negative	80 speed limit	R201-80
3.25	Positive	Proceed straight+GVM	R107+R569
3.25	Median	Proceed straight+GVM	R107+R569
3.35	Positive	Austin RD.	GD2.02

3.4	Negative	Stop sign	R1
3.4	Negative	Stop sign	R1
3.4	Negative	Mass limit	R202
3.4	Positive	Stop sign	R1
3.4	Positive	Stop sign	R1
3.4	Median	Stop sign	R1
3.4	Positive	EMRS College	GDL2
3.4	Negative	Austin RD.	GD2.02
3.6	Positive	80 speed limit	R201-80
4.15	Negative	Pedestrian crossing	W306
4.15	Median	Pedestrian crossing	W306
4.65	Negative	60 speed limit	R201-60
4.65	Median	60 speed limit	R201-60
4.7	Positive	Animal sign	W310
4.7	Median	Animal sign	W310
5.5	Median	Sharp curve X 15	W406
5.6	Positive	Sharp Curve X 16	W405
6.04	Positive	R30 Ventersdorp Flecker RD.	Gd1.121U
6.2	Negative	80 speed limit	R201-80
6.2	Median	80 speed limit	R201-80
6.2	Negative	R30 Klerksdorp R30 Bothaville	GD2.011
6.2	Median	4-way stop	R1.40
	Median	No entry	R3.00
6.2	Median	4-way stop	R1.40
6.2	Positive	4-way stop	R1.40
6.2	Positive	Keep left	R103
6.2	Positive	No entry	R3
6.2	Positive	4-way stop	R1.4
6.2	Median	4-way stop	R1.40
6.2	Negative	4-way stop	R1.40
6.2	Median	No entry	R3.00
6.2	Negative	Yield sign	R2
6.2	Negative	60 speed limit	R201-60
6.2	Negative	Keep left	R103
6.2	Negative	4-way stop	R1.4
	Negative	No entry	R3
6.2	Median	R30 Bothaville R30 Klerksdorp	GD2.21+W409
6.3	Negative	R30 Bothaville R502 Leeudoringstad	GD1.112
6.4	Median	4-way stop ahead	W302+IN11.4
6.4	Negative	Orkney Hospital	GF3.1
6.5	Positive	100 speed limit	R201-100
6.5	Median	100 speed limit	R201-100
6.65	Negative	Orkney POL	GF3.1
6.75	Negative	R30 Bothaville R502 Leeudoringstad	GD1.11
7	Positive	Sharp curve	W405
7	Median	Sharp curve	W406

7	Positive	Height Limit	R204
7	Median	Height Limit	R204
7.58	Median	Keep left	R103
7.8	Negative	Grace Mokhomo CHC Kanana	GF3.1
7.8	Median	Kanana	GD2.01
7.8	Positive	Grace Mokhomo CHC Kanana	GF3.1
7.8	Positive	Stop sign	R1
7.8	Negative	4-way stop	R1.4
7.8	Positive	Stop sign	R1
7.8	Median	Stop sign	R1
7.8	Median	Keep left	R103
7.85	Negative	R30 Bothaville R30 Klerksdorp	GD2.11
7.9	Positive	100 speed limit	R201-100
8.4	Positive	Animal sign	W310
8.4	Median	Animal sign	W310
8.5	Positive	Stop sign	R1
8.5	Negative	Stop sign	R1
8.5	Median	Keep left	R103
8.5	Median	Keep left	R103
9.1	Median	Keep left	R103
9.1	Median	Keep left	R103
9.2	Negative	Animal sign	W310
9.2	Median	Animal sign	W310
9.8	Median	Keep left	R103
9.8	Median	Keep left	R103
10	Negative	Sharp curve	W406
10.7	Negative	Stop sign	R1
10.7	Median	Keep left	R103
10.7	Median	Keep left	R103
10.8	Negative	R30 Bothaville56	GD3
11.1	Positive	4-way stop ahead	W302+IN11.4
11.1	Median	4-way stop ahead	W302+IN11.4
11.2	Positive	R30 Klerksdorp 4 Ventersdorp 71	GD3
11.26	Positive	R30 Klerksdorp LEEMHUIS ST.	GD1.101U
11.4	Negative	100 speed limit	201-100+IN11.506
11.4	Median	100 speed limit	201-100+IN11.506
11.5	Negative	LEEMHUIS ST. Uraniaville	GD2.10
11.5	Negative	4-way stop	R1.4
11.5	Negative	4-way stop	R1.40
11.5	Positive	4-way stop	R1.40
11.5	Positive	Klerksdorp Hospital & Tsepong Hopstial	GF3.2
11.5	Positive	4-way stop	R1.4
11.5	Median	Keep left	R103
11.5	Median	4-way stop	R1.40
11.5	Median	4-way stop	R1.40
11.5	Median	Keep left	R103

11.5	Positive	No Stopping+ Np Hawks	
11.6	Positive	100 speed limit	R201-100
11.6	Negative	100 speed limit	R201-100
11.74	Negative	R30 Klerksdorp LEEMHUIS ST.	GD1.110U
11.84	Negative	Crossroad on Priority Road	W101
11.84	Median	Crossroad on Priority Road	W101
11.9	Positive	Side road junction	W108
11.9	Median	Side road junction	W108
11.9	Negative	4-way stop ahead	W302+IN11.4
11.9	Median	4-way stop ahead	W302+IN11.4
12	Negative	R30 Klerksdorp Orkney	GD2.011
12	Median	Keep left	R103
12	Negative	Stop sign	R1
12.05	Negative	Ariston	GD2.01
12.05	Negative	4-way stop ahead	W302+IN11.4
12.05	Median	4-way stop ahead	W302+IN11.4
12.1	Positive	100 speed limit	R201-100+IN11.506
12.1	Median	100 speed limit	R201-100+IN11.506
12.2	Negative	Side road junction	W107
12.2	Median	Side road junction	W107
12.6	Negative	Stop sign	R1
12.6	Median	Keep left	R103
12.6	Median	Keep left	R103
13.2	Negative	Stop sign	R1
13.2	Median	Keep left	R103
13.2	Median	Keep left	R103
13.2	Positive	Stop sign	R1
13.4	Negative	100 speed limit	R201-100
13.4	Median	100 speed limit	R201-100
13.4	Positive	80 speed limit	R201-80
13.4	Median	80 speed limit	R201-80
13.75	Positive	60 speed limit	R201-60
13.75	Median	60 speed limit	R201-60
13.8	Negative	Stop sign	R1
13.8	Median	Keep left	R103
13.8	Positive	Stop sign	R1
13.8	Median	Keep left	R103
14.1	Median	Yield sign	R2
14.2	Median	Yield sign	R2
14.2	Median	Stop sign	R1
14.3	Negative	80 speed limit	R201-80+IN11.506
14.3	Median	80 speed limit	R201-80+IN11.506
14.3	Positive	60 speed limit	R201-60
14.3	Median	60 speed limit	R201-60
14.35	Positive	Klerksdorp Vakansieoord	GF7.2

14.4	Positive	Klerksdorp SAPS	GF7.1

3.5.3.5 R30 Section 7 Town

KM	Direction (+/-)	Sign
14.5	**Median**	**TR**
14.5	**Positive**	**TG**
14.6	**Median**	**TW**
15.1	**Median**	**TW**
15.4	**Median**	**TR**
15.6	**Median**	**TW**
16.2	**Median**	**TR**
16.3	**Median**	**TR**
16.3	**Positive**	**TG**
16.5	**Negative**	**TG**
16.5	**Positive**	**TG**
16.9	**Positive**	**TG**
16.9	**Median**	**TG**
17.4	**Median**	**TR**
17.5	**Median**	**TR**
17.6	**Negative**	**TG**
17.7	**Positive**	**TG**
18.4	**Median**	**TW**
18.5	**Median**	**TW**
18.6	**Median**	**TR**
18.8	**Median**	**TR**
18.9	**Median**	**TRx2**
19.0	**Median**	**TRx2**
19.0	**Median**	**TG**
19.1	**Median**	**TRx2**
19.1	**Median**	**TG**
19.2	**Median**	**TG**
19.2	**Median**	**TRx2**
19.6	**Median**	**TGx2**
20.0	**Positive**	**TW**
20.4	**Positive**	**TG**
20.8	**Positive**	**TW**
20.8	**Positive**	**TG**
21.1	**Positive**	**TR**
21.4	**Positive**	**TR**
21.5	**Positive**	**TW**
21.6	**Positive**	**TW**
21.6	**Positive**	**TR**

21.8	**Positive**	**TR**
22.0	**Negative**	**TR**
22.1	**Negative**	**TG**
22.3	**Positive**	**TR**
22.3	**Negative**	**TW**
22.5	**Positive**	**TGx2**
22.6	**Negative**	**TG**

3.5.3.6 R30 Section 8

KM	DIRECTION	DESCRIPTION	CODE
0.03	Positive	R30 Ventersdorp	GD3
0.16	Negative	Speed limit	R201-60
0.4	Positive	Speed limit	R201-100
0.4	Negative	Speed limit	R201-80
0.5	Positive	Curve sign	W202
0.63	Positive	Sharp Curve	W405
1.3	Negative	Sharp Curve	W203
2.96	Positive	Curve sign	W202+IN11.1
3.1	Positive	Sharp Curve	W405
3.6	Negative	Sharp Curve	W203
3.8	Negative	R30 Klerksdorp 9	GD2.10
4	Positive	Speed limit	R201-100
4	Negative	Speed limit	R201-100
4.1	Negative	Stop Sign	R1
4.2	Negative	Sharp Curve	W406+W405
5.4	Positive	Curve sign	W202
5.6	Positive	Sharp Curve	W405+W406
5.9	Negative	Curve sign	W203
8.4	Positive	R30 Ventersdorp 60	GD3
8.9	Negative	Cow Sign	W310
13.11	Positive	Side Road Junction	W107
13.13	Positive	R30 Ventersdorp	GD1.101
13.35	Negative	Speed limit	R201-100
13.37	Positive	Witpoort	GD2.01
13.37	Negative	R30 Klerksdorp R30 Ventersdorp	GD2.11+W409
13.37	Negative	Witpoort	GD2.10
13.57	Positive	Yield Sign	R2
13.57	Positive	Speed limit	R201-100
13.6	Negative	Curve sign	W203
13.61	Negative	Side Road Junction	W108
14	Negative	R30 Klerksdorp 9	GD2.11
16.9	Positive	Curve sign	W203
17.2	Negative	Sharp Curve	W406+W405
18.2	Positive	Curve sign	W202

18.4	Positive	R30 Ventersdorp 50	GD3
18.4	Positive	Sharp Curve	W405+W406
18.96	Positive	R30 Ventersdorp Eleazar	GD1.111
19	Negative	Speed limit	R201-100
19.2	Positive	High Risk Area	W399-WA+IN11.4
19.2	Positive	R30 Ventersdorp R30 Klerksdorp	GD2.11
19.2	Negative	R507 Hartbeesfointein Eleazr	GD2.11
19.2	Negative	Stop Sign	R1
19.2	Positive	Stop Sign	R1.0
19.2	Negative	R30 Klerksdorp R30 Ventersdorp	GD2.11
19.2	Positive	Eleazar R507 Hartbeesfontein	GD2.11
19.4	Positive	Speed limit	R201-100
19.44	Negative	R30 Klerksdorp R507 Hartbeesfontein Eleazar	GD1.111
20.1	Positive	Curve sign	W202
20.1	Positive	Sharp Curve	W405+W406
21	Negative	Curve sign	W203
24	Negative	R30 Klersdorp 29	GD3
24.76	Positive	R20 Klerksdorp Rooikuil	GD1.101
24.8	Negative	Speed limit	R201-100
24.9	Positive	Pedestrian	W308
24.9	Negative	R30 Klerksdorp R30 Ventersdorp	GD2.11+W409
25	Positive	Yield Sign	R2.00
25	Positive	Rooikuil	GD2.01
25	Negative	Rooikuil	GD2.10
25.24	Positive	R30 klerksdorp Doornfontein	GD1.110
25.24	Negative	R30 Klerksdorp Rooikuil	GD1.110
25.3	Negative	Doornfontein	GD2.10
25.3	Positive	Doornfontein	GD2.10
25.3	Negative	Stop Sign	R1.00
25.3	Positive	R30 Ventersdorp R30 Klerksdorp	GD2.11+W409
25.4	Positive	Speed limit	R201-100
25.6	Negative	R30 klerksdorp Doornfontein	GD1.101
26.15	Positive	Cow Sign	W310
26.9	Negative	Cow Sign	W310
27.7	Positive	Pedestrian	W308
28.4	Positive	R30 Ventersdorp 40	GD3
28.8	Negative	Pedestrian	W308
29.6	Positive	Ventersdorp Grens/Border	GL5
29.6	Negative	Klerksdorp District	GL3
30.05	Positive	Curve sign	W202
30.45	Negative	Curve sign	W203
31.1	Positive	Curve sign	W203
31.25	Negative	Sharp Curve	W405+W406
31.16	Positive	Side Road Junction	W108
31.3	Negative	Speed limit	R201-100
31.4	Positive	R30 Ventersdorp Platberg	GD1.110

31.45	Positive	Platberg	GD2.01
31.45	Negative	Stop Sign	R1
31.5	Positive	R30 Ventersdorp R30 Klerksdorp	GD2.11+W409
31.6	Negative	Platberg	GD2.01
31.6	Negative	Curve sign	W202
31.68	Positive	Speed limit	R201-100
31.68	Positive	Curve sign	W202
31.7	Positive	Sharp Curve	W405+W406
31.8	Negative	Side Road Junction	W107
32.9	Positive	Pedestrian	W308
33.2	Positive	Curve sign	W203
33.3	Negative	Sharp Curve	W406+W405
33.5	Positive	Cow Sign	W310
33.6	Negative	Curve sign	W202

3.5.3.7 R503 section 1

KM	DIRECTION	DESCRIPTION	CODE
0.16	Positive	R503 Harteebesfontein 23 (N14) Coligny 77	GD3
0.17	Positive	R503 Harteebesfontein Matlosana Ext 13 & Ext10	GD1
0.2	Negative	Sharp Curve	W405+W406
0.25	Negative	Speed limit	R201-60
0.3	Negative	Speed limit	R201-60
0.35	Positive	Crossroad on Priority Road	W102
0.4	Positive		GS808
0.5	Negative	Bus pickpoint	R327
0.55	Positive	Yield for Pedestrian	R2.1
0.55	Positive	Stop sign	R1
0.55	Positive	Keep left	R103
0.55	Positive	Yield for Pedestrian	R2.1
0.55	Negative	Stop sign	R1
0.55	Negative	Keep left	R103
0.55	Negative	Yield for Pedestrian	R2.1
0.55	Negative	Yield for Pedestrian	R2.1
0.6	Negative	Coot Boulevald Matlosana Estates Ext 10 & Ext13	GD2
0.7	Positive	Coot Boulevald Matlosana Estates Ext 10 & Ext13	GD3
0.8	Positive	Bus pickpoint	R327
1.1	Negative	R503 Hartbeesfontein Matlosana Ext 10 & Ext13	GD1
1.2	Positive	Sharp Curve	W405+W406
1.75	Negative	Speed limit	R201-80
1.8	Positive	High Accident Zone	W339-WB
2.3	Positive	Speed limit	R201-60
2.3	Negative	Curve ahead	W203
2.34	Positive	Side Road Junction	W107
2.38	Positive	Rail way sign	GS902

2.38	Negative	No Pedestrian crossing	R218
2.29	Positive	Children crossing	W308
2.29	Negative	No Parking	R216
2.29	Positive	No Parking	R216
2.29	Negative	No Stopping	R217
2.34	Positive	Stop sign	R1
2.35	Negative	R503 Klerksdorp R503 Hartbeesfontein	GD2.011
2.5	Negative	Alabama Clinic Tsholofelo Clinic	GF3
2.5	Negative	Manzilpark	GD2.010
2.54	Positive	No Stopping	R217
2.54	Negative	No Parking	R216
2.56	Negative	Rail way sign	GS902
2.58	Negative	Children crossing	W308
2.58	Positive	No Parking	R216
2.62	Positive	Speed limit	R201-80
2.62	Negative	Side Road Junction	W108
2.66	Positive	Manzilpark	GD2.010
2.66	Positive	Alabama Clinic Tsholofelo Clinic	GF3
2.66	Negative	Masjid-Us-Salaam	GD4
2.7	Negative	Speed limit	R201-60
3.2	Negative	High Accident Zone	W339
5.3	Negative	Speed limit	R201-60
5.38	Negative	Sharp Curve	W405+W406
5.34	Positive	Stagged Junction	W109
5.4	Positive		GS901
5.5	Negative	R503 Klerksdorp R503 Hartbeesfontein	GD2.011
5.5	Negative	Wolwerand	GD2.010
5.5	Positive	Stop sign	R1
5.65	Negative		GS902
5.66	Positive	Wolwerand	GD2.001
5.78	Positive	R503 Hartbeesfontein R503 Klerskdorp	GD2.011
5.78	Negative	Stop sign	R1
5.94	Negative	Stagged Junction	W110
5.97	Positive	Speed limit	R201-80
10.68	Negative	Speed limit	R201-80
10.68	Positive	Side Road Junction	W107
10.72	Positive	High Risk Area	W339+R531
10.76	Positive	Construction Vehicle Crossing	W343
10.8	Positive	Stop Sign	R1.0
10.8	Negative	R503 Klersdorp R503 Hartbeesfontein	GD2.011
10.8	Negative	R503 Klerksdorp Rhenosterhoek	GD2.11
10.84	Negative	Construction Vehicle Crossing	W343
10.88	Negative	High Risk Area	W339+R531
10.92	Negative	Side Road Junction	W107
11	Positive	Speed limit	R201-100
11.04	Positive	R503 Klerksdorp Rhenosterhoek	GD2.101

12.41	Positive	R503 Hartbeesfontein Schoemasfontein	GD2.101
12.41	Negative	R503 Klerksdorp Schoemansfontein	GD2.101
12.45	Negative	Speed limit	R201-80
12.53	Positive	Side Road Junction	W108
12.65	Positive	R503 Hartbeesfontein R503 Klerskdorp	GD2.011
12.65	Negative	Stop sign	R1.4+W205
12.85	Positive	Speed limit	R201-100
13.09	Negative	Side Road Junction	W107
14.85	Negative	R503 Klerksdorp 20	GD3
19.78	Positive	High Risk Area	W339+R531
19.88	Positive	R503 Hartbeesfontein R507 Ottosdal	GD1.101
19.96	Positive	Shingalana Lion Park 12km	GF2
20.2	Negative	R503 Klerksdorp R503 Hartbeesfontein	GD1.011
20.2	Negative	Alabama Clinic Tigane CHC Delekile Khoza Clinic	GD2.011
20.2	Positive	Stop sign	R1
20.44	Positive	Shingalana Lion Park 12km	GF2
20.44	Positive	Ottosdal	GD2.100
20.44	Negative	Shingalana Lion Park 12km	GF2
20.44	Negative	Ottosdal	GD2.010
20.45	Negative	High Risk Area	W339+R531
20.6	Negative	Shingalana Lion Park 12km	GF2
20.68	Negative	R503 Klersdorp Ottisdal	GD1.110
20.75	Positive	Police	GD2.100
21.38	Positive	Speed limit	R201-100
21.4	Positive	R503 Coligny R507 Brakspruit	GD1.110
21.46	Positive	High Risk Area	W339+R531
21.56	Positive	R507 Brakspruit	GD2.010
21.71	Positive	Speed limit	R201-80
21.79	Negative	R507 Brakspruit	GD2.001
21.8	Negative	Stop sign	R1
21.93	Positive	Speed limit	R201-60
21.94	Negative	Sharp Curve	W405+W406
22.08	Negative	R503 Klerksdorp R507 Brakspruit	GD1.101
22.21	Positive	R503 Coligny R507 Ottosdal	GD2.011
22.45	Positive	4-way stop	R1.4
22.45	Positive	R503 Coligny R507 Ottosdal	GD2.011
22.45	Positive	4-way stop	R1
22.45	Positive	R503 Klerksdorp R507 Brakspruit	GD2.010
22.45	Negative	4-way stop + side junction	R1.4+W205
22.45	Negative	R503 Coligny R507 Ottosdal	GD2.011
22.45	Negative	Police	GF3
22.45	Negative	Tigane CHC Delekile Khoza	GD2.001
22.45	Negative	North West EMRS College	GD2.010
22.45	Positive	Speed limit	R201-60
22.45	Negative	Hartbeesfontein R503 Klerksdorp R507 Brakspruit	GD2.011

22.45	Positive	R503 Colingy 53	GD3
22.45	Positive	Pedestrians	W307
22.45	Negative	R507 Ottosdal R503 Klerksdorp R507 Brakspruit	GD1.101
22.45	Positive		W323
22.45	Negative	High Risk Area	W339+R531
22.45	Negative	Stop sign ahead for 500m	W302+IN11.3
22.55	Negative	Speed limit	R201-60
22.64	Positive	R503 Coligny Geduld	GD1.110
22.643	Negative	Gedulg	GD2.010
22.65	Positive	Geduld	GD2.010
22.65	Positive	R503 Coligny R503 Hartbeesfontein	GD2.011
22.65	Negative	Stop sign	R1
22.65	Positive	Speed limit	R201-100
22.8	Negative	Speed limit	R201-80
22.8	Positive	R503 Coligny 52 Litchtenburg 70 (R52) Mafikeng	GD3
23.81	Positive	Tigane CHC Delekile Khoza	GF3
23.85	Negative	Speed limit	R201-60
24.04	Negative	Tigane CHC Delekile Khoza	GF3
24.05	Negative	Stop sign	R1
24.05	Positive	Tigane CHC Delekile Khoza	GF3
24.05	Positive	R503 Coligny R503 Hartbeesfontein	GD2.011
24.25	Positive	Speed limit	R201-100
24.29	Negative	Tigane CHC Delekile Khoza	GF3
26	Positive	Curve ahead	W202
26.6	Negative	Curve ahead	W203
29	Positive	Speed limit	R201-80
29.1	Positive	Curve ahead	W203
29.2	Positive	Speed limit	R201-60
29.3	Negative	Sharp Curve	W405+W406
29.4	Positive	School children crossing	W308
29.7	Positive	Curve ahead	W202
30	Positive	Sharp Curve	W405+W406
30.03	Positive	Speed limit	R201-60
30.1	Negative	Curve ahead	W203
30.27	Negative	Speed limit	R201-80
31	Positive	Curve ahead	W203
31.5	Negative	Curve ahead	W202
31.74	Negative	R503 Hartbeesfontein 10	GD3
34.6	Positive	R503 Coligny 40	GD3
34.75	Positive	Curve ahead	W202
34.89	Positive	Sharp Curve	W405+W406
34.96	Positive	R503 Coligny Geduld Leeuwfontein	GD2.111
35.19	Negative	Leeuwfontein Geduld	GD2.011
35.2	Negative	Stop sign	R1
35.2	Positive	Leeuwfontein R503 Coligny R503 Hartbeesfontein	GD2.111

35.2	Negative	Geduld R503 Hartbeesfontein R503 Coligny	GD2.111
35.2	Positive	Stop sign	R1
35.21	Positive	Geduld Leeuwfontein	GD2.011
35.4	Positive	Speed limit	R201-60
35.44	Negative	R503 Hartbeesfontein Leeuwfontein Geduld	GD1.111
35.55	Negative	Crossroad on Priority Road	W102
35.95	Positive	Curve Sign	W203
36.1	Negative	Sharp Curve	W405+W406
36.15	Negative	No Stopping	R217
36.2	Negative	Side Road Junction	W107
36.9	Negative	Curve sign + 80km/h	W202+IN11.2
37.91	Positive	R503 Coligny Boschpoort	GD1.101
37.95	Negative	Speed limit	R201-80
38	Negative	R503 Hartbeesfontein R503 Coligny	GD2.011
38.1	Positive	Stop Sign	R1
38.15	Negative	Boschpoort	GD2.001
38.16	Positive	Boschpoort	GD2.001
38.39	Negative	R503 Hartbeesfontein Boschpoort	GD1.110
38.59	Positive	Sharp Curve	W405+W406
38.9	Positive	Curve	W202
40.55	Negative	Sharp Curve	W405+W406
40.56	Positive	R503 Coligny Geduld	GD1.110
40.6	Negative	Speed limit	R201-80
40.79	Negative	Geduld	GD2.010
40.8	Negative	Stop Sign	R1
40.8	Positive	Geduld	GD2.010
40.81	Positive	R503 Coligny R503 Hartbeesfontein	GD2011
41	Positive	Speed limit	R201-60
41.04	Negative	R503 Hartbeesfontein Geduld	GD1.101
41.16	Negative	Curve sign	W203
41.34	Negative	R503 Hartbeesfontein 20	GD3
43.4	Negative	Speed limit	R201-80
43.48	Positive	Stagged Junction	W109
43.56	Positive	R503 Hartbeesfontein Dupperspos	GD1.110
43.59	Negative	Dupperspos	GD2.010
43.6	Positive	Dupperspos	GD2.010
43.61	Negative	Stop Sign	R1
43.62	Positive	R503 Colign Hartbeesfontein	GD2.011
43.81	Positive	Curve sign + 80km/h	W203+IN11.2
43.84	Negative	R503 Hartbeesfontein Coligny	GD1.101
44.13	Negative	Sharp Curve	W405+W406
44.4	Negative	Curve sign + 80km/h	W202+IN11.2
44.77	Positive	Side Road Junction	W107
44.8	Negative	R503 Hartbeesfontein Coligny	GD2.011
44.8	Negative	R503 Hartbeesfontein Boschpoort	GD2.110
44.8	Positive	Stop Sign	R1

44.81	Positive	R503 Coligny 30	GD3
45.00	Positive	Speed limit	R201-100
45.04	Negative	Stagged Junction	W109
48.16	Positive	Lichtenburg District	GL3
48.31	Positive	Curve sign	W202
48.40	Positive	Sharp Curve	W405+W406

3.5.4 Drainage

3.5.4.1 N12 Section 15:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
N12	15	5.5				

3.5.4.2 N12 Section 15 Town:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
N12	15 Town				76.86	
N12	15 Town	79.86				

3.5.4.3 N12 Section 16:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
N12	16					

3.5.4.4 R30 Section 7:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
R30	7				0.18	

3.5.4.5 R30 Section 7 Town:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
R30	7 Town					20.2
R30	7 Town					20.3

R30	7 Town					20.6
R30	7 Town					20.7

3.5.4.6 R30 Section 8:

None

3.5.4.7 R503 Section 1:

Route	Section	Description and length				
		V-SHAPE (km)	TRAPES (km)	½ ROUND (km)	STONE MORTAR (km)	OTHER (km)
R503	1	3.2			0.18	

3.5.5 Rest areas

3.5.5.1 N12/15:

Road	Section	Km	Position
N12	15	67.80	Positive

3.5.6.2 N12/16:

Road	Section	Km	Position
N12	16	10.6	Negative
N12	16	12.4	Negative
N12	16	12.6	Positive

3.6 Bridges

Bridges are in varying conditions. Inspections are done annually, and majority of the bridges are in fair condition.

3.6.1 N12 Section 15:

Road	Section	Bridge number	Description	Number of spans	Km position
N12	15	1409	Concrete		41.95
N12	15	675	Concrete		53.75
N12	15	676	Concrete		71.10
N12	15	New	Pedestrian		74.40

N12	15	75.5	Concrete		75.50

3.6.2 N12 Section 15 Town:

Road	Name	Bridge number	Description	Number of spans	Km position
N12	PW de Willas		Concrete	12	**80.86**
N12		484	Concrete		**85.36**

3.6.3 N12 Section 16:

Road	Section	Bridge number	Description	Number of spans	Km position
N12	16	484	Concrete x 2		3.0

3.6.4 R30 Section 7:

Road	Section	Bridge number	Description	Number of spans	Km position
R30	7	B122	Vaal river	9	0
R30	7	4061	Train	1	6.8
R30	7	4062	Train	3	6.8
R30	7	4064	Train	3	6.8

3.6.5 R30 Section 7 Town:

Road	Name	Bridge number	Description	Number of spans	Km position
R30		**1910**	**Concrete**		**16.8**

3.6.6 R30 Section 8:

Road	Section	Bridge number	Description	Number of spans	Km position
R30	8	None	Spruit	3	27.6
R30	8	None	Spruit	5	47.7
R30	8	None	Spruit	6	52.7
R30	8	None	Spruit	8	54.4
R30	8	None	Spruit	4	62.3
R30	8	None	Train	1	64.4

3.6.7 R503 Section 1:

Road	Section	Bridge number	Description	Number of spans	Km position
R503	1	None	Spruit	1	33.75
R503	1	None	Spruit	2	37.60

3.7 Route Markers

Route markers erected on all the routes. They are placed 200 m apart from each other.

3.8 Fencing

Most of the routes on this contract has been fenced with stock proof fencing (varying in condition). This area consists of mainly life-stock farmers and informal farming practices. Attention will be given on an ongoing basis to ensure that all areas remain fenced off.

Problem areas have been identified as those areas located in proximity of populated areas. Vandalism and theft are a huge problem and continuous monitoring, and repairs are necessary.

4. PAVEMENT MANAGEMENT SYSTEM INFORMATION

4.1 Description and information

Each road section is presented and summarised.

4.1.1 Updating

The condition report is based on information obtained in August 2026.

4.1.2 Features

Only a limited number of features are included which indicate the type (e.g., interchange or junction), as well as the position in kilometres.

4.1.3 Road type

Indicates the geometric standard according to the following categories:

D: Divided carriageway
N: Undivided carriageway
S: Single carriageway
1,2 etc. No. of lanes per carriageway
P: Paved shoulders
U: Unpaved shoulders

4.1.4 Reserve/Median

Refer to the tables below.

4.1.5 Cross Sections

The cross sections of various sections are summarised as follows:

4.1.5.1 N12 Section 15:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
37.22 – 55.00	2 x 3.8m	2 x 2.3 P	Paved	Double Carriageway
55.0 – 76.36	2 x 4.2	2 x 3.0 U	Unpaved	Single carriageway

4.1.5.2 N12 Section 15 Town:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
76.36 – 85.46	4 x 3.8m	2 x 2.3 P	Paved	Double Carriageway

4.1.5.3 N12 Section 16:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
2.95 – 15.73	4 x 3.7m D2	2 x 3.0 U	Unpaved	Double Carriageway

4.1.5.4 R30 Section 7:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
0.00 – 0.70	2 x 3.8	3.2	Paved	Single carriageway
0.70 – 1.4	2 x 4.2	2.5	Gravel	Single carriageway
1.4 – 4.8	4 x 3.6	None – kerbs	n/a	Dual carriageway
4.8 – 14.5	4 x 4.0	4 x 2.0 m	Paved	Dual carriageway

4.1.5.5 R30 Section 7 Town:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
14.50 – 17.50	4 x 3.8	None	n/a	Dual carriageway
17.50 – 19.80	10 x 3.6	None	n/a	5 Multi lane carriageway
19.80 – 21.20	4 x 3.6	None	n/a	Dual carriageway
21.20 – 23.09	2 x 3.8	2.5	Gravel	Single carriageway

4.1.5.6 R30 Section 8:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
0.0 – 64.0	2 x 3.7	2.5	Gravel	Single carriageway
64.0 – 68.5	2 x 3.7	1.9	Paved	Single carriageway

4.1.5.7 R503 Section 1:

Chainage	No lanes x width (m)	Shoulder width (m)	Shoulder type	Single/ Dual carriageway
0.0 – 48.60	3.7	2.5	Gravel	Single carriageway

4.1.6 Topography/Climate

The topography of the routes is summarised below.

Route	Section	Topography
N12	15	Rolling
N12	15 Town	Flat
N12	16	Flat
R30	7	Rolling
R30	7 Town	Rolling
R30	8	Rolling
R503	1	Rolling

The climate is described as moderate according to Weinert's classification.

4.1.7 Road Renewal

Maintenance actions during the previous RRM contract to date, are summarised in the table below. A short description of the action and its date are also shown.

Route	Section	km		Maintenance action
		Start	End	
N12	15	37.22	45.8	Rehabilitation done in 2025
N12	15	45.8	76.36	Recently resealed – Fair condition
N12	15 Town	76.36	85.46	Recently resealed – Fair condition
N12	16	0	15.73	Reseal required. Major patch work done
R30	7	0.0	14.50	2016 Periodic maintenance – resurfaced with 40mm asphalt
R30	7 Town	14.50	23.09	None
R30	8	0.0	66.00	Rehabilitation planned 2027
R503	1	0.0	48.60	None

4.1.8 Pavement

The As-built information was not available at the time of completing this report.

4.2 Definition of codes used

Code	Material	Abbreviated Specification
G1	Graded crushed stone	86 – 88 % of apparent density; PI < 4.5
G2	Graded crushed stone	100 – 102 % mod. AASHTO; PI < 6
G3	Graded crushed stone	Min. 98 % mod. AASHTO; PI < 6
G4	Natural gravel	CBR > 80; PI < 6
G5	Natural gravel	CBR > 45; PI < 10
G6	Natural gravel	CBR > 25; PI < 10
G7	Gravel – soil	CBR > 15
G8	Gravel – soil	CBR > 10, in-situ
G9	Gravel – soil	CBR > 7, in-situ
G10	Gravel – soil	CBR > 3, in-situ
BC	Hot-mix Asphalt	Continuously graded
BS	Hot-mix Asphalt	Semi-gap graded
TC	Tar hot mix	Continuously graded
TS	Tar hot mix	Semi-gap graded
PCC	Portland cement concrete	Mod. rupture > 4,5 MPa
CRC	Continuously reinforced concrete	
C1	Cemented crushed stone or gravel	UCS 6 – 12 MPa at 100 % mod. AASHTO
C2	Cemented crushed stone or gravel	UCS 3 – 6 MPa at 100 % mod. AASHTO
C3	Cemented natural gravel	UCS 1.5 – 3 MPa at 100 % mod. AASHTO
C4	Cemented natural gravel	UCS 0.75 – 1.5 MPa at 100 % mod. AASHTO
AG	Asphalt surfacing	Gap-graded
AC	Asphalt surfacing	Continuously graded
AS	Asphalt surfacing	Semi-gap-graded
AO	Asphalt surfacing	Open-graded
AP	Asphalt surfacing	Porous
S1	Surface treatment	Single seal
S2	Surface treatment	Multiple seal
S3	Sand seal	
S4	Cape seal	
S5	Slurry	Fine grading
S6	Slurry	Coarse grading
S7	Surface renewal	Rejuvenator
S8	Surface renewal	Diluted emulsion

WM1	Water-bound macadam	PI < 6, 88 – 90 % of apparent density
WM2	Water-bound macadam	PI < 6, 86 – 88 % of apparent density
PM	Penetration macadam	Coarse stone with bitumen or tar
DR	Dump rock	Ungraded waste rock

4.3 PMS – Road information

The latest PMS information will be provided by SANRAL.

5. TRAFFIC INFORMATION

The latest Traffic Information statistics will be provided by SANRAL.

6 HISTORIC ROAD MAINTENANCE INFORMATION

6.1 General

The maintenance information is from actual data obtained from the previous maintenance contract.

6.2 Description of Information

6.2.1 General information

6.2.1.1 Cut

The routes do not contain many cuts, but the ones existing is generally in good condition. Slight erosion does however occur but there are generally no concrete drains to convey the surface water.

6.2.1.2 Illegal signs

Erection of new illegal signs will be closely monitored and will be sent through to SANRAL as per standard specifications. Illegal road signs within the road reserve will follow the procedure of being given notice and then removed and stored by the Contractor.

6.2.2 Pavement condition information

The road infrastructure and particularly the road pavement has been maintained in a good condition. Readers should note that current conditions and previous performance is not necessarily a good indicator of future performance and are thus cautioned against over reliance on the information presented.

6.2.2.1 Surface failures, Potholes, Pavement Failures and Crack Sealing

6.2.2.1.1 Condition summary

A summary of the road condition is presented below.

It is evident from the above that special maintenance/partial rehabilitation actions should be recommended. Although cracking manifest as crocodile cracks, deep rutting and pumping is also present. Distress therefore appears in certain areas to be only related to the surfacing, where in other areas complete base failure is evident.

6.2.2.1.1.1 N12 Section 15

Distress	General description
Deformation	***Rutting*** is generally up to 5mm. Degree 1, Extent 3.

Distress	General description
	Potholes are Situated between Km 38 to Km 45. Overall rating is Degree 3 and Extent 4. **Patches** are located on the section. Degree 2 Extent 4. **Pumping** was not evident.
Cracking	Extensive cracking present - Crocodile. Degree 4 Extent 4.
Breaking up of surface (Surface condition)	***Surfacing failure and Surfacing cracks*** between Km 45 to Km 55. Degree 2, Extent 3
Smoothing or surface texture	***Surfacing*** can be described as fine ***Skid resistance*** appear to be fair.
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 3, Extent 3.
Construction deficiencies	None noted

6.2.2.1.1.2 N12 Section 15 Town

Distress	General description
Deformation	***Rutting*** is isolated but present. Degree 3, Extent 3. ***Potholes*** are less spread along the entire road. Overall rating is Degree 2 and Extent 2. **Patches** are located on the section. Degree 1 Extent 2. **Pumping** was not evident.
Cracking	Less cracking present - Crocodile. Degree 2 Extent 2.
Breaking up of surface (Surface condition)	***Edge breaks*** isolated but present. Degree 2 Extent 2 ***Surfacing failure and Surfacing cracks*** mildly visible along the route. Degree 3, Extent 2.
Smoothing or surface texture	***Surfacing*** can be described as smooth. ***Skid resistance*** appear to be fair. **Bleeding** was not evident.
Drainage	No problems experienced.
Shoulders	Drop-offs less than 50mm in some isolated areas. Degree 2, Extent 3.
Construction deficiencies	None noted.

6.2.2.1.1.3 N12 Section 16

Distress	General description
Deformation	***Rutting*** is generally up to 5mm. Degree 1, Extent 3. **Patches** are located on the section. Degree 2 Extent 2. **Pumping** was evident.
Cracking	None noted
Breaking up of surface (Surface condition)	None noted
Smoothing or surface texture	***Surfacing*** can be described as fine ***Skid resistance*** appear to be fair.
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 1, Extent 2.
Construction deficiencies	None noted

6.2.2.1.1.4 R30 Section 7: (km 1.40 to 4.80) Single CW

Distress	General description
Deformation	None noted
Cracking	None noted
Breaking up of surface (Surface condition)	None noted
Smoothing or surface texture	***Surfacing*** can be described as fine ***Skid resistance*** appear to be fair.
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 3, Extent 3.
Construction deficiencies	None noted

(km 4.80 to 14.50) Double CW

Distress	General description
Deformation	None noted
Cracking	None noted
Breaking up of surface (Surface condition)	None noted
Smoothing or surface texture	***Surfacing*** can be described as fine.
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 3, Extent 3.
Construction deficiencies	None noted.

6.2.2.1.1.5 R30 Section 7 Town:

Distress	General description
Deformation	***Rutting*** is generally up to 25mm. Degree 4, Extent 4. ***Undulations/corrugations*** were not evident but surface is rough. IRI should be high. ***Potholes*** are widespread along entire route. Overall rating is Degree 5 and Extent 5. **Patches** are located on the section. Degree 4 Extent 4. **Pumping** was not evident.
Cracking	Extensive cracking present - Crocodile. Degree 4 Extent 4.
Breaking up of surface (Surface condition)	***Edge breaks*** isolated but present. Degree 3 Extent 3 ***Surfacing failure and Surfacing cracks*** occur along the route. Degree 4, Extent 4
Smoothing or surface texture	***Surfacing*** can be described as coarse. ***Skid resistance*** appear to be fair. Bleeding is only evident in isolated areas
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 3, Extent 3.
Construction deficiencies	None noted.

6.2.2.1.1.6 R30 Section 8:

Distress	General description
Deformation	***Rutting*** is generally up to 25mm. Degree 4, Extent 4. ***Undulations/corrugations*** were not evident, but surface is rough. IRI should be high. ***Potholes*** are widespread along entire route. Overall rating is Degree 4 and Extent 4. **Patches** are located on the section. Degree 4 Extent 4.

Distress	General description
	Pumping was not evident.
Cracking	Extensive cracking present - Crocodile. Degree 4 Extent 4.
Breaking up of surface (Surface condition)	***Edge breaks*** isolated but present. Degree 4 Extent 3 ***Surfacing failure and Surfacing cracks*** occur along the route. Degree 4, Extent 4
Smoothing or surface texture	***Surfacing*** can be described as coarse. ***Skid resistance*** appear to be fair. Bleeding is only evident in isolated areas
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 1, Extent 2.
Construction deficiencies	None noted.

6.2.2.1.1.7 R503 Section:1

Distress	General description
Deformation	*None noted*
Cracking	*None noted*
Breaking up of surface (Surface condition)	*None noted*
Smoothing or surface texture	***Surfacing*** can be described as coarse. ***Skid resistance*** appear to be fair.
Drainage	No problems experienced.
Shoulders	Drop-offs larger than 50mm limit and unsafe in some isolated areas. Degree 2, Extent 3.
Construction deficiencies	None noted.

It is evident from the above that special maintenance actions should be undertaken to protect the underlying layers. Although cracking manifest as crocodile cracks, deep rutting and pumping is also present. Distress therefore appears to be of surfacing nature and some areas complete base failures are present.

Visual assessment summary

A detailed visual inspection was carried out to visually determine the structural integrity of the road pavement on each section along the route. The results of the investigation where then plotted using a unique colour coding to describe the deformation according to the parameters listed below.
The full results of the survey may be viewed in Appendix A.

Section	Type of Defect: X.002-069-2018/1F											
	Pavement failure (m^2)			Shoulder drop-offs (m)			Edge-breaks (m)			Surface Cracking (m^2)		
	severe	warning	total	severe	warning	total	severe	warning	total	severe	warning	total
N12/15	8160	10500	**18660**	0	1200	**1200**	0	2350	**2350**	0	5000	**5000**
N12/16	1200	6500	**7700**	0	300	**300**	0	0	**0**	10000	15000	**25000**
R30/7	0	0	**0**	0	3540	**3540**	0	1600	**1600**	0	500	**500**
R30/8	133500	8500	**142000**	3500	2500	**6000**	13600	3550	**17150**	180000	6500	**186500**
R503/1	0	0	**0**		200	**200**	0	0	**0**	0	500	**500**
	168360			**11240**			**21100**			**217500**		

Section	Type of Defect: X.002-069-2018/1F											
	Pavement failure (%)			Shoulder drop-offs (%)			Edge-breaks (%)			Surface Cracking (%)		
	severe	warning	total	severe	warning	total	severe	warning	total	severe	warning	total
N12/15	1.99%	2.55%	**4.54%**	0.00%	3.07%	**3.07%**	0.00%	6.00%	**6.00%**	0.00%	1.22%	**1.22%**
N12/16	0.50%	2.72%	**3.22%**	0.00%	0.95%	**0.95%**	0.00%	0.00%	**0.00%**	4.18%	6.27%	**10.46%**
R30/7	0.00%	0.00%	**0.00%**	0.00%	12.21%	**12.21%**	0.00%	5.52%	**5.52%**	0.00%	0.23%	**0.23%**
R30/8	46.72%	2.97%	**49.69%**	9.31%	6.65%	**15.96%**	36.17%	9.44%	**45.61%**	62.99%	2.27%	**65.26%**
R503/1	0.00%	0.00%	**0.00%**	0.00%	0.41%	**0.41%**	0.00%	0.00%	**0.00%**	0.00%	0.14%	**0.14%**

6.2.3 Drainage information

6.2.3.1 Culverts

The number and size of the culverts will be listed in the tables below:

6.2.3.1.1. N12 Section 15

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
N12	15	Pipe			2 x 900	2	72.5
N12	15	Box	900	500	3 x 900 x 500)	6	71.6
N12	15	Box	1800	1650	1800 x 1650 and 1800 x 1550	2	70.45
N12	15	Box	600	450	600 x 450	2	69.9
N12	15	Box	600	450	600 x 450	2	69.85
N12	15	Box	600	450	600 x 500 and 600 x 450	2	69.4
N12	15	Pipe			600	2	12.1
N12	15	Pipe			600 and 550	2	68.15
N12	15	Pipe			600 and 550	2	68.0
N12	15	Pipe			600	2	67.75
N12	15	Pipe			600	2	67.50
N12	15	Box	1200	600	1200 x 600	2	67.15
N12	15	Pipe			600	2	66.95
N12	15	Box	2100	900	2100 x 900	2	66.60
N12	15	Box	600	450	600 x 450	2	66.10
N12	15	Box	600	450	600 x 450	2	65.77
N12	15	Box	600	450	600 x 450	2	65.45
N12	15	Box	600	450	600 x 450	2	65.05
N12	15	Box	600	450	600 x 450	2	64.65
N12	15	Box	1800	600	1800 x 600	4	64.25
N12	15	Box	600	450	600 x 450	2	64
N12	15	Box	600	450	600 x 450	2	63.80
N12	15	Box	600	450	600 x 450	2	63.35
N12	15	Box	600	450	600 x 450	2	62.50
N12	15	Box	600	900	600 x 900	4	61.64
N12	15	Box	600	450	600 x 450	4	61.15
N12	15	Box	600	450	600 x 450	2	60.78

N12	15	Box	600	450	600 x 450	2	60.70
N12	15	Box	600	450	600 x 450	2	60.40
N12	15	Box	600	450	600 x 450	2	60.00
N12	15	Box	600	450	600 x 450	2	59.60
N12	15	Box	2400	1800	2400 x 1800	4	58.90
N12	15	Box	600	450	600 x 450	2	58.45
N12	15	Box	600	450	600 x 450	4	58.32
N12	15	Box	600	450	600 x 450	2	58.03
N12	15	Box	600	450	600 x 450	4	57.57
N12	15	Box	1800	900	1800 x 900	4	57.35
N12	15	Pipe			600	2	57.10
N12	15	Box	600	450	600 x 450	2	56.92
N12	15	Box	600	450	600 x 450	2	55.94
N12	15	Box	1800	600	1800 x 600	2	55.79
N12	15	Box	900	450	900 x 450	4	55.65
N12	15	Box	1200	600	1200 x 600	2	55.15
N12	15	Box	1200	600	1200 x 600	4	54.90
N12	15	Pipe			600	4	54.50
N12	15	Pipe			650	4	54.19
N12	15	Pipe			600	2	52.75
N12	15	Pipe			600	2	52.45
N12	15	Box	2100	1800	2100 x 1800	2	51.85
N12	15	Pipe			600	2	51.61
N12	15	Pipe			450	2	51.41
N12	15	Pipe			450	2	51.20
N12	15	Pipe			450	2	50.95
N12	15	Pipe			450	2	50.75
N12	15	Pipe			450	2	50.50
N12	15	Box	1200	600	1200 x 600	2	49.65
N12	15	Box	600	450	600 x 450	2	49.35
N12	15	Box	600	450	600 x450	2	49.15
N12	15	Box	2100	1800	2100 x 1800	2	48.90
N12	15	Box	600	450	600 x 450	2	48.65
N12	15	Pipe			450	2	48.15
N12	15	Box	2100	1800	2100 x 1800	2	47.75
N12	15	Box	1200	600	1200 x 600	2	47.35
N12	15	Box	1200	450	1200 x 450	4	47.10
N12	15	Box	2100	1800	2100 x 1800	2	46.35
N12	15	Box			600 x 450	2	46.20

N12	15	Box	2100	1800	2100 x 1800	2	45.90
N12	15	Box	1200	450	1200 x 450	2	44.75
N12	15	Pipe			450	1	44.55
N12	15	Pipe			600	2	44.30
N12	15	Pipe			600	2	44.05
N12	15	Pipe			600	2	43.70
N12	15	Pipe			600	2	43..59
N12	15	Pipe			600	2	43.35
N12	15	Pipe			600	2	43.10
N12	15	Pipe			600	2	42.95
N12	15	Pipe			600	2	42.58
N12	15	Pipe			1200	6	42.39
N12	15	Pipe			600	2	41.70
N12	15	Pipe			600	2	41.42
N12	15	Pipe			600	2	40.90
N12	15	Box	1800	1500	1800 x 1500	2	40.70
N12	15	Pipe			450	2	40.20
N12	15	Pipe			450	2	39.95
N12	15	Pipe			600	2	39.55
N12	15	Pipe			450	2	38.70
N12	15	Pipe			450	2	38.5
N12	15	Box	2100	1800	2100 x 1800	2	38.01
N12	15	Pipe			600	2	37.80
N12	15	Pipe			450	2	37.55
N12	15	Pipe			600	2	37.35
N12	15	Pipe			600	2	38
N12	15	Pipe			600	2	38.2
N12	15	Pipe			900	2	38.3
N12	15	Pipe			600	2	38.7
N12	15	Pipe			600	2	38.8
N12	15	Pipe			600	2	39
N12	15	Pipe			450	2	39.60
N12	15	Pipe			600	2	41.00
N12	15	Pipe			600	2	41.50
N12	15	Pipe			750	2	41.8
N12	15	Pipe			750	2	42.20
N12	15	Pipe			750	2	42.60
N12	15	Pipe			750	2	42.8
N12	15	Pipe			900	2	43
N12	15	Pipe			600	2	43.80
N12	15	Pipe			600	2	45.80
N12	15	Pipe			600	2	46
N12	15	Pipe			600	2	46.8
N12	15	Pipe			450	2	47.20
N12	15	Pipe			450	2	47.50
N12	15	Pipe			450	2	47.80

N12	15	Box and Pipe	750 x 750	750	750	8	51.20
N12	15	Pipe			900	4	53.6
N12	15	Pipe			600	2	55.60
N12	15	Pipe			600	2	56.40
N12	15	Pipe			600	2	56.60
N12	15	Pipe			900	2	56.80

6.2.3.1.2 N12 Section 16

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
N12	16	Pipe			400 and 600	4	3.7
N12	16	Pipe			400	1	3.9
N12	16	Pipe			400	5	4.6
N12	16	Pipe			600 and 400	5	5.0
N12	16	Pipe			400	3	5.35
N12	16	Pipe			600 and 400	5	5.75
N12	16	Box	1200	450	1200 x 450 and 400	3	6.050
N12	16	Pipe			600 and 400	3	6.4
N12	16	Pipe			600 and 400	4	7.2
N12	16	Pipe			600 and 400	4	7.8
N12	16	Pipe			600 and 400	4	8.15
N12	16	Pipe			400	5	8.4
N12	16	Pipe			400	3	8.8
N12	16	Pipe			600 and 400	4	9.6
N12	16	Pipe			600 and 400	5	10.1
N12	16	Pipe			600 and 400	5	10.4
N12	16	Pipe			600 and 400	4	10.45
N12	16	Pipe			600 and 400	4	10.6
N12	16	Pipe			600	7	10.8
N12	16	Pipe			600	3	11.2
N12	16	Pipe			600	4	11.6
N12	16	Pipe			600 and 400	4	11.7
N12	16	Pipe			400	4	11.8
N12	16	Pipe			400	4	12.4
N12	16	Pipe			600	4	12.6
N12	16	Pipe			600 and 400	4	12.8
N12	16	Pipe			400	4	14.2
N12	16	Pipe			600 and 400	4	14.4

N12	16	Pipe			600 and 400	4	14.550
N12	16	Pipe			600	4	14.6
N12	16	Pipe			600	8	15.1

6.2.3.1.3 R30 Section 7:

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
R30	7	Pipe			600	1	13.8
R30	7	Pipe			600	1	13.6
R30	7	Pipe			600	1	13.4
R30	7	Pipe			900	1	13.2
R30	7	Box	2500	2500		3	12.7
R30	7	Pipe			600	1	12.6
R30	7	Pipe			600	1	12.1
R30	7	Box	900	1500		1	11.8
R30	7	Pipe			900	1	10
R30	7	Box	900	1500		1	10.7
R30	7	Box	900	1500		1	10.4
R30	7	Box	900	1200		3	8.9
R30	7	Box	900	1200		3	7.7
R30	7	Pipe			900	1	6.25
R30	7	Pipe			600	1	5.1
R30	7	Box	1200	1900		1	4.2
R30	7	Box	400	1200		1	3.25
R30	7	Box	1250	1650		12	1

6.2.3.1.5 R30 Section 8:

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
R30	8	Pipe			900	2	1
R30	8	Box	3100	2400		2	1
R30	8	Box	650	400		1	1.4
R30	8	Box	900	600		2	2.4
R30	8	Pipe			900	1	4
R30	8	Pipe			900	1	4.05
R30	8	Pipe			900	1	4.2
R30	8	Box	900	600		2	4.2
R30	8	Box	900	600		2	4.45
R30	8	Pipe			600	1	4.8
R30	8	Pipe			900	1	5.2
R30	8	Pipe			600	1	5.8

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
R30	8	Pipe			600	1	6.1
R30	8	Pipe			600	1	6.34
R30	8	Pipe			600	1	6.4
R30	8	Box	1200	900		4	6.9
R30	8	Box	1800	1200		3	7.2
R30	8	Pipe			600	1	7.8
R30	8	Pipe			600	1	8
R30	8	Box	1800	1200		3	8.25
R30	8	Pipe			600	1	8.45
R30	8	Pipe			600	1	8.85
R30	8	Pipe			600	1	9.7
R30	8	Box	900	500		2	10.3
R30	8	Box	900	500		2	11.1
R30	8	Box	1500	1800		3	11.9
R30	8	Box	500	900		1	12.3
R30	8	Pipe			600	1	13.1
R30	8	Pipe			600	1	13.7
R30	8	Pipe			450	6	14.6
R30	8	Pipe			450	6	14.8
R30	8	Pipe			450	2	15.25
R30	8	Pipe			450	2	16.1
R30	8	Pipe			450	4	16.5
R30	8	Pipe			600	2	16.9
R30	8	Box	1800	1800		2	17.1
R30	8	Pipe			900	3	17.2
R30	8	Pipe			600	1	17.4
R30	8	Pipe			450	5	18.6
R30	8	Pipe			900	1	19.2
R30	8	Pipe			900	1	19.2
R30	8	Pipe			600	2	19.45
R30	8	Pipe			600	2	19.9
R30	8	Box	1500	1800		1	20.1
R30	8	Box	500	900		1	20.4
R30	8	Box	900	1800		3	20.6
R30	8	Pipe			900	1	20.6
R30	8	Pipe			450	1	21
R30	8	Box	400	900		2	21.7
R30	8	Box	500	500		1	21.8
R30	8	Pipe			600	1	22
R30	8	Pipe			900	2	22.4
R30	8	Box	500	500		1	22.5
R30	8	Pipe			600	1	22.8
R30	8	Box	500	900		3	22.8
R30	8	Pipe			600	1	23.1
R30	8	Box	500	900		2	23.2
R30	8	Box	500	900		1	23.6

Road	Section	Type (Box/Pipe)	Depth (m)	Width (m)	Dia (m)	Total number	Km position
R30	8	Pipe			600	1	23.7
R30	8	Box	900	1800		5	23.75
R30	8	Pipe			900	2	23.9
R30	8	Box	900	1800		3	24
R30	8	Box	500	900		2	24.4
R30	8	Pipe			600	1	24.6
R30	8	Box	500	900		3	24.8
R30	8	Box	500	900		2	25
R30	8	Box	500	900		1	25.5
R30	8	Box	500	500		1	25.7
R30	8	Box	500	900		2	26.6
R30	8	Pipe			600	1	26.65
R30	8	Box	500	500		1	28
R30	8	Pipe			450	2	28.1
R30	8	Box	500	500		1	28.3
R30	8	Box	500	500		1	28.5
R30	8	Box	500	900		1	28.7
R30	8	Pipe			600	2	28.8
R30	8	Box	500	900		2	29.1
R30	8	Box	500	900		2	29.3
R30	8	Box	500	900		1	29.6
R30	8	Box	500	900		1	30.3
R30	8	Box	1200	1800		4	31.1
R30	8	Pipe			600	1	32.3
R30	8	Pipe			600	2	32.6
R30	8	Box	500	900		1	32.8
R30	8	Pipe			600	1	32.9
R30	8	Box	300	900		1	33.2
R30	8	Box	500	900		2	34.2
R30	8	Box	600	900		2	34.3
R30	8	Box	1200	1800		3	34.4
R30	8	Box	300	900		1	34.8
R30	8	Box	1500	1800		1	35.3
R30	8	Pipe			600	2	36
R30	8	Box	500	900		1	36.3
R30	8	Pipe			900	2	37

6.2.3.1.7 R503 Section 1:

6.2.3.1.8 Frequency of cleaning

Cleaning of culverts take place twice a year.

6.2.3.2 Gabions

All gabions are generally in a fair condition at the time of inspection.

6.2.3.3 Concrete channels

There are very little channels on the routes, and these are cleaned when required.

6.2.3.4 Earth channels

Maintenance will be ongoing to ensure that the status is sustained for clear drains.

6.2.3.5 Subsoil drains

No work was undertaken on sub-soil drains during the contract.

6.2.4 Fencing

6.2.4.1 Type of fence

A combination of the following fences is found on the route:

- Vermin proof (VP)
- Stock proof – seven strains (SP-7)
- No fence (NoF)
- Game Fence (GF)

6.2.4.2 Frequency of repair

Fencing on the route varies significantly. Some farms have well maintained fencing whilst the majority have poor and neglected fencing. As the North West Province is a large cattle farming area this poses serious safety issues to road users in terms of livestock wandering into the travelling surface.

Vandalism and theft are considerable problem in areas where informal settlements are adjacent to the road.

6.2.5 Debris and litter

Monthly litter picking is done once per month. Litter picking around towns is done on a weekly basis.

6.2.6 Shoulders

6.2.6.1 Type

Shoulder widths is presented above. A summary of shoulder condition is presented below.

Route	Section	Condition summary
N12	15	Fair condition with isolated drop-offs
N12	15 Town	Fair condition with isolated drop-offs
N12	16	Isolated drop-offs
R30	7	Isolated drop-offs
R30	7 Town	Fair condition with isolated drop-offs
R30	8	Isolated drop-offs
R503	1	Isolated drop-offs

6.2.6.2 Edge breaks

Extensive Edge breaks needs to be repaired.

6.2.6.3 Gravel loss

Not applicable

6.2.6.4 Edge build-up

(a) ***Type of repair***

Edge build-up removal will be done by hand where required but spraying of herbicide is done annually.

(b) ***Frequency of repair***

Edge build-up removal will be done when required.

6.2.7 Road studs

6.2.7.1 Type and condition at inspection

Stimsonite studs are used along all section of the project. Missing road studs will need to be replaced where necessary.

6.2.7.2 Frequency of replacement

Most of the missing road studs were replaced in 2024.

6.2.8 Road markings

Road markings were done in 2024 and are in good condition.

6.2.9 Guardrails

Standard Armco type barriers have been used along all section of the project. Some guardrails are were replaced and are in a fair condition. Other guardrails are low and all old guardrails need to be refurbished and installed to the correct height as indicated on the new SANRAL standard drawings.

6.2.10 Vegetation

6.2.10.1 Grass

(a) ***Type***

The grass type is the combination of Rooigras, Soetgras and Boesmangras.

(b) ***% Brush cutting***

Hand mowing makes up about 50 % of the total grass cutting.

(c) **Frequency of mowing**

Currently one shoulder mow and two general mows per year are undertaken.
More attention to given to frequency of mowing as the current amount are insufficient to maintain to acceptable state.

(d) ***Frequency of bailing***

Bailing follows the mowing operations.

(e) ***Frequency of applying herbicide***

Herbicide is applied once a year to all new shrubs, small new thorn trees, wild asparagus, and other types of undesirable vegetation.
Additional chemical control is required for edge built on road edge, under guardrails and round road signs.

6.2.10.2 Trees

(a) ***Frequency of pruning***

The pruning of trees is done on a once-a-year basis through the issuing of a Job instruction.

(b) ***% Invaders***

The occurrence of invader plants is estimated at 5% per kilometre varying along all section of the project.

6.2.11 Road signs

Road signs were replaced by a road sign contract on R30/7, R30/8, and R503/1 of the project during June 2017 – June 2018. Road signs on the N12/15 and N12/16 were replaced in 2023 and in fair condition.

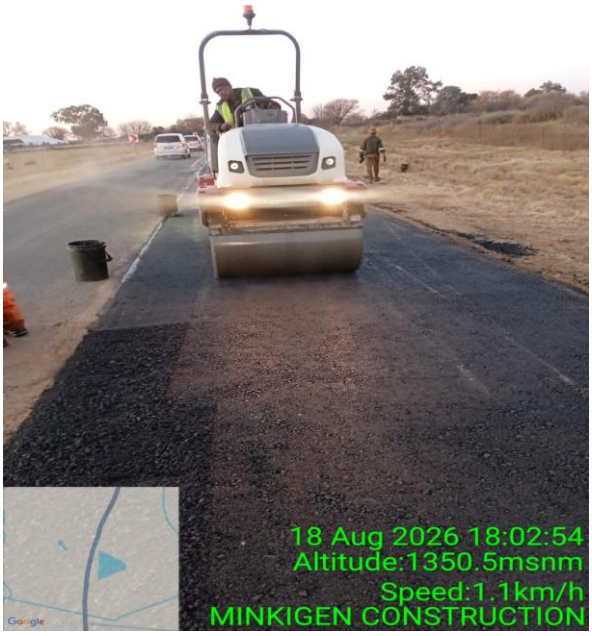
7. RECOMMENDATIONS

The following recommendations were made based on the visual assessment of the roads in August 2026:

- Potholes and other pavement failures should be attended to urgently
- The generally poor condition (with isolated areas where it is fair), needs to be maintained by continuously monitoring and addressing any further deterioration noted.
- All damaged guardrails and bridge balustrades are to be identified by a survey as a matter of urgency and repaired or replaced to the required SANRAL standard.
- All damaged traffic signs are to be identified and repaired or replaced to the required SANRAL standard

Surface Repaired on the Project







Guardrails on the project









Road signs on the project





