

Compulsory Virtual Clarification Meeting

CONTRACT SANRAL N.010-060-2025/1

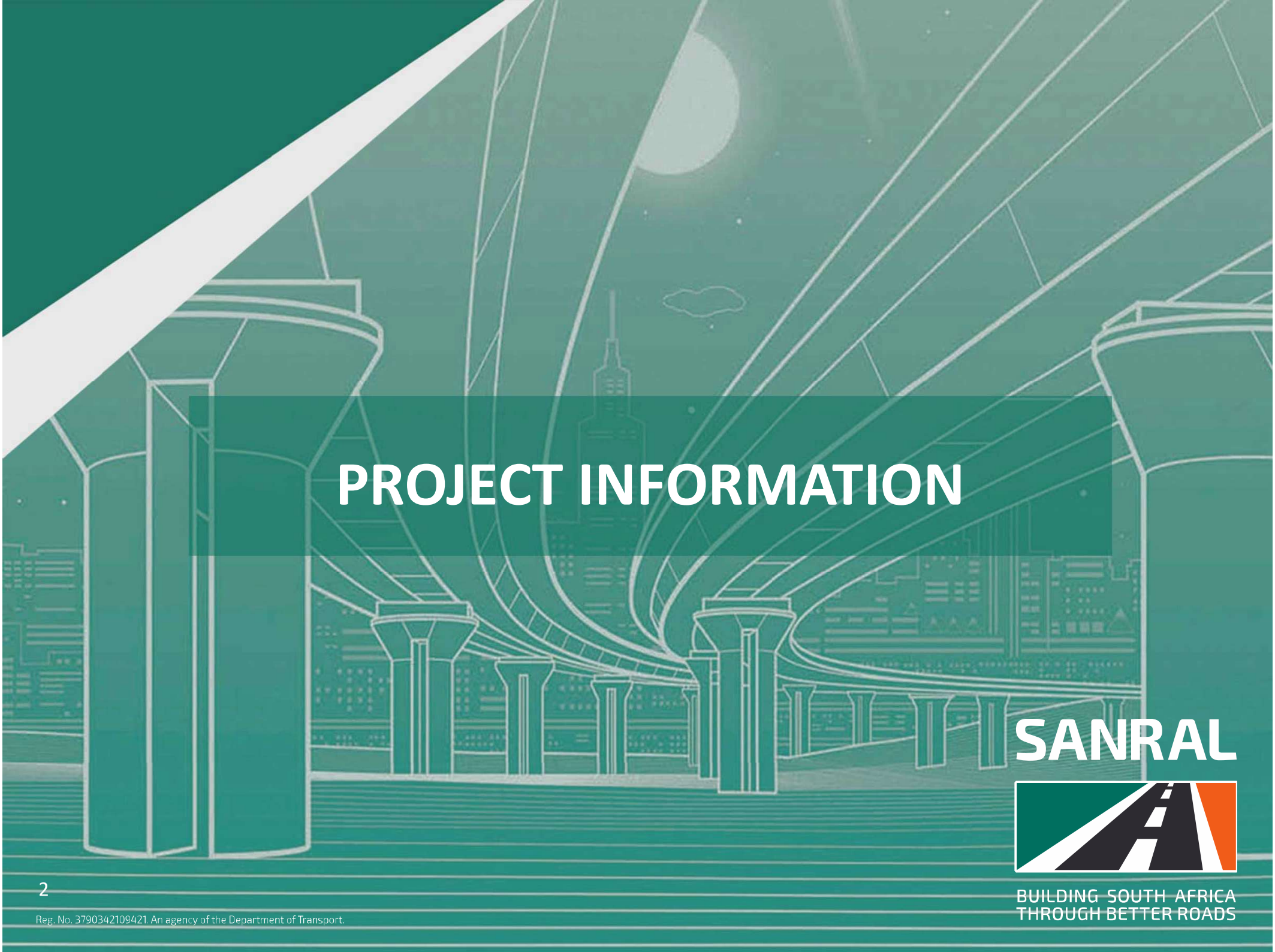
PERIODIC MAINTENANCE (RESEAL) ON NATIONAL ROUTE 10 SECTION 6 FROM HANOVER (KM 0.0) TO DIEPRIVIER (KM 20.00)

SANRAL

BUILDING SOUTH AFRICA THROUGH BETTER ROADS

14 SEPTEMBER 2026
10H00

Reg. No. 3790342109421. An agency of the Department of Transport.



PROJECT INFORMATION

SANRAL

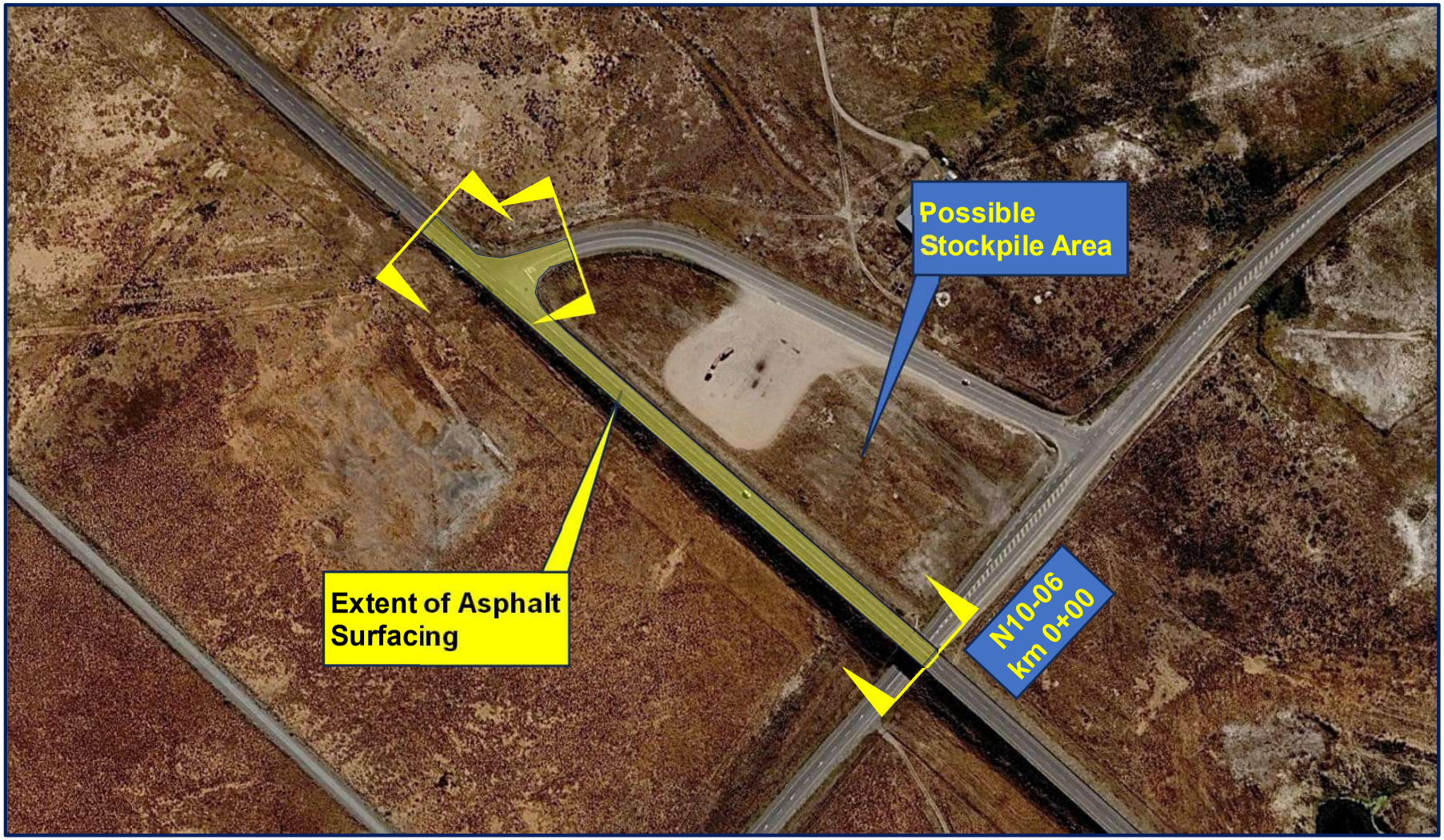
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

Reg. No. 3790342109421. An agency of the Department of Transport.

Project Location & Extent of Contract



Project Location & Extent of Contract



Description of the Project Road

Cross-section

- Two-lane single carriageway
- 3.7 m wide travel lanes & 2.5 m wide surfaced shoulders

Uniform Sections

Section No	Stake Value (km)		Northbound	Southbound
	Start	End		
1	0+00	0+60	Fair condition	Poor condition
2	0+60	4+40	Newly reconstructed	Newly reconstructed
3	4+40	8+70	Fair condition, localized failures	Very poor condition
4	8+70	9+00	Very poor condition	Very poor condition
5	9+00	20+00	Fair condition, localized failures	Very poor condition

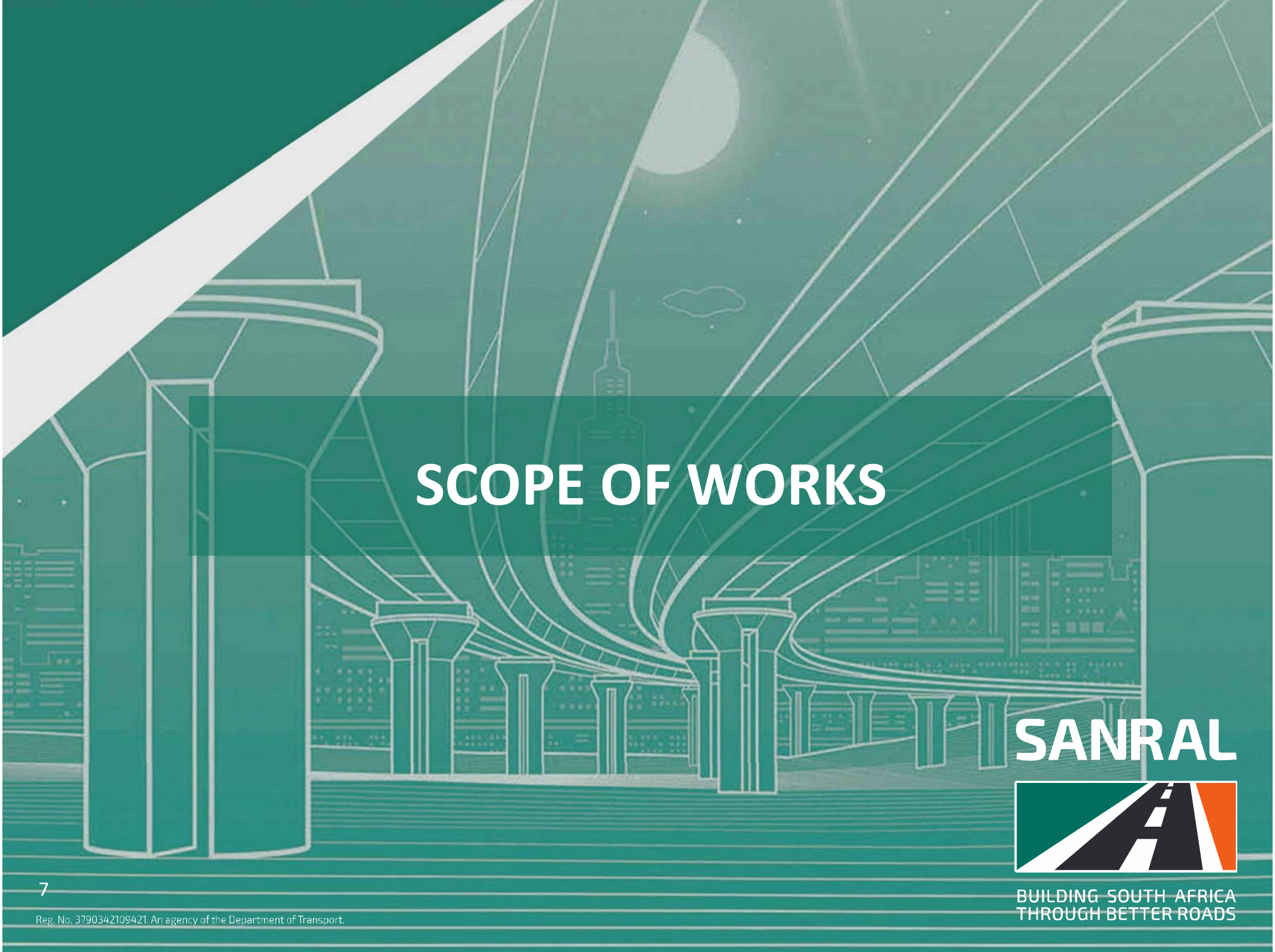
Description of the Project Road – Current Condition











SCOPE OF WORKS

SANRAL

BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

Reg. No. 3790342109421. An agency of the Department of Transport.

Description of the Scope of Works

Time for Completion – 14 Months

- **Construction Duration - 11 months maximum (including the contractor's holidays in December and January)**
- **Mobilisation Period – 3 months maximum commencing on the Commencement Date.**

Special non-Working Hours/days

- **All designated public holidays (including all foreseeable statutory declared election days)**
- **The annual shut-down period between December and January**
- **Day before Easter Weekend**
- **Day of state school term closure and day prior to state school term start**
- **Sundays**
- **Between sunset and sunrise**
- **Seal embargo period from the 1st of May until the 30th of September**

Description of the Scope of Works

Uniform Repair Sections

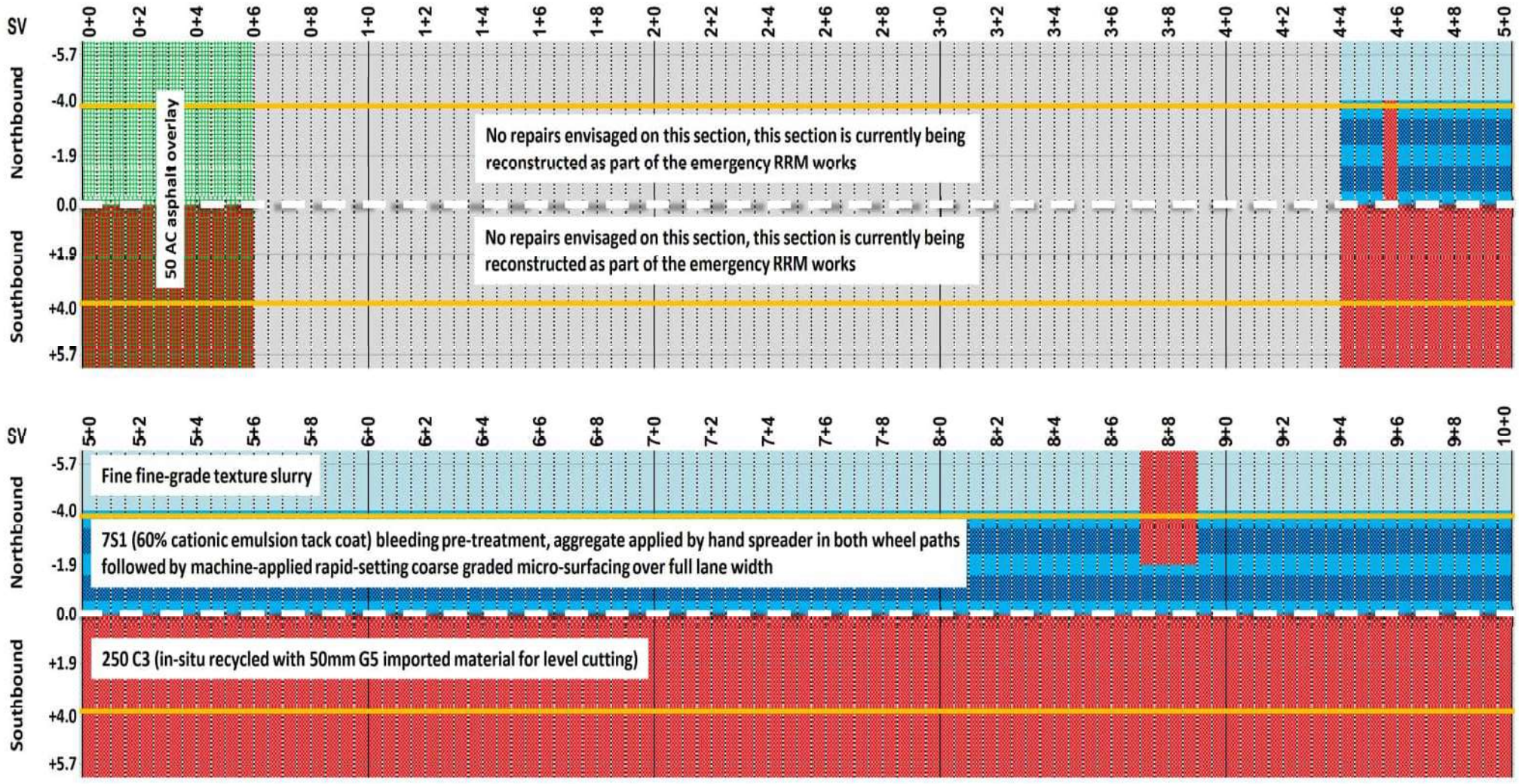
Section No	Stake Value (km)		Northbound		Southbound	
	Start	End	Repairs	Resurfacing	Repairs	Resurfacing
1	0+00	0+60	▪ Pre-treatment	▪ 50AC	▪ 250CTB	▪ 50AC
2	0+60	4+40	▪ Minor Patch	▪ 20/7S2	▪ Minor Patch	▪ 20/7S2
3	4+40	8+70	▪ Pre-treatment	▪ 20/7S2	▪ 250CTB	▪ 20/7S2
4	8+70	9+00	▪ 250CTB	▪ 20/7S2	▪ 250CTB	▪ 20/7S2
5	9+00	20+00	▪ Pre-treatment	▪ 20/7S2	▪ 250CTB	▪ 20/7S2

Pre-treatment

- Localised crack sealing with cold air cleaning and C-E1 crack sealant
- Fine fine-grade texture slurry on surfaced shoulders
- Bleeding repair in wheel paths with S1(7) hand-applied single seal
- Type II micro-surfacing applied by 4.0m wide spreader box across NB lane

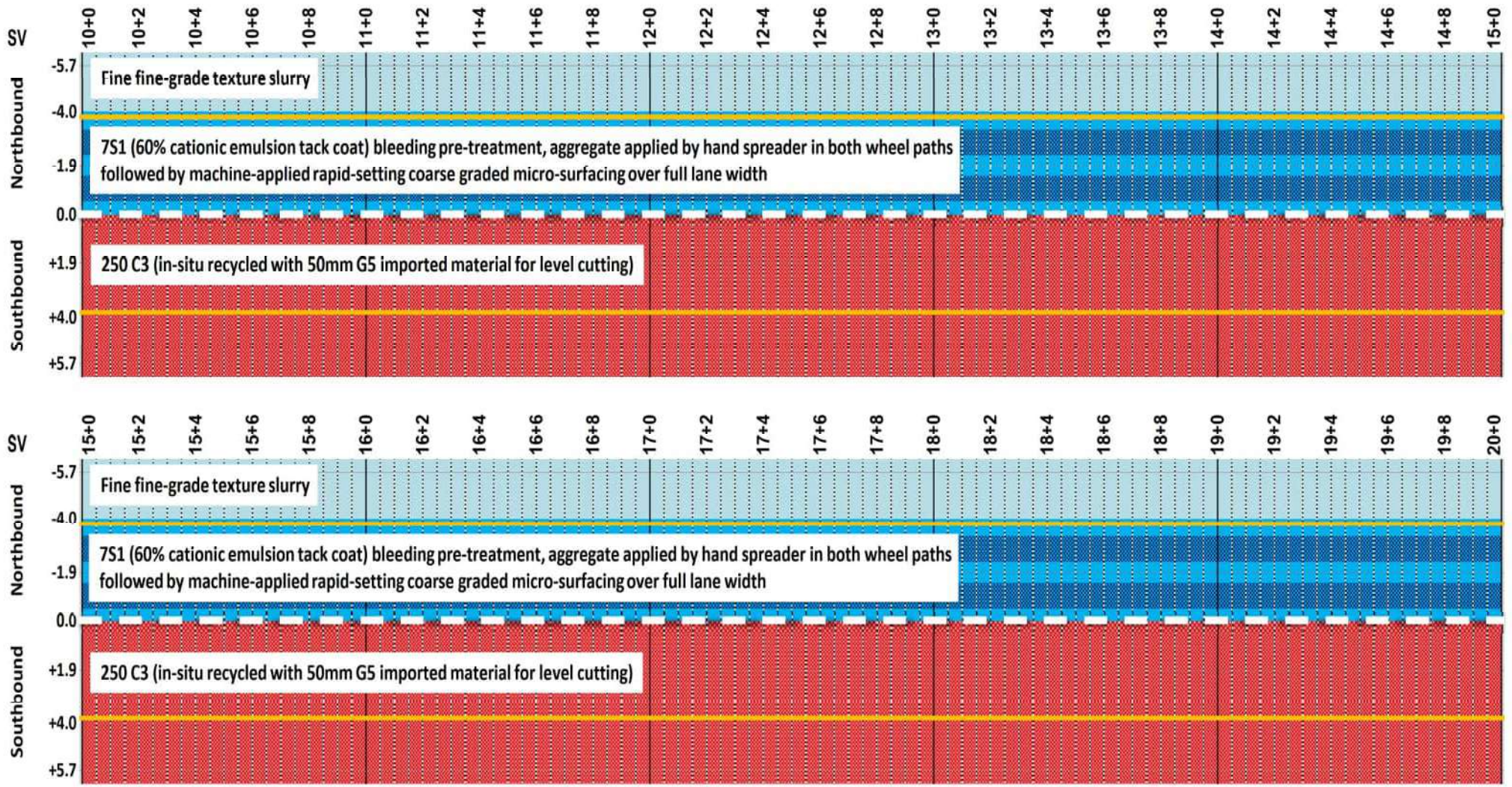
Description of the Scope of Works

Uniform Repair Sections



Description of the Scope of Works

Uniform Repair Sections



Description of the Scope of Works

Sections requiring In-situ Reconstruction of the Base Layer

1. **Pre-pulverise the existing bituminous surfacing and upper portion of the existing base layer to a depth of 200 mm from the top of the existing surfacing.**
2. **Import G5A-quality make-up material from Contractor identified commercial sources and spread and pre-compact in 50 mm thick layer on top of the pre-pulverised material.**
3. **Cross-mix the pre-pulverised material and imported make-up material and add water as required to ensure that the moisture content is at optimum prior to the addition of the stabilising agent.**
4. **Pre-compact the mixed material prior to the application of the stabilising agent.**
5. **Apply the cement by hand with 50 kg bags spread with squeegees.**

Description of the Scope of Works

Sections requiring In-situ Reconstruction of the Base Layer

6. **In-situ reconstruct the upper pavement through the 300 mm deep in-situ recycling of the 250 mm thick pre-compacted mixture of pulverised material and imported G5A-quality make-up materials, 50 mm thick in-situ base material and cement to construct a new 250 mm thick C3-quality chemically stabilised base layer, compacted to 98 % of maximum dry density.**

7. **Cover the new chemically stabilised base layer within twenty four (24) hours with the windrow material formed during the level cutting, and keep the covering layer continuously wet for a period of seven (7) days.**

8. **Remove the covering layer after seven (7) days by means of motor-grader cutting, clean the surface by means of compressed air and mechanical and hand-brooming and prime the base within 24 hours after removal of the covering layer.**

Description of the Scope of Works

Sections requiring In-situ Reconstruction of the Base Layer

9. Seal the new C3-quality chemically stabilised base layer with an armouring seal consisting of a S4(14) Cape seal with S-E1 polymer modified bitumen tack coat during summer months or SC-E1(t) modified emulsion tack coat during the seal embargo period and hand applied single layer of fine fine-grade slurry with 60% anionic emulsion.

Resurfacing

- Once ALL the repairs are completed, the complete roadway shall be sealed with a S2(20/7) double seal using S-R2 tack coat and S-E1 penetration coat, followed by diluted 65 % cationic spray-grade emulsion cover spray (diluted 65/35)
- The seal shall be done for both directions along a specific 4km long work section before the next 4km work section is sealed
- The Tenderers shall take note of all the curing periods specified for the pre-treatments prior to resurfacing, as well as the seal embargo period

Material Sources

Commercial Sources

- The closest commercial source of construction material, such as seal stone and gravel, is available near the site at De Aar (De Aar Crushers)
- Several other crushers around Kimberley may also be considered

Contract Participation Goal (CPG)

- The *Final Contract Value (FCV)* for purposes of this clause is defined in clause D1003.04
- Specific Goal for Targeted Enterprises is *Minimum of 30% of the FCV* by the end of the contract to Targeted Enterprises.
- Specific Goal for Targeted Labour is a *Minimum of 6% of the FCV* by the end of the contract to Targeted Labour.
- Target Area(s) For Targeted Labour: *ALL WARDS OF HANOVER*
- Contract Skills Development Goals (*CSDG*) shall not be less than *2.1%* of the FCV.
- Tenderers shall take note of the *Specific Sub-goals for Minimum Contributions* by Targeted Groups for Targeted Labour and Targeted Enterprises as defined in Sub-Clause D1003.04 of the Specification Data.

SANRAL
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



HIGHLIGHTED PROJECT SPECIFICATIONS

SANRAL

BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

Reg. No. 3790342109421. An agency of the Department of Transport.

Highlighted Project Specifications & Payment Items

- Item C1.3.1 – Distinction between 3 month Mobilisation Period & 11 month Construction Period
- Clause A5.3.8.5 – Surface regularity:
  - IRI shall be measured with “Walking Profiler” provided by the Combined Laboratory
- A5.4.7.7 – Protection and curing of chemically stabilised layers:
  - ONLY by means of Covering Layer from Windrow Material for 7 days, see Payment Item PC5.4.11
- Item PC20.1.5 – Financial contribution for an independent site laboratory
  - Negative Rate ONLY
  - Required, even though the Site Laboratory will be paid through the Contract under Item C20.1.6

SANRAL
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD


END THANK
YOU
SANRAL
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS
Reg. No. 3790342109421. An agency of the Department of Transport.