



1. ADVANCE WARNING SIGNS: INSTALL REFLECTIVE SIGNS SUCH AS "ROAD WORK AHEAD," "SLOW DOWN," AND "REDUCE SPEED" AT SUFFICIENT DISTANCES BEFORE THE WORK ZONE TO ALERT APPROACHING DRIVERS.
2. TRAFFIC CONES AND BARRIERS: PLACE HIGH-VISIBILITY CONES, BARRIERS, OR DELINEATORS AROUND THE REPAIR AREA TO CLEARLY DEFINE THE WORK ZONE BOUNDARIES AND GUIDE VEHICLES SAFELY AROUND IT.
3. TEMPORARY SPEED RESTRICTIONS: POST TEMPORARY SPEED LIMIT SIGNS TO SLOW TRAFFIC THROUGH THE WORK ZONE, ENSURING DRIVER CAUTION AND SAFETY OF WORKERS.
4. FLAGGERS AND TRAFFIC GUIDES: EMPLOY TRAINED FLAGGERS TO DIRECT TRAFFIC, ESPECIALLY IF LANE CLOSURES OR PARTIAL ROAD CLOSURES ARE NECESSARY, ENSURING ORDERLY AND SAFE VEHICLE MOVEMENT
5. LANE CLOSURES AND DETOURS: CLOSE AFFECTED LANES IF NEEDED, AND SET UP CLEARLY MARKED DETOUR ROUTES COMPLYING WITH RELEVANT STANDARDS TO REDIRECT TRAFFIC SAFELY.
6. ADEQUATE LIGHTING: IF REPAIRS OCCUR DURING LOW-LIGHT CONDITIONS OR AT NIGHT, PROVIDE SUFFICIENT LIGHTING ALONG THE WORK ZONE FOR VISIBILITY AND SAFETY.
7. SIGNAGE VISIBILITY: ENSURE ALL SIGNAGE AND MARKINGS ARE REFLECTIVE AND VISIBLE FROM A DISTANCE, ESPECIALLY IN POOR WEATHER OR LOW-LIGHT CONDITIONS.
8. COMMUNICATION: MAINTAIN CLEAR COMMUNICATION AMONG WORKERS, FLAGGERS, AND SUPERVISORY PERSONNEL TO COORDINATE TRAFFIC CONTROL ACTIVITIES EFFICIENTLY.
9. NOTIFICATION: INFORM RELEVANT AUTHORITIES AND STAKEHOLDERS ABOUT THE SCHEDULE AND SCOPE OF WORK TO FACILITATE SMOOTH TRAFFIC MANAGEMENT AND PUBLIC AWARENESS.

LEGEND:

-  Benchmark
-  Electricity Pole
-  Gate
-  Plinth
-  Apollo Light
-  Manhole

BENCHMARKS WG31 MSL				
V01	99736.46	2704213.64	832.57	12mm Iron Peg
V02	99725.42	2704228.20	832.47	12mm Iron Peg
V03	99734.47	2704230.06	832.58	12mm Iron Peg
BM03	99528.90	2704418.08	831.59	12mm Iron Peg
BM04	99701.65	2704455.89	834.58	12mm Iron Peg
BM05	99780.33	2704404.17	835.38	12mm Iron Peg
BM06	99813.35	2704245.94	835.69	12mm Iron Peg

NOTES - POT HOLE REPAIR

1. Emphasize the importance of following the specified pothole repair standards to ensure durability and safety.
2. Ensure all potholes are thoroughly cleaned and free of loose debris, dirt, and water before repair.
3. Cut edges sharply to create vertical or beveled sides for better bonding.
4. Fill the pothole in layers with hot mix asphalt, not exceeding 50mm thickness per layer.
5. Compact each layer properly using approved equipment to achieve at least 95% of maximum theoretical density.
6. Level the final surface to match surrounding pavement, ensuring proper drainage and smoothness.
7. Implement all necessary safety measures, including traffic control and signage, during the repair process.
8. Confirm all materials used meet relevant standards and specifications.
9. Communicate promptly if any challenges or clarifications are needed during the work.
10. Prioritize a minimum 50 potholes and cracks on the access road.

**DETAIL DESIGN
NOT FOR CONSTRUCTION**
CONCEPT DWG #: N/A
ORIGINAL DWG #: N/A

REV	REVISION DESCRIPTION	CHANGED BY	DATE	DATE	XXXX	REFERENCE	DRAWING
APPROVED BY:	 Eskom National Transmission Company South Africa TM		National Transmission Company South Africa SOC Ltd Reg No: 202/15/0151/2600				
CHECKED BY:							
DATE:	LESEDING ACCESS ROAD REPAIR DETAILS AND LAYOUT						
CONVE BY:							
P SHEET							
DATE: 10/10/2025	C	SHEET NUMBER:					NO. OF SHEETS:
SCALE: 1:1000	LES23P04-SE-D39					-	0