



ADDENDUM NO. 1

- 1. CONTRACT SANRAL R.022-015-2021/1RF:** CONSULTING ENGINEERING SERVICES FOR THE PRELIMINARY DESIGN FOR THE UPGRADING OF NATIONAL ROUTE R22 FROM N2 HLUHLUWE INTERCHANGE (SECTION 1, KM 0.00) TO MOZAMBIQUE BORDER (SECTION 5, KM 40.3).
- 2. CONTRACT SANRAL N.006-070-2021/1F:** CONSULTING ENGINEERING SERVICES FOR THE PERIODIC MAINTENANCE ON NATIONAL ROUTE 6 SECTION 7 FROM KM 32.4 PARYSHOOGTE TO KM 71.576 REDDERSBURG.
- 3. CONTRACT SANRAL N.002-240-2023/1S:** FOR CONSULTING ENGINEERING SERVICES FOR THE ADMINISTRATION AND CONSTRUCTION MONITORING FOR THE UPGRADE ON NATIONAL ROUTE 2 SECTION 24 FROM LOVU RIVER (KM 12.00) TO MOSS KOLNICK INTERCHANGE (KM 21.00).
- 4. CONTRACT SANRAL N.008-100-2017/2PD:** CONSULTING ENGINEERING SERVICES FOR THE PRELIMINARY DESIGN OF THE PROPOSED BLOEMFONTEIN OUTER RING ROAD BETWEEN THE INTERSECTION WITH NATIONAL ROUTE 8 (WEST) AND THE N1 (SOUTH).
- 5. CONTRACT SANRAL X.004-134-2024/1F:** FOR AD-HOC STRUCTURAL AND DRAINAGE CONSULTING ENGINEERING AND SUPERVISION SERVICES FOR THE EASTERN REGION.

Dear Tenderers

This Addendum is issued in terms of Clause C.3.2 of the Tender Data and must be read in conjunction with and shall be deemed to form part of the Tender Document.

Kindly acknowledge receipt of this addendum by completing the ACKNOWLEDGEMENT OF ADDENDUM below. Failure to acknowledge this addendum may invalidate the Tender.

Yours sincerely,

Judian Inama

PROCUREMENT OFFICER



THIS ADDENDUM CONTAINS THE FOLLOWING:

- **PART A: MINUTES OF THE TENDER CLARRIFICATION BRIEFING.**
- **PART B: AMENDMENTS TO THE TENDER DOCUMENT.**
- **PART C: CLARIFICATIONS ON QUESTIONS FROM TENDERERS.**

PART A - MINUTES OF THE TENDER CLARIFICATION MEETING.

The minutes of the tender clarification briefing is included at the end of this addendum.

PART B – AMENDMENTS TO THE TENDER DOCUMENT

The following amendments and additions to the Project Document shall apply:

PAGE	CLAUSE ITEM	AMENDMENT / ADDITION
FOR PROJECTS: X.004-134-2024/1F; N.006-070-2021/1F; & N.002-240-2023/1S		
(Please Note Red is to Indicate the Changes)		
Book 1	T1.1	TENDER NOTICE AND INVITATION TO TENDER (Incorporating SBD1) COMPLETION AND DELIVERY OF TENDERS The closing time for submission of tender offers is 11:00 on Tuesday, 30 April 2024.
		Any part where the documents refer to closing date must be amended with the following new closing date: Tuesday, 30 April 2024.
RETURNABLE SCHEDULES: Amend clause as follows:		
Book 1	C.2.15.2	The closing time for submission of tender offers is 11:00 on Tuesday, 30 April 2024.
Book 1	C.3.4.1	The closing time for submission of tender offers is 11:00 on Tuesday, 30 April 2024.
FOR PROJECT: R.022-015-2021/1RF		
Book 1	Form A14	Delete form A14
Book 1	Form A15	Delete form A15
FOR PROJECT: N.006-070-2021/1F		
Book 1	T1.1	Delete: "Compulsory clarification meeting" Replace With: Non-Compulsory clarification meeting.
FOR PROJECT: X.004-134-2024/1F		
Book 1	T-23 & T-25 T2.1	Delete references to Form B5 and Form B6 in the Table of Contents: "Returnable Schedules."

	<p>B-Forms</p> <p>SANRAL – EXPLANATION OF CONSULTANT TENDER EVALUATION.</p> <p>SCORING FOR CONVENTIONAL PROJECTS.</p> <p>T-60</p>	<p>Amend the following paragraph:</p> <p><i>Dependent on the degree of complexity of the type of project and service requirements, the threshold is either a Category 1, 2 or 3, which equates to 65, 70 or 75, respectively. This is decided before the tender is let and is indicated in the tender document.</i></p> <p>To read as:</p> <p><i>Depending on the degree of complexity of the type of project and service requirements, the threshold is either Category 1, 2 or 3, which equates to 75, 80 or 85, respectively. This is decided before the tender is let and is indicated in the tender document.</i></p>
	<p>B-Forms</p> <p>SANRAL – EXPLANATION OF CONSULTANT TENDER EVALUATION.</p> <p>SCORING FOR CONVENTIONAL PROJECTS.</p> <p>T-64</p>	<p>The positions of CE and RE should be strikethrough respectively as below:</p> <p><i>The same returnable schedules as for the Technical Knowledge is used to evaluate the Managerial Knowledge.</i></p> <p><i>For management knowledge up to 2 (two) areas are evaluated:</i></p> <ol style="list-style-type: none"> <i>1) Client</i> <i>2) Position Held (only for managerial positions, e.g. PL; CE; RE)</i>

PART C – CLARIFICATIONS ON QUESTIONS FROM TENDERERS.

Only questions submitted in writing will be formally answered and become part of the Tender Documents. The questions received during clarification meeting and via email after the clarification meeting up to 11 April 2024 as well as the answers to the questions, are listed in the table below.

CONTRACT SANRAL X.004-134-2024/1F:		
1.	QUESTION	Form B7 says “It is <u>encouraged</u> that Targeted Enterprises from the Province in which the project is located participate in a minimum of 1/3 (one third) of the specified percentage of Contract Price” while Clause 5.1.7 of C1.2.2 Contract Data says, “Local Targeted Enterprises from the from the Province in which the project is located <u>must</u> participate in a minimum of 1/3 (one third) of the tendered percentage of the Contract Price”. Please clarify the apparent inconsistency, is it <u>encouraged</u> (recommended but not compulsory) or <u>must</u> (compulsory) they participate?
	ANSWER	<i>It is encouraged that Targeted Enterprises from the Province in which the project is located participate in a minimum of 1/3 (one third) of the specified percentage of Contract Price”. Therefore Clause 5.1.7 of C1.2.2 Contract Data must be corrected.</i>
2.	QUESTION	Form B7 in Excel is not provided
	ANSWER	<i>Form B7 has been provided as an Annexure – Form B7 SANRAL X.004-134-2024/1F.</i>
3.	QUESTION	Cell F174, Cell F245, and Cell F252 – locked cannot enter a price.
	ANSWER	<i>Corrected – Updated Financial Submission provided as an Annexure - SANRAL X.004-134-2024/1F Financial Submission.</i>
4.	QUESTION	We have noticed that Form B5, B6 and B7 were not included in the documents posted on your website for this tender. Kindly advise if these Form Bs are required to be part of the submission and if an Addendum will be issued with this regard.
	ANSWER	<i>Form B5 and Form B6 are not required for this project. Form B7 is provided in this Addendum.</i>
CONTRACT SANRAL R.022-015-2021/1RF:		
1	QUESTION	Forms A14 and A15 have been included for the R.022-015-2021/1RF tender. Please confirm whether these are indeed required?
	ANSWER	<i>"Delete"</i>
2	QUESTION	Please provide the Form A3.2 for Contract R.022-015-2021/1RF. The form is not available in tender document?
	ANSWER	<i>Please note that "Form A3.2" is repealed.</i>
3	QUESTION	Please the Key Person for this Project?
	ANSWER	<i>The following key persons shall form part of the quality criteria:</i>

		<p><i>Project Leader - shall be a permanent staff member of the tenderer.</i></p> <p><i>Design Specialist: Geotechnical Engineer</i></p> <p><i>Design Specialist: Traffic Engineer</i></p> <p><i>Design Specialist: Pavement and Materials Engineer</i></p> <p><i>Design Specialist: Geometric Engineer</i></p> <p><i>Other required resources (Design Specialist(s))</i></p> <p><i>Additional required resources (Design Specialist(s)) other than Key Persons for this project is as follows:</i></p> <p><i>Design Specialist: Structural Engineer</i></p>
CONTRACT SANRAL N.006-070-2021/1F:		
1	QUESTION	Could you kindly confirm form A13 for contract number N.006-070-2021-1F has the incorrect contract number it is for contract no: R.034-060-2022-2F. Could you kindly confirm if an addendum will be issued with the updated A13 form?
	ANSWER	<i>Correct Returnable Form A13 with the correct contract number: N.006-070-2021/1F</i> FORM A13 Has been attached in this addendum
2	QUESTION	Going through the B forms the tender shows that key personnel required are PL, DS and CE and their alternatives, respectively. However, the contract data C.1.2.3 us that the key personnel required for this tender is just the PL, DS and their alternatives respectively and then Contract data C.1.2.2 section 7.2 shows required key personnel as PL and DS with additional specialists of ACE and ADS. May you kindly clarify if Contracts Engineer and his alternative are required as key personnel for this tender?
	ANSWER	<i>Please note that key personnel required are PL and DS only and their alternatives are APL and ADS only, therefore no CE and ACE required at this phase.</i>
3	QUESTION	The tender document for the above-mentioned tender shows that there were 2 clarification meetings. One compulsory (in-person) meeting held on 25 March 2024 and the other non-compulsory (virtual) meeting on 22 March 2024. May you kindly clarify if our bid would be regarded as a non-responsive if we did not attend the meeting which was held on the 25th of March 2024?
	ANSWER	<i>Please note that tenderers that were not in attendance of the briefing session can still submit proposals. The compulsory clarification meeting is no longer applicable only to CONTRACT SANRAL N.006-070-2021/1F.</i>

4	QUESTION	<p>Clause C.2.7 states: Non-compulsory clarification meeting A tender clarification briefing presentation is available to be downloaded from the SANRAL website by the following link: https://www.nra.co.za/sanral-tenders/status?region_id=national A non- compulsory clarification briefing meeting will be held via a virtual platform on 22 March 2024 at 11h00 where the project will be presented. A link to the clarification briefing meeting will be sent to tenderers who complete and submit a Certificate of Intention to Submit a Tender (Form A1.1).</p> <p>But T1.1 states: Option 3: Compulsory clarification meeting (In-person) A compulsory clarification briefing meeting will be held at Golden Horse Casino (Conference Centre) on 25 March 2024 at 10h00. Tenderers must pre-book for attendance at the clarification briefing meeting. Due to restrictions on numbers of attendees, only one representative per tenderer/company can attend the briefing meeting. A request to attend the clarification briefing meeting must be sent PROCUREMENTER2@SANRAL.CO.ZA the contact person listed on this Tender Notice. Applicable COVID 19 restrictions will apply for indoor and outdoor gatherings.</p> <p>Which one is correct?</p>
5	QUESTION	<p><i>Please note that tenderers that were not in attendance of the briefing session can still submit proposals. The compulsory clarification meeting is no longer applicable only to CONTRACT SANRAL N.006-070-2021/1F.</i></p>
	QUESTION	<p>Which one is the correct Financial Submission Spreadsheet because there is two of them in the tender documents?</p>
	ANSWER	<p><i>Please use the Financial Submission Spreadsheet named as “Conventional Consultant Tender – Financial Submission Final”</i></p>
6	QUESTION	<p>Please advise when the technical spreadsheet will be issued for tender N006-070-2021/1F, as mentioned in the clarification briefing meeting held on 25 March 2024?</p> <p>The tender closes next week and No addendum has been issued thus far?</p>
	ANSWER	<p>Please refer to Tender document under Returnable folder, it is included as a sub-folder.</p>

The South African National Roads Agency SOC Limited

P.O. Box 415

Pretoria

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ACKNOWLEDGEMENT OF ADDENDUM NO. 1

- 1. CONTRACT SANRAL R.022-015-2021/1RF:** CONSULTING ENGINEERING SERVICES FOR THE PRELIMINARY DESIGN FOR THE UPGRADING OF NATIONAL ROUTE R22 FROM N2 HLUHLUWE INTERCHANGE (SECTION 1, KM 0.00) TO MOZAMBIQUE BORDER (SECTION 5, KM 40.3).
- 2. CONTRACT SANRAL N.006-070-2021/1F:** CONSULTING ENGINEERING SERVICES FOR THE PERIODIC MAINTENANCE ON NATIONAL ROUTE 6 SECTION 7 FROM KM 32.4 PARYSHOOGTE TO KM 71.576 REDDERSBURG.
- 3. CONTRACT SANRAL N.002-240-2023/1S:** FOR CONSULTING ENGINEERING SERVICES FOR THE ADMINISTRATION AND CONSTRUCTION MONITORING FOR THE UPGRADE ON NATIONAL ROUTE 2 SECTION 24 FROM LOVU RIVER (KM 12.00) TO MOSS KOLNICK INTERCHANGE (KM 21.00).
- 4. CONTRACT SANRAL N.008-100-2017/2PD:** CONSULTING ENGINEERING SERVICES FOR THE PRELIMINARY DESIGN OF THE PROPOSED BLOEMFONTEIN OUTER RING ROAD BETWEEN THE INTERSECTION WITH NATIONAL ROUTE 8 (WEST) AND THE N1 (SOUTH).
- 5. CONTRACT SANRAL X.004-134-2024/1F:** FOR AD-HOC STRUCTURAL AND DRAINAGE CONSULTING ENGINEERING AND SUPERVISION SERVICES FOR THE EASTERN REGION.

I _____

Representing Messrs. _____

Hereby acknowledge that I have received the above Addendum and that I am conversant with the contents thereof.

SIGNATURE: _____

DATE: _____

This Addendum is to be read with and shall be deemed part of the Contract Documents.

You must therefore acknowledge receipt of this addendum by emailing this form to the South African National Roads Agency SOC Limited at the relevant email below as per the tender advert and the original must be attached to the Returnable Schedules.

GENERIC EMAIL

ProcurementER2@sanral.co.za

ProcurementER2@sanral.co.za

ProcurementER7@sanral.co.za

ProcurementER7@sanral.co.za

ProcurementER4@sanral.co.za

TENDER NUMBER

R.022-015-2021/1RF

N.006-070-2021/1F

N.002-240-2023/1S

N.008-100-2017/2PD

X.004-134-2024/1F

FAILURE TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM MAY INVALIDATE THE TENDER.

MINUTES OF TENDER CLARIFICATION BRIEFING

1. ATTENDANCE REGISTER

Before the meeting, the attendance register was distributed and consolidated. This measure was implemented to uphold the principle of having at least one representative per company.

2. WELCOME AND INTRODUCTION

The meeting was initiated by the Procurement Officers who extended a warm welcome to all participants and introduced the SANRAL representatives. The clarification meeting presentation was broken down into two SECTIONS which were SECTION A, and SECTION B. **SECTION A** was conducted by the Procurement Officer who then delivered an extensive presentation, offering a thorough explanation of the Tender Procedures and Particular Conditions of the Contract. **SECTION B** was presented by the project managers responsible for each project which entailed Project information and Contract and Specifications. The minutes of the meeting include a summarized version of these presentation, documenting the key points discussed.

It is important to note that the Tender Clarification Briefing Presentation, dated 25 March 2024, was provided as an essential component for Form A1.1 which was a compulsory requirement that the tenderers attend the clarification briefing meeting as per the employer's requirements for contracts:

- **R.022-015-2021/1RF:** Consulting Engineering Services for The Preliminary Design for The Upgrading of National Route R22 From N2 Hluhluwe Interchange (Section 1, Km 0.00) To Mozambique Border (Section 5, Km 40.3).
- **N.006-070-2021/1F:** Consulting Engineering Services for The Periodic Maintenance on National Route 6 Section 7 From Km 32.4 Paryshoogte to Km 71.576 Reddersburg.
- **N.002-240-2023/1S:** For Consulting Engineering Services for The Administration and Construction Monitoring for The Upgrade on National Route 2 Section 24 From Lovu River (Km 12.00) To Moss Kolnick Interchange (Km 21.00).
- **N.008-100-2017/2PD:** Consulting Engineering Services for The Preliminary Design of The Proposed Bloemfontein Outer Ring Road Between the Intersection with National Route 8 (West) And the N1 (South).
- **X.004-134-2024/1F:** For Ad-Hoc Structural and Drainage Consulting Engineering and Supervision Services for The Eastern Region.

The compulsory briefing meeting officially began at 10:00. It is important to note that the contents of the presentation serve as a summary, emphasizing significant aspects of the tender documents. In the event of any inconsistency or query between the presentation and the tender document, the tenderer shall send communication via email to the correct email for each contract.

ProcurementER2@sanral.co.za

R.022-015-2021/1RF

ProcurementER2@sanral.co.za

N.006-070-2021/1F

ProcurementER7@sanral.co.za

N.002-240-2023/1S

ProcurementER7@sanral.co.za

N.008-100-2017/2PD

ProcurementER4@sanral.co.za

X.004-134-2024/1F

Tenderers are not allowed to send communication to any other person within SANRAL except for the emails above.

Form A1, which is a certificate indicating that the tenderer did attend the clarification briefing meeting was to be signed at the compulsory clarification meeting and scanned for inclusion into the tender submission due at tender closing.

SECTION A

TENDERING PROCEDURES

2.1. CONDITIONS OF TENDER AND TENDER DATA

Only those tenderers who satisfy the following criteria are eligible to submit tenders:

Meet the minimum requirements for the key persons as stated in the Scope of Works in Clause C.3.1.11: Personnel requirements; excluding 3.1.11(f), which is dealt with under Tender Data C.3.13(k).

The Key Persons required for this project SANRAL R.022-015-2021/1RF.

The following key persons shall form part of the quality criteria:

Project Leader - shall be a permanent staff member of the tenderer.

Design Specialist: Geotechnical Engineer

Design Specialist: Traffic Engineer

Design Specialist: Pavement and Materials Engineer

Design Specialist: Geometric Engineer

Other required resources (Design Specialist(s))

Additional required resources (Design Specialist(s)) other than Key Persons for this project is as follows:

Design Specialist: Structural Engineer

The Key Persons required for this project SANRAL N.006-070-2021/1F.

Project Leader- Pr. Eng or Pr. Tech Eng-10 yrs. & in the permanent employment of the tendering entity.

Design Specialist (Pavement and Materials Engineer- Pr. Eng or Pr. Tech Eng-10 yrs. & in the permanent employment of the tendering entity.

The Key Persons required for this projects SANRAL N.002-240-2023/1S.

Project Leader- Pr. Eng or Pr. Tech Eng-10 yrs. & in the permanent employment of the tendering entity.

The Key Persons required for this projects SANRAL N.008-100-2017/2PD.

Project Leader- Pr. Eng or Pr. Tech Eng-10 yrs. & in the permanent employment of the tendering entity.

Design Specialist – Pr. Eng or Pr. Tech Eng-10 yrs. & in the permanent employment of the tendering entity.

The Key Persons required for this project SANRAL X.004-134-2024/1F.

Project Leader- Pr. Eng or Pr. Tech Eng with 10 yrs. of experience and in the permanent employment of the tendering entity.

Design Specialist 1 (Senior Bridge Inspector) – Pr. Eng or Pr. Tech Eng with 10 yrs. experience

Design Specialist 2 (Structural Engineer – Bridges) – Pr. Eng or Pr. Tech with 10 yrs. experience

Design Specialist 3 (Hydrology/Hydraulic Engineer) – Pr. Eng or Pr. tech with 10 yrs. experience

Works Contracts Engineer – Pr. Eng with 10 yrs. experience

* The Hydrology/Hydraulic Engineer and Works Contract Engineer shall not be evaluated for quality; however, his/her qualification, registration and experience shall be assessed in terms of the minimum criteria specified in Clause C3.1.10.

a) Key Persons

If a tenderer, including key persons, a joint venture partner or a Targeted Enterprise, submits or participates in more than one tender for the same project, then all such tenders shall be disqualified (Tender Data C2.13.1).

When a proposed candidate for any position is not in the permanent employ of the tenderer but a contracted person, this must be indicated on form B2 and a signed letter of consent from the candidate must be submitted with the relevant B-forms.

Where a proposed candidate for any position is a permanent staff member of the Tenderer this must be indicated on form B2, and a signed letter of confirmation must be submitted with the relevant B forms.

NB: Submit alternative candidates for positions identified, that could have possible conflict, by completing separate Returnable Schedules Forms B1 and B2 for the alternate. The Employer will not request alternative candidates after tender closure and will interpret the lack of any

alternative candidate as an indication the tenderer accepts that it will be impossible to be awarded more projects than the limitations applicable to Key Persons.

NB: Failure to meet the stipulated minimum eligibility requirements will render the tender non-responsive.

b) Registered on National Treasury Central Supplier Database.

Tenderers, or in the event of a Joint Venture or a Targeted Enterprise, each member of the Joint Venture or Targeted Enterprise, shall be registered on the National Treasury Central Supplier Database at the closing date for tender submissions. If not registered as verified online at tender closing, the tenderer will be declared non-responsive.

Failure to satisfy the eligibility criteria may result in a non-responsive tender.

2.2. SUB-CONTRACTING

If the tenderer’s documents indicate that the tenderer intends sub-contracting more than 25% of the value of the contract to any other person not qualifying for at least the status level that the tenderer qualifies for, 0 (zero) points for B-BBEE level (under Specific Goals) shall be awarded, unless the intended sub-contractor is an EME that has the capacity to execute the sub-contract.

2.3. IMPORTANT DATES

	R.022-015-2021/1RF	N.006-070-2021/1F	N.002-240-2023/1S	N.008-100-2017/2PD	X.004-134-2024/1F
SUBMISSION OF FORM A1.1 CERTIFICATE OF INTENTION TO SUBMIT A TENDER	25 March 2024	15 March 2024	18 March 2024	25 March 2024	13 March 2024
SUBMISSION OF QUERIES	Request clarifications at least 12 (twelve) working days before the closing date.	At least 12 (twelve) working days before the closing date.	2 April 2024	11 April 2024	At least 12 (twelve) working days before the closing date.
TENDER CLOSING DATE	25 April 2024	19 April 2024	18 April 2024	26 April 2024	16 April 2024

2.4. TENDER DATA

During the meeting, the Procurement Officer meticulously covered all the pertinent and significant Tender Data information clause by clause, as outlined in the Tender Briefing Presentation. Each clause was

thoroughly discussed, ensuring that all attendees had a comprehensive understanding of the content and requirements specified in the tender documents. This detailed examination of the Tender Data information aimed to provide clarity and facilitate a smooth and informed tendering process.

PREQUALIFICATION REQUIREMENTS FOR THIS CONTRACT

Eligibility Criteria:

- Only tenderers who are registered on the National Treasury Central Supplier Database and meet the minimum requirements for the key persons as stipulated in Clause C.2.1 at the tender closing date, are eligible to tender.
- Joint Ventures (JV) will be allowed on condition that one JV partner is a Targeted Enterprise. The JV partner will, however, not contribute to sub-contract target for Targeted Enterprises.

OPENING OF TENDER SUBMISSIONS

Two Envelope:

The time for opening of the technical offer via live streaming or at The South African National Roads Agency SOC Limited, Eastern Region, 58 Van Eck Place, Mkondeni, Pietermaritzburg, 3201 are:

Time: 11h00 on 30 April 2024 – SANRAL N.002-240-2023/1S

Time: 11h00 on 30 April 2024 – SANRAL N.006-070-2021/1F

Time: 11h00 on 25 April 2024 – SANRAL R.022-015-2021/1RF

Time: 11h00 on 26 April 2024 – SANRAL N.008-100-2017/2PD

Time: 11h00 on 30 April 2024 – SANRAL X.004-134-2024/1F

A folder is provided marked “**FINANCIAL PROPOSAL**”

- a) Ensure that all returnable schedules listed in T2.1 List of Returnable Schedules for inclusion in the Financial Proposal and listed in the Financial Proposal folder are electronically completed on a flash drive (Contract Data and Pricing Schedule). Wherever it is a requirement to attach letters or certificates to the returnable schedules, these should be scanned in, on the flash drive in .pdf format.
- b) The completed flash drive should be marked with the tenderer’s company name, the project number and description and marked “**FINANCIAL PROPOSAL**”.
- c) Electronically sign the declaration in the folder.
- d) Complete and electronically sign the Form of Offer and scan into the folder. A draft copy of this form is provided.
- e) Scan and insert a copy of the Summary of Pricing Schedule into the folder.

- f) Insert the electronically completed flash drive in an envelope marked **“FINANCIAL PROPOSAL – DO NOT OPEN WITH TECHNICAL PROPOSAL”**.
 - g) Place and seal the signed and completed booklet with the electronically completed flash drive in an envelope marked **“FINANCIAL PROPOSAL - DO NOT OPEN WITH TECHNICAL PROPOSAL”**.
3. Each envelope shall state on the outside the Employer’s address, contract number and title as well as the Tenderer’s name, authorised representative’s name, postal address and contact telephone numbers.
 4. Seal both envelopes in an outer envelope with the words **“TENDER”** clearly marked and bearing the Employer’s name, contract number and description as well as the Tenderer’s authorised representative’s name, postal address and contact details.

The summary of this section is in the minutes below.

4.1. RETURNABLES SCHEDULES

FORM NO	ELECTRONIC FORMAT	FORM DESCRIPTION	INITIAL IF COMPLETED	ENVELOPE
A1	PDF	CERTIFICATE OF TENDERERS BRIEFING	*1	TECHNICAL PROPOSAL (1 ST ENVELOPE)
A1.1	PDF	CERTIFICATE OF INTENTION TO SUBMIT A TENDER	*1	
A2.1	PDF	CERTIFICATE OF AUTHORITY FOR SIGNATORY	*1	
A2.2	PDF	DECLARATION OF TENDERER'S CURRENT STATUS OF ANY DEBT OUTSTANDING TO SANRAL	*1 & *2	
A2.3	PDF	CERTIFICATE OF SINGLE TENDER SUBMISSION	*1 & *2	
A2.4	PDF	CERTIFICATE OF FRONTING PRACTICES	*1 & *2	
A2.5	PDF	DECLARATION – MANAGEMENT OF PROMINENT INFLUENTIAL PERSONS	*1 & *2	
A2.6	PDF	CERTIFICATE OF PERMISSION TO CONDUCT DUE DILIGENCE INVESTIGATION	*1 & *2	
A2.7	PDF	DECLARATION OF INDEPENDENT TECHNOLOGY-BASED INTELLECTUAL SERVICE PROVIDER	*1 & *2	
A3.1	PDF	COMPULSORY DECLARATION: BIDDER'S DISCLOSURE	*1 & *2	
A3.2/ SBD9	PDF	CERTIFICATE OF INDEPENDENT TENDER – REPEALED	*1 & *2	
A3.3	PDF	DECLARATION OF TENDERER'S PAST SUPPLY CHAIN MANAGEMENT PRACTICES	*1 & *2	
A3.4	PDF	REGISTRATION ON NATIONAL TREASURY CENTRAL SUPPLIER DATABASE	*1 & *2	
A4	PDF	SCHEDULE OF DEVIATIONS OR QUALIFICATIONS BY TENDERER	*1 & *2	
A5	PDF	SCHEDULE OF ADDENDA TO TENDER DOCUMENTS	*1	
A6/ SBD2	PDF	CERTIFICATES OF TAX COMPLIANCE	*1	
A7	PDF	CERTIFICATE OF INSURANCE COVER	*1	
A8	PDF	TENDERER'S REGISTERED FINANCIAL SERVICE PROVIDER LETTER AND BANK DETAILS	*1	
A9	PDF	DECLARATION OF TENDERER'S LITIGATION HISTORY	*1	
A10	PDF	SCHEDULE OF CURRENT COMMITMENTS	*1	
A11	PDF	POSSIBLE COMMITMENTS OF KEY PERSON	*1	
A12	PDF	CERTIFICATE OF COMPLIANCE WITH OCCUPATIONAL HEALTH AND SAFETY ACT, 1993 AND CONSTRUCTION REGULATIONS, 2014 AS WELL AS COID ACT, 1993	*1	
A13/ SBD1	PDF	INVITATION TO BID AND TERMS AND CONDITIONS FOR BIDDING	*1 & *2	
B1.1	MS EXCEL	KEY PERSON'S TECHNICAL/MANAGERIAL RECORD	*1	
B1.2	MS EXCEL	ALTERNATE KEY PERSON'S TECHNICAL/MANAGERIAL RECORD	*1	
B2.1	MS EXCEL	KEY PERSON'S QUALIFICATION AND REGISTRATION RECORD	*1	

B2.2	MS EXCEL	ALTERNATE KEY PERSON'S QUALIFICATION AND REGISTRATION RECORD	*1	
B3	MS EXCEL	TENDERER'S PROJECT STRUCTURE	*1	
B4	PDF	CERTIFICATE OF QUALITY SYSTEMS	*1	
B5	PDF	PRELIMINARY PROGRAMME (INCLUDING UNDERSTANDING AND APPROACH)	*1	
B6	PDF	PAST PERFORMANCE PROJECT REPORTS	*1	
B7	PDF	TARGETED ENTERPRISE/SUB-CONTRACTOR DETAILS AND DECLARATION	*1 & *2	
B8	PDF	JOINT VENTURE AGREEMENT	*1&*2	
C2.4	PDF	KEY PERSONS FOR THIS PROJECT AND SUMMARY OF NORMALISED HOURS TENDERED	*1	
D1	PDF	TENDERER'S B-BBEE VERIFICATION CERTIFICATE AND PREFERENCE POINTS CLAIM FORM	*1 & *2	

FORM NO	ELEC-TRONIC FORMAT	FORM DESCRIPTION	INITIAL IF COMPLETED	ENVELOPE
C1.1.1 /SBD7	PDF	FORM OF OFFER	*2	FINANCIAL PROPOSAL (2 ND ENVELOPE)
C1.2.3	PDF	CONTRACT DATA – INFORMATION PROVIDED BY THE TENDERER	*2	
C2.2/ SBD3	MS EXCEL	PRICING SCHEDULE	*1 & *2	
C2.3	MS EXCEL	SUMMARY OF PRICING SCHEDULE	*1 & *2	
C2.4	MS EXCEL	KEY PERSONS FOR THIS PROJECT AND SUMMARY OF NORMALISED HOURS TENDERED	*1 & *2	

NOTES:

- *1 - SCHEDULES/DOCUMENTS REQUIRED FOR TENDER EVALUATION PURPOSES
- *2 - SCHEDULES/DOCUMENTS THAT WILL BE INCORPORATED INTO THE CONTRACT

SECTION B

This section summarizes the technical presentations of each projects focusing mainly on the **Scope of Work** and **Site Information**:

N.002-240-2023/1S

SCOPE OF WORKS

C3.1.3 Description of the Project

The envisaged scope of the works has been established through the SANRAL Asset Management System (AMS) verified by regional panel inspections that have either formed part of the Employer's normal business practices or have been the subject of previous separate assignments by the same or another Service Provider. The Employer's AMS currently indicates that additional capacity is required that may take the form of adding and additional lane over the full length to create 3 lanes and providing a continuous concrete median barrier and the widening of structures followed by an appropriate surfacing. Climbing/Auxillary lanes will be provided as identified through the traffic studies and traffic lighting will be installed along the N2 and at interchanges. A new road over road bridge at Umdoni Road will be constructed and there will also be widening and construction of new decks of the Klein Amanzimtoti and Amanzimtoti river bridges. In high fills, mechanically stabilised earth walls will be constructed.

The appointed contractor will be responsible with the maintenance of the project section and alternative routes R102 (Kingsway) and Arbour Road (surface and base repairs, ancillary works).

The concept, preliminary, detailed designs and tender documentation for the proposed works have already been undertaken as part of a separate appointment by the Employer. Thus, the Services required of the Service Provider are divided into the following distinct stages:

-Design Development which shall include the following phases:

O Detailed design (Design review).

-Tender Documentation (Tender Document Review).

-Clarification Meeting, Tender Period and Tender Evaluation.

The Service provider **shall not** be part in the technical evaluation of the tender but may be requested to evaluate a tender of a similar nature being procured by SANRAL.

-Administration and Monitoring of the Works Contract.

-Additional duties, Special Services and Specialist Advice.

-Quality Control: Works Contract.

-Close Out.

C3.1.8 Permits and Authorisations

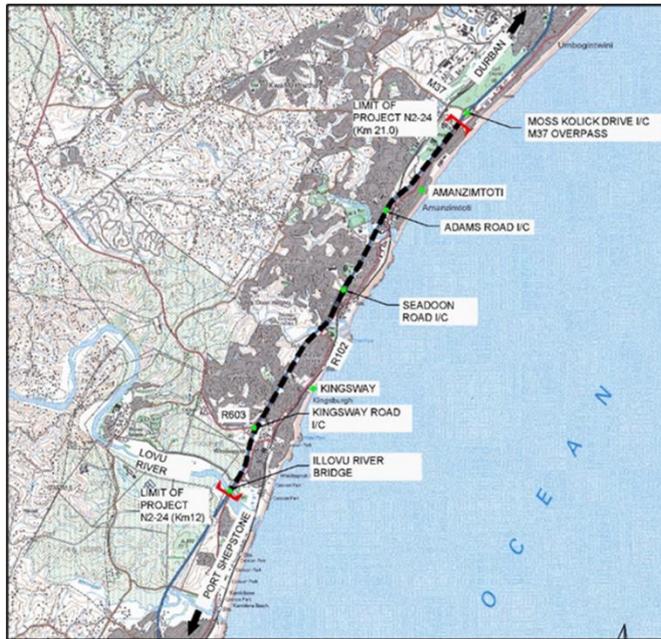
As approvals of any EMPr's are essential prior to commencement of the Works, the following Authorizations have been obtained by the Designer:

·The Environmental Authorization from the Department of Environmental Affairs.

·The General Authorization from the Department of Water and Sanitation

Site Information:

The project is located on National Route N2, section 24, in the KwaZulu Natal Province within the eThekweni Metropolitan area. The project's southern limits begin at the Lovu River Bridge at km12.0 and terminates at km21, near the Moss Kolnick Drive Interchange. The total length of the project is approximately 9km's.



C.4.2 DESCRIPTION OF THE WORKS

The upgrade entails widening the carriageway from two to three lanes and providing a continuous concrete median barrier. Climbing/Auxiliary lanes will be provided as identified through the traffic studies.

The work to be undertaken for this upgrade includes the following:

- Widening of the N2 mainline from 2 lanes Northbound (NB) and Southbound (SB) to 3 lanes Northbound (NB) and Southbound (SB),
- Removal and re-use of material on the N2 mainline,
- Construction of new layerworks on the N2 mainline on inside and outside widenings,
- Construction of a 50mm Bitumen Rubber Course-graded (BRAC) surfacing,
- The construction of 120mm EME base layer in two layers of 60mm thick,
- The construction of a 200mm C3 and C4 subbase layer,
- Rehabilitation of existing pavement constructing new subbase, base and surfacing,
- The construction of Selected layers for widenings for the inside and outside widenings,
- The construction of earthworks for the inside and outside widenings,

- Rehabilitation of cross-roads at interchanges,
- Construction of new side and median drainage channels, inlets and outlets and associated erosion protection works,
- Upgrading of road furniture,
- Lengthening of pipe culverts,
- Construction of a new road over road bridge at Umdoni Road,
- Widening and construction of new decks of the Klein Amanzimtoti and Amanzimtoti River Bridges,
- Widening of existing major box culverts and bridges,
- Construction of concrete median barrier walls,
- Construction of Mechanically stabilised earth walls (MSEW) in high fills,
- Construction of concrete retaining walls in cut embankments,
- Realignment of sections of ramps and re-construction of ramp layerworks,
- Installation of traffic signals,
- Installation of Lighting on N2 mainline and Interchanges,
- Construction of sidewalks,
- Installation of various types of Fencing, Road signs and road markings,
- Installation of Road sign Gantries.
- Demolition of structures.
- Maintenance on the N2 mainline (surface and base repairs),
- Maintenance on alternative routes R102 (Kingsway) and Arbour Road (surface and base repairs, ancillary works).

Community Development (CD) Project: For every conventional project that SANRAL undertakes, there must be a positive impact in the adjacent community along the national route. The CD Projects will most likely be identified during the construction phase, and it is recommended that any required design of the CD project is undertaken by the Targeted Enterprise under the guidance and mentorship of the

Service Provider. The budget for the identification and design of the CD works shall be provided for under the additional duties Item 3.8.1 (a)(iii) &(iv).

N.006-070-2021/F

SCOPE OF WORKS

The envisaged scope of the works has been established through the SANRAL Asset Management System (AMS) verified by regional panel inspections that have either formed part of the Employer's normal business practices or have been the subject of previous separate assignments by the same or another Service Provider.

Periodic Maintenance: The Employer's AMS currently indicates that the periodic maintenance will most probably take the form of appropriate localized repair and pre-treatment of the existing surface followed by the construction of an appropriate surface seal and/or asphalt overlay. The existing route comprises of a section of a double seal which is showing signs of failure. The pavements will need to be assessed based on the predominant failure mechanism. The inlet and outlet of all drainage structures shall be assessed. All road signs, guardrails, and other road furniture to be assessed.

The Services required of the Service Provider are divided into the following distinct stages:

- Project Assessment.
- Investigations for Design Development.
- Design Development which shall include the following phases
 - o Detailed design
- Tender Documentation.
- Clarification Meeting, Tender Period and Tender Evaluation.
- Administration and Monitoring of the Works Contract.
- Additional duties, Special Services and Specialist Advice.
- Quality Control: Works Contract.
- Close Out.

SITE INFORMATION:

C.4.3 TRAFFIC INFORMATION

Traffic information is available in SARDS online.

Traffic studies for each of the alternative routes will need to be undertaken.

C.4.4 PAVEMENT INFORMATION

Pavement information is available in SARDS online.

Pavement studies for the alternative routes will need to be undertaken.

C.4.5 GEOTECHNICAL

There are no known geotechnical problem areas identified on this section of the route.

TABLE 4.5

DESCRIPTION	CURRENT	ENVISAGED
Km 32.4 – km 71.576	No problems identified	To be determined

X.004-134-2024/1F

SCOPE OF WORK

Description of the Project

The proposed project is for the appointment of a Service Provider for the provision of Ad-hoc structural and drainage services. Services envisaged under this appointment will be on an *as-needed basis* and relates to, but is not limited to, preventative services, repair/rehabilitation services, capacity improvement services, emergency/urgent services, inspection services and general assessment services for all types of structures.

The structures requiring these services will be selected by the Employer and the exact scope of work in the various work packages may evolve from existing information, such as SANRAL's Bridge Management System,

from previous studies or investigations and/or separate assignments by other Service Providers. The scope of work may also be the result of inspections, assessments, investigations, measurements and/or testing undertaken by the Service Provider as part of this appointment.

The types of services envisaged are detailed below:

- Preventative Services:** This involves proactive maintenance of structures or structural elements based on expected degradation as would have been envisaged at the time of design. This may relate to, for example, bearings, expansion joints, corrosion protection, etc.
- Repair/Rehabilitation Services:** This involves the corrective repair or rehabilitation of defects that have arisen on a structure or structural element as a result of poor design or external actions, incidents or events that could not have been envisaged at the time of the design (for example spall repairs).
- Capacity Improvement Services:** This involves the capacity improvement of a structure or structural element. This may relate to, for example, load carrying capacity, traffic capacity or hydraulic capacity

Emergency/Urgent Services:

This involves the immediate response to an incident or event that threatens or may threaten (if not addressed in time) the structural integrity of a structure or structural element, including washways of approaches to embankment structures. In these instances, financial loss, loss of life or loss of service is an imminent risk. This service may involve the investigation, structural assessment and reporting related to the event and the subsequent make-safe measures if required. Under this service, the Structural Design Specialist of the Service Provider must be available to respond to a request from the Employer within 24 hours of being notified. what about washaways of approach embankments to structures-this can major part of flood damage in coastal areas.

The Service Provider will be deemed to have responded to the Employer within 24 hours of being notified if he/she is able to have inspected conditions on site after the incident/event, made an assessment with regard to structural/operational/human/financial/reputational risks on site and have given verbal feedback to the

Employer. It is likely that this service may be followed by the Repair/Rehabilitation Service for the permanent repairs after any make-safe measures, if required, have been implemented.

·Inspection Services:

This involves the identification, inventory and defect inspections of various structural types in accordance to the Visual Assessment Manual (Draft TMH 19) and the Employer's standards. This work will also involve the capturing of the data related to the inspections on the Employer's IT system.

·General Assessment Services: This involves the inspection, investigation, measurement, testing and/or analysis of structures, structural elements or drainage as a result of a specific need required by the Employer. It will also involve the reporting associated with the assessment.

The types of structures that the envisaged services relate to are listed below, but is not limited to:

- Bridges and Tunnels
- Major Culverts and Lesser Culverts
- Retaining Walls, Gantries and Ancillary Structures (such as barriers/parapets, light masts, etc).

SITE INFORMATION

C.4.1 LOCATION OF THE PROJECT

The location for the performance of the services required of this project relate to all types of structures found on the National Road Network of the Eastern Region of SANRAL. This network falls within the provincial areas of KwaZulu Natal and Free State.

C.4.2 ROAD NETWORK INFORMATION OF THE EASTERN REGION

The Eastern Region Road network of SANRAL consists of the following routes
KwaZulu-Natal:

- N2, Section 21 (Brooks Nek) to Section 32 (Mpumalanga Border) N3, Section 1 (Candella Road) to Section 4 (Cedara)
- N11, Section 1 (Bergville I/C) to Section 4 (Volksrust)
- R22, Section 1 (Hluhluwe) to Section 5 (Mozambique Border)
- R61, Section 11 (Mtamvuna River) to Section 11 (Marburg I/C) – now renamed N2, Section 22
- R69, Section 5 (N2 intersection) to Section 5 (Golela)

New Routes to be transferred from KwaZulu-Natal province to SANRAL over the duration of the contract will be included into the contract

Free State:

- N1, Section 13 (Orange River) to Section 18 (Vaal River)
- N5, Section 1 (N3 I/C at Harrismith) to Section 4 (Winburg)
- N6, Section 6 (Aliwal North) to Section 9 (N1 I/C)
- N8, Section 8 (Kimberly) to Section 13 (Maseru Border)
- R30, Section 1 (N1 Glen Lyon I/C) to Section 2 (Virginia I/C)
- R30, Section 4, from R730 Virginia to R34 Odendaalsrus
- R34, Section 1 (Odendaalsrus Intersection) to Section 1 (N1 Kroonstad I/C)
- R730, Section 1 (Virginia I/C) to Section 4 (Odendaalsrus intersection)
- R26, Section 6 (N8 Ladybrand) to Section 9 (Bethlehem Muller Str N5/3/E)
- R34, Section 3 (Bloemhof (Vaal River) to Section 12 (Bothaspas)
- R74, Section 1, N5 West of Harrismith to FS/KZN Border
- R57, Section 1, North P64/1 to Resort Entrance Phuthaditjhaba
- P75, Section 1, from Border post to Ficksburg R26
- R700, Section 1(N1 Interchange Eeufees Road) to Section 2 (S842 Soutpan)
- R710, Section 1, from S312 Bultfontein to P1/2 Welkom
- New Routes to be transferred from Free State province to SANRAL over the duration of the contract will be included into the contract

R.022-015-2021/1RF

C3.1.3 Description of the Project

The envisaged scope of the works have been established through the SANRAL Asset Management System (AMS) verified by regional panel inspections that have either formed part of the Employer's normal business practices or have been the subject of previous separate assignments by the same or another Service Provider.

The R22 is a national route which runs from the N2 through Hluhluwe, Mbazwana, Manguzi to end at the Mozambique Border. It is an important economic route for cross border movement of goods and services and an important tourism route to access various game and nature reserves within the northern part of the KwaZulu Natal province.

The R22 currently runs through numerous formal and informal villages, settlements, and communities. To address the road safety challenges of a high speed, high volume national route traversing these environments numerous traffic calming measures were implemented historically. These, along with the significant presence of livestock within the road reserve have severely reduced the mobility function of the R22. The main objective of this project is to develop a corridor improvement/upgrade plan to restore the class R1 function of the R22.

A divided or undivided dual carriageway shall be investigated coupled with an intensive access management plan including development of the provincial and municipal roads masterplans which shall incorporate public and non-motorised transport plans.

In developing the capacity improvement strategies, the Service Provider shall include the following, inter alia:

- Partial realignment and upgrade of the existing R22 in an attempt to achieve the project objectives.
- Complete realignment of the R22 (route location determination) for at least 3 x alternatives in an attempt to achieve the project objectives.
- Access Management Plans for each of the route alternatives as per TRH 26, designing for a Class R1 road considering both mobility and access. This is to include provincial and municipal roads masterplans which shall incorporate public and non-motorised transport plans. The masterplans will require extensive engagement with all affected stakeholders and ultimately culminate in formal acceptance by all authorities.
- The preferred options then put through to desktop environmental phase to determine if any fatal flaws/ likely public objections.
- Investigate Innovative Livestock Control along the route.
- Investigate Ambient lighting to improve safety along the route using innovative antivandal self-management security system with energy saving capabilities complying with national road lighting standards and public lighting. Renewable energy must be investigated, and options be proposed, they all should comply with national regulation of public lighting.
- Investigate possibilities on Lighting management capabilities with primary and secondary means of communication.
- All the security features must be considered for all kiosks, underground cabling, light poles and light fittings.

- Key section should be investigated that are to be lit and critical for road safety based on recorded accident reports and road conditions and weather conditions.
- Certain level of AI must be applied and included in the design for easier intervention when responding to incident on the ground.
- Investigate all smart photocells capacities in measuring air quality, sound and energy usage.
- On renewable energy the use of solar PV, self-powered lighting using wind turbine with energy storage battery capabilities.
- Stormwater Management Plan for preferred routes.
- Service provider to make use of GIS Software. Material data to be analysed and presented in shape file format and/or latest appropriate format as agreed by Employer.
- Preliminary Design for two preferred route alternatives to be selected after the above processes.
- An overall Preliminary Design Report will be required for the route options. The Employer will use this to select a preferred route. Once selected, the service provider will be required to assess and split the route into feasible construction packages. A Preliminary Design Report will then be required to be compiled for each of the feasible construction packages. These will be taken forward into Detailed Design under separate contracts.
- It will be the responsibility of the appointed Service provider to split the selected preferred route into feasible construction packages. This will be based on construction practicality, construction costs, land requirements, material requirements etc.

The above is illustrative of some of the typical factors to be considered and investigated in developing the designs and is not meant to be exhaustive. The Service Provider shall use his/her expertise to fully investigate all the factors affecting or affected by the proposed upgrade.

The Services required of the Service Provider are divided into the following distinct stages:

- Project Assessment.

- Investigations for Design Development.
- Design Development which shall include the following phases:
 - oConcept (including route determination)
 - oPreliminary
 - oDetailed design
- ~~-Tender Documentation.~~
- ~~-Clarification Meeting, Tender Period and Tender Evaluation.~~
- ~~-Administration and Monitoring of the Works Contract.~~
- Additional duties, Special Services and Specialist Advice.
- ~~-Quality Control: Works Contract.~~
- ~~-Close Out.~~

SITE INFORMATION:

- **Geometric Information**

DESCRIPTION	CURRENT	ENVISAGED
Project limits	R22/1: KM 0.0 – KM 12.489 R22/2: KM 0.0 – KM 43.814 R22/3: KM 0.0 – KM 41.131 R22/4: KM 0.0 – KM 31.276 R22/5: KM 0.0 – KM 40.321 Total Length = 169,031km	To be determined Road's masterplan to determine limits Road's masterplan to determine limits
Interchanges	Hluhluwe I/C (R22/1: KM0.00) Hluhluwe Railway Elimination Bypass (Likely to be in construction during design phase) Several at grade accesses	Road's masterplan and access management plan to determine new interchanges
TRH 4 Road Category	A: 2 lane single carriageway freeway	A:4 lane dual carriageway (divided, undivided to be determined)

Design speed	60-100km/hr	100-120km/hr
Level of service	C to D	C at Design horizon
I/C capacity	Acceptable	To be determined
Cross section	Main carriageways: $\pm 7.4\text{m} =$ Slow Shoulder: 0.5m Lanes: 2 X 3,2m	Refer to SANRAL typical cross sections.
	X-roads: Variable	To be determined
Surface area	Main Carriageway (Both): 19/7 double seal - $\pm 1,250,829 \text{ m}^2$	To be determined

C.4.3 TRAFFIC INFORMATION

Traffic information is available in SARDS online.

Traffic studies for each of the alternative routes will need to be undertaken.

C.4.4 PAVEMENT INFORMATION

Pavement information is available in SARDS online.

Pavement studies for the alternative routes will need to be undertaken.

C.4.5 GEOTECHNICAL

Geotechnical studies for each of the routes will need to be undertaken and presented in shape file format.

Conduct visual assessment for all geotechnical assets including slopes and embankments higher than 5m.

TABLE 4.5

DESCRIPTION	CURRENT	ENVISAGED
R22/1 (KM 0) – R22/5 (KM 40.3)	Variability along the route – with sensitive areas	To be determined

SCOPE OF WORK

C3.1.3 Description of the Project

The envisaged scope of the works has been established through the SANRAL Asset Management System (AMS) verified by regional panel inspections that have either formed part of the Employer's normal business practices or have been the subject of previous separate assignments by the same or another Service Provider.

Between 1985 and 1991 the Free State Provincial Government: Department of Roads & Transport initiated a series of studies to identify a suitable Route for the Bloemfontein Outer Ring Road. The Bloemfontein Outer Ring Road (ORR) was intended to satisfy several strategic functional needs, both in terms of the SANRAL national road network requirements and the Mangaung Spatial Development framework (SDF). The road will however be a SANRAL facility that will cater for national traffic requirements. These include high standard links between national roads on the perimeter of the (metropolitan) area; re-direction of current traffic on the N1 intersecting with the N8; elimination of the current N8 route through the CBD; and planned and prioritised links across the various quadrants based on traffic demand.

A Service Provider (SP) was previously appointed by SANRAL for the Consulting Engineering Services for Preliminary & Detailed Design for the Eastern Portion of the Outer Ring Road. Due to existing development constraints, the SP was requested to prepare an Inception Report to evaluate the overall status of the planned ORR in the context of current circumstances and development. Based on the findings in the Inception Report, SANRAL elected to expand the scope of the Route Location study to include the ORR from the intersection with the N8 (West) clockwise to the intersection with the P6/1 Dewetsdorp Road (South) which would extend south to the N1 up to the Church Street Interchange. The SP was then appointed for the Route Location Phase of the proposed Bloemfontein Outer Ring Road. The purpose of this study was to determine the most suitable route for the ultimate Bloemfontein Outer Ring Road, which may be integrated into the major road network planning.

The finding of the report was that sections of the route were encroached by settlements. According to SANRAL's experience on other routes, the relocation of these settlements could result in extensive delays and the route through the settlements could cause additional hazards to the road users. The status of restrictions on the remainder of the route is unknown and, regardless of planning integration with the Free State Department of Police, Roads, and Transport and the Mangaung Metro, further encroachments on the proposed route should be anticipated.

The route location investigation involved a comprehensive integrated planning process including planning review; technical review; stakeholder engagement; interim resolutions to meet the strategic objectives of all parties, in particular the short and long term SANRAL requirements. The essential findings of the assessment were that the proposed route would satisfy all the requirements for the ultimate ORR and was thus adopted as the benchmark for detailed investigation of options for the ORR.

The purpose of this project is to develop the route location proposals of this portion of the ORR to a concept and preliminary design level of detail to establish feasibility and design in terms of inter alia, topography, geologic, land, environmental and social restrictions. It can be expected that the Employer will suggest an

alternative route to be investigated by the Service Provider should the proposed route be unsatisfactory or encumbered by additional encroachments.

The Services required of the Service Provider are divided into the following distinct stages:

Project Assessment.

Investigations for Design Development.

Design Development which shall include the following phases:

Concept

Preliminary

Detailed design

Tender Documentation.

Clarification Meeting, Tender Period and Tender Evaluation.

Administration and Monitoring of the Works Contract.

Additional duties, Special Services and Specialist Advice.

Quality Control: Works Contract.

Close Out.

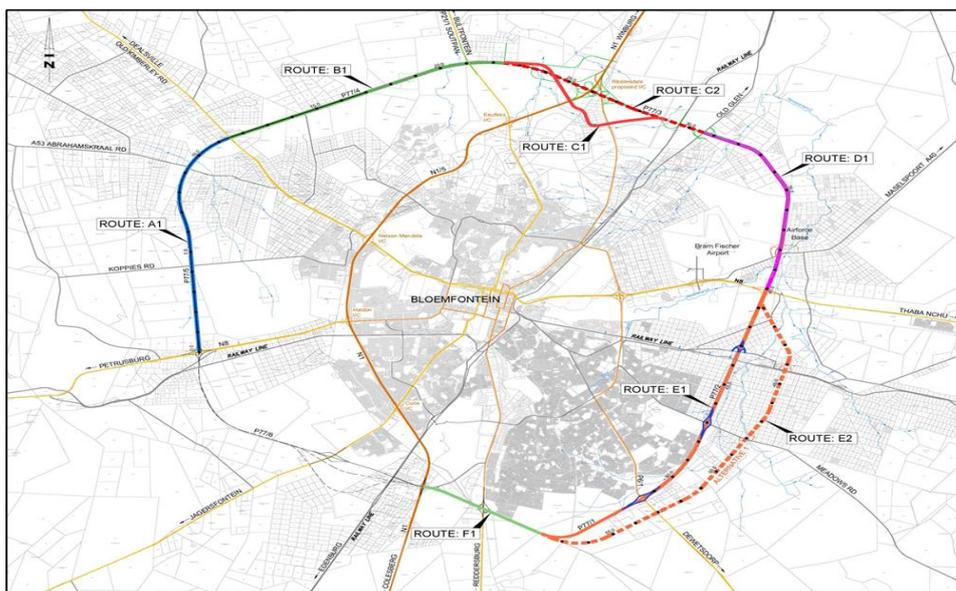
SITE INFORMATION

4.1 LOCATION OF THE PROJECT

The affected area is generally within the outer perimeter of the formal development of the city of Bloemfontein, from the N8 in the West, moving clockwise to the N1 in the North, N8 in the East and finally N1 in the south i.e. North-West, North-East and South-East quadrants of the ultimate complete ring road.

Between 1985 and 1991 the Free State Provincial Government: Department of Roads & Transport initiated a series of studies to identify a suitable Route for the Bloemfontein Outer Ring Road. The proposed project is located on this Route, with km distances running clockwise from km 0.0 at the intersection with N8 (West) to km 55.5 at the intersection with P6/1 (South) ((sections C2, D1, E2, F1). A locality plan showing the sections is included as Appendix A.

The south-western quadrant will form part of the ultimate route but falls under a different SANRAL project.



C.4.2 DESCRIPTION OF THE WORKS

The functional concept and need for the Bloemfontein Ring Road was identified by the Free State Department of Roads in 1985. In 2006 SANRAL indicated that they would be interested in taking over the Bloemfontein Outer Ring Road as an extension to their national road network.

Subsequently a Service Provider (SP) was appointed by SANRAL for the preliminary and detailed design for the Eastern Portion of the Outer Ring Road (sections C2, D1, E2, F1). During their investigations the SP found that sections of the route were encroached by settlements. According to SANRAL's experience on other routes, the relocation of these settlements result in extensive delays and the route through the settlements could cause additional hazards to the road users. A realignment on sections was proposed to mitigate potential issues related to the affected settlements. As a result, SANRAL elected to undertake a Route Location study to determine a preferred route which would then be expanded to include the ORR from the intersection with the N8 (West) clockwise to the intersection with the P6/1 Dewetsdorp Road (South). This would extend south to the N1 up to the Church Street Interchange. The Route Location Report was submitted in 2016.

The route location investigation involved a comprehensive integrated planning process including planning review; technical review; stakeholder engagement; and interim resolutions to meet the strategic objectives of all parties, in particular the short and long term SANRAL requirements. The essential findings of the assessment were that the proposed route would mostly satisfy the requirements for the ultimate ORR and was thus adopted as the benchmark for detailed investigation of options for the ORR.

The purpose of this project is to develop the route location proposals to a concept design and then a preliminary design level of detail to establish feasibility and design in terms of inter alia, topography, geologic, land, environmental and social restrictions. The Service Provider is to produce multiple concepts (not less than three) for consideration as the route identified during the route location could be unsatisfactory or encumbered by additional encroachments.

QUESTIONS

Question posed during the clarification meeting (refer to PART C for questions received following the clarification meeting).

CLOSURE

The meeting closed at 14h15 and Lunch was made available.