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CONTRACT NO: 22Q/2025/26: REHABILITATION OF CONCRETE ROADS IN MANENBERG

Minutes of the Virtual Non-compulsory Tender Clarification Meeting held on Friday, 15 August 2025 at 10:00.

1. ATTENDANCE

1.1 The tender clarification meeting was non-compulsory and was held virtually.

2. WELCOME & INTRODUCTION

2.1 Welcoming by CCT Project Manager (PM)

2.1.1 This tender clarification meeting is non-compulsory but strongly recommended. The CCT PM requested that attendees enter their names, company names and email addresses in the meeting discussion column, for information only.

2.1.2 The Employer noted that the discussion at this meeting serves as an information session and is not considered contractual. No verbal or written statement or clarifications given in the meeting is binding unless an official addendum or Notice to Tenderers is issued by the City of Cape Town.

2.1.3 Introduction to the City of Cape Town's staff in attendance:

CCT-PM	City of Cape Town	Project Manager

3. PRESENTATION SUMMARY

The PSP commenced with the online clarification meeting presentation. Attention was drawn to the key points highlighted in the presentation:

3.1 GENERAL TENDER INFORMATION

Tender advertisement:	01 August 2025
Tender Fee:	R300 (non-refundable)
CIDB Contractor grading:	8CE or higher
Tender closing date:	10 September 2025
Tender closing time:	10h00
Tender box and address:	Tender Box 208 at the Tender & Quotation Box Office, 2nd Floor (Concourse Level), Civic Centre, 12 Hertzog Boulevard, Cape Town.
Queries to be directed to	SCM.tenders8@capetown.gov.za

3.2 **PROJECT DETAILS**

- Employer: City of Cape Town, Urban Mobility Directorate – CCT PM

3.3 **EVALUATION OF TENDER OFFERS**

It was highlighted that the preference point system applicable to this tender is a 90/10 preference point system.

- Evaluation Basis: Price, Preference, and Functionality.
- Points awarded in terms of Preference Schedule (Schedule 25).
- Preference points categories: Gender, Ownership, Disability, Promotion of SMEs

3.4 **FUNCTIONALITY CRITERIA**

Tenderers were advised to carefully review the Functionality Criteria as outlined in the tender documentation. Emphasis was placed on the importance of submitting all relevant supporting documentation to substantiate their responses and that all submitted documentation is to align with the requirements described under Schedule 13.

3.4.1 Relevant Company Experience – 45 points

- At least 3 completed projects (R10m+ each) in road rehabilitation

3.4.2 Key Staff Experience – 45 points

- Contract Manager: >5 years road construction/maintenance experience (3 years in Contracts Manager role minimum).
- Site Agent/Construction Manager: >3 years in similar role.
- Must be separate individuals.

3.4.3 Specific Project Experience – 10 points

- At least 2 completed projects involving crack & seat treatment and asphalt resurfacing (R10m+).

The minimum score for Functionality is 60 points. Tenderers who fail to meet the minimum functionality score will be deemed non-responsive.

3.5 **PROJECT DESCRIPTION**

The PSP discussed the project location and the extent of the scope of works as per the Description of Works on pages 128 to 143 of the Contract Document.

3.5.1 The project is located within the Cape Town suburbs of Manenberg.

3.5.2 Durations of project is 20 months including a 3-month mobilization period.

3.5.3 The overview of the scope of works are as follows:

- Rehabilitation of approximately 8.7km of concrete roads.
- Crack and seat and resurfacing with asphalt
- Installation of new kerbs.
- Construction of new sidewalks.
- Road widening.
- Geometric improvements.
- Construction of new verges
- Drainage upgrades
- Installation of traffic calming measure.

3.6 TECHNICAL SPECIFICATIONS OF THE WORKS

Attention was drawn to the following technical specifications in the tender document:

3.6.1 The order of precedence of specifications (in case of conflict):

1. Scope of Work (Parts C3.1, C3.4, C3.5 and C3.6)
2. Particular Specifications
3. COTO Standard Specifications for Road and Bridge Works
4. Drawings

3.6.2 Electronic/excel Bills of Quantities can be downloaded from the Link provided on Pg 82 of the Tender Document.

3.6.3 Volume 1 Tender Drawings can be downloaded from the link provided on Pg 144 of the Tender Document.

3.7 SECURITY & RISK MANAGEMENT

3.7.1 The project has been classified as high-risk due to open-site conditions and potential extortion threats.

3.7.2 It was noted that the Provision of standard security measures to cater for the risks as anticipated is to be included in the Contractor's General Obligations as defined in Clause A1.3.2 for the duration of the works.

3.7.3 Additional Security measures have been allowed for under various pay items as special requirements over and above the standard provisions of the contract and are included to deal specifically with extortion risk related safety and security. These items specifically are:

- PC1.3.3 - Additional Security Guards requested or instructed by the Employer's Project Manager or Agent
- PC1.3.4 - Additional Security Plant and Equipment
- PC1.5.13 - Additional security & traffic service measures provided by the City of Cape Town Safety & Security Directorate

3.8 EXTENT OF WORKS

Attention was drawn to Part C3 Scope of Work.

3.8.1 **General Items:** Site establishment, labour, equipment, setting out, traffic and pedestrian accommodation, protection of services.

3.8.2 Crack and seat – Rehabilitation method

The crack and seat method uses a hammer with an approximate weight of 700kg dropped from a height of between 1.2m and 1.8m above the pavement in order to crack the existing slabs in 600mm x 600mm blocks. The slab should be cracked into pieces large enough to retain interlock between aggregates, but also small enough to minimize the joint movement. Once a section has been successfully cracked a pneumatic tyre roller shall apply several roller passes to seat the panels. Once the panels have been seated, the various surface preparations, edge treatments and installation of kerbs shall be completed before, the surface is overlayed with a 50mm bitumen rubber AR-2 asphalt wearing course.

3.8.3 **Widening Types:**

- **Type 2A:** 0–50mm (polymer binder/kerb mix).
- **Type 2B:** 50–300mm (stabilised G2 + C4 + G7 layers).
- **Type 2C:** >300mm (G3 base + C4 + G7 layers)

3.8.4 **Surface Treatments** (Types 1–6): Crack sealing, asphalt patches, joint sealing, geosynthetic fabric sealing, levelling.

3.8.5 **Sidewalks & Verges:** Constructed per CCT Standards

3.8.6 **Traffic Calming:** Raised crossings, upgraded intersections, new speed humps, signage, markings.

3.8.7 **Stormwater:**

Attention was drawn to the vast scope of works required for the stormwater system. The Cape Flats' flat topography and increasing climate variability necessitate improved hydraulic capacity and inlet efficiency.

- 61 catchpits will need to be reconstructed/ modified to Kerb & Grid Inlet Combination due to the roads being cracked and seated.
- 17 additional catchpits to be constructed
- 12 catchpits to be demolished due to existing pipelines being abandoned.41 manholes will need to be reconstructed/ modified from junction boxes to manholes to assist with the maintenance of the existing drainage network.
- 128 additional manholes to be constructed
- 2 manholes to be demolished due to the existing pipelines being abandoned.
- 2008.4 meters of existing pipe will need to be re laid / reconstructed due to level improvements or the existing pipes "upsized" as they are operating above capacity.
- 972.16 meters of additional pipes to be installed
- 177.5 meters

3.9 PROJECT REQUIREMENTS

Traffic Accommodation & Working Times:

- Resident access to be maintained at all times.
- Partial lane closures allowed 09h00–15h30 (unless agreed otherwise).
- Half-width construction method required.

Wayleaves:

- All required permits to be secured by contractor prior to commencement.
- Weekly updates on progress to Employer's Agent.

Labour & Community Participation:

- Area: Sub-Council 13, Ward 30 (Manenberg).
- Appointment of 3 CLOs.
- CPGL (labour): 5% of contract value.
- CPGE (enterprises): 10% of contract value.

3.10 RETURNABLE SCHEDULES AND DOCUMENTATION

Attention was drawn to the comprehensive list of Returnable Schedules and the associated documentation required for evaluation purposes. Tenderers were reminded of the importance of submitting complete, accurate, and relevant documentation in accordance with the tender requirements.

1. COMPULSORY ENTERPRISE QUESTIONNAIRE
2: CERTIFICATE OF INDEPENDENT TENDER DETERMINATION.
3: CERTIFICATE OF AUTHORITY FOR JOINT VENTURES
4: DECLARATION OF TENDERER'S PAST SUPPLY CHAIN MANAGEMENT PRACTICES (MBD 8)
5: DECLARATION OF INTEREST – STATE EMPLOYEES (MBD 4)
6: DECLARATION OF INTEREST
AUTHORISATION FOR THE DEDUCTION OF OUTSTANDING AMOUNTS OWED TO CCT
8: DECLARATION IN RESPECT OF COMPLIANCE WITH LABOUR LEGISLATION
9: CONFIRMATION OF CCT SUPPLIER DATABASE REGISTRATION
10: SCHEDULE OF WORK EXPERIENCE OF TENDERER
11: SCHEDULE OF EQUIPMENT INSTALLATIONS AND SERVICE HISTORY (N/A)
12: CONFIRMATION OF CONTRACTOR REGISTRATION / ACCREDITATION
13: DETAILS OF QUALIFICATIONS AND EXPERIENCE OF STAFF
14: SCHEDULE OF CONSTRUCTION EQUIPMENT
15: DETAILS OF TENDERER'S WORKSHOP FACILITIES (N/A)
16: PRELIMINARY PROGRAMME (FOR INFORMATION PURPOSES ONLY)
17: PROPOSED WORK PLAN (N/A)
18: SCHEDULE OF ESTIMATED MONTHLY EXPENDITURE

19: SCHEDULE OF SUBCONTRACTORS
20: HEALTH AND SAFETY PLAN
21: DEVIATIONS AND QUALIFICATIONS BY TENDERER
22: FUNCTIONALITY CRITERIA
23: PRICE BASIS FOR IMPORTED RESOURCES (N/A)
24: RECORD OF ADDENDA TO TENDER DOCUMENTS
25: PREFERENCE SCHEDULE (where preferences are granted in respect of specific goal(s)
26: APPEAL APPLICATION (ANNEXURE B)
27: INFORMATION TO BE PROVIDED WITH THE TENDER (N/A)
28: DECLARATION OF TENDERED RATES SUBMITTED

Other documents required for tender evaluation purposes
Joint Venture Agreement (if applicable) - append to Schedule 3.
Health and Safety Plan - append to Schedule 20.
Functionality Criteria - append to Schedule 22.

4. PHOTOGRAPHIC REPRESENTATION OF SITE CONDITIONS

Tenderers were presented site photos of the road network within the project scope. Attention was drawn to the variation in road width, surrounding density and surface conditions.

5. CLOSING

5.1 Due to technical issues, the Q&A software was unavailable. Tenderers were reminded that all queries must be emailed to: SCM.tenders8@capetown.gov.za

5.2 The Chairperson thanked all attendees and reiterated the closing date of 10 September 2025, 10h00.

5.3 Meeting adjourned