

CITY OF CAPE TOWN

URBAN MOBILITY: ROADS INFRASTRUCTURE MANAGEMENT

CONTRACT NO. 283Q/2025/26

TERM TENDER FOR ROAD RESURFACING AND ANCILLARY WORKS

General Tender Information

TENDER ADVERTISED	:	12 June 2026
CIDB CONTRACTOR GRADING DESIGNATION	:	Category A: 3CE or higher Category B: 4CE or higher
SITE VISIT/CLARIFICATION MEETING	:	10h00 on 29 June 2026 (Not compulsory, but strongly recommended)
VENUE FOR SITE VISIT/CLARIFICATION MEETING	:	Online: Teams (Link available under T1.1 Tender Notice and Invitation to Tender)

Microsoft Teams meeting

Join: <https://teams.microsoft.com/meet/320042298931086?p=MP6wLvtDikx00W7wHk>

Meeting ID: 320 042 298 931 086

Passcode: K52re2KR

Dial in by phone

[+27 21 835 5043..795368553#](tel:+27218355043795368553) South Africa, Cape Town

[Find a local number](#)

Phone conference ID: 795 368 553#

CLOSING DATE	:	18 August 2026
CLOSING TIME	:	10h00
TENDER BOX & ADDRESS	:	Tender Box 232 at the Tender & Quotation Box Office , 2 nd Floor (Concourse Level), Civic Centre, 12 Hertzog Boulevard, Cape Town.

The Tender Document (which includes the Form of Offer and Acceptance) completed in all respects, plus any additional supporting documentation required, must be submitted in a sealed envelope with the name and address of the tenderer, the tender No. and title, the tender box No. and the closing date indicated on the envelope. The sealed envelope must be inserted into the appropriate official tender box before closing time.

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T1.1 Tender Notice and Invitation to Tender

The **CITY OF CAPE TOWN, URBAN MOBILITY: ROADS INFRASTRUCTURE MANAGEMENT**, invites tenders for Tender No. **283Q/2025/26: TERM TENDER FOR ROAD RESURFACING AND ANCILLARY WORKS**.

Tenderers must be registered on Supplier Databases as described in the tender conditions.

Tenderers who are not registered on these Databases are not precluded from submitting tenders, but must however be registered upon being requested to do so in writing and within the period contained in such a request.

Tenderers must have a CIDB contractor grading designation of 3CE or higher for Category A and 4CE or higher for Category B.

Preferences are offered to tenderers who tender in accordance with the Preferential Procurement Regulations and the City of Cape Town's Supply Chain Management Policy (SCM Policy). Furthermore, in terms of these Regulations and the SCM Policy, tenderers are required to meet the HDI and/or RDP specific goals

The physical address for collection of tender documents is:

Tender Distribution Office, 2nd Floor (Concourse Level), Civic Centre, 12 Hertzog Boulevard, Cape Town.

Documents may be collected during working hours between 08:30 – 15:00 from **12 June 2026**.

A non-refundable tender fee of R300.00 payable by cash or Electronic Funds Transfer (EFT) in favour of the City of Cape Town, is required on collection of the tender documents.

The Employer's Information Officer who is responsible for overseeing questions in relation to data protection may be contacted at via email Popia@capetown.gov.za. Additional contact details are provided in clause C.1.6.5.6 of the Tender Data.

Queries relating to any issues in these documents may be addressed to SCM.Tenders15@capetown.gov.za

A non-compulsory but strongly recommended site visit/clarification meeting with representatives of the Employer will take place via Teams on **29 June 2026** starting at 10:00.

Microsoft Teams meeting Join:

<https://teams.microsoft.com/join/320042298931086?p=MP6wLvtDikx00W7wHk>

Meeting ID: 320 042 298 931 086

Passcode: K52re2KR

Dial in by phone

+27 21 835 5043, 795368553# South Africa, Cape Town

[Find a local number](#)

Phone conference ID: 795 368 553#

The closing time for receipt of tenders is **10:00** on **18 August 2026**

Telegraphic, telephonic, telex, facsimile, e-mail and late tenders will not be accepted.

Tenders may only be submitted on the tender documentation that has been issued. Printed Schedules of Rates, in the same format (that is, layout, scheduled items, units and quantities, if applicable) as those issued electronically by the Employer upon request, may be submitted as stated in the Tender Data.

A copy of the Schedule of Rates is available in Microsoft Excel file format, and can be downloaded from the following link (copy and paste link directly into URL box):

<https://www.dropbox.com/scl/fo/1rwz5h15izvpsroakq3e1/AA1b6eMy1nvah9aa4Bp9Rbw?rlkey=zf5jrjer2pnlsmi3kmhy41b6b&st=cdifpgjk&dl=0>

Requirements for sealing, addressing, delivery, opening and assessment of tenders are stated in the Tender Data.

C3.2 Engineering

CONTENTS

- 3.2.1 DRAWINGS
- 3.2.2 DESIGN PROCEDURES

3.2.1 DRAWINGS

The Contractor shall be responsible for the preparation of “as built” drawings and shall ensure that accurate as-built records are kept of all infrastructure installed or relocated during the contract.

The following drawings are applicable to the contract and are issued with this tender document and will form part of the Contract Documents as **Volume 4**.

The drawings, if any, issued with this tender document are attached in order to give an overview of the term tender project.

Construction drawings will, in terms of the Conditions of Contract, be issued to the Contractor by the Employer's Agent, as appropriate, prior to the date for commencement with Works execution, and from time to time as required.

The Works shall be constructed in accordance with the issued design drawings, if any.

3.2.2.1 Drawings Issued with this document

The Works shall be constructed in accordance with the issued design drawings, at works project stage. For tendering purposed, the drawings referenced in the schedule of rates can be found in the City of Cape Town's Standards and Guidelines for Roads and Stormwater, freely downloadable on the City of Cape Town's website:

https://resource.capetown.gov.za/documentcentre/Documents/Procedures,%20guidelines%20and%20regulations/Standards_Guidelines_RSW.pdf

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3.2: CULVERTS

PART C: MEASUREMENT AND PAYMENT

Change the free-haul distance from "1km" to "5 km" in all pay items.

Amend the following payment items:

"Item	Description	Unit
PSC3.2.15.4	Extra over item C3.2.7.2 for variations in the depths of all types of concrete manholes with prefabricated, or in situ concrete or brickwork wall combinations deeper than 1,0 m designated for tendering purposes	m

The unit of measurement in the case of item PSC3.2.15.4 above shall be the metre of increased depth of each manhole or catchpit measured once only per manhole or catchpit in relation to the standard depth furnished for tendering purposes over item C3.2.7.2, as applicable.

Add the following payment items:

"Item	Description	Unit
PSC3.2.15	Manholes and catch pits, with prefabricated elements	
PSC3.2.15.5	Manholes, catchpits, precast inlet and outlet structure complete:	
PSC3.2.15.5 (a)	Stormwater Manholes for pipe diameters up to 600mm (Drawing No. SW2.2A to SW2.2B)	No
PSC3.2.15.5 (b)	Catchpits	
PSC3.2.15.5 (b)(i)	Type A: Double Kerb & Grid Inlet Combination (Drawing No SW3.1)	No
PSC3.2.15.5 (b)(ii)	Type B: Double Kerb Inlet (2 x 1m inlet kerb type) (Drawing No SW3.2)	No
PSC3.2.15.5 (b)(iii)	Type C: Double Kerb Inlet (Extended Inlet type kerb), Catchpit Details (Drawing No SW3.3A & B)	No
PSC3.2.15.5 (b)(iv)	Type D1: Grid Inlet only (with Kerb & Channel) (Drawing No SW3.4)	No
PSC3.2.15.5 (b)(v)	Type D2: Grid Inlet only (with Double Flat Channel) (Drawing No SW3.5)	No
PSC3.2.15.5 (c)	Extra over or less than sub item PSC3.2.15.5(a) for variations in the depths of manholes from the standard depth designated for tendering purposes (1,65m standard depth)	m
PSC3.2.15.5 (d)	Extra over or less than sub item PSC3.2.15.5(b) for variations in the depths of catchpits from the standard depth designated for tendering purposes (0,85m standard depth from top of kerb)	m

The unit of measurement for items PSC3.2.15.5(a) and (b) shall be the complete unit as shown on the drawings, including all concrete, brickwork, covers, frames, grids and other accessories.

The tendered rates shall include full compensation for procuring, furnishing and installing, and laying where applicable, the complete units except for excavation and backfilling, which shall be measured and paid for separately. The tendered rate shall also include full compensation for connecting to and building any conduits into the walls of various structures.

The unit of measurement for item PSC3.2.15.5(c) & (d) shall be there metre of increased or decreased depth of the manhole/catchpit measured in relation to the standard depth provided for tendering purposes. The rate shall be an adjustment to the compensation for the standard item, payable as either an increase or decrease in compensation to the contractor in relation to the standard depth."

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The tendered rate shall include full compensation for setting out the works, breaking up the existing pavement structure to the specified depth, breaking down and preparing the material, spreading and mixing the stabilising agents, mixing with water to obtain a uniform consistency, placing and compacting the material to the required density, removal to spoil or a stockpile area of the Council of all excess material, as well as the curing, protection and maintenance of the layer, conducting process control tests, and protecting the adjacent pavement and its repair, should it be damaged.

The tendered rate shall also include full compensation for the cleaning of the surface and the referencing of lane and control survey markings as specified. Where ordered by the Employer's Agent, the recycling of pavement layers to depths other than specified, payment will be made on a pro-rata basis between the tendered rates for minimum depths scheduled."

Add the following payment items:

"Item	Description	Unit
PSC5.5.29	Extra Over for Recycling of pavement layers in confined areas	m²

The unit of measurement shall be the square metre of recycled pavement layers placed in confined areas as specified in clause PSA5.5.9.4(a)(iii)".

Add the following payment items:

"Item	Description	Unit
PSC5.5.30	Ripping of pavement layers as specified in clause PSA5.5.9.4 to a depth of:	
PSC5.5.30 (a)	200 mm	m ²
PSC5.5.30 (b)	300 mm	m ²

The unit of measurement shall be the square metre of pavement layers ripped, dried-out and recompacted as specified in clause PSA5.5.9.4(a)(ii)

The tendered rate shall include full compensation for the milling of existing pavement layers, spreading and final blading of the material and compacting the material to the specified density."

Add the following payment items:

"Item	Description	Unit
PSC5.5.31	In situ reconstruction of existing Gravel base compacted to 98% MDD (unstabilized gravel) using non-cemented material:	
PSC5.5.31 (a)	Not exceeding 200 mm	m ³
PSC5.5.31 (b)	Exceeding 200 mm	m ³

The unit of measurement shall be the cubic metre of compacted pavement layer reworked in situ, the quantity of which shall be calculated in accordance with the authorised dimensions of the compacted layer.

The tendered rates shall include full compensation for setting out the works, preparing and providing the production plan(s) as per Clause A5.5.8.5a), preparing the existing road surface where required and breaking up the existing layer to the specified depth.

The tendered rates shall include full compensation for breaking down the in-situ layer and preparing the material, adding any extra water required and placing of the material followed by the compaction of the material. The rate shall include full compensation for cutting final levels as well as the protection and maintenance of the layer,

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Add the following payment items:

Item	Description	Unit
PSC6.2.12	Hand Packed Stone Paving	
PSC6.2.12 (a)	Stone paving (dressed quarried rock, quartzitic sandstone, 50 mm to 250 mm in size)	m ²
PSC6.2.12 (b)	Stone paving (re-using of existing stone)	m ²
PSC6.2.12 (c)	Extra-over for adding cement (CEM II 32.5 N) to the jointing sand	kg
PSC6.2.12 (d)	Re-sanding of voids in Stone paving (dressed quarried rock, quartzitic sandstone, 50 mm to 250 mm in size)	m ²
PSC6.2.12 (e)	Excavation and removal of existing hand packed stone paving	m ²

"For sub item PSC6.2.12(a), The unit of measurement shall be the square metre of completed hand packed stone paving. The quantity shall be calculated from the dimensions shown on the drawings or authorised by the Employer's Agent. The tendered rate shall include full compensation for furnishing all materials as specified, breaking, cutting and dressing the stone, constructing the sand bedding, laying and compacting the stone, filling the voids with jointing sand/material and for all other work necessary to complete the stone paving as specified.

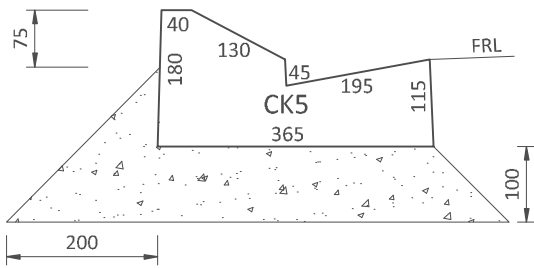
The tendered rate for sub item (b) shall also include for cleaning the stone from any mortar/asphalt and preparing it for re-use in the pavement. For sub item (c), the unit of measurement shall be the kilogram of cement added. The tendered rate shall include for supplying and blending in the cement."

The tendered rate for sub item (d) shall include full compensation for furnishing all materials to refill the voids with jointing sand/material where required.

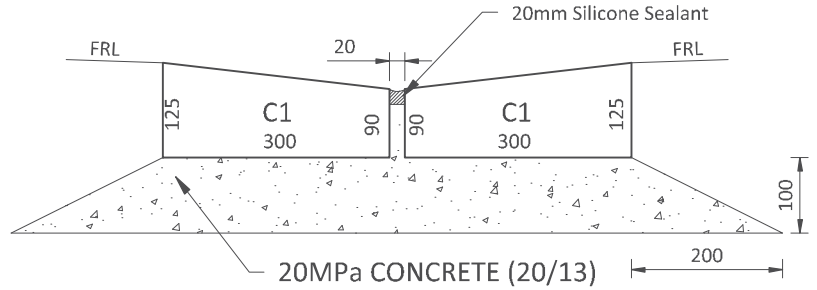
The unit of measurement shall be the square metre of material measured in its original position in cut and computed by the method of average end areas from levelled cross-sections taken as specified.

Where measurement by cross-sections is considered by the Employer's Agent to be impractical, cut to spoil may be measured in the haul vehicles, by taking the in-situ volume of the material to be the equivalent of 70 % of the loose volume in the haul vehicles.

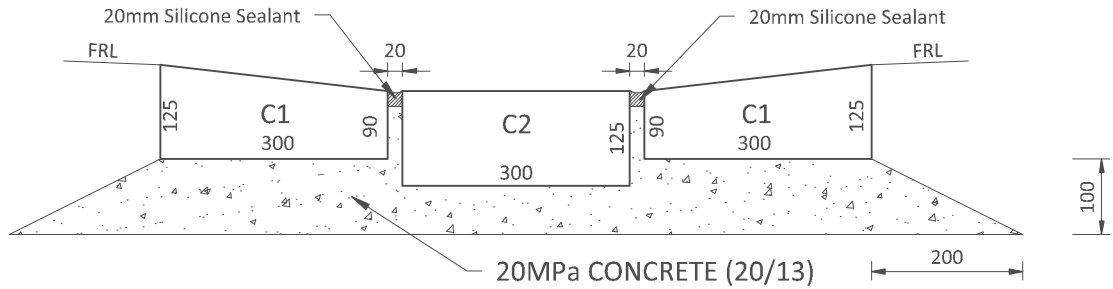
The tendered rates shall include full compensation for excavating/removing and loading the material and include hauling of the material within a 5 km hauling distance. Overhaul shall be measured and paid for from the point of loading to the point of off-loading. The tendered rate shall also include for separation of the stone from the bedding/jointing sand and any asphalt so that they can be separately stockpiled/loaded



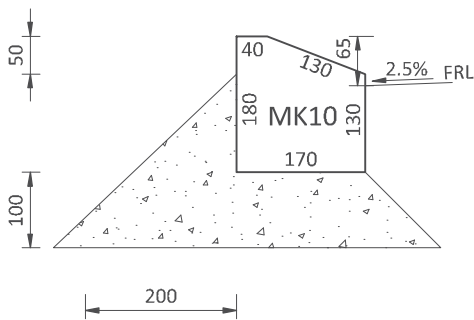
MOUNTABLE KERB/CHANNEL COMBINATION



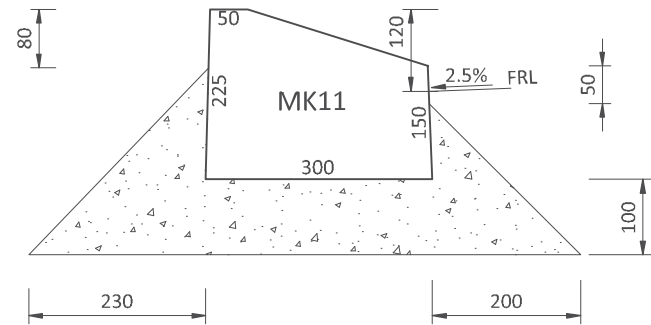
V - CHANNEL



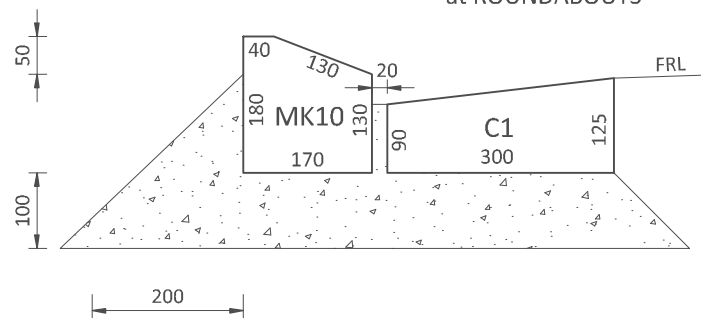
TRIPLE FLAT CHANNEL



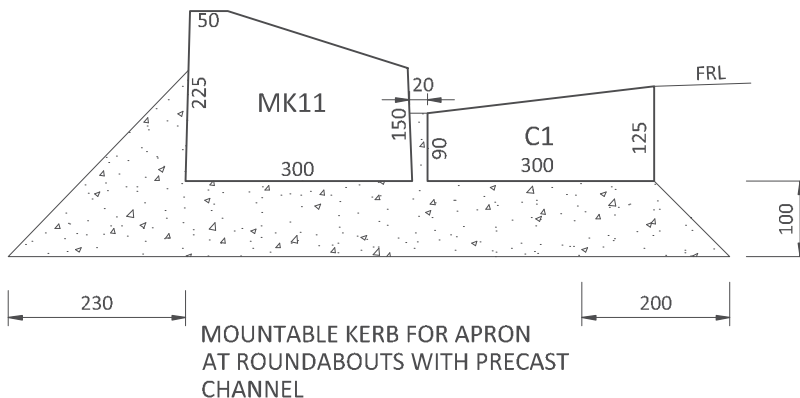
MOUNTABLE KERB



MOUNTABLE KERB for APRON
at ROUNDABOUTS



MOUNTABLE KERB WITH SEPERATE PRECAST CHANNEL



MOUNTABLE KERB FOR APRON
AT ROUNDABOUTS WITH PRECAST
CHANNEL

NOTES:

1. ALL UNITS TO BE LAID WITH 15 MPA CONCRETE BEDDING/BACKING OR SHOWN OTHERWISE ON WELL COMPACTED SUBGRADE/SUBBASE.
2. NO OUTFALL CHANNELS PERMITTED.
3. ALL RADII <20m SHOULD BE BUILT WITH 300mm LONG ELEMENTS



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URBAN MOBILITY

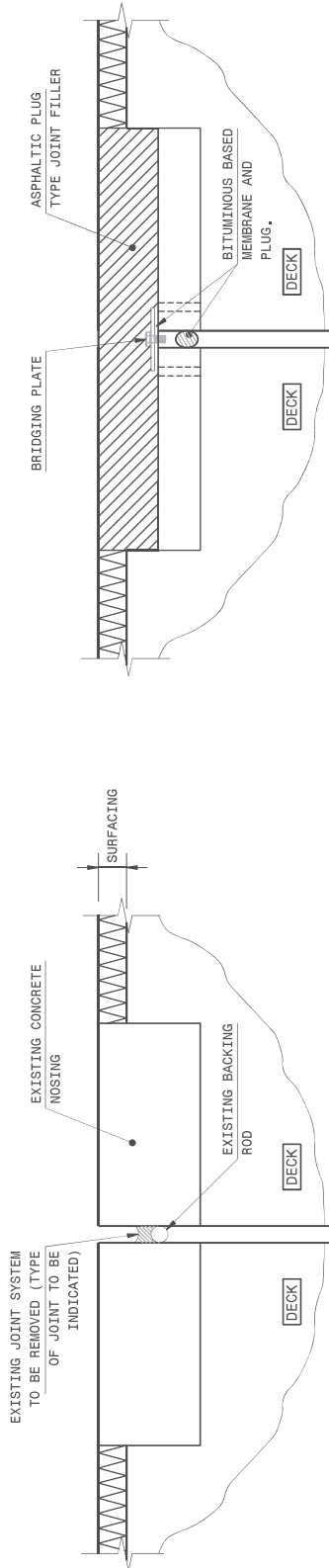
CITY OF CAPE TOWN
STANDARD DETAILS
**PRECAST CONCRETE KERB, CHANNEL AND
EDGING DETAILS**

DRAWING No.

R1B

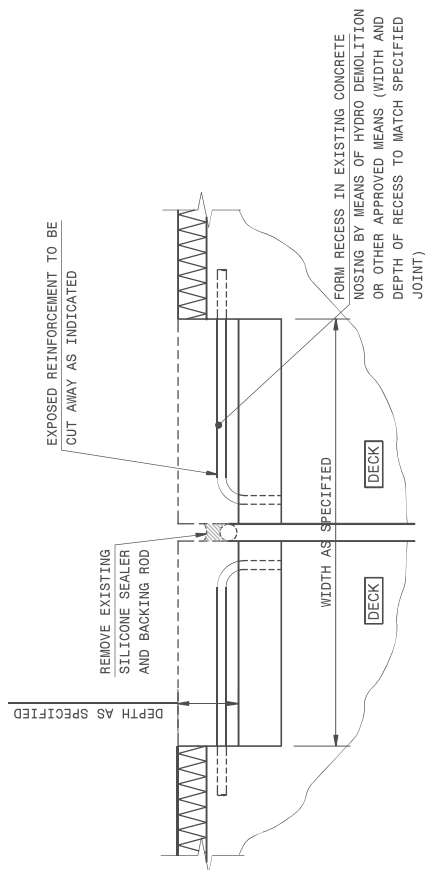
SCALE

1:10



SECTION THROUGH EXISTING JOINT

COMPLETE ASPHALTIC PLUG TYPE JOINT



DETAIL OF RECESS IN EXISTING CONCRETE NOSING

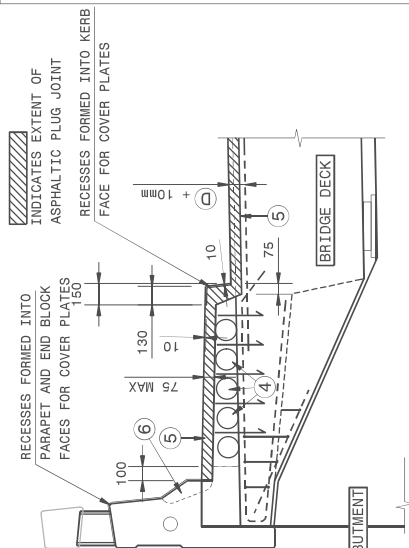
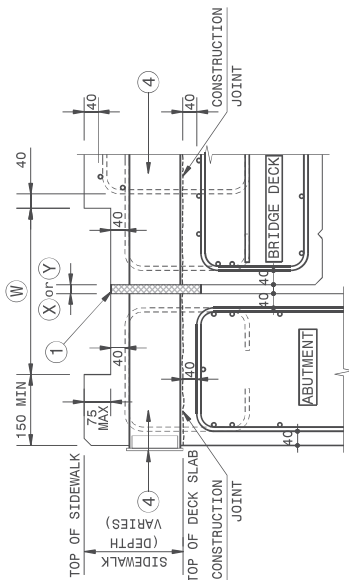
NOTES:

1. WIDTH AND DEPTH OF RECESS TO BE CONFIRMED WITH ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION WORK.
2. FOR INSTALLATION OF ASPHALTIC PLUG TYPE JOINTS REFER TO TYPICAL DRAWINGS DET2.2 AND DET2.3.

REFERENCE DRAWINGS

THIS DRAWING FORMS PART OF AND MUST BE READ IN CONJUNCTION
WITH TYPICAL DRAWINGS DET2.2 & DET2.3

 CITY OF CAPE TOWN ISIXEKO SASEKAPPA STAD KAAPSTAD CITY OF CAPE TOWN URBAN MOBILITY	TITLE	JOINTS			PAPER	
		ASPHALTIC PLUG TYPE - MOVEMENT MAXIMUM 25mm JOINT REPLACEMENT DETAILS			SCALE AS SHOWN	
					DRAWING No. DET2.1	REV 1
		DETAIL DRAWING				

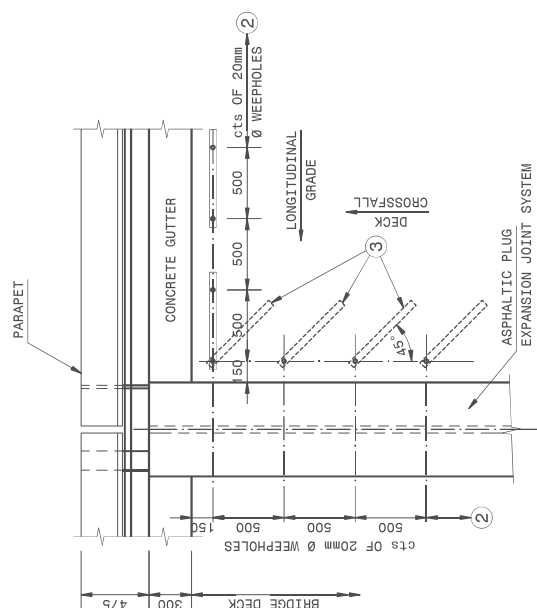


PART SECTION A - A

SCALE N.T.S.

PART ELEVATION OF DECK END

SCALE N.T.S.



TYPICAL DETAIL OF DRAINAGE AT LOW POINT OF SURFACED BRIDGE DECKS

SCALE N.T.S.

REFERENCE DRAWINGS

THIS DRAWING FORMS PART OF AND MUST BE READ IN CONJUNCTION WITH TYPICAL DRAWINGS DET2.1 & DET2.3

TITLE

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTADCITY OF CAPE TOWN
URBAN MOBILITY

JOINTS

ASPHALTIC PLUG TYPE - MOVEMENT MAXIMUM 25mm JOINT RECESSES

DETAIL DRAWING

SCALE AS SHOWN	PAPER A4
DRAWING No. DET.2	REV 1



SCALE N.T.S.

SCHEDULE OF DIMENSIONS

ASPHALTIC PLUG JOINT					DEPTH OF CONCRETE RECESS		STEEL BRIDGING PLATES			RECOMMENDED WIDTH OF MEMBRANE (mm)
JOINT TYPE	TOTAL HORIZON. MOVEMENT RANGE (mm)	MINIMUM WIDTH (mm)	MINIMUM DEPTH (mm)	SURFACED BRIDGE DECKS (mm)	UN-SURFACED BRIDGE DECKS (mm)	EXPANSION GAP (mm)	BRIDGING PLATE WIDTH x THICKNESS (mm)			
1	5	300	50	20	60	≥30	100 x 6	150		
2	15	400	75	45	85	≥30	125 x 6	175		
3	25	500	100	70	110	≥40	150 x 6	200		



TITLE

CITY OF CAPE TOWN
URBAN MOBILITY

JOINTS

ASPHALTIC PLUG TYPE - MOVEMENT MAXIMUM 25mm GENERAL DETAILS

DETAIL DRAWING

SCALE

AS SHOWN

1 EV

REFERENCE DRAWINGS

THIS DRAWING FORMS PART OF AND MUST BE READ IN CONJUNCTION
WITH TYPICAL DRAWINGS DET2.1 & DET2.2

NOTES

THE MATERIALS, MANUFACTURE AND INSTALLATION OF THE ASPHALTIC PLUG EXPANSION JOINTS COMPLETE WITH COVER PLATES SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE RELEVANT CLAUSES OF THE STANDARD SPECIFICATIONS, THE PROJECT SPECIFICATIONS, THE MANUFACTURER'S REQUIREMENTS AND THE FOLLOWING:

1. DIMENSION AND LIMITING FACTORS OF ASPHALTIC PLUG TYPE JOINTS

1.1. DIMENSION (D) IS THE MINIMUM DEPTH OF THE ASPHALTIC PLUG MEASURED TO THE TOP OF THE BRIDGING PLATE.

1.2. EXPANSON GAP (Y) IS THE GAP WIDTH AT TIME OF INSTALLATION OF THE EXPANSSION JOINT SYSTEM, IN THE EVENT THAT THE "AS CONSTRUCTED" GAP WIDTH INCLUDING THE EFFECTS OF CREEP, SHRINKAGE AND THERMAL MOVEMENT EXCEEDS DIMENSION (Z) THE STEEL BRIDGE PLATE AND JOINT SIZES MUST BE REFERRED TO THE ENGINEER FOR RE-DESIGN.

1.3. THE GAP AT TIME OF INSTALLATION MUST TAKE INTO ACCOUNT ACTUAL CREEP, SHRINKAGE, AND TEMPERATURE MOVEMENTS.

1.4. THE LIMITING FACTORS LISTED BELOW SHALL BE OBSERVED WHEN AN ASPHALTIC PLUG EXPANSION JOINT SYSTEM IS CONSIDERED FOR A PARTICULAR SITE. THE EFFECT OF THE VARIOUS LIMITING FACTORS IS CUMULATIVE AND CARE MUST BE TAKEN TO AVOID SITUATIONS WHICH MAY LEAD TO AN ACCUMULATED INCREASE OF STRESS IN THE EXPANSION JOINT.

1.4.1. THE DYNAMIC VERTICAL MOVEMENT SHALL NOT EXCEED ONE MILLIMETRE MOVEMENT.

1.4.2. THE SKEW ANGLE OF THE JOINT SHALL NOT EXCEED 45°.

1.4.3. THE TRANSVERSE CROSSFALL MEASURED ALONG THE CENTRE LINE OF THE JOINT SHALL NOT EXCEED 4.0%. THIS IS PARTICULARLY IMPORTANT ON ROADS WITH LARGE NUMBERS OF HEAVY SLOW MOVING VEHICLES.

1.4.4. THE FOLLOWING LOCATIONS ARE NOT SUITABLE FOR ASPHALTIC PLUG TYPE JOINTS:

- CLOSE PROXIMITY TO JUNCTIONS AND TRAFFIC LIGHTS WHERE THERE IS LIKELY TO BE A BUILD UP OF STATIONARY TRAFFIC.
- STRUCTURES WITH TIGHT CURVES

1.4.5. LONGITUDINAL JOINTS MAY ONLY BE CONSIDERED WHEN THEY ARE NOT IN THE MAIN WHEEL TRACK LINE.

2. AGRÉMENT SA APPROVAL

ALL ASPHALTIC PLUG TYPE JOINTS ARE TO BE AGRÉMENT SA APPROVED.

3. MEASUREMENT AND PAYMENT

MEASUREMENT AND PAYMENT FOR THE ASPHALTIC PLUG EXPANSION JOINT SYSTEM SHALL BE AS SPECIFIED IN THE STANDARD AND PROJECT SPECIFICATIONS.