



GOVERNMENT OF BERMUDA
Ministry of Public Works
Department of Works and Engineering

Dear Proponent

Ref: 44-02-110 Swing Bridge Condition Assessment and Load Rating

This Addendum #2 contains 05 pages including this front page.

The following addendum supersedes information contained in the RFP to the extent referenced.

This addendum forms part of the RFP documents and will be subject to all of the conditions set out in the contract conditions.

Part 1 - Questions (Q) and Government's Responses (R). -

1. (Q) What are the technical approval procedures to be undertaken, including AIP and certification of assessment? Should this be in accordance with DMRB BD2/CG300?

(R). An Outline AIP Document should be provided following the relevant portions of the "Model Form of Approval in Principle" document included in Appendix B of DMRB BD2/CG300 as a pre-condition of award. Submission of a final AIP can follow contract of award but prior to undertaking of the analysis.

The AIP model above mentioned can be used as a guide for the development of the method statement that is required to be submitted with the proposal along list of equipment, timetable, etc.

Please note that an Independent Checker, and hence a Certification of Assessment is not required at this point, but that it might be required in a subsequent phase of the bridge's assessment depending on findings. It is understood that this will imply a small change of scope. An additional item line has been added to the fixed price schedule for the case in which the certificate is required. The Independent Checker would be engaged through a separate procurement process in case it is required.

2. (Q) What level of checking and assurance should be undertaken if based on CG300 Technical Approval of Highways Structures Document?

(R) According to the document (page 27), Swing Bridge is considered a Category 3 Structure due to its orthotropic steel deck. The document requires that any assessment of a Category 3 structure be checked by a check team of a different organization. However, the government proposes to delay the decision of requiring an independent check procedure until findings by the Assessment team are discussed.

3. (Q) As part of the final reporting on the bridge's structural capacity, is there an expectation for the engineering firm to provide a remaining design life expectancy of this determined load capacity?

(R) Yes, please.

4. (Q) Can intrusive works such as trial pits in the road be undertaken to the structure during the fieldwork to ascertain the thickness and condition of hidden critical elements, such as the deck troughing?

(R) It is preferable that no intrusive works are performed, at least initially. Intrusive works may be allowed on a case by case basis if recommended. Approval by the Ministry of Works would be required. In case intrusive works are considered necessary to the completion of this project please add a line item/s with detailed description to the Pricing Form.

5. (Q) The RFP states a high-level visual inspection of the concrete abutments, piers and retaining walls is required as part of the assessment field work. Are these elements expected to have a quantitative assessment carried out or can they remain qualitative?

(R) The assessment of the concrete abutments, piers and retaining walls can be qualitative. An inspection report similar to the September 2010 Report provided as a Document Reference would be expected.

6. (Q) In Appendix D – RFP Particulars, Section 1 provides a list of relevant Reference Documents. It appears that not all of this information was provided in the RFP that was issued.

(R) The information has been shared at time of publication of Addendum 1.

7. (Q) Would you be able to provide us with the 1962 Swing Bridge record drawings?

(R) Yes. Record Drawings have also been shared at time of publication of Addendum #1.

8. (Q) Are any previous surveys, inspections or details of the piers and foundations available?

(R) An Inspection Report from 2010 has been shared at time of release of Addendum #1.

9. (Q) Would you be able to share the previous assessments and reports done by Mott McDonald?

(R) Yes. The documents have been shared at time of release of Addendum #1 as well.

10. (Q) Do you have information on the bearing details, particularly the swing span main beams onto intermediate piers that you can share?

(R) Only the information that has been shared in the Reference Documents.

11. (Q) Do you have information on the fill thickness and material in the trough that you can share?

(R) Only the information that has been shared in the Reference Documents.

Part 2 - Additional Reference Documents

Additional Reference Documents may be added to the shared drive and posted at: https://govbm0-my.sharepoint.com/:f/g/personal/avkenny_gov_bm/EpWwggKY8TBDt0uPpaV0QXYB9OQLWSLJbHBftrLxnVdkEw?e=OPYWZO

Proponents should visit the shared drive on a regular basis during the procurement process.

Part 3 - Additional Precondition of Award

Outline Approval In Principle Document

The successful proponent shall furnish the Government with the outline AIP document prior to contract award.

Part 4 - Annex B Rev01 – Swing Bridge Condition Assessment and Load Rating – Pricing Form (as attached).

FIXED PRICE SCHEDULE

CONTRACT PRICE BREAKDOWN

(TO BE COMPLETED BY THE PROPONENT)

All prices (in Bermuda dollars) are to be all inclusive of all other associated works as shown on the Contract Documents, including materials, related accessories, storage, transport, assembly, placement, coordination w/ MPW, and overhead and profit. These rates may be used for determining additions and deletions from the contract sum and for interim payment valuation.

ITEM	DESCRIPTION	LUMP SUM
1.	Initiation and review of background information.	
2.	Condition Assessment – Field work (above water)	
3.	Condition Assessment – Field work (underwater)	
4.	Condition Assessment - Reporting	
5.	Analysis and Load Rating	
6.	Final Reporting	
7.	Certification of Assessment (pricing in case it is required)	
8.		
9.		
10.		
11.		
12.		
	TOTAL	

NOTE: All work detailed on the Contract Documents shall be covered completely by the Total Lump Sum. Individual lump sum items are all-inclusive. If a specific task is not identified separately in the above list, the Contractor shall assume that it is included as part of another related listed item or items, and shall base his lump sum amounts on this assumption. The price shall include, indicate separately, the cost of any work permits, and taxes.

UNIT RATE SCHEDULE

(TO BE COMPLETED BY THE CONTRACTOR)

Unit Rate Schedule

ITEM	DESCRIPTION	Unit	Rate
1.	Director/Associate, 8 hours per day	per day	
2.	Project Manager, 8 hours per day	per day	
3.	Senior Engineer, 8 hours per day	per day	
4.	Engineer, 8 hours per day	per day	
5.	Junior Engineer, 8 hours per day	per day	
6.	Assistant Engineer, 8 hours per day	per day	
7.	CAD Technician, 8 hours per day	per day	
8.	Diver	per hour	
9.	Local Vessel Rental	per day	
	Other items not listed above		
10.			
11.			
12.			
13.			
14.			

All unit rates above shall be considered fully inclusive of labour, materials, tools, and equipment, wastage and overheads and profit, including, delivery, storage, preparation, placing and finishing. For variations to the contract not covered in the preceding price break down rates or the above schedule of unit rates, the price may be determined on the basis of the base material and installation cost plus _____% for overhead and _____% for profit and applied separately to the base cost.