

Subject: Clarification No. 1 of Construction of Feeder Roads

Publication Reference: BAM/ADMP/UFR/WRK/VC

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Procurement Title: **Construction of Feeder Roads**

Deadline for submission of tenders: 12:00 pm local time on 15th January, 2016

Contractors who attended the optional site visit appointments (Monday and Tuesday December 14th and 15th 2015 sought various clarifications on the Bid Documents. The queries and “answers” are shown below.

QUESTION 1

Can you clarify whether the concrete on the roads was fiber reinforced, A142 or both.

ANSWER 1

As per the drawings, the concrete is reinforced with A142 BRC mesh.

QUESTION 2:

There were no drawings of the pipe culverts, head wall and wing wall provided

ANSWER 2:

There are no new pipe culvert installations for these works (i.e. Montreal, Dandrade, Palmiste, Ferguson, Veryvine). Concrete drainage fords were used instead of culverts for low points along the drain (see drawings DD-C2-02 & MT- C2-03) to allow the water to flow freely over the road section. In other cases where low points occur within box drains, concrete drain sections with metal grills were used (see drawings MT-C2-02 and PM-C2-02).

QUESTION 3:

There was no design spacing detail for the Pavement expansion Joints.

ANSWER 3:

The maximum spacing between expansion joints is 18m, however intermediate 10mm wide x 20mm deep saw cuts should be used between expansion joints at a maximum spacing of 6m.

QUESTION 4:

The typical Pavement Joint Detail indicates a 200mm Joint Sealant. Can you please clarify as it seems impractical considering the joint thickness is 12mm and the slab thickness is 125mm.

ANSWER 4:

This is an error, the joint sealant should be 20mm.

QUESTION 5:

Where the BOQ has Provisional Sums identified, is this meant to be lump sum?

Have Provisional Sums been left blank deliberately, or will the consultant provide an estimate?

ANSWER 5:

Provisional sums for 'Dayworks' were left blank deliberately. The bidder is not required to submit a value for these items, however the bidder must enter rates for all dayworks items listed in the Dayworks Schedules..

QUESTION 6:

BOQ has type 2 and type 3 V-section drains but drawings do not show details for type 2 and type 3 V-section drains

ANSWER 6:

The drawings show the details relevant to the particular road. If the BOQ item has a zero value under quantity then no detail is required for that item.

QUESTION 7:

Can you clarify why the sub base quantity is greater than the base quantity for Montreal Gardens?

ANSWER 7:

This is a unit price contract so the actual quantities will be based on measurement.

QUESTION 8:

When is the estimated commencement date for the contract?

ANSWER 8:

An estimated commencement date is late March/ early April.

QUESTION 9:

Since the bid is to be submitted in Euro, what effect would the fluctuation of the euro have on the cost.

ANSWER 9:

Contractor has to consider fluctuation of the Euro and must cover that in his bid

QUESTION 10:

Is Contract fully duty free?

ANSWER 10:

Yes, once all items are to be used for the project. The contractor will however have to pay the Customs Service charge.

QUESTION 11:

Is the contractor required to provide the rate for those items where no quantities were provided in the BOQ ?

ANSWER 11:

Yes, insert rate where there are no quantities.

QUESTION 12:

Can you clarify what is meant by the “trimming” description in the BOQ for Veryvine road.

ANSWER 12:

CESMM has a definition for all language used in the BOQ and the contractors were asked to refer to the clarification in the CESMM document.

QUESTION 13

What arrangements will be made with the affected land owners during construction ?

ANSWER 13

The client will inform the affected land owners of the project and the anticipated inconvenience that will arise. The contractor however will be required to schedule and plan his work to minimize the inconvenience and will provide in his pricing (i) a cost for transporting such produce and agricultural inputs that the farmers may have trapped on the other side of the works (ii) temporary by pass routes where necessary.