



Government of Bermuda
Ministry of Public Works
Department of Works and Engineering

Addenda
For
KINDLEY FIELD BOAT RAMP REPAIR

Procurement No.: **2024-006Q-MPW**

Issued: **12/16/24**

Submission Deadline: **Mon, 01/20/2025, 03:00 P.M.**

Addenda No. **0002**

Addenda Type: Supersedes information contained in the RFQ

The following addendum supersedes information contained in the solicitation document issued for this procurement to the extent referenced. This Addendum forms part of the solicitation documents and will be subject to all the conditions set out in the contract conditions.

Bidder's Questions (Q) and Government's Responses (A) are shown below.

Dear Proponents,

Ref: 2024-006Q-MPW Kindley Field Boat Ramp

This Addendum #2 contains (3) pages including this front page.

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

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

PART 1 – Clarifications and Revisions

1. The submission deadline is extended by 3 days. The new key dates are as follows:

Issue Date of RFP	Monday December 16, 2024
Pre-Bid / Site Meeting	Monday, January 06, 2025 10:00 AM Monday ,January 13, 2025
Deadline for Questions	Wednesday January 15, 2025
Deadline for Issuing Addenda	Friday, January 17, 2025
Submission Deadline	Thursday January 23, 2025 03:00 PM
Rectification Period	5 business days
Contract Negotiation Period	14 calendar days
Anticipated Execution of Agreement	Monday February 10, 2025

2. The drawing's indicate the presence of "existing bedrock". It is believed that the area is compacted fill material, and no bedrock will be encountered. Proponents should expect to excavate the existing concrete and re-grade the existing fill. If additional fill material is required, it will be handled on a cost plus basis.

3. The top of the textured slope is to be at elevation +2'0" ordinance datum, and descend at a slope of 1:8 for a length of 39'7". This brings the toe of the ramp to elevation -2'9" O.D. Note that a longer slope and deeper toe is preferable to coming up short/shallow.

END OF PART 1

PART 2 – Questions from Proponents

1. Q) what is the maximum tare weight for the proposed boat ramp?

A) Design for slabs like this are done for wheel and axle weights, rather than vehicle tare. The boat ramp, as designed, is considered suitable for an axle weight of 10t. Vehicle tare is not believed to impact the construction of this ramp; all geometry and materials are specified in the drawings and notes.

END OF PART 2

End of Addenda No:0002