

**Request for Quotation (RFQ)  
For the service provision of  
Upgrade of the Wintrip road and road to  
Bilawatra village  
Ref [2021\_RO\_F\_PRC\_010.1]**

RFQ Issue Date: 5 January, 2022

Clarification deadline date: 12 January 2022, 2pm

Bid submission Closing Date: 19 January 2022, 1pm

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## A GENERAL REQUIREMENTS

Quotations are invited for making road to the Bilawatra village accessible, from Brownsweg all the way to Nieuw Jacob Kondre.

The company’s detailed requirements are defined in the Technical Specification.

## B BACKGROUND TO THE BUSINESS REQUIREMENT

This scope is related to the recent road blockage that occurred by the community at Saramacca. The traffic flow from SM ROM to the Feeder and vice versa was blocked by the community on the 27<sup>th</sup> of December 2021, demanding an engagement from RGM to fix some major bad spots on the public road to Nieuw Jacob Kondre. A survey was done by CRD, Engineering and Operations of the public road condition. The road consist of various failure modes in terms of major traffic ruts, erosion gullies, deep potholes, damaged wooden bridges, which need immediate attention.

**Figure 1 – Showing the extent of the road Brownsweg – Bilawatra village.**



The scope of this work is to include the following;

1. Mobilization of two backhoes and 1 dozer to commence with culvert installation, minimum bush clearing and loading of materials;

2. Grading of the road surface
3. Placement of 6 culverts: 3 of the 36” culverts and 3 of the 12” culverts
4. Placement of two 22” black pipes of 10m length each at two different spots
5. Backfilling of 6 major potholes, 2 of them are near the village. Material (rock/laterite) and compaction is required.
6. Repair/upgrade of 2 wooden bridges
7. Mud clean-up and re-sloping of the area for drainage control at 6 locations

## **C TECHNICAL SPECIFICATION**

### **Ad2: Grading**

Grading of the whole road, approximate 46km from the Brownsweg intersection to the Bilawatra village. Most of the water reports to the north side of the road, so the road should be slope to the drainage side.

**Picture 1: Showing a major erosion gullies through the middle of the road**



**Ad3: Culvert installation:**

Throughout the road alignment, three 36” culverts and three 12” culverts should be installed to replace small wooden bridges, see Picture 2. The culvert invert elevation is to be determined, but the culvert will require a minimum of 1.5 meter coverage above the culvert structure. The length of all the culverts are 12m. Details of the recommended culvert installation are provided in the Appendix (section 4).

***Picture 2: Wooden bridge need to be replaced with 36”culverts***



#### **Ad4: Black pipe placement**

Water is ponding on the south side of the road at 2 separate locations and is crossing the road during heavy rain. By digging a 1-1.5meter trench and placing a 10m long 22” HDPE pipe the water can flow to the northern side, without flowing over the road, see Picture 3.

***Picture 3: Showing the water trapped on the south side of the road***



**Ad5: Backfilling of 6 major potholes**

Drain all the water from these holes by cutting a trench to the drainage side and clean-up of the mud in situ should follow. Backfill the area with laterite from a borrow source close by, with the surface sloped towards the drainage channel. Compaction is required.

***Picture 4: Showing one major pothole***





**Ad6: Repair/Upgrade of 2 wooden bridges.**

Some of the wooden bridges along the road are in a bad state, and need some upgrade to certain level of stability and safety. The plan is replace some of the rotten blocks with new blocks. On top of the horizontal blocks, geotextile will be place prior placing laterite as a surface layer. The surface should be crowned with a max thickness of 25cm and on the edges of the bridge two blocks can be placed to keep the sediments in place. Also 4 vertical blocks should be placed to support the structure.



**Ad7: Mud clean-up and re-sloping of the area for drainage control at 6 locations**

Along the road to the village there are several road section which were built flat, with no capping on top of it and the in situ material is full of clay and silt. These sections are muddy with deep traffic ruts, which makes it difficult for vehicles to pass, especially when it rains. Requirement will be mud clean-up, backfill the area with laterite and re-slope towards the drainage side, compaction required. (See Picture 5)

**Picture 5: Bad muddy road condition**



## 2 REFERENCE DOCUMENTS

### **RGM Policies:**

In addition to the services outlined in the specification, the Contractor shall comply with all policies and codes of practice, which can be found in the following locations;

### **Health and Safety:**

HR requirements:

- Police clearance for all contractor's working on site/ RGM projects.
- Medical screening from HCCO – Human Capital Care Outsourcing
- Proof of SOR insurance for all contractors working on site
- Proof of Liability insurance for involved contractor employees and equipment

Health & Safety requirements:

- General induction should be completed.
- All mobile equipment; light vehicles and operators should comply with RGM Mobile Equipment standard.
- All mobile equipment to be used for this project will need to undergo an RGM equipment inspection first.
- Contractors should adhere to the IAMGOLD golden rules and Core Safety Values.

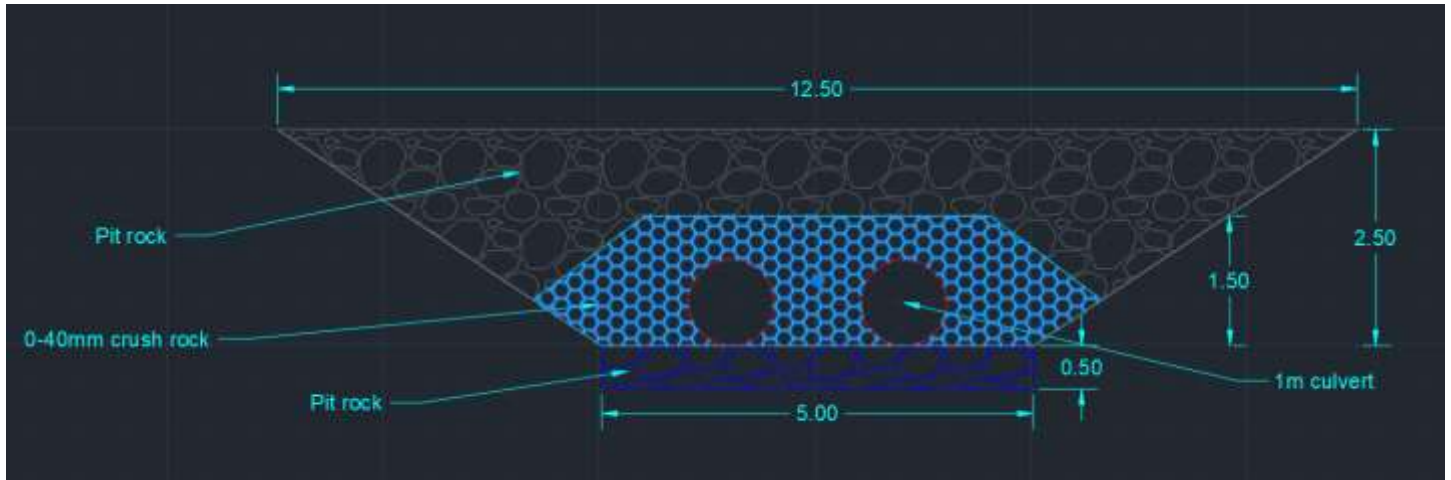
### **3 BILL OF QUANTITIES**

The costs should be broken down into components with a full description of each component and its associated costs. Quantities and distances are subject to change. The BOQ will be attached to this document

## 4 APPENDIX

The following figures show the steps and progression of installation:

### General install section of primary Culvert install



## 5 FACILITIES

### **Facilities to be provided by the contractor**

- Equipment and material needed to perform tasks
- Fuel for the equipment and all related transport. Have the fuel quoted separately per equipment and Light vehicle that will be utilized for the estimated duration of the project.
- PPE for involved contractor employees
- Transport from own facility to project site and vice versa. Equipment mobilization cost to be quoted according to the BOQ.
- Lodging during the project period. Need to be quoted separately for the estimated duration of the project.

**At invoicing stage, the contractor shall follow the instructions as per Memo “Invoicing Procedures – Timesheets”**