GOVERNMENT OF BERMUDA

Ministry of Public Works and Environment

May 14, 2026

Dear Proponents,

Ref: 44-28-75-04-N Swing Bridge Replacement

This Addendum #6 contains (9) 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.

PART 1 – Questions and Responses

<table>
<tr><th></th><th>Question</th><th>Response</th></tr>
<tr><td>1.0</td><td>Could you please confirm the weights for each of the spans?</td><td>As requested for the purpose of initial logistics information only, the estimated span weights of the steelwork only can be taken as follows:
<table>
<tr><th>Span</th><th>Weight (kg)</th></tr>
<tr><td>S1 (A1 to P2)</td><td>45,000kg</td></tr>
<tr><td>S2 (P2-P3)</td><td>50,000kg</td></tr>
<tr><td>S3 (P3-P4)</td><td>50,000kg</td></tr>
<tr><td>S5 (P5-P6)</td><td>55,000kg</td></tr>
<tr><td>S6 (P6-P7)</td><td>50,000kg</td></tr>
<tr><td>S7 (P7-A8)</td><td>45,000kg</td></tr>
<tr><td>Lift Span (P4-P5)</td><td>240,000kg</td></tr>
</table>
It will be for the individual contractors to verify these and undertake detailed take-off of quantities and weights of elements once the full Works Information package is provided.</td></tr>
</table>

2.0	Is UK Export Finance support being sought for this project, and thus subsequent UK content requirements associated with the scheme?	The Government of Bermuda is not seeking UK Export Finance support for this project. We do not impose any UK content requirements. We place no restrictions on proponents from participating in this or similar schemes, but will not assume responsibility for eligibility/compliance.
3.0	When do you want the bridge to start delivering? Erection complete?	The Government will be ready to hand over the site upon execution of the Agreement (estimated October 28th 2026). Preparations are already underway to create the necessary laydown and working areas on the south side of the bridge, and more details about this will be included in the Works Information Package. Proponents will have broad discretion to schedule the deliveries of materials and components to suit their construction/erection methods, be it front loaded, just-in-time, or somewhere in-between. The Government is seeking efficient project delivery, and this should be reflected in the Programme (mandatory submission requirement). That said, we do not have a hard deadline for completion and do not require a highly compressed schedule.
4.0	Could you please confirm whether the Government intends to appoint (or has already appointed) an independent Engineer or independent construction supervision team for this project? Additionally, we would like to understand the scope of their role during design review, construction, and commissioning.	The Government intends to appoint an independent Engineer to administer the contract. The Engineer will have the typical broad authority afforded by the FIDIC contracts. A summary of duties and authority is included in clause 3.1 of the Conditions of Contract and amended by the Particular Conditions. The scope of services may be better appreciated once the full specifications are released to registered parties on April 15th. The Government of Bermuda is planning to issue an RFP for the services of the Engineer in the week of April 13th. Firms interested in the role of the Engineer may choose to register for both RFP's to keep abreast of any changes/amendments. Firms providing design or management services under the main contract will not be allowed to perform the role of the Engineer.
5.0	Will you make the list of GCs and or registered companies public before or after the site visit?	The Government will not be sharing the details of registered proponents. The Meet-and-Greet event is the appropriate opportunity for proponents and contractors to share their details with each other, if they wish to do so. Proponents will be required to undertake their own research and due diligence on contractors and vice versa. The Government of Bermuda, as the client, will remain removed from such discussions. Additionally, the Government has an RFI open to gather information from companies interested in participating as trade specialists during the construction process of the Swing Bridge Replacement. Responses and information gathered during this RFI will be shared with registered proponents of the RFP. The intended purpose of the RFI is to link registered proponents to locally available resources, however it is not restricted to local businesses. Any specialist company (ie erection specialist, hydraulic specialist, heavy fabricators) could submit their information through the RFI, and it will be disseminated to all registered proponents of the RFP.

		The Trade Specialist RFI can be found here: https://www.gov.bm/procurement/rfi-44-28-75-04-o-swing-bridge-replacement-trade-specialists
6.0	Is there a Value Engineering avenue available for bidders to try to combine some constructability items with the design for overall value?	Yes, but within defined limits and through specific channels. The first pathway is described in Appendix D part B Material Disclosures (page 30) reproduced here for convenience: **Request for Changes to Design or Specifications Prior to Submission of Proposal** If the Proponent wants approval of a change to design or specifications prior to tender submittal, he may request the change during the Question and Answers period of the tender process: the question and answer will then be made public allowing all Proponents the same deviation from design or specifications. If submitting a request for change, please include a clear description of the proposed change and what it replaces, technical justification for the change, and assertion that the design intent and performance requirements are maintained. Alternatively, proponents may demonstrate innovative/alternative construction techniques in the Method Statement portion of their submission. Again, this should include a clear description of the proposed change and what it replaces, technical justification for the change, and assertion that the design intent and performance requirements are maintained. With this approach, the change would not be approved ahead of submission, and the Government of Bermuda is under no obligation to accept an alternative proposal. Proponents may choose to submit two options (as-designed and value-engineered) for consideration. It is also worth noting that an independent check (Category 3) of the existing detailed design has already been performed. Any structural changes would need to be re-checked, the cost of which would be borne by the proponent. Deviation from the construction sequence (3502-RAM-SB-XX-DR-CB-30201 to 3502-RAM-SB-XX-DR-CB-30204) may alter the built-in stresses and require re-checking. Value-engineered changes proposed after contract award would be subject to the variation procedures and design requirements as described in the contract documents.
7.0	Having looked through the Works Information Package there does not seem to be a formal ITT Document, Scope of Works, or a programme for the return of Tenders. Is the information shared with us complete?	The documents issue to date are complete. The Works Information Package is to be read together with the documents published on the Government's procurement website. The formal Invitation to Tender is Part 1 of the main RFP document. This section also includes the return of tenders; 1.5 Submission of Proposals. The scope of works is described in Appendix D – RFP Particulars, section A titled "Deliverables".

8.0	Could the level of performance bond be changed?	Question received – we are reviewing the performance security requirements and will provide an answer in separate addendum.
8.1	Is there a payment component to the performance bond?	As it is currently written, no. This may be revisited if the level of cover is reduced (see above).
8.2	Does Bermuda have any lien laws?	No, Bermuda does not have lien laws.
8.3	Do you have any recommendations on bond structure?	Securities can take many forms, and we do not have a stated preference. Surety bonds are common for the expected contract value, and bank guarantees are acceptable. Parent company guarantees are less desirable, but will be assessed individually. Simple structures are preferred, but given the international nature of the Works we are open to intermediaries/SPVs if necessary.
9.0	The following information was requested about Stokes Point - Bathymetry - Dimensions of piers - Channel widths - Historic/record drawings of the pier construction - Route of cables/services crossing the channel	The requested information is included in the documents as part of this addendum. Details of existing services in the area are not available at this time, but inquiries are being made.
9.1	Can we demolish any of the Stokes Point piers?	Yes. Demolition should be complete down to seabed, and work methods should include all appropriate protections for workers and the natural environment. Proponents should also be aware of services in the area, which cross the channel on both sides, parallel to the old bridge alignment.
10.0	Is bathymetry available for Marginal Wharf?	Yes; refer to the included survey information.
10.1	Is Marginal Wharf privately owned? Is there a cost to use it?	The wharf is operated by the Bermuda Land Management Corporation (BLMC) which is a quango. BLMC are aware of the project and ready to support it. Berthing fees may be waived, but the wharf is not intended to be used as laydown. Goods left on the wharf for an extended time may be subject to demurrage.

10.2	Would the Government be interested in modifications to Marginal Wharf to help with larger ship deliveries?	The Government and BLMC are open discussion about modifications. The wharf is used somewhat regularly, so any modifications must be considerate of current and future use.
11.0	What are the Customs arrangements when delivering at Marginal Wharf?	Importers may write to the Collector of Customs requesting permission to land goods at Marginal Wharf, or any other facility not typically staffed. The request should include the vessel information, arrival date, manifest etc. Requests are typically made 1 month in advance.
11.1	Are there associated costs with Customs at Marginal Wharf?	There are no additional fees for clearing customs at Marginal Wharf (or other facilities) within normal working hours. After-hours work may incur a call-out fee.
11.2	Will Customs accept deliveries directly to the site?	Yes, Customs will be able to accept shipments directly to the site.
11.3	What is the timing of customs declaration for duty relief?	Duty relief is applied for at time of import. The Bermuda Customs Declaration form is reviewed, along with the supplier invoices, and verify that the goods are for the intended end-use. A waiver certificate is then issued, which the importer can present to Customs or the shipping agent.
11.4	Can local suppliers benefit from the duty reliefs associated with this project, when contractors make purchases in their shops?	Duty relief can be claimed up to 12 months after import. The importer will need to produce the documentation from the time of import and apply for a refund of duty already paid. Local suppliers may be reluctant to sell their goods 'duty free' before the refund is received. This is not a common practice, and retailers may not have a system in place at the point-of-sale. Overall this process is not well suited to smaller retail purchases, but may be worthwhile if arranged in advance with larger suppliers.
12.0	What are the Government's expectations for project accommodation?	The Government is not in a position to supply accommodation for the project. Proponents must make their own arrangements. Past projects of a similar scale have housed workers in hotel or guest houses. Anecdotally, hoteliers have been pleased to receive long term commitments, particularly over the winter months.
12.1	Would the Government be interested in on-site temporary accommodation? eg shipping container village	The Government and BLMC are open to the concept. Land for this use is limited; a temporary village will not be acceptable on Park land. A possible location is the "Potential Laydown Area" marked in blue on drawing 3502-RAM-SB-XX-DR-Z-30031. Temporary accommodations would be subject to approval by the Department of Planning. More information about that process can be found on their website https://planning.gov.bm/ Zoning and other information can be viewed here: https://bdagov.maps.arcgis.com/home/index.html

13.0	Can we release the Works Information Package to our subcontractors?	Yes, the Works Information Package can be shared with subcontractors as needed. Subcontractors should abide by the same confidentiality as required of the prime proponents.
14.0	Are there fees associated with building permits?	Building permit fees will either be waived or paid directly by the Ministry of Public Works an Environment: no cost to the contractor.
15.0	Do extension of working hours require permits? What are the limitations on working hours?	Proposed site working hours shall be subject to prior agreement with the Bermuda Government Planning Department. Normal site working hours for Contractors are Monday to Saturday – 0730 to 1930 hours. Any working outside of these hours is to be agreed in advance with the Employer. No work on the site shall be undertaken on Sundays or Public Holidays, unless approved in writing by the Overseeing Organisation's Site Representative. Permission for extended working hours will not be unreasonably withheld, but of course will need to consider the impacts of noise, light, and other disruptions.
16.0	Are disposal fees waived?	Yes, disposal fees at Government facilities will be waived.
16.1	Can dredge materials be disposed of at the airport dump?	Yes, the airport waste facility can accept uncontaminated dredge materials, as well as clean demolition waste. Care should be taken during transport not to foul the roadway. Additional relevant information can be found at the following links: https://www.gov.bm/solid-waste-management https://www.gov.bm/commercial-waste
16.2	Are contaminated soils expected?	Contaminated soils are not expected. If contamination is discovered, remediation and proper disposal will be treated as a variation.
17.0	When does the design of Contractor designed parts need to be submitted?	Please refer to the following documents: Procuring Entity Requirements: Submittals Section 9 of the Hydraulic Specification
18.0	Where is the location of the Transformer room?	The proposed transformer room and trench route is marked in the attached drawing PL-SB-150.
19.0	Can painting systems be proposed?	Three acceptable Type II paint system are described in the Civil and Structural specification document 3502-RAM-XX-XX-SP-CB-30111. This document references paint numbers defined in the Specification for Highway Works series 1900. Recognising the ongoing advancements in coating technologies, demonstrably superior products/systems may be proposed as a value-add.

19.1	Would Fluoropolymer paint systems be permissible as alternatives?	The Government would consider alternatives should these be demonstrated to be able to be more durable with longer life to maintenance, this would include Fluoropolymer paint systems. Incidentally we understand that these are now part of the accepted paint systems adopted in National Highways SHW since the original specifications were written.
19.2	Can weathering steel be proposed?	Weathering steel will not be accepted as an alternative material.
20.0	Can adequate aggregate be found on island, or is importing necessary?	While local material is available, aggregate is regularly imported for use in concrete and asphalting. Local suppliers will be well positioned to assist in sourcing quality material for the project. There have been cases of AAR in the past, so particular attention should be paid to reactivity.
21.0	Will the government accept temporary blocking to waterway traffic during construction?	Yes, we recognise that this is unavoidable. Efforts should be made to maintain access for small vessels whenever possible. Marine activity should be coordinated with the Maritime Operations Centre (MarOps) and Rescue Coordination Centre (RCC), formerly Bermuda Radio. These bodies are ready to support the project and can issue Notice to Mariners whenever the marine channel will be closed, or for any other relevant reason.
22.0	What are the government's thoughts regarding a temporary trestle or bridge to provide access for marine works, spanning over the shoreline and terminating within the project site? (may span over protected species)	Generally this would be acceptable. We would consider this from the perspective of ecological impact; a trestle could reduce the amount of spudding and propwash from barges over the project duration and contain foreshore activity to one location. Proposals should include justification for this approach, as well as environmental impacts and mitigations, and how it compares to the alternative (barge based work). Any temporary works of this nature must be fully removed upon completion.
23.0	Are there permit requirements for work near the airport (tall cranes, drone flying etc.)	This falls within the authority of the Bermuda Civil Aviation Authority. The airport operator, Skyport, would be involved as well. The Airport Control Protection Area uses the ICAO Annex 14 Obstacle Limitation Surfaces, and is defined in Chapter 25 of the Bermuda Plan 2018, available for download at https://planning.gov.bm/index.php/bermuda-plan-2018/ Past determinations set the allowable height at 46.99m (154.2') above sea level. Within this height we expect simple consultation/notification will be sufficient, rather than formal permitting. The crane was required to fly a red and white flag on top of the boom. Barge cranes must lower their boom when transiting Ferry Reach. Aerial Work Permission may be granted for drone pilots to operate within the St George's No-Fly zone. This requires an application form, Class 3 FAA medical certificate, third party liability insurance for Bermuda and territorial waters to the minimum amount of 1,000,000 SDRs, and a documented operating procedure. Once this is reviewed and accepted, the pilot must pass an Air Law Quiz and complete a demonstration flight. A list of Aerial Work Permission holders and map of the no-fly zones are available on the BCAA website https://www.bcaa.bm/

24.0	Is everything of the old bridge to be demolished to seabed?	The approach piers are to be demolished down to seabed. The pivot pier is to be demolished to 300mm below seabed. The south abutment is to be demolished to seabed, and the foreshore re-graded to a natural state. The north abutment is to be re-graded down to the level of the adjacent dock in such a way as to allow access to the operator's cottage.
25.0	What special surfacing is on lift span?	Hot rolled asphalt, grading and binders per SHW specification append 7/1.
26.0	What electrical requirements or conduits etc are installed within lift span?	None.
27.0	Are nose locks required eg for wind vibration or surges?	Not required, by design.
28.0	Is there a specific manufacturer for the barrier?	No there is not as it is a completely bespoke barrier.
29.0	Why not using a wireless system rather than cables?	Wireless system is less reliable and more sophisticated. The risk of intentional or accidental damage to the cables was evaluated as very low.
30.0	Can the submission deadline be modified by two weeks?	Yes – the key dates in section 1.4.1 are updated as below.

This Question and Response table will be updated and re-issued (via separate addenda) as more questions are received.

END OF PART 1

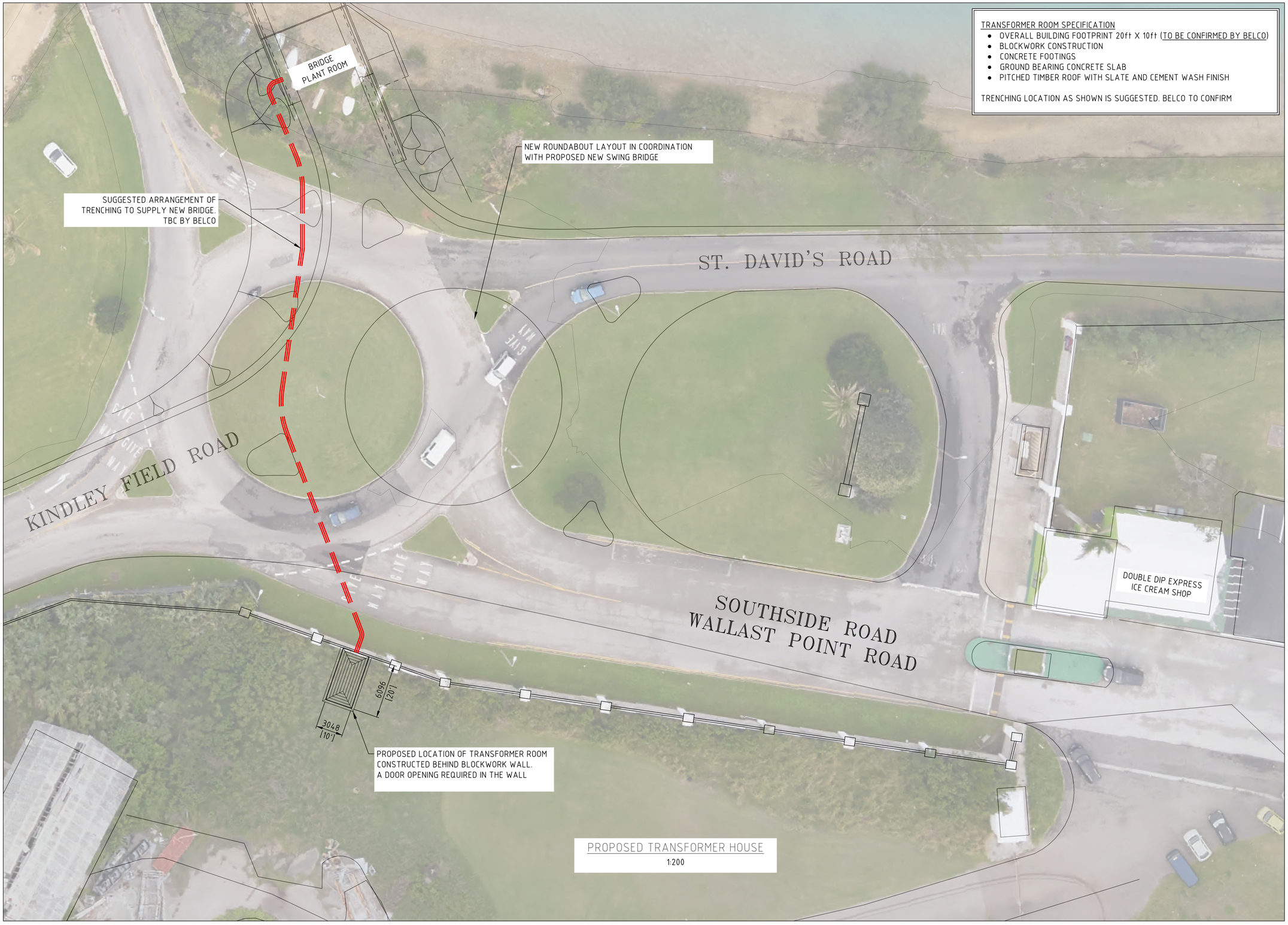
PART 2 – Additional Information

An extension of time of two weeks to the submission deadline has been requested and agreed to.

Issue Date of RFP	Wednesday March 25, 2026
Registration Opening Date	Wednesday March 25, 2026
Release of Works Information Package to Registered Proponents	Wednesday April 15, 2026
Pre-Bid / Site Meeting	Friday May 08, 2026 09:00 AM
Sub-Contractor Engagement Meet and Greet	Friday May 08, 2026 02:30 PM to 6:30 PM
Registration Closing Date	Wednesday June 10, 2026 03:00:00 PM
Deadline for Questions	Wednesday June 17, 2026
Deadline for Issuing Addenda	Wednesday July 8, 2026
Submission Deadline	Wednesday July 29, 2026 03:00:00 PM
Rectification Period	10 business days
Anticipated Ranking of Proponents	Wednesday September 2, 2026
Contract Negotiation Period	28 calendar days
Anticipated Execution of Agreement	Thursday November 12, 2026

The slides from the meeting are included in this addendum, for information only.

END OF PART 2



PROPOSED TRANSFORMER HOUSE

1:200

TRANSFORMER ROOM SPECIFICATION

- OVERALL BUILDING FOOTPRINT 20ft X 10ft (TO BE CONFIRMED BY BELCO)
- BLOCKWORK CONSTRUCTION
- CONCRETE FOOTINGS
- GROUND BEARING CONCRETE SLAB
- PITCHED TIMBER ROOF WITH SLATE AND CEMENT WASH FINISH

TRENCHING LOCATION AS SHOWN IS SUGGESTED. BELCO TO CONFIRM

THE MINISTRY OF PUBLIC WORKS

P.O. Box HM525
Hamilton HMCX Bermuda
Phone: (441) 295-5151

DEPARTMENT OF WORKS AND ENGINEERING

Fax: (441) 295-5658

ISSUED FOR: INFORMATION

AMENDMENTS:

NO	REVISION	BY	APP	DATE
A	FOR INFORMATION	CF	AK	25/11/25

SCALE: AS SHOWN AT ANSI D

SURVEY
PREPARED BY: . DATE: .

DESIGN
PREPARED BY: . DATE: .
CHECKED BY: . DATE: .

DRAWING
PREPARED BY: C FRASER DATE: 25/11/25
CHECKED BY: A KENNY DATE: 25/11/25

APPROVED BY: . DATE: .

PROJECT NUMBER:
44-21-76

PROJECT NAME:

SWING BRIDGE REPLACEMENT

ST GEORGE'S

SHEET TITLE:

TRANSFORMER HOUSE PROPOSODE ARRANGMENT

SHEET NUMBER: PL-SB-150

REVISION: A

The information contained in these presentation materials is provided for general reference and convenience only. It does not constitute a formal part of the procurement process and does not supersede, amend, or override any information published in the RFP documents (RFP No. 44-28-75-04-N) or any addenda issued by the Ministry of Public Works and Environment. In the event of any conflict or ambiguity between these materials and the RFP documents, the RFP documents shall prevail. Proponents are responsible for reviewing all issued procurement documents in full. Any conflicts, ambiguities, or requests for clarification may be submitted in writing to the RFP Contact by the deadline for questions.

SWING BRIDGE REPLACEMENT

Pre-Bid / Site Meeting

Friday, May 8, 2026

St. George's Parish, Bermuda

Ministry of Public Works and Environment | Department of Works and Engineering

RFP No. 44-28-75-04-N | Issued March 25, 2026

Meeting Agenda

Today's schedule

Project Overview & Background	Austin Kenny
Three Deliverables	Austin Kenny
New Bridge Description	Steve Thompson
Mechanical Design & Contractor's Role	Consuelo Bottamedi
Site Constraints	Craig Fraser
CEMP	Craig Fraser
RFP Structure	Austin Kenny

- Submission Requirements
- Evaluation Criteria
- Key Dates

Q&A
Site Walk

Project Background

Existing Bridge

1964 – Built by Works & Engineering
1991 – Strengthening works
2002 – Refurbished
2011 – Closed to marine traffic
2017 – Short term repairs
2023 – Short term repairs
2024 – Short term deck repairs

Project Background

Existing Bridge

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1991 – Strengthening works
2002 – Refurbished
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2017 – Short term repairs
2023 – Short term repairs
2024 – Short term deck repairs

Project Background

Existing Bridge – MAIN GIRDERS

BEFORE

AFTER

Project Background

Existing Bridge – TRANSVERSE BEAMS

BEFORE

AFTER

Project Background

Existing Bridge – DECK

BEFORE

AFTER

Deliverables

Key Information

01 New Bridge Construction

- Civil & structural works, piling, abutments, piers, superstructure
- Contractor Designed Portions (CDP): electrical, hydraulic & control systems
- Supply, fabrication, transport, erection and integration of all components
- Roundabout realignment at Kindley Field Road
- Training of bridge operators & maintenance personnel
- Testing & commissioning

Deliverables

Key Information

02 Old Bridge Demolition

- Demolition after new bridge is commissioned and operational
- Priority: Spans 5, 6 & 7 and Pier 5 (blocking new navigation channel)
- Superstructure from expansion joint to expansion joint
- Piers down to seabed level; pivot pier to 300mm below seabed
- South Abutment to natural grade; North Abutment to dock level

Deliverables

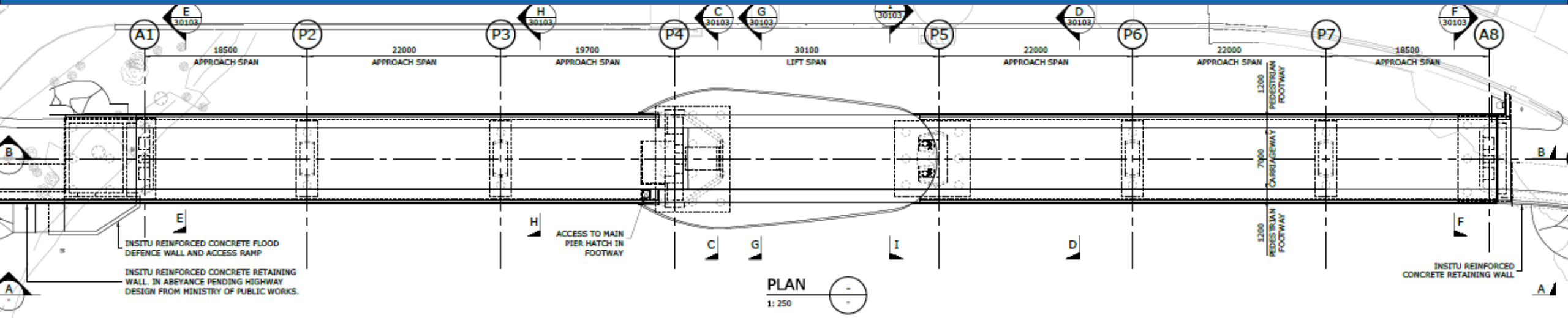
Key Information

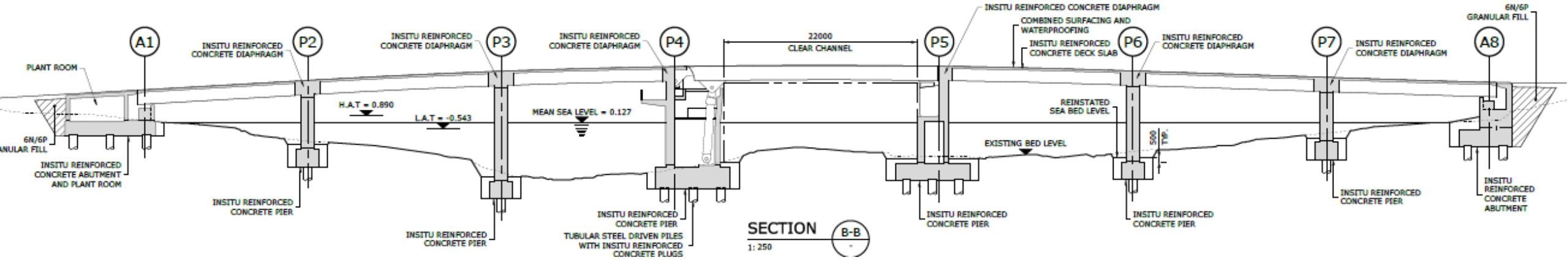
03 New Bridge Maintenance

- 2-year post-completion routine and emergency maintenance
- Repair of mechanical, hydraulic and electrical systems
- Supply of specialty tools required for installation, maintenance, and inspection
- Maintenance written reports throughout the period
- Additional training of maintenance personnel before end of maintenance period

New Bridge Design Background

General

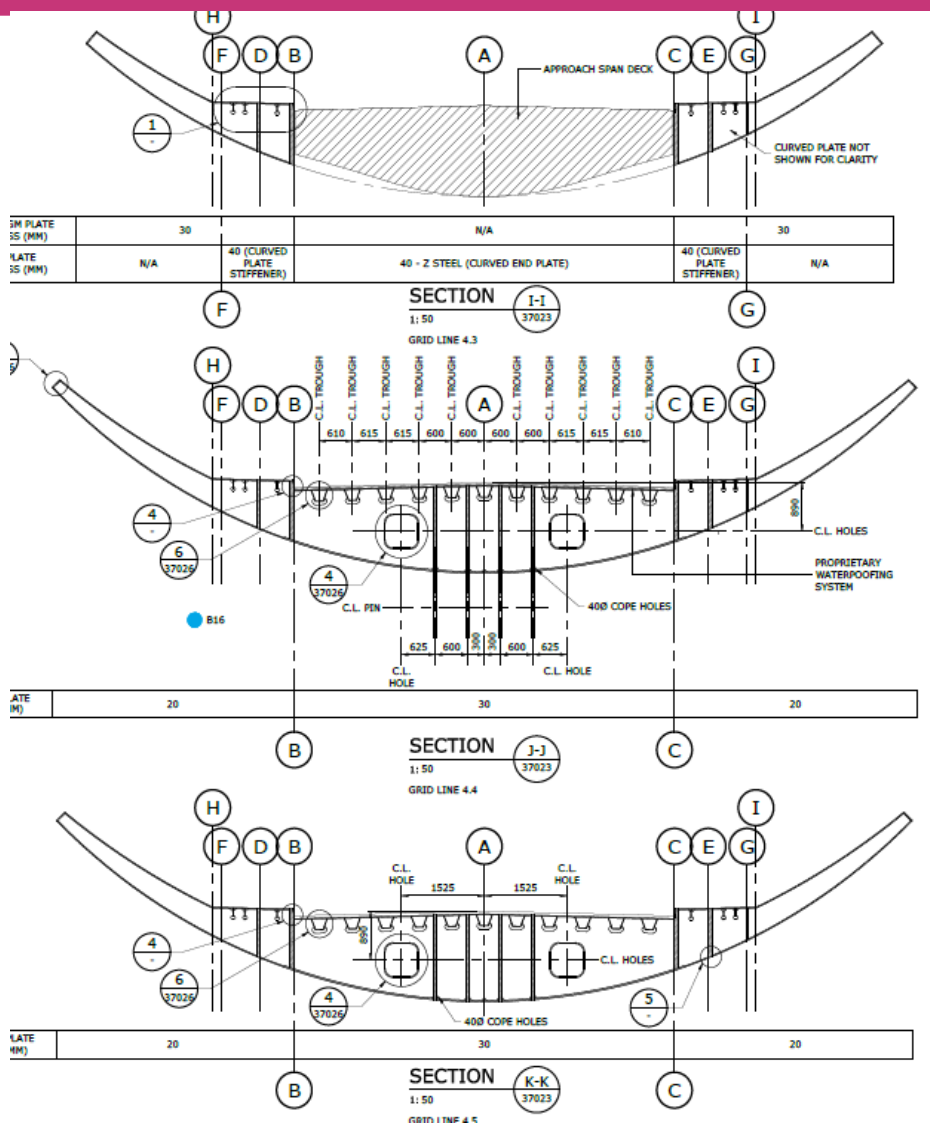




- 7 span; approaches 18-22m; lift span 31m
- Design for durability, quality, and maintainability
- Monolithic pier/deck connections
- Bearings only for lift span and abutments
- Design to Eurocodes
- Specification for Highway Works 2019

New Bridge Design Background

Superstructure

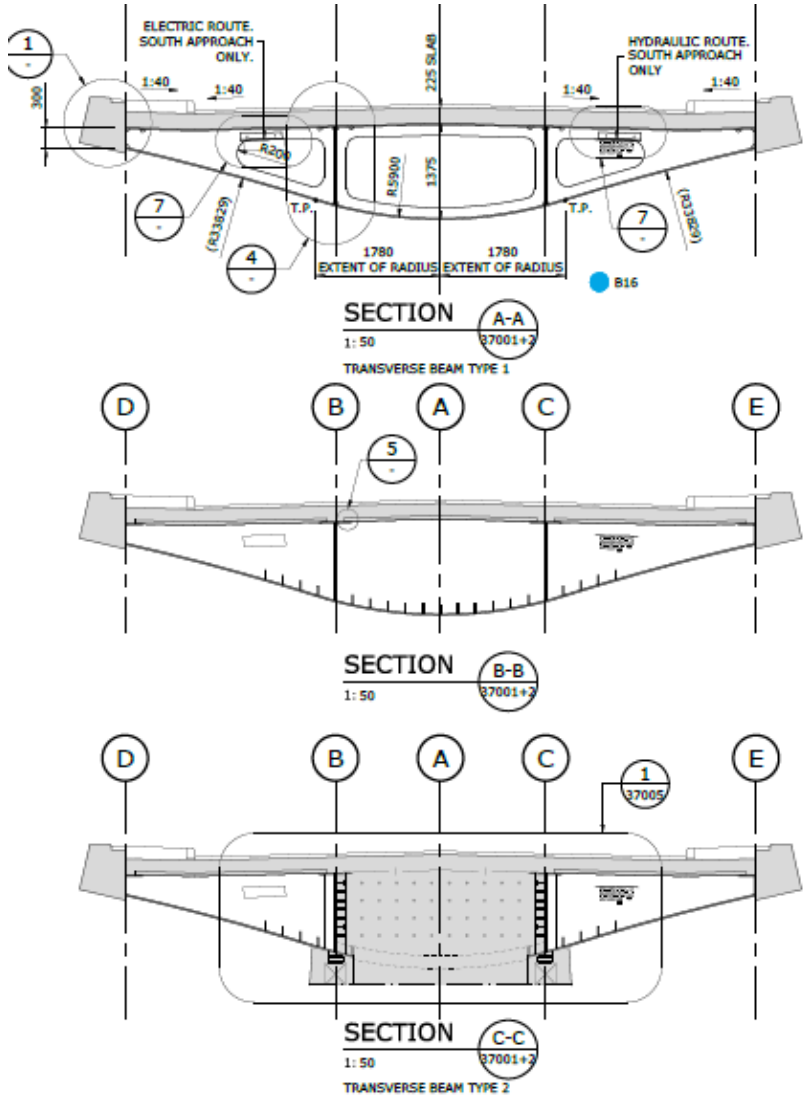


LEFT – Lift Span

- Curved stiffened box design for long term durability
- Fully welded splice connections
- Orthotropic steel deck – trapezoidal stiffeners
- Twin cylinder clevis plates integrated
- No counterweight

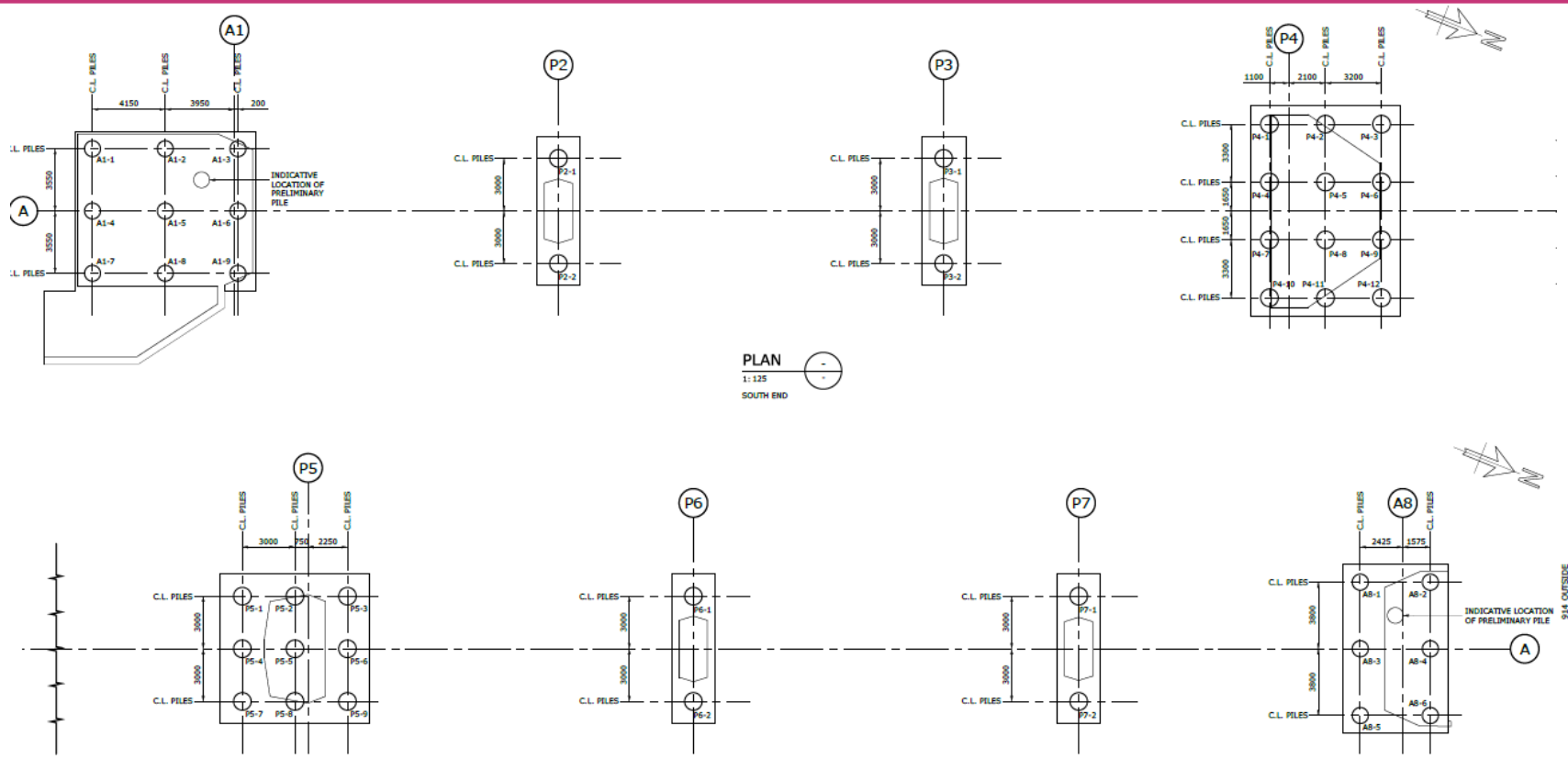
RIGHT – Approach spans

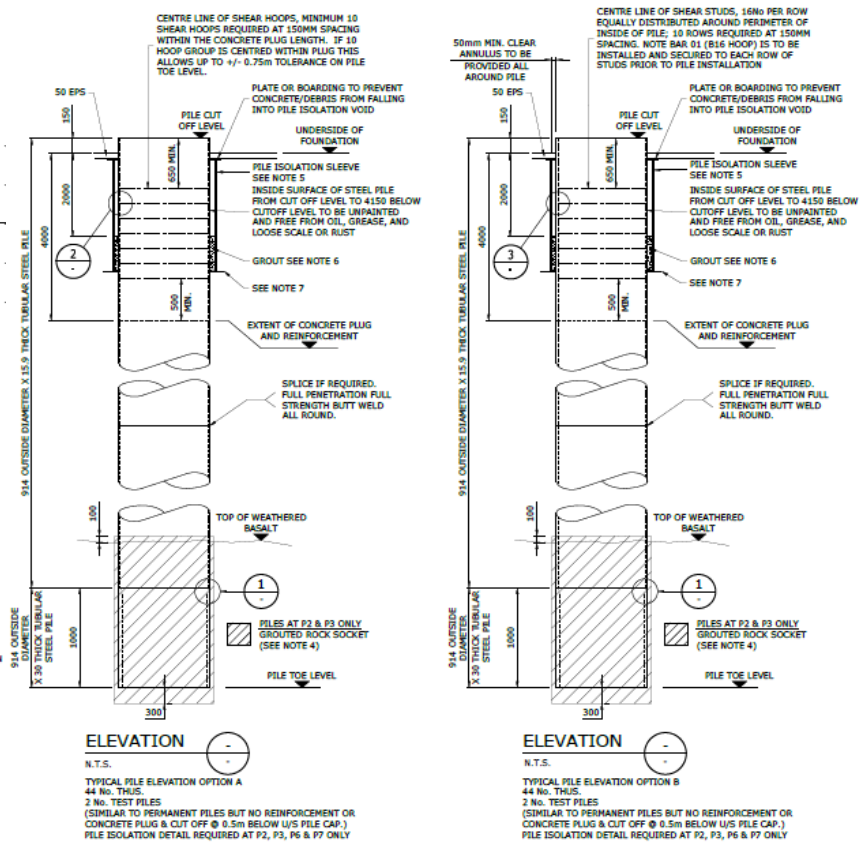
- Composite box design
- Curved steel stiffened soffit with longitudinal webs and transverse frame diaphragms – internal access
- Fully welded splice connections
- Steel sections erected on temporary jacks, welded splices
- Monolithic steel to RC pier diaphragm cast
- EMJ permanent formwork to RC deck

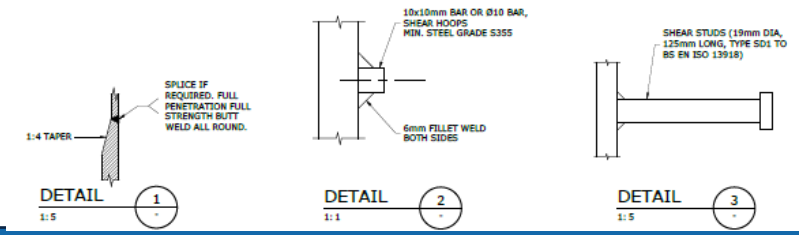


New Bridge Design Background

Piling



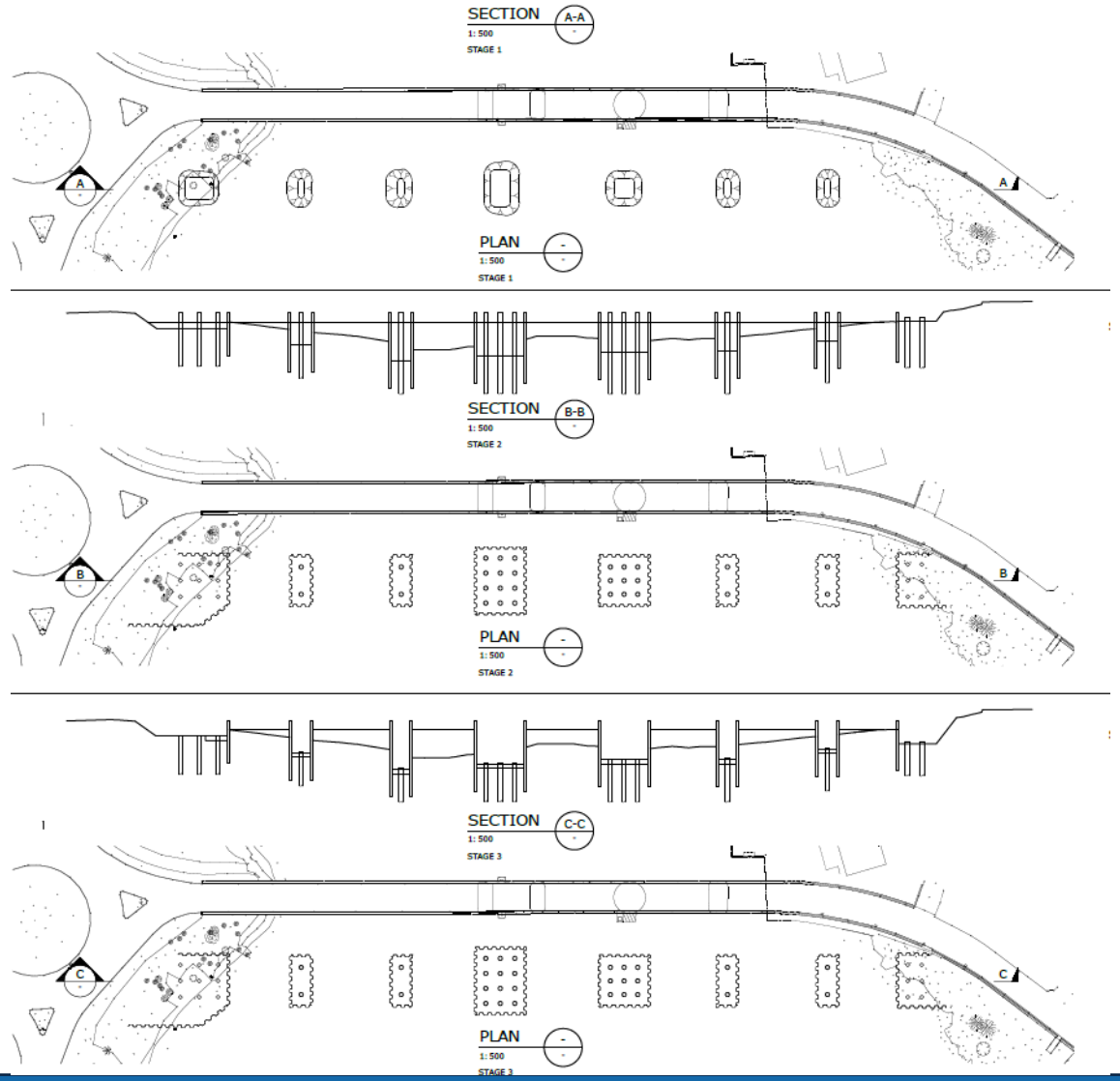




914mm diameter driven piles to depth; 15.9 thk + 30thk at base
Reinforced top 4m with shear key options
Isolation sleeves required through cofferdam plugs
Rock socket drill and grouting for P2 and P3

New Bridge Design Background

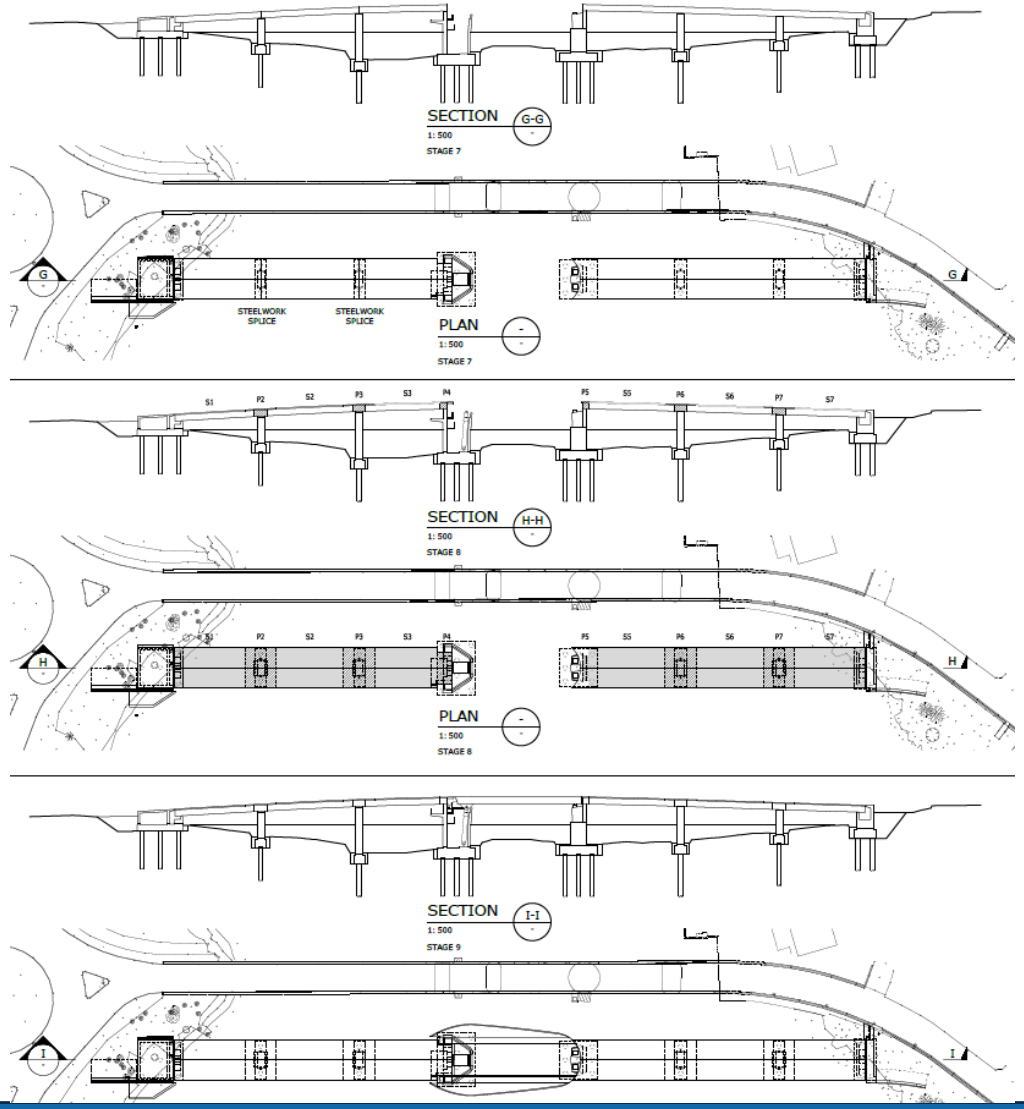
Construction Sequencing



- Install test piles and pre-excavation for piers
- Drive permanent piles into rock (P2&P3 drill and grout rock socket)
- Install temporary cofferdams & plugs
- Excavate / de-water coffer dams
- Cut off piles, construct pile plugs
- Construct pilecaps, piers and abutments

New Bridge Design Background

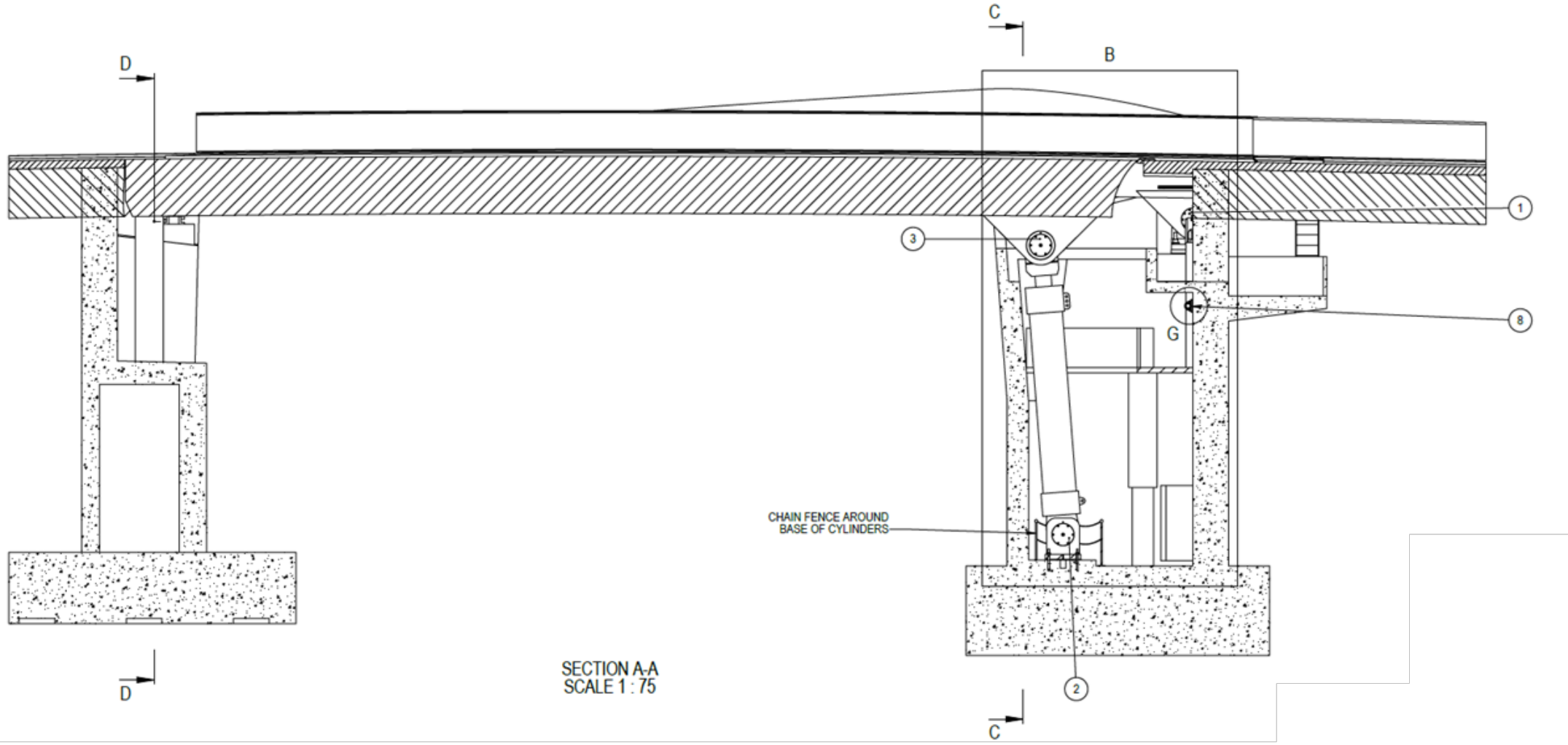
Construction Sequencing



- Remove temporary cofferdams
- Install M&E equipment abutments
- Install abutment bearings and temporary jacks at piers
- Erect approach span steelwork & weld connections
- Cast RC deck / pier diaphragms
- Cast RC deck slabs (refer sequence)
- Lift span bearings and cylinder installation
- Access platforms installation
- Install lift span pivots and erect lift span
- Finishings (String course , waterproofing, surfacing, parapets etc)
- Remainder M&E equipment installation
- Commissioning
- Opening to traffic
- Demolition of old bridge

Mechanical Design & Contractor's Role

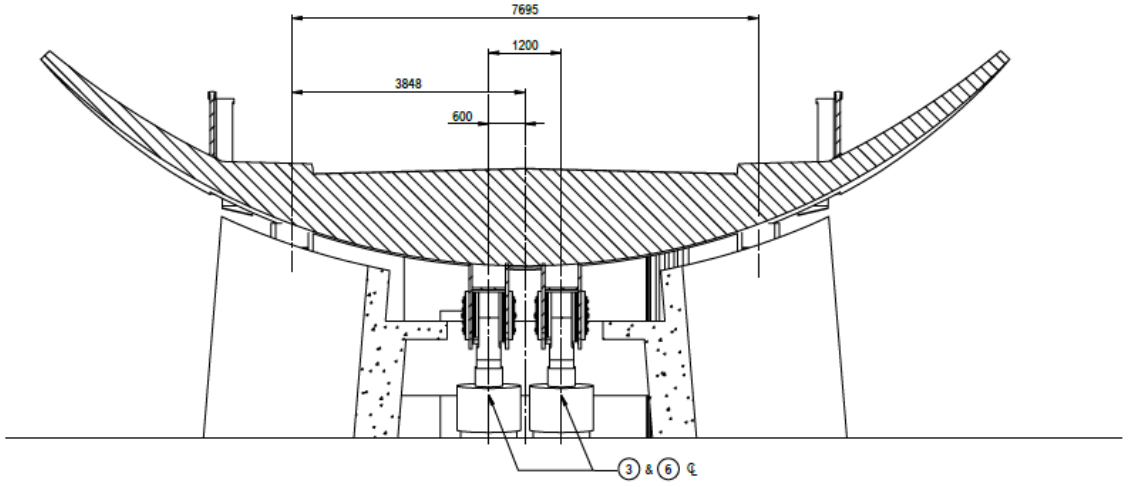
Swing Bridge Replacement



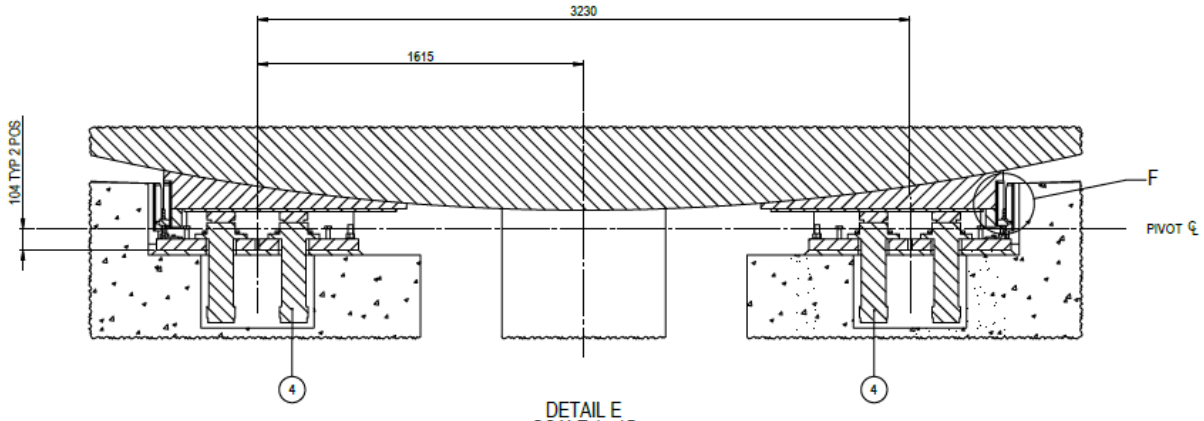
SECTION A-A
SCALE 1 : 75

Mechanical Design & Contractor's Role

Swing Bridge Replacement



SECTION C-C
SCALE 1 : 50



DETAIL E
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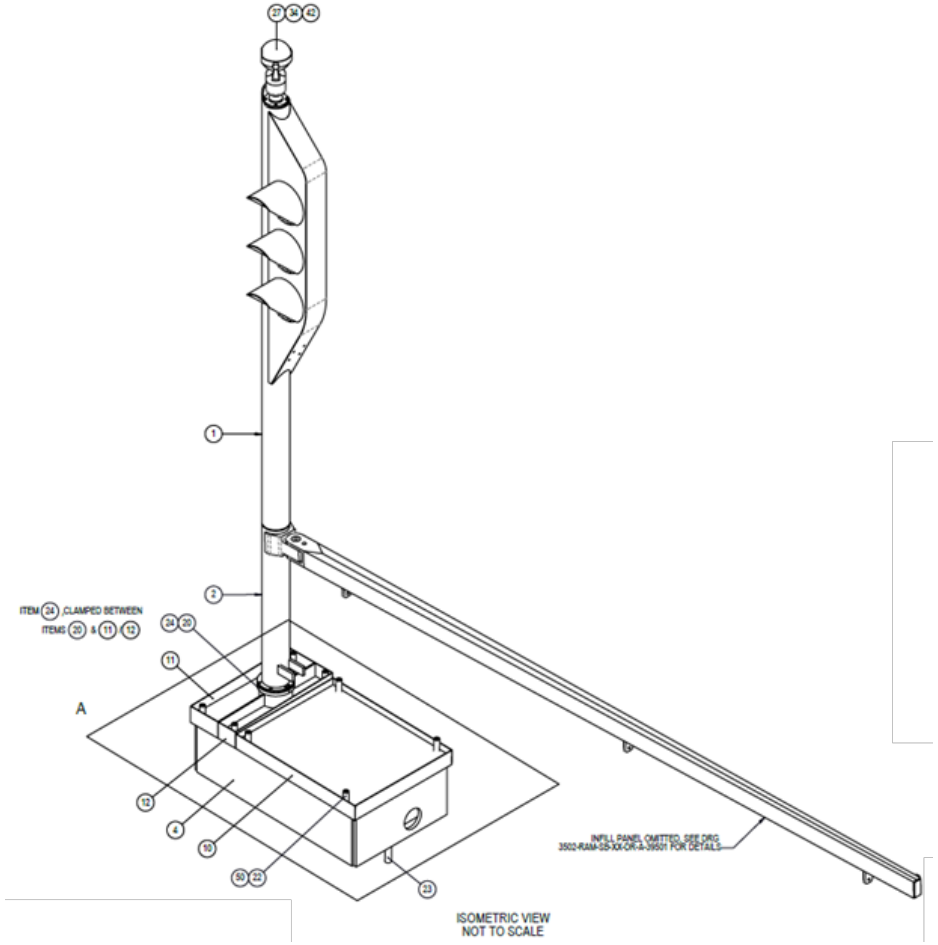
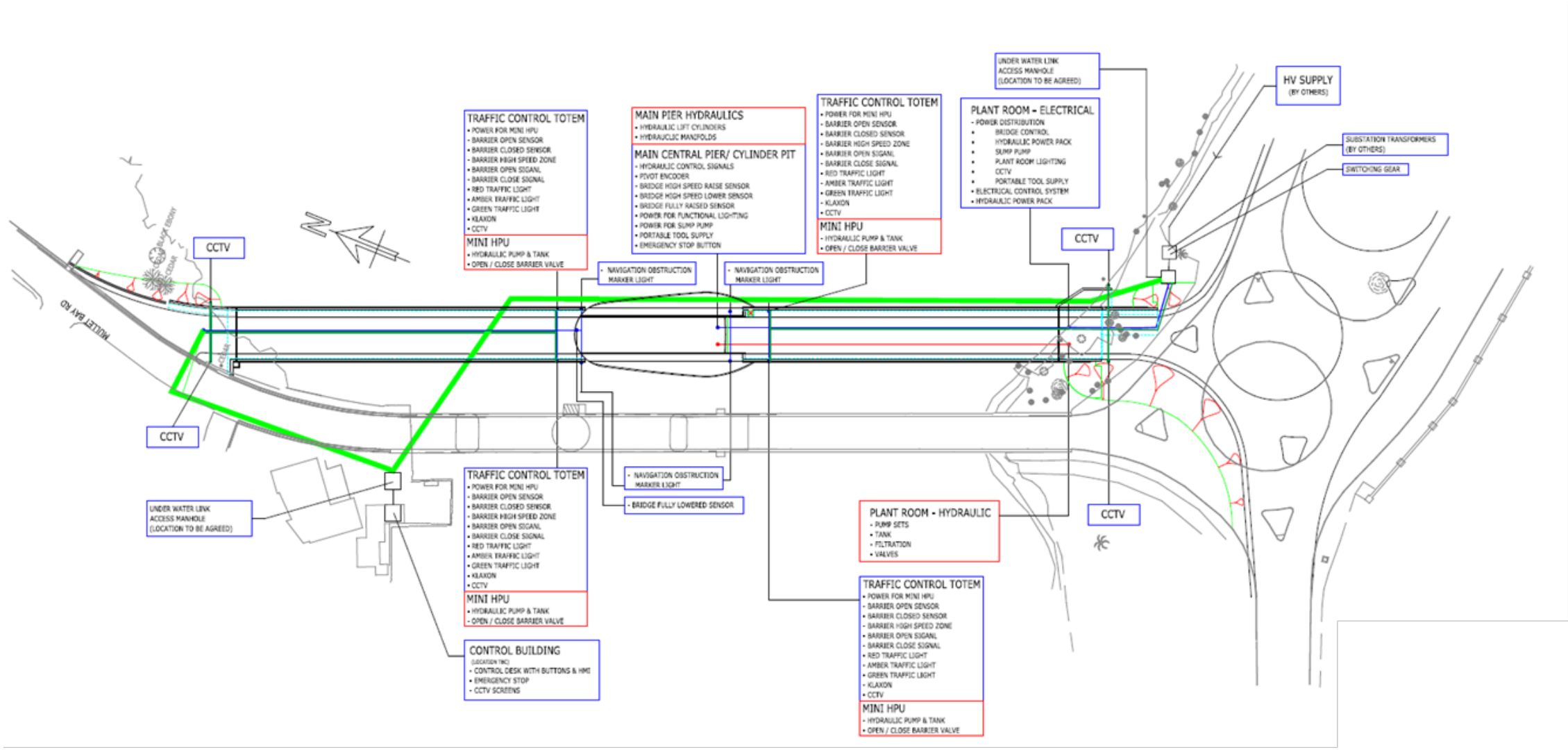


ISOMETRIC VIEW
NOT TO SCALE

Mechanical Design & Contractor's Role

Swing Bridge Replacement



Mechanical Design & Contractor's Role

Swing Bridge Replacement

Full detailed design of the mechanical components has been produced.

- The Contractor is responsible for the complete hydraulic and electrical design.
- The Contractor is responsible for ensuring complete integration of the mechanical, electrical and hydraulic systems into the civil and structural aspects of the project.
- The Contractor shall carry out the training of the operating and maintenance personnel.

Site Constraints

Overall View

Site Constraints

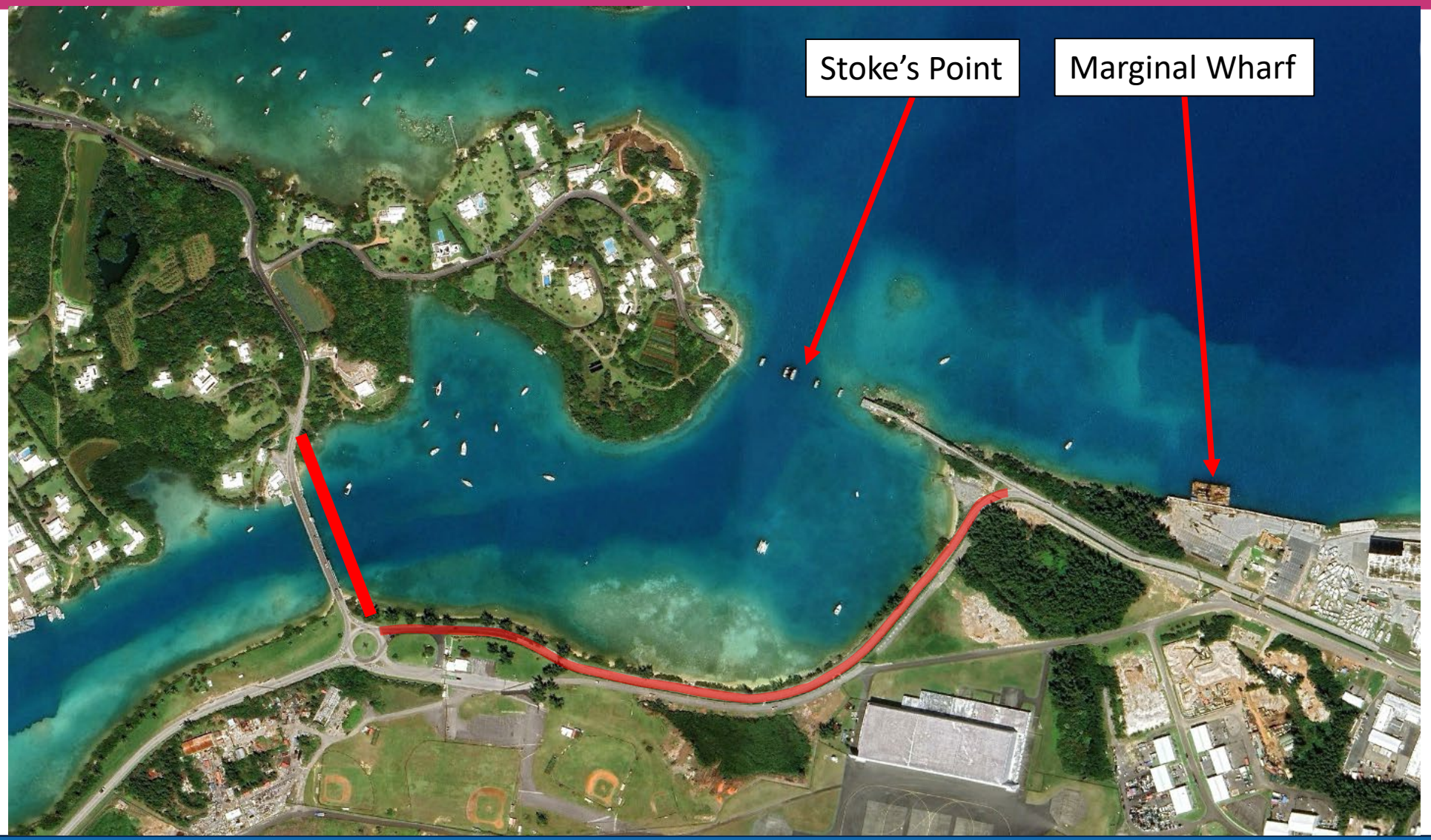
Overall View

Site Constraints

Overall View

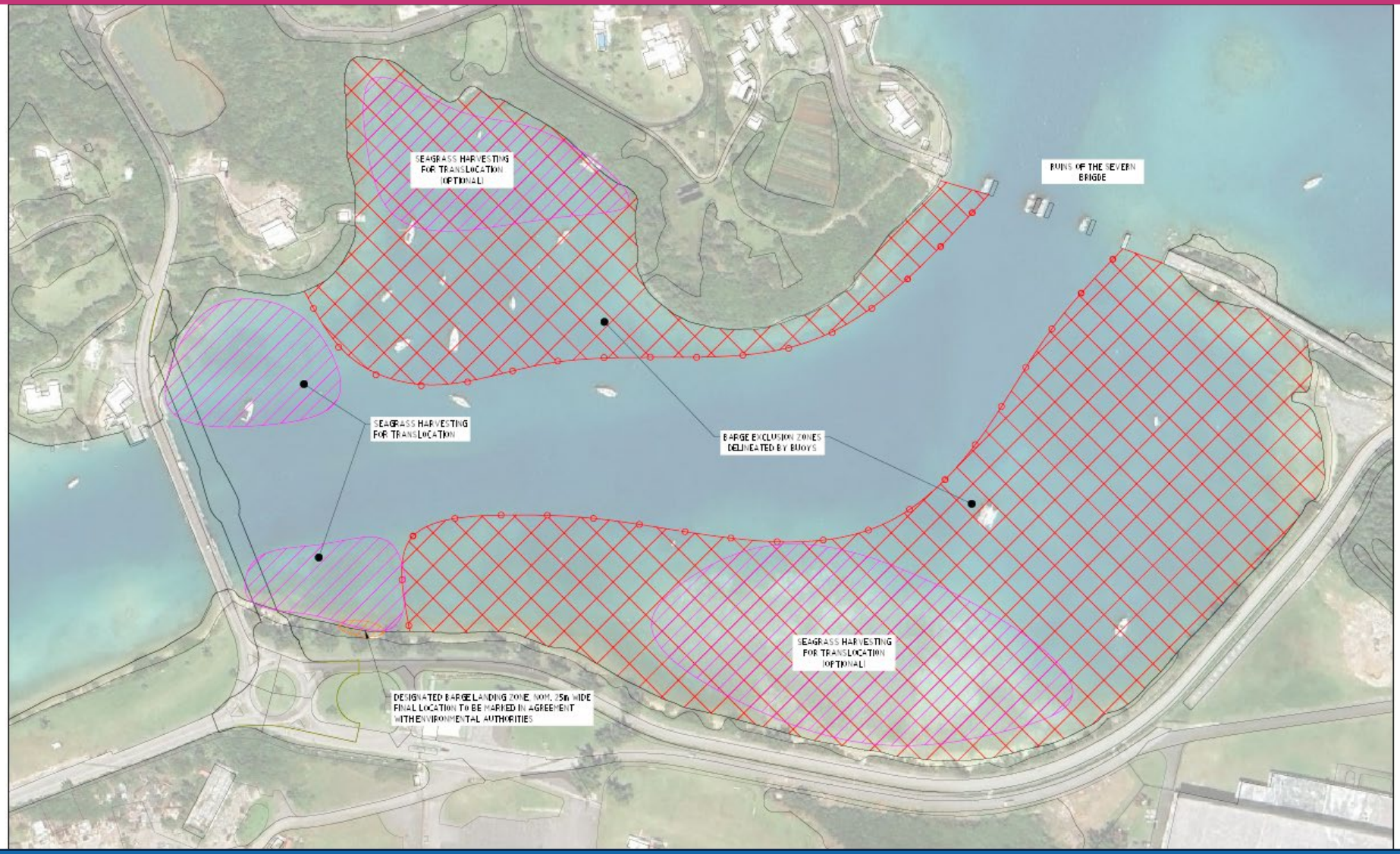
Site Constraints

Overall View



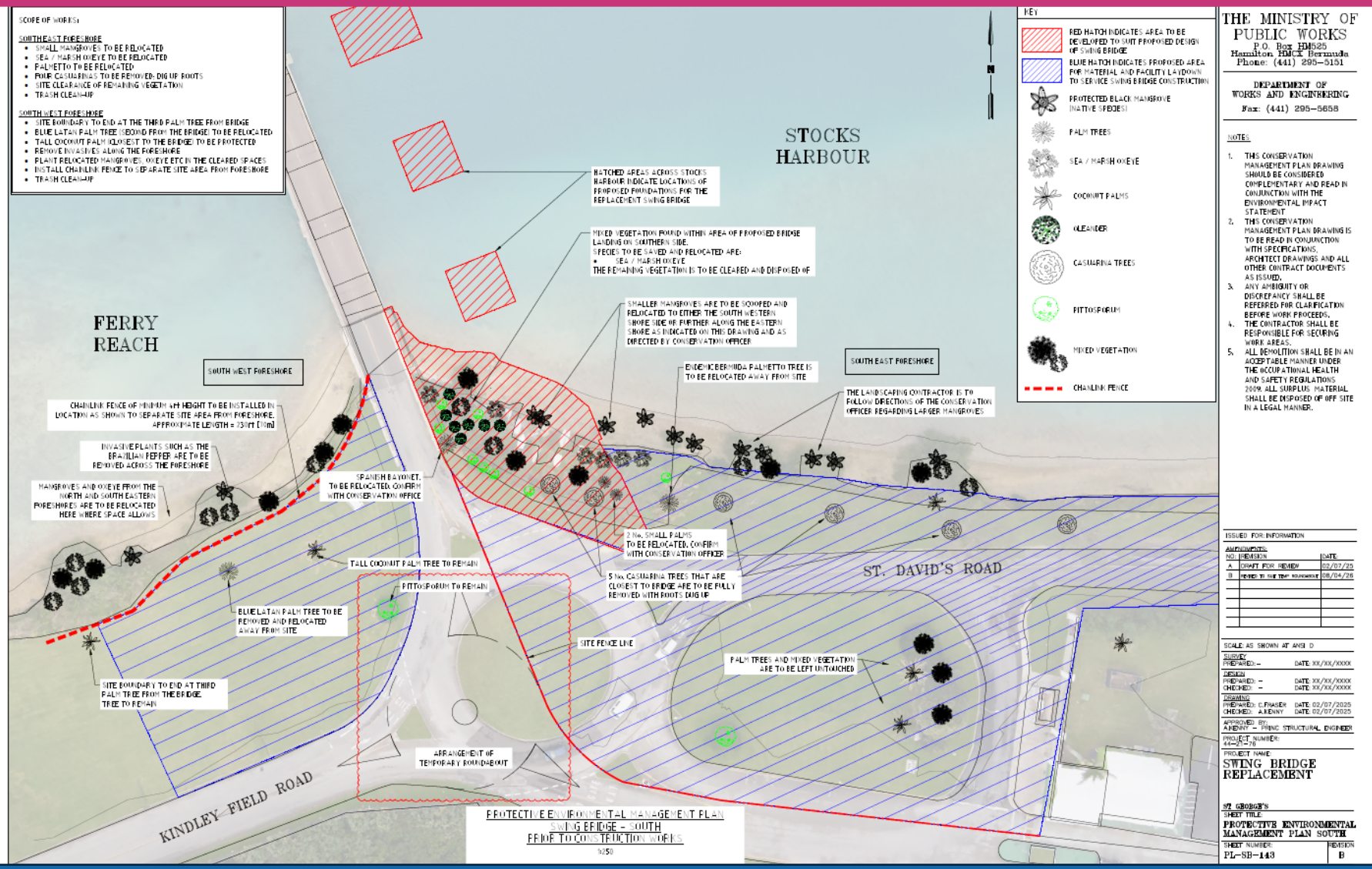
Site Constraints

Barge Allowance



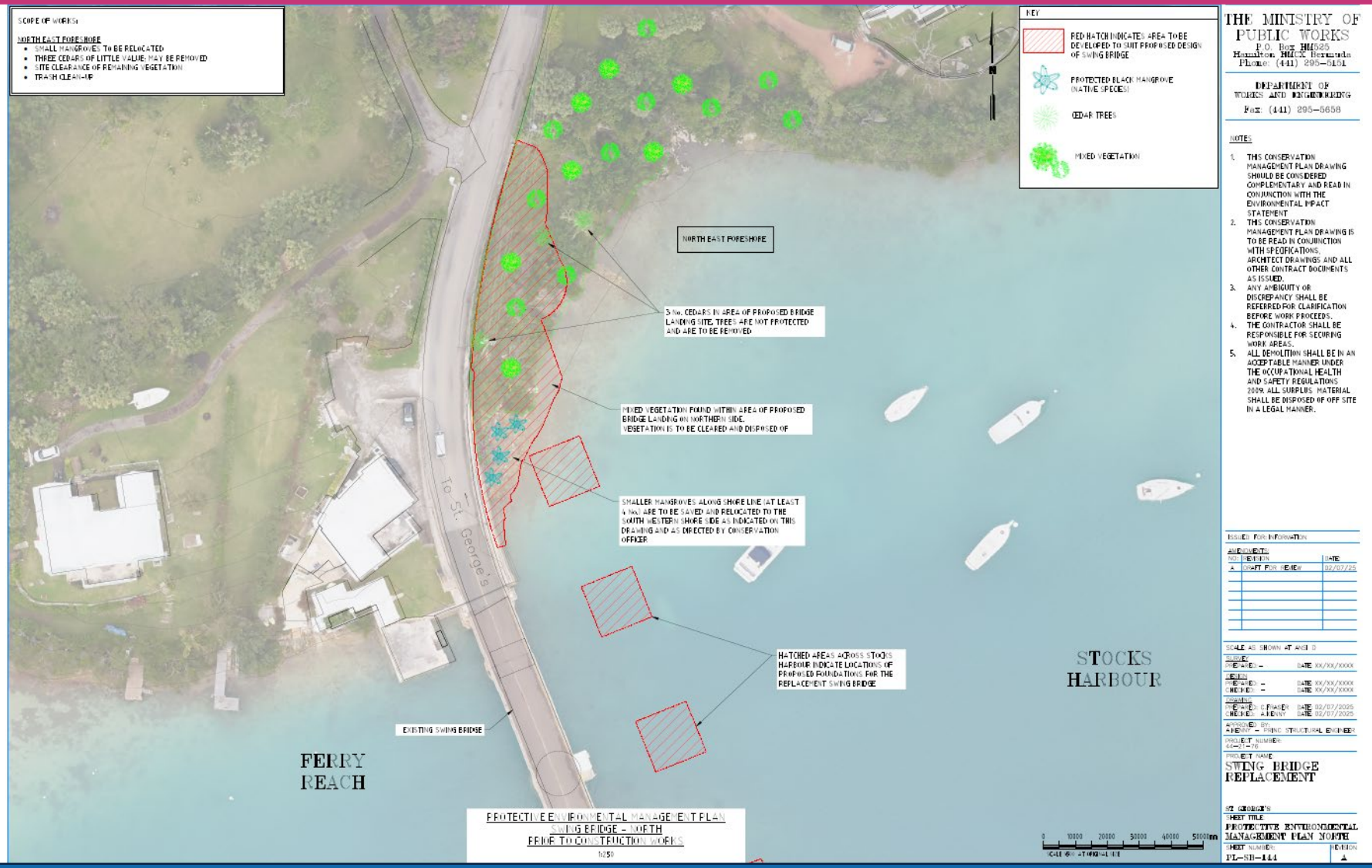
Site Constraints

Southside



Site Constraints

Northside



Construction Environnemental Management Plan (CEMP)

During Construction

- Air Quality
- The Water Environment
- Traffic
- Noise and Vibration
- Lighting
- Contaminated Land
- Ecology
- Construction and Demolition Waste

M1: AIR QUALITY, DUST

Potential Impacts: Dust from construction activities could impact people and the local environment by reducing air quality, causing breathing difficulties and/ or irritation, or settling on surfaces.

Receptors (Figure 1.1): Local residents, construction workers, property and local environment.

Monitoring: Environmental Manager shall carry out weekly visual checks of materials stored on site recorded in **Appendix 4**. In the event of non-compliance being identified, remedial action shall be undertaken and recorded in **Appendix 5**.

Mitigation and Management Measures	
1.	Plan site layout so that machinery and dust causing activities are located as far away from residential areas, as far as is possible
2.	Ensure adequate water supply on the site for effective dust suppression and use water as a dust suppressant when appropriate
3.	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
4.	Avoid dry sweeping of large areas; use water assisted dust sweeper on site and on local roads, as necessary
5.	Ensure all on-site roads used for construction traffic are hard surfaced
6.	Provision of easily cleaned hardstanding for vehicles entering, parking and leaving the site
7.	Avoid scabbling (roughening of concrete surfaces) where possible
8.	If required, ensure bulk cement and fine powder materials are delivered in enclosed tankers and stored in silos which are not overfilled during delivery and have suitable coverings to prevent escape of dust
9.	For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust
10.	Minimise the use of construction vehicles where possible and adhere to appropriate site speed limit
11.	Ensure vehicles entering and exiting the site are covered to prevent escape of materials during transport
12.	Conduct regular vehicle cleaning and implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) where reasonably practicable and appropriate

Construction Environnemental Management Plan (CEMP)

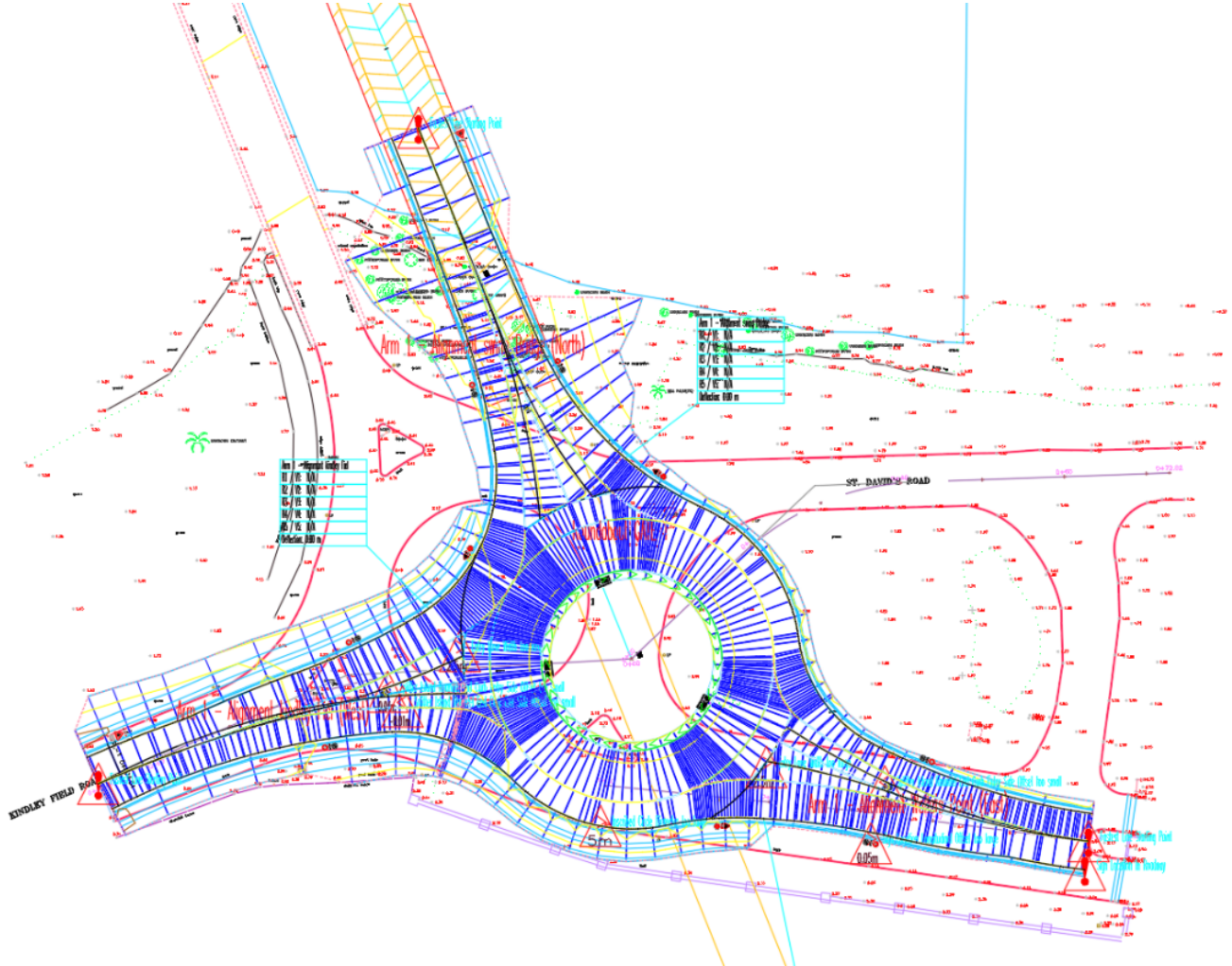
During Construction

- Air Quality
- The Water Environment
- Traffic
- Noise and Vibration
- Lighting
- Contaminated Land
- Ecology
- Construction and Demolition Waste

Construction Environnemental Management Plan (CEMP)

Post-Construction

- New Roundabout
- Demolition and Removal
- Aftercare



Construction Environnemental Management Plan (CEMP)

Post-Construction

- New Roundabout
- Demolition and Removal
- Aftercare

Construction Environnemental Management Plan (CEMP)

Post-Construction

- New Roundabout
- Demolition and Removal
- Aftercare

RFP Document Structure

RFP No. 44-28-75-04-N — Swing Bridge Replacement

MAIN RFP DOCUMENT

PART 1 Invitation & Submission Instructions

1.1 Invitation | 1.2 RFP Contact & Registration | 1.3 Contract Type

1.4 Timetable - Site Visit & Sub-Contractor Meet & Greet

1.5 Submission format (Env A Pricing / Env B Quality)

PART 2 Evaluation, Negotiation & Award

2.2 Stage I - Mandatory Requirements | 2.3 Stage II - Evaluation

2.4 Stage III - Pricing | 2.5 Stage IV - Ranking & Negotiation

PART 3 Terms & Conditions of RFP Process

3.1–3.3 General, Communications, Debriefing

3.4 Conflict of Interest | 3.5–3.7 Confidential / Non-Binding / Governing Law

App A	App B	App C	App D	App E
Form of Agreement	Submission Form	Pricing	RFP Particulars ★	Non-Collusion Cert.

★ *Appendix D is the core technical & commercial hub*

ANNEXES

A	**Sample Form of Agreement**	*FIDIC Yellow Book 1999 — Particular Conditions*
B	**Activity Schedule Pricing Form**	*Mandatory activities — lump sum per item*
C	**Unit Rates Schedule**	*Basis for variation valuations*
D	**Project References Form**	*2–5 similar bridge projects required*
E	**Local Benefits Form**	*Participation rate, training, H&S, environment*
F	**Submission Checklist**	*Strongly recommended*
G	**Health & Safety Forms**	*H&S plan and confirmations*
H	**Renderings & Site Photos**	*Visual reference for new bridge design*
I	**Reference Drawings**	*Drawing set*
J	**Specifications — Table of Contents**	*Civil, structural, architectural, M&E*
K	**Geotechnical Info Summary**	*Ground investigation data*

Appendix D – RFP Particulars

RFP No. 44-28-75-04-N — Swing Bridge Replacement

A DELIVERABLES

- New Bridge Construction
- Old Swing Bridge Demolition
- New Bridge Maintenance

→ ***Core scope — defines what the contract delivers***

B MATERIAL DISCLOSURES

- Construction logistics
- Construction sequence risks
- Permits
- VE pathway

→ ***Site, logistics & risk context for pricing***

C MANDATORY SUBMISSION REQUIREMENTS

- Submission Form (Appendix B)
- Org chart, key personnel CVs, Method Statement & Programme
- Project References (Annex D)
- 3 yrs audited financials

→ ***Stage I gate — failure here = disqualification***

D MANDATORY TECHNICAL REQUIREMENTS

- CDP approach
- Major equipment details
- Confirmation of NEC compliance for all electrical systems
- Local Bermudian electrical sub-contractor must be named

→ ***Stage II gate — must satisfy all requirements***

E PRE-CONDITIONS OF AWARD

- Performance Security
- Parent Company Guarantee (if applicable)
- Professional Indemnity Insurance
- Works & Third-Party Liability Insurance

→ ***Must be satisfied within 28-day negotiation period***

F RATED CRITERIA (100 points total)

- Quality - 45 pts
- Local Benefits - 30 pts
- Pricing - 25 pts

→ ***Scoring framework — quality & local benefits evaluated before price***

Submission Requirements

RFP No. 44-28-75-04-N — Swing Bridge Replacement

Two sealed envelopes inside one outer Submission Envelope

Envelope A

- Activity Schedule Pricing Form (Annex B)
- Unit Rates Schedule (Annex C)
- Prices in USD, all-inclusive (labour, material, travel, insurance, overheads, profit)
- Must NOT contain quality information
- 1 original hard copy

Envelope B

- Submission Form + Certificate of Incumbency (Appendix B)
- Certificate of Incorporation
- Non-Collusion Certificate (Appendix E)
- Organisational chart & key personnel CVs
- Method Statement & Programme (MANDATORY)
- Project References Form - 2 to 5 projects (Annex D)
- Audited financials (3 yrs), bank reference, financial capacity statement
- Proposed insurances
- Operating system equipment details
- Local Benefits Form (Annex E)
- 1 original hard copy + 1 USB electronic copy (Word/PDF)

Evaluation Criteria

RFP No. 44-28-75-04-N — Swing Bridge Replacement

QUALITY

45

POINTS

30/45 THRESHOLD

Experience · References · Methodology · Programme · Resources

LOCAL BENEFITS

30

POINTS

10/30 THRESHOLD

Participation Rate · Training · H&S · Environmental Policy

PRICING

25

POINTS

Experience · References · Methodology · Programme · Resources

RFP Timetable

RFP No. 44-28-75-04-N — Swing Bridge Replacement

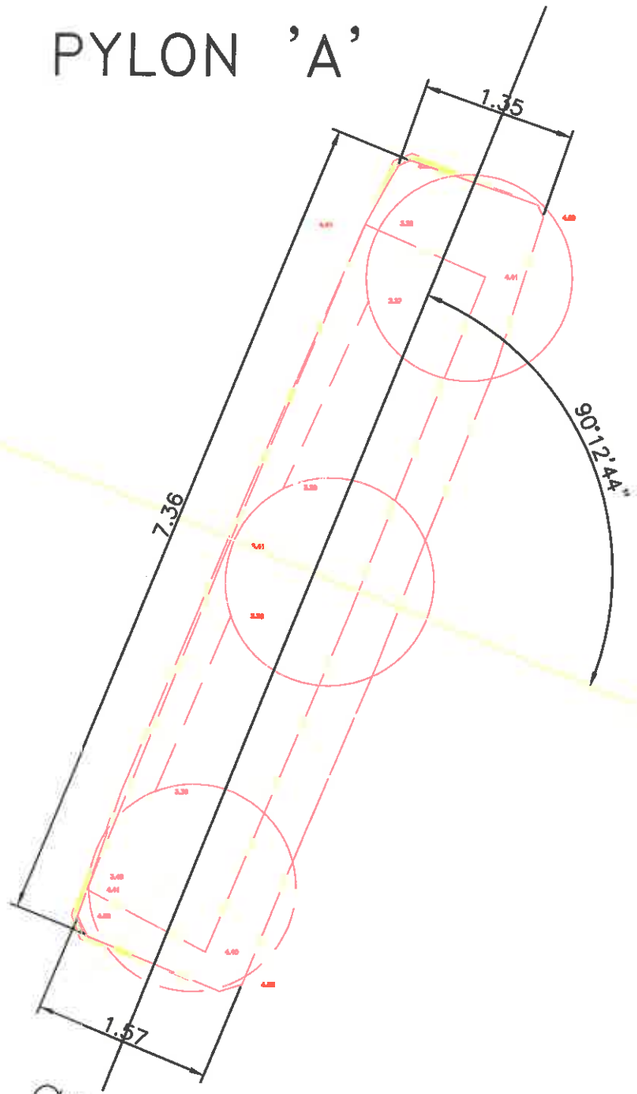
1.4 RFP Timetable

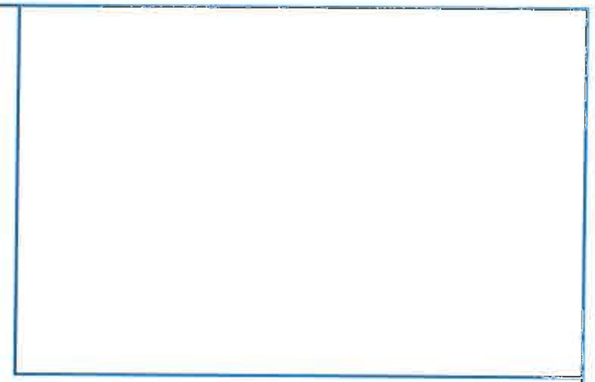
1.4.1 Key Dates

Issue Date of RFP	Wednesday March 25, 2026
Registration Opening Date	Wednesday March 25, 2026
Release of Works Information Package to Registered Proponents	Wednesday April 15, 2026
Pre-Bid / Site Meeting	Friday May 08, 2026 09:00 AM
Sub-Contractor Engagement Meet and Greet	Friday May 08, 2026 02:30 PM to 6:30 PM
Registration Closing Date	Wednesday May 27, 2026 03:00:00 PM
Deadline for Questions	Wednesday June 03, 2026
Deadline for Issuing Addenda	Wednesday June 24, 2026
Submission Deadline	Wednesday July 15, 2026 03:00:00 PM
Rectification Period	10 business days
Anticipated Ranking of Proponents	Wednesday August 19, 2026
Contract Negotiation Period	28 calendar days
Anticipated Execution of Agreement	Wednesday October 28, 2026

GRID NORTH

PYLON 'A'





Location Plan *Scale 1:2500*

GOVERNMENT OF BERMUDA

Ministry of Public Works

Department of Land Surveys & Registration

P.O. Box HM1364 Hamilton HMFX Bermuda
Phone: (441) 295-5151 Fax: (441) 295-5658

GENERAL NOTES:

1. SURVEY GRID IS BNG2000.
2. LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.

ISSUED FOR:

AMENDMENTS:

NO:	REVISION	APP	DATE:

[redacted]

SURVEY

PREPARED BY: SM / CD — DATE: 15/01/16

DESIGN

PREPARED BY: — DATE:

CHECKED BY: — DATE:

DRAWING

PREPARED BY: C. SHANE MCILWAIN — DATE: 19/02/16

CHECKED BY: SP — DATE: 19/02/16

APPROVED BY: S. PATTERSON — SENIOR LAND SURVEYOR

PROJECT NUMBER: 30/248/44 TN77948

PROJECT NAME:

SEVERN BRIDGE PYLONS & ACCESS ROADS

STOKES POINT ROAD EAST & STOKES POINT ROAD WEST, ST. GEORGE'S

DRAWING FILE NO: PIMS\SURVEYPROJECTS\3024844\TN77948 — CIVIL 3D 2011

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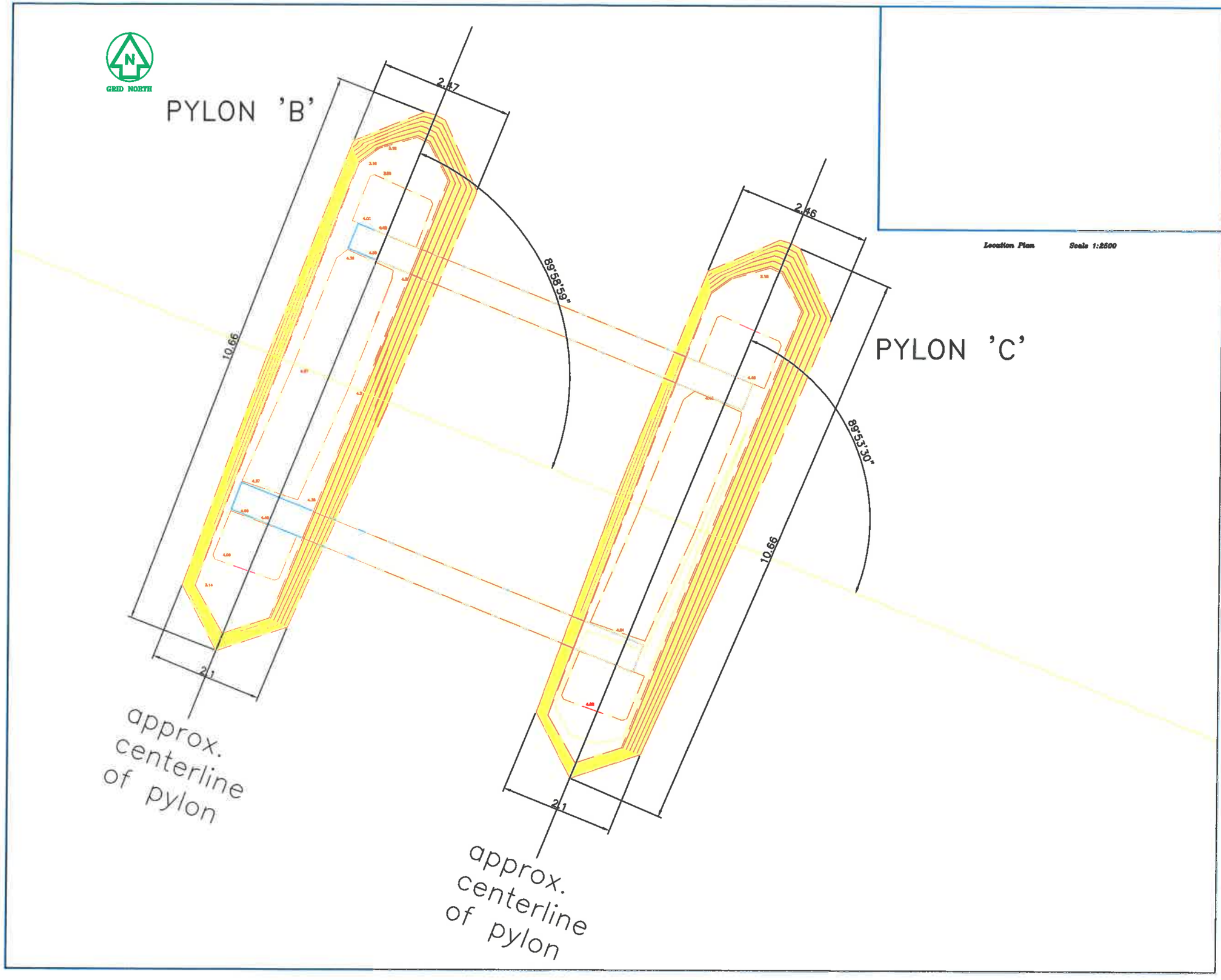
SHEET NUMBER: — REVISION



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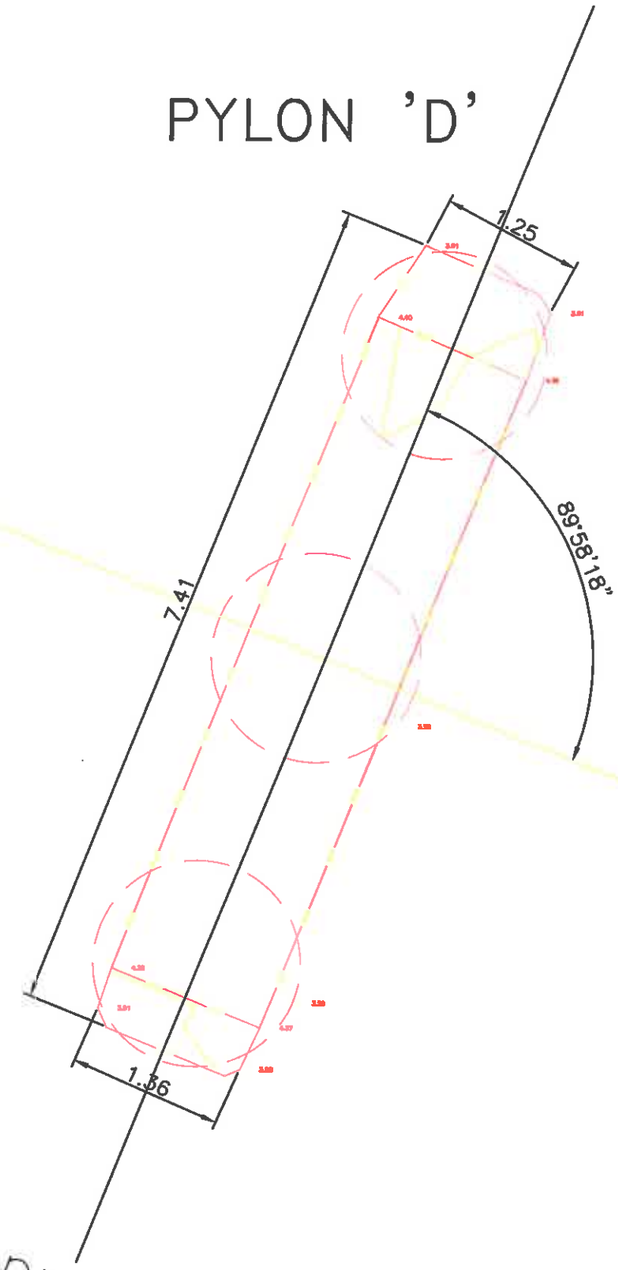
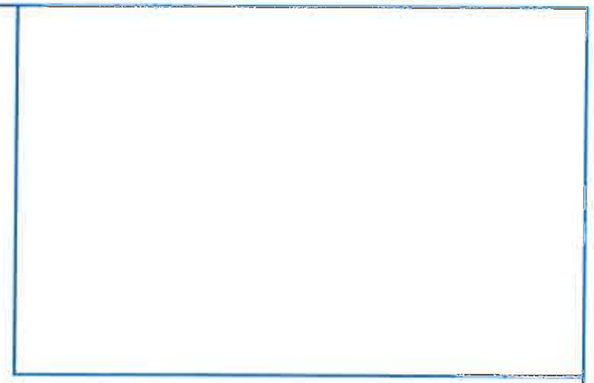
GRID NORTH

PYLON 'D'





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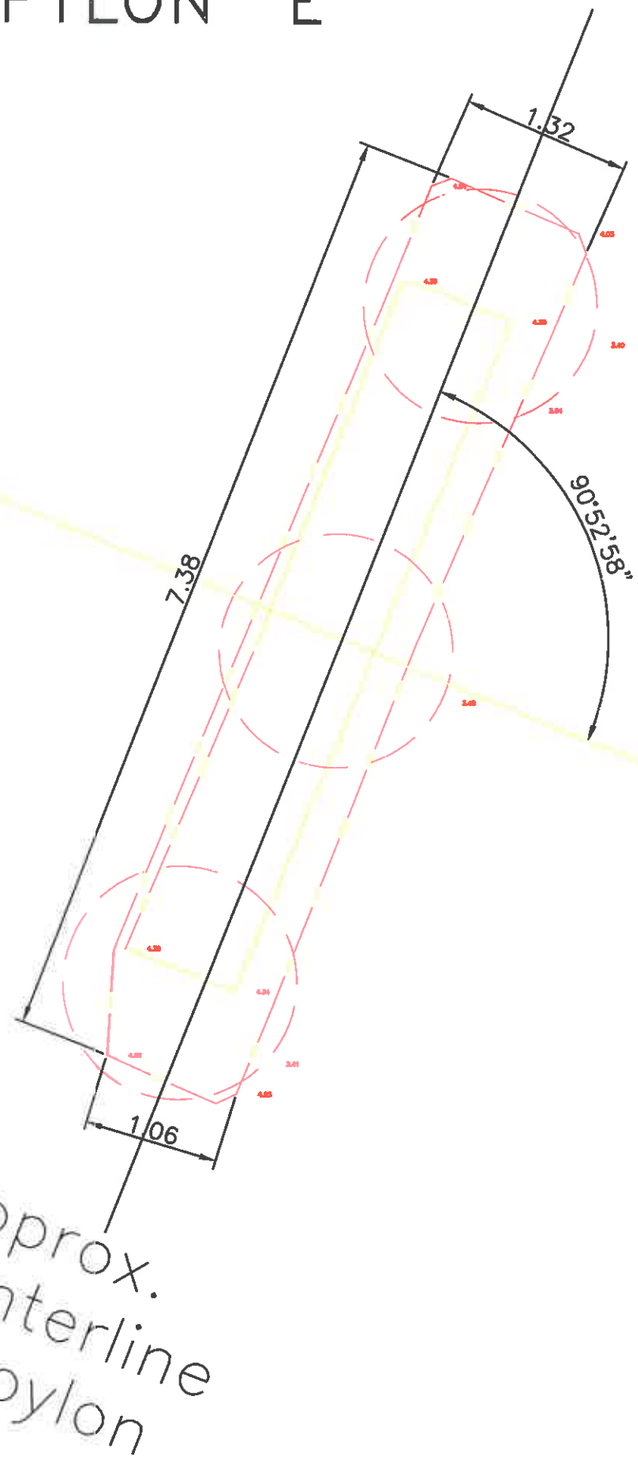
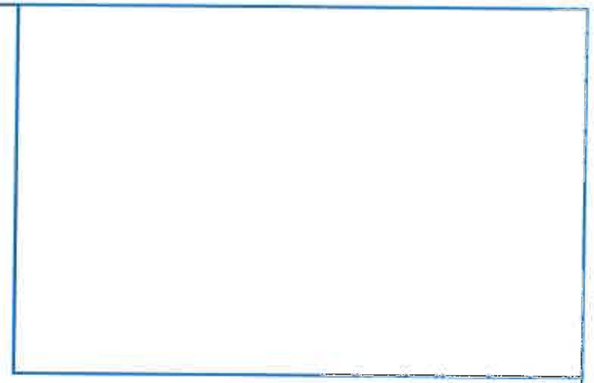
PYLON 'E'

GRID NORTH





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SHEET NUMBER: REVISION

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A to B = 25.5m
B to C = 6.94m
C to D = 24.37m
D to E = 24.3m
E to Abut2 = 25.71m
total 132.72m or 436 feet

SCALE 1 : 965

50 0 50 100 150
FEET

N

STOCKS HARBOUR

Mullet Bay Road
Stokes Point Road
Stokes Point
Swing Bridge
St. David's Road
Southside Road
Kindley Field Road
Ramey Street
The Needles
Stocks Point
Marginal Wharf
(Ships' Wharf)
Waller's Point Road

22.59 meters
24.03 meters
22.93 meters
22.96 meters
23.12 meters

Legend

Marine Depth
Elevation
0 - 82.95

-1 - 0
-2 - -1
-3 - -2
-4 - -3
-5 - -4
-6 - -5
-7 - -6
-8 - -7
-9 - -8
-10 - -9
-11 - -10
-12 - -11
-13 - -12
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Scale: 1:1,000