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SUPPLY CHAIN MANAGEMENT

Enquiries: Ms. I Thesen

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As per e-mail:

Dear Sir /Madam

NOTICE TO BIDDERS

ADDENDUM: TENDER B/SM 59 / 24 : Tender Title: The Upgrade of The Lanquedoc Access Road and Bridge

The compulsory site meeting, held on 14 of February 2024 at the Municipal Office's in Ecclesia Building Plein Street, has reference.

1. The closing date of tender is amended from the 4th March 2024 to the 18th March 2024. All references to the closing date, in the advert and in the tender document is therefore amended to read 18th March 2024. All other provisions relating to the closing time and place remains as is.

Refer to Annexure A for the Minutes of the Tender Clarification Meeting.

The following Questions were raised at the site meeting and were answered as follows:

Question 1:

An unidentified person asked if he could have an electronic copy of the documents.

Answer:

Yes, to receive an electronic copy proof of payment will need to be provided.

Question 2:

C Budge (Burger & Wallace). He made a comment on the extremely stringent requirements in terms of the minimum qualifications of Key Personnel, (Page 11) of Tender Document).

Answer:

This would be discussed with the Employer.

Question 3:

C Budge (Burger & Wallace). He made a comment on the extremely stringent requirements in terms of the minimum qualifications of Key Personnel, (Page 11) of Tender Document).

Answer:

This would be discussed with the Employer.

Question 4 :

Raubex/EMPA. What were the reasons for the retender?

Answer:

Only four tender offers were received of which only two were responsive. Furthermore, the two responsive tender prices were way in excess of the budgeted price that had been determined using market related rates from recently completed similar projects.

Question 5:

An unidentified person asked LK if the qualification criteria (ECSA registration) for key personnel could be relaxed.



Answer:

The requirements of the document must be adhered to but this would be further looked into.

Question 6 :

P.Baloyi (Smart Civils). Can a construction joint be introduced when constructing the bridge deck?

Answer:

This would be discussed with the bridge design engineers and EAS would we will come back with an answer. (Later : This was discussed with the structural engineers and their reply was that because of it's relatively small size, the deck design has been based on a single continuous concrete pour. It must also be pointed out that the contract document states that no deviations will be allowed . Clause C.2.12 of the Tender Data has reference).

Question 7:

I Murray (KMC). How can the drawings, electronic copies of the BoQ and minutes be obtained?

Answer:

Requests must be made via email to admin@easengineers.co.za Proof of payment for the purchase of tender documents must be provided. The minutes of this meeting will be distributed as per the attendance register.

**DIRECTOR
CORPORATE SERVICES**

DATE: 26/12/20

Note: Confirmation to the addendum

CONFIRMATION

I (Name) hereby declare on behalf of

..... (Company's name),

to agree/not agree (please encircle) to the above changes in the bidding documentation.

Address:

Tel no.:

Fax no.:

Signature of bidder:

Date:



Annexure A

TENDER CLARIFICATION MEETING MINUTES
BSM 59/24
UPGRADE OF LANQUEDOC ACCESS ROAD AND BRIDGE

Venue	Stellenbosch Municipality, Ecclesia Bldg, 71 Plein St, Stellenbosch
Meeting	Tender Clarification
Date	14 February 2024
Time	10:00
Client	Stellenbosch Municipality
Consultant	EAS Infrastructure Engineers

ATTENDANCE

Client Presentation	L Moreki (LM)	Stellenbosch Municipality (SM) Manager : Roads and Stormwater
	Apologies : Stormwater	J-Fullard. (SM) Senior Manager : Roads and Stormwater
Consultant's Presentation	A Espey (AE)	EAS. Senior Project Engineer
	G Tanner (GT)	EAS. Senior Design Technician
	A Darries (AD)	EAS. Civil Technician
	Apologies :	EAS G Rooknodien. Project Director EAS S Darries. Senior Structural Engineer

Item	Minutes
	AGENDA
	The Agenda for the meeting is as listed below.
1.	Welcome, introduction and project background LK
2.	Attendance Register, Tender Data, Admin. and Contractual Requirements, Returnable Documents/Schedules and the Employer's Objectives.....AE
3.	Description of the Roadworks AE
4.	Description of the Bridgeworks AE
5.	General AE
6.	Question and answers EAS Team
7.	Site Inspection (Recommended but not compulsory).
1.	Welcome and Introduction LK welcomed everyone to the meeting and introduced himself as well as the Consultants' representatives present. AE introduced himself as the Senior Project Engineer and His colleagues, GT (Senior Design Technician) and SD (Civil Technician).

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2.	<p><u>Attendance Register, Tender Data, Admin. and Contractual Requirements, Contract Data, Returnable Documents/Schedules and the Employer's Objectives</u></p> <p>AE highlighted the following relevant items and requirements :</p>
2.1	<p>Attendance Register</p> <p>AE requested everyone present to ensure that they sign the attendance register as proof that they had attended the meeting. He also requested all the attendees to clearly print their details on the register.</p>
2.2	<p>Tender Data</p> <ul style="list-style-type: none">• Documents were available from 5 February 2024.• Tender Closing Time and Date ; 12:00 on 4 March 2024.• Closing Venue : Council Chambers or Supply Chain Management Boardroom.• Class of Construction Works 7 CE or higher.• Preferential Points System. Price 80 B-BBEE status level of contribution <u>20</u> Total points for Price and B-BBEE 100
2.3	<p>Participation of Targeted Labour</p> <ul style="list-style-type: none">• All unskilled workers/employees shall be sourced from the Stellenbosch Municipal Area and preferably from the Target Area/Project Area which is defined as Lanquedoc (Target Area 1) and Wemmershoek, Pniel, Johannesdal and Kylemore (Target Area 2).• Semi-skilled (may not be zero). Some workers MUST be recruited from the Stellenbosch Municipal Area.• Skilled workers must preferably be recruited from the Stellenbosch Municipal Area but this is not compulsory and is dependent on the contract requirements.
2.4	<p>Administration and Contractual Requirements</p> <ul style="list-style-type: none">• SM will identify an area that can be used as a site camp and the Contractor will be responsible for all the necessary arrangements for acquisition, establishment and subsequent removal and reinstatement of his site camp.• The Contractor shall make his own arrangements concerning the provision of water, electricity and other services for the camp site and office facilities.• All furniture, equipment and fittings shall be new unless agreed beforehand with the Employer's Agent. (Project Specifications. Clause B1402 (a)).• On completion of the contract, the Employer will assume ownership of all furniture, equipment and fittings in the site offices. (Project Specifications. Clause B1402 (f)).• Cost Price Adjustment and Variations in cost of Special Material, in this case bituminous products, are applicable to this contract. (Contract Data. Items 35 and 36).• The Contractor must make adequate provision in his tender for all negotiations and procurement of water for construction activities and all related costs will be deemed to be included in his tendered rates.



- 2.5
- Overhaul shall not apply to this project.
 - Special note must be made of the minimum experience and qualification requirements of Key Personnel as stipulated in the Tender Data. (Tender Data. Clause C.2.1.4.4).
 - The Tender Data clearly states that the Employer shall not accept tenders submitted in electronic format. Only those tenders that have been completed on the issued hard copy tender document shall be considered. (Tender Data. Clause C.2.13.11).
 - The materials investigation trial pit test results have NOT been included in the document and are available from the Employer's Agent on request.
 - An allowance has been made in the BOQ for all materials testing as ordered by the Employer's Agent. This testing will be carried out by approved commercial laboratories. (Project Specifications. B8104 (a) and (b)).

Returnable Documents/Schedules

- 2.6
- AE emphasised that tenderers must ensure that all the returnable documents and schedules as contained in the lists of Returnable Schedules (T2.1) and Additional Returnable Schedules (T2.2) are completed and signed failing which their tenders will be rendered non-responsive.

Employer's Objectives

The locality of the site was shown on the overhead projector and AE explained that the Stellenbosch Municipality's objective was to upgrade the existing Lanquedoc access road and bridge by re-aligning a portion of the existing road, slight widening of the existing road, constructing a new bridge on the upstream side of the existing Dwars River bridge and upgrading the existing bridge that will be used as a Non-Motorised Transport facility..

The completed upgrading will provide safer access for the local community and public not only for vehicles but also for cyclists and pedestrians.

3. Description of the Works (Roadworks)

AE highlighted the following relevant information :

3.1 General Description

The new road construction can basically be divided into five distinct sections. They are as follows;

Km 0 to km 340: This section to be widened on either side by a width of 1.5 m. It will then receive a 40 mm asphalt overlay. This will be constructed in half widths.

Km 340 to km 480: This section to be newly constructed as a re-alignment and will include the new Banghoek River bridge structure including new approach fills.

Km 480 to km 660: This section will be widened to Stellenbosch Municipality's Class 4 road cross section by widening on the left-hand side and reconstructing the road layers in half widths. No widening will be done on the right hand side of the road due to the presence of protected Oak and Bluegum trees that have heritage status.

Km 660 to km 700: This section includes the construction of a new traffic circle.

Km 700 to km 980: Is similar to the section between km 480 to km 660.

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3.2	<p>General Road Works Activities</p> <p>AE emphasised that special note must be made of the following activities that are listed in the Scope of the Works for Road Works :</p> <ul style="list-style-type: none">• Fill settlement monitoring as prescribed in Section 3300 (Mass Earthworks). This applies to the bridge approach fills.• Removal of five trees is required to accommodate construction of the re-aligned section of road. All the other trees lining the road must be protected throughout the construction process.• Installation of new streetlighting. Any queries relating to the streetlighting must be directed to MR, the electrical sub-consultant.
3.3	<p>Key Activities</p> <p>AE highlighted the following activities that must be taken special note of in the list of key activities :</p> <ul style="list-style-type: none">• Photographic record of the existing road bridge heritage components and built infrastructure next to the site:• Obtaining of all necessary wayleaves and working permits.• Obtaining all necessary approvals for traffic accommodation.• Verifying the location and protection of existing services.• Identify heritage components that are specified for protection and preservation.
3.4	<p>Accommodation of traffic</p> <p>There will be two distinct phases on this project :</p> <ul style="list-style-type: none">• Phase 1: Single-lane traffic will be kept on the existing bridge structure. During this phase, construction of the new Banghoek River bridge will proceed together with construction of the approach fills on the re-aligned section. During this phase, construction of the main access road will also proceed under half width traffic flow conditions• Phase 2: Once the new bridge and the roadworks on the re-aligned section has been completed, traffic will be diverted away from the old Dwars River bridge, following which the rehabilitation/refurbishment can commence. <p>Traffic will be controlled with traffic lights and the necessary flagmen under STOP/GO conditions twenty-four hours per day.</p> <p>Special note must be taken that additional flagmen and signage will be required at the intersection of the R310 and the start of construction at km 0.00. The Contractor shall obtain the approval of the Provincial Roads Authorities prior to the commencement of any work on the Lanquedoc access road.</p>
3.5	<p>Construction Methodology</p> <p>The following is proposed for the two sections km 240 to km 480 and km 700 to km 980. :</p> <ol style="list-style-type: none">1) Remove topsoil and vegetation along the area to be widened to a depth of average 150 mm and stockpile.2) Excavate and remove existing pavement and widening material to the required depth below the final ground surface, to stockpile.3) Rip and compact in-situ 200 mm depth subgrade to 95% MDD (non-plastic sand)4) Retrieve material from stockpile and construct 2 x 150 mm thick selected layers (G9 and G7) compacted to 93% MDD each.5) Import 125 mm thick G5 natural gravel, mix with adjacent in-situ G5, stabilize to C4



3.6	<p>standards and compact to 97% MDD.</p> <p>6) Import 150 mm thick G3 crushed aggregate and mix with adjacent G3 overlay, process half width and compact to 98% MDD.</p> <p>7) Pave 40 mm thick asphalt surfacing.</p> <p>Refer to the road pavement design details below for the proposed road layer works which are to be constructed in partial widths in restricted conditions due to accommodation of traffic as described above.</p> <p>Road Pavement Design</p> <ul style="list-style-type: none"> 40 mm Asphalt (AC). Continuously Graded Medium grade Asphalt (50/70 pen. grade bitumen). 150 mm Base layer. Imported G3 Natural Gravel Base compacted to 98% Mod AASHTO density. 125 mm Subbase layer. Imported G6 Natural or Crushed Gravel and chemically stabilized to C4. The temporarily stockpiled G4/G5 natural gravel and the G5/G6 material taken from the existing road to be re-incorporated into the subbase layer and compacted to 97% Mod-AASHTO density. 150 mm Selected layer. Imported G7 natural gravel compacted to 95% Mod AASHTO density. 150 mm In-situ roadbed (G9) or better. Rip and recompact In-situ material to conform to G9 material classification. Compacted to 93% Mod AASHTO density.
4.	<p>Description of the Works (Bridges)</p> <p>AE highlighted the following relevant information :</p>
4.1	<p>Scope of Works</p> <ul style="list-style-type: none"> Rehabilitation/refurbishment of the existing bridge that will be converted to a two lane-NMT crossing. Construction of a new two lane vehicular bridge upstream of the existing bridge with a pedestrian side walk. Construction of Gabion erosion protection to the south east river embankment upstream of the new bridge.
4.2	<p>Rehabilitation of Existing Dwars River Access Bridge</p> <p>SD referred to the overhead slide photographs whilst highlighting the following :</p> <ul style="list-style-type: none"> New gabion erosion protection work Repair existing stone pitching Corrosion protection repairs to bottom flanges Dismantling and removal of existing side walk plates
4.3	<ul style="list-style-type: none"> Demolish existing kerbing/deck upstands Construct new asphalt surface Refurbish existing steel hand railing and re-instate new steel edge plates Replace sealant to existing expansion joints
4.3.1	<p>Construction of the New Banghoek Bridge</p> <p>Structural Details</p> <p>SD referred to the overhead slide photographs whilst highlighting the following :</p>

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	<ul style="list-style-type: none"> • The new bridge is 27.9 m long and consists of a 3 span continuous cast -in-situ, solid deck slab with cantilevers. • Structural depth is 0.70 m. Overall deck width is 11 m and the skew angle is 80 deg. • Deck will be supported on elastomeric rubber bearings at both abutments and asphaltic plug expansion joints at both abutment deck ends. • In-situ cast New Jersey type concrete parapets will be constructed on both sides of the road (full height on one side and low height on the other). • Steel/timber composite balustrade to be constructed along the side walk. • Piers are solid concrete wall supported on piles. Abutments are closed cantilever type with wing walls and are also supported on pile foundations. • Retaining walls to be constructed in the gaps between the new and old bridge abutments.
5	<p><u>General</u></p> <p>AE highlighted the following general point :</p> <ul style="list-style-type: none"> • The three critical activities on this project are protection of the environment because of Lanquedoc's heritage status, accommodation of traffic and safety of the traveling public and complying with all the requirements of the health and safety regulations.
6.	<p><u>Question and Answer Session</u></p>
6.1	<p>Q : An unidentified person asked if he could have an electronic copy of the documents.</p> <p>A : AD. Yes, to receive an electronic copy proof of payment will need to be provided.</p>
6.2	<p>Q : C Budge (Burger & Wallace). He made a comment on the extremely stringent requirements in terms of the minimum qualifications of Key Personnel, (Page 11) of Tender Document).</p> <p>A : AE. This would be discussed with the Employer.</p>
6.3	<p>Q : Raubex/EMPA. What were the reasons for the retender?</p> <p>A : LK. Only four tender offers were received of which only two were responsive. Furthermore, the two responsive tender prices were way in excess of the budgeted price that had been determined using market related rates from recently completed similar projects.</p>
6.4	<p>Q ::An unidentified person asked LK if the qualification criteria (ECSA registration) for key personnel could be relaxed.</p> <p>A. : LK : The requirements of the document must be adhered to but this would be further looked into.</p>
6.5	<p>Q : P.Baloyi (Smart Civils). Can a construction joint be introduced when constructing the bridge deck?</p> <p>A : AE. This would be discussed with the bridge design engineers and EAS would we will come back with an answer. (Later : This was discussed with the structural engineers and their reply was that because of it's relatively small size, the deck design has been based on a single continuous concrete pour. It must also be pointed out that the contract document states that no deviations will be allowed . Clause C.2.12 of the Tender Data has reference).</p>
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6.7	<p>Q : I Murray (KMC). How can the drawings, electronic copies of the BoQ and minutes be obtained?</p> <p>A : AD. Requests must be made via email to admin@easengineers.co.za Proof of payment for the purchase of tender documents must be provided. The minutes of this meeting will be distributed as per the attendance register.</p> <p>AE pointed out that the tender validity period was 180 and not 84 calendar days as had pertained to the first tender. He also noted that the Contract Duration was 12 months inclusive of all public holidays and construction industry holidays.</p> <p>There being no further questions, LK closed the meeting at 10:56 and thanked everyone for attending.</p>
7.	<p><u>Site Inspection</u></p> <p>The non- compulsory site inspection was attended by a representative of Exeo. Although the site inspection was not compulsory it was recommended that all tenderers visit the site and thoroughly familiarise themselves with it.</p>

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