



Monasavu Dam Access Roads Upgrade

Tender Number: MR 289/2017



Fiji Electricity Authority

2 Marlow Street, Suva

General Condition

The Fiji Electricity Authority (FEA) invites bids from reputable contractors for the upgrade of existing Access Roads to its Monasavu Dam and Associated Areas. This document serves to define the extent of works to be carried out.

Compulsory Site Visit shall be organized by the FEA **on Thursday 2st November, 2017**. Interested Bidders are to report **at 10:30hrs at to the Monasavu Depot**.

Bidders shall bring their own 4x4 vehicles for transportation to the site. Trip to the site is about 2.5 hours from Navutu Depot, Lautoka. **Attendance shall be compulsory and recorded by FEA and signed by the interested bidders.**

Scope of Work

1. **Barclay Point to Monasavu Depot Gate (1.2km):**

- a. Grubbing and clearing of roadside verges, both sides.
- b. Clean and form roadside drains, both sides.
- c. Grade and form the carriageway (crowning and coning).
- d. Spread approved river gravel over damaged areas. Allow 100m³ of gravel to be spread in a layer of 150mm maximum depth and 3m maximum width.
- e. Compact the entire road length using a vibrating drum roller.
- f. Clear the stream-bed, leading from the waterfall to the culvert. Remove all loose soil and eroded material and clear the blocked culvert from both ends.

2. **Guard House to Wainisavulevu Weir and Saddle Dam (22km approx):**

- a. Grubbing and clearing of roadside verges, both sides.
- b. Clean and form roadside drains, both sides.
- c. Grade and form the carriageway (crowning and coning).
- d. Spread approved river gravel over heavily damaged areas. Allow 200m³ of gravel to be spread in a layer of 150mm maximum depth and 3m maximum width.
- e. Compact the entire road length using a vibrating drum roller.

3. **Taladaru Repeater Access Road (2.3km):**

- a. Grubbing and clearing of roadside verges, both sides.
- b. Clean and form roadside drains, both sides.
- c. Grade and form the carriageway (crowning and coning).
- d. Spread approved river gravel over heavily damaged areas. Allow 30m³ of gravel to be spread in a layer of 150mm maximum depth and 3m maximum width.
- e. Compact the entire road length using a vibrating drum roller.

4. **Waibutasavu Outfall Access Road (1.1km):**

- a. Grubbing and clearing of roadside verges, both sides.
- b. Clean and form roadside drains, both sides.
- c. Grade and form the carriageway (crowning and coning).
- d. Spread approved river gravel over heavily damaged areas. Allow 30m³ of gravel to be spread in a layer of 150mm maximum depth and 3m maximum width.
- e. Compact the entire road length using a vibrating drum roller.

5. **Nabilabila Weir Access Road (1.5km):**

- a. Grubbing and clearing of roadside verges, both sides.
- b. Clean and form roadside drains, both sides.
- c. Grade and form the carriageway (crowning and coning).
- d. Spread approved river gravel over heavily damaged areas. Allow 30m³ of gravel to be spread in a layer of 150mm maximum depth and 3m maximum width.
- e. Compact the entire road length using a vibrating drum roller.

General Requirements:

6. **Crowning & Coning of Carriageway:** Carry out crowning / coning along the entire length of the access road carriageway. Crowned / Coned access road carriageway shall be a minimum of 3m wide. The typical carriageway cross section shall have minimum 5% to 10% slopes (crowning / coning), from the center line to both the edges, for immediate water runoff to the side edge drains. For those sections of the carriageway where one edge is higher than the other, then the above mentioned slopes shall be applicable from one edge to another. The carriageway surface shall be free of any mud and loose soil. Majority of the portions of the roadsides have ample amount of gravel, which can be graded back onto the carriageway and re-compacted.

Note: Typical road cross section is attached as reference.

7. **Side Edge Drains:** Side Edge drains shall be formed running along both sides of the access road carriageway, wherever possible and as and where required and shall be provided throughout the entire length of the access road carriageway to drain water away from the access road carriageway, to a low point and discharged into an existing river or creek. All drains shall be formed in a manner to keep the water table lower than the carriageway and its edge drains. Soil excavated to form the edge drains shall not be put on the access road carriageway. Excavated soil shall be placed in such a manner that it does not wash back into the drains and/or the access road carriageway, or it shall be disposed off at locations shown by the FEA Representative. The side edge drains shall smoothly integrate with the access road carriageway, and should not be a sudden/steep vertical drain. This shall ensure that any vehicles which accidentally slip into the drain can be easily towed out. Side Edge drains shall not encroach into the carriageway, and shall be formed outside the carriageway boundary. Drainage costs/prices quoted by the bidders shall include the construction of new drainage and soil batter cutting/forming as and where required. Sloping of the benches shall not exceed 60 degrees slope. The bidders shall verify for themselves, the quantities of new drainage, existing drainage and side batter cutting/forming during the site visits. Separate rates shall not be provided for de-silting existing drainage and cutting/forming new drainage and side batter slopes. Bidders to provide one unit rate for all drainage works entailed on a per meter and lump sum basis as per the pricing schedule below. The lump sum amount shall comprise the contract value, and the unit rates shall only be used for compensation of any additional works for additional road kilometers only.

- a. It shall be noted that certain sections of the road that lie along the mountain ridge may not require side drainage, or may require side drainage on one side only. Bidders are to provide a lump sum price for the drainage works, as and where required.

8. **River Gravel:**

- a. The river gravel shall be well-graded gravel to enable good compaction. River gravel with any clay or silt will not be accepted. Gravel particle sizes shall be 70mm maximum.
- b. The FEA representative shall inspect and approve the gravel stockpile before it can be used.

9. **Compaction:**

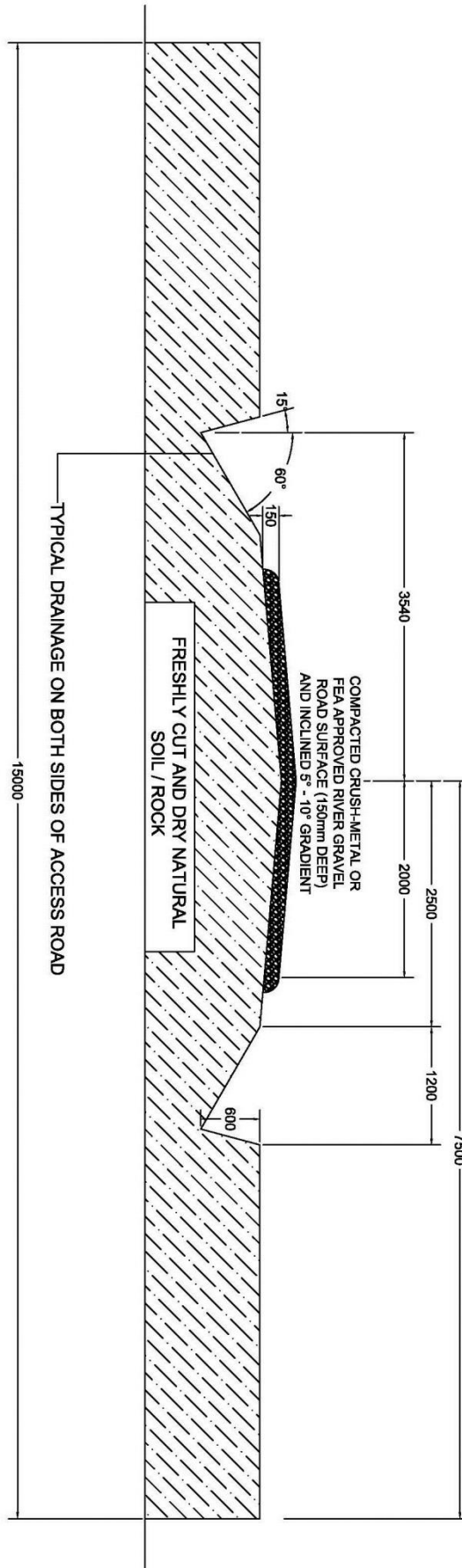
- a. Compaction of the road shall be carried out using a vibrating drum roller compactor.
- b. Proof roll shall be carried out and randomly inspected by FEA Representative to demonstrate the required compaction has been achieved.

10. Site Tidy Up:

- a. The entire site shall be left in a neat and tidy condition upon completion of the works.
- b. All material that require disposal shall be transported to a location shown by the FEA Representative.
- c. Any on-site burning shall require prior approval from FEA.

NOTE:

1. ALL LENGTHS / QUANTITIES ARE APPROXIMATE AND SUBJECT TO VERIFICATION AND FINALIZATION BY BIDDERS DURING SITE-VISIT AND PRIOR TO BID DEADLINES
2. BIDDERS SHALL SUBMIT FIRM LUMPSUM PRICES FOR EACH WORKSCOPE.



BIDDER'S PRICE SCHEDULES

- (i) Bidders are to compulsorily complete and submit the following price breakdown schedule for each stage, as per the following tables.
- (ii) Bidders shall submit any and all additional costs anticipated to be associated with the execution of the project.

Company Name:					
PROJECT COST SUMMARY					
Monasavu Access Roads Upgrade					
Approximate Access Road Route Length:					28.1 km
S.N.:	Scope of Work as defined in Tender Specification	Unit	Rate FJD \$ (VEP)	Quantity	Lump Sum Price FJD \$ (VEP)
1.	Grubbing and Clearing Roadside verges	Meters		28,100	
2.	Side Edge Drains as per tender specification (Both sides of access road carriageway as and where required)	meters		28,100	
3.	Crowning & Coning of Carriageway as per tender specification	Meters		28,100	
4.	Supply and Spread River Gravel	Cubic meters		390	
5.	Compaction	Meters		28,100	
6.	Clearing stream-bed and blocked culverts	No.		1	
7.	Sub Total VEP				
8.	VAT 9%				
9.	TOTAL VIP				



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2 Marlow Street, Suva

TENDER DOCUMENT SUBMISSION – INSTRUCTION TO BIDDERS

Hard Copy Submission

Bidders are required to submit Two (2) hard copies of the tender bids in sealed envelope which shall be deposited in the tender box located at the Supply Chain Office at the FEA Head Office, 2 Marlow Street, Suva, Fiji.

The bidder shall seal the original hardcopy of the bid comprising of both the technical proposal and the price proposal, in one envelope, and clearly mark the envelope as: "ORIGINAL - PROPOSAL". Bidders shall also provide 1 additional copy of the original bid and mark them as "COPY - PROPOSAL". Each proposal shall be individually sealed within an envelope. The 2 envelopes comprising the Original and Copy shall be sealed within an outer envelope. All inner and outer envelopes shall bear the following marking / identification, and be addressed as follows:

Bid for FEA Tender MR 289/2017 – Monasavu Access Roads Upgrade

**The Secretary - Tender Committee,
c/o Supply Chain Office,
Fiji Electricity Authority,
Private Mail Bag, 2 Marlow Street,
Suva, Fiji Islands**

DO NOT OPEN BEFORE TENDER CLOSING DATE AND TIME.

All envelopes shall also indicate the name and address of the Bidder on the reverse of the envelope. The inner and outer envelopes shall be addressed to the Employer as follows:

All postage or courier charges for delivery of Tender documents must be paid by the bidders. It is the responsibility of the bidder to pay courier charges and all other cost associated with the delivery of the hard copy of the Tender submission.

This tender closes at 4:00pm, on Wednesday 15th November, 2017.

All late tenders, and inadequately marked envelopes shall be returned to the Tenderers unopened. (Bids via e-mail or fax will not be considered).

For further information or clarification on the submission of bids, please contact our Supply Chain Office on phone (+679) 3224360 or (+679) 9991587, or The Secretary Tender Committee, by e-mail: TDelairewa@fea.com.fj

Tenders received after the closing date shall not be considered.

Lowest bid will not necessarily be accepted as successful bid.