



Department of Works and Engineering

MEETING MINUTES

Project	Longbird Bridge Demolition
Subject	Pre-Bid Tender Meeting
Date	14/06/2019
Time	09:00 AM
Location	Longbird Bridge
Taken by	Tabia Butterfield—Government of Bermuda
Participants	Austin Kenny, Attila Fustos, Claudia Mibelli – Government of Bermuda Chris Lane, Marc DeVerteuil – BCM McAlpine Michael Kirkos, Richard Crossley – Brunel Ltd Charles Crisson, Michael Tatem – Crisson Construction B. Munroe – Correia Construction Patrick Jamieson – GLF Construction Corporation Michael DeSilva – Island Constructio
Apologies	-
Absent	-
Copy to	-

Austin Kenny gave a brief overview of the purpose of the meeting.

Purpose of the meeting was to review the Longbird Bridge site and review the scope of the demolition, as defined in the Request for Proposal Longbird Bridge Demolition documentation found on the website: <https://www.gov.bm/procurement-notice>. Additionally, key points were highlighted and questions from prospective proponents were answered.

Questions and Responses

1. Q: Does the Ministry have any information on the reinforcement of the piers to be demolished?

A: The Ministry does not have any specific drawings or records of the piers. Enquiries to BLDC will be made, and any information found before the deadline for addendum will promptly be made available. In the meantime, proponents are advised to expect the concrete piers to contain reinforcing steel
2. Q: Is the sheetpiling surrounding the piers to be extracted?

A: The sheetpiling, along with the piers, is to be demolished down to the existing seabed, with estimated levels shown in Appendix D. If the contractor wishes to instead extract the piles, this is acceptable.
3. Q: Is there any lead present in the paint?

A: Lead is not believed to be present in the paint system of the existing bridge, and proponents should bid as such. Should lead be discovered, changes to the demolition and disposal method will be treated as variations to the main contract.



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4. Q: Are there load limits on the Causeway?

A: The causeway is not subject to vehicle restrictions beyond standard limits for Bermuda roads. Posted limits on the Mabey bridges are 29t vehicle and 10t axle.

5. Q: Please clarify the requirement for demolition debris to be boxed and disposed of in Sally Port.

A: Demolition debris is to be disposed of in accordance with Bermuda Law. The reference to boxing debris to Sally Port is 2.2.5 of the Specifications, and refers to grit debris contaminated with lead. As in Question 3 above, lead is not expected to be present at this site.

6. Q: Can debris be brought to the landfill by barge?

A: Yes, the landfill can accept material from a barge. The landfill manager may even prefer to have large pieces placed near the edges to help stabilise the fill.

7. Q: Does the Government wish to retain any material from the demolition?

A: No, however the Government retains the right to request minor items such as signage to be salvaged and returned.

8. Q: Which services are live?

A: The contractor is to make an assessment of all services at the site. It is believed that the only live services are those providing power to navigation lights on the existing Longbird bridge, and to the three street lights south of the bridges. The streetlights are to remain in operation throughout the duration of the project. Submarine cables are believed to be disconnected, and are not required to be retrieved from the seabed.

9. Q: Would mass concrete fill be acceptable for stabilizing the shoreline around the existing abutments?

A: Preferably not. The intention is to excavate the area in the near future to build new foundations for the replacement bridge. Stabilising the shoreline can be achieved by placing rubble and adjusting existing rubble to shallow slopes. Washout in the short term is not a concern.