IAMGOLD
ROSEBEL GOLD MINES N.V.

Request for Quotation (RFQ)
For the service provision of

[Concrete box installation at Main Gate]

Issue Date: 15 July 2021

Closing Date: (23 July 2021/15:00)

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A GENERAL REQUIREMENTS

Quotations are invited for the installation of concrete boxes at Main gate road.

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

B BACKGROUND TO THE BUSINESS REQUIREMENT

The primary drainage channel, which is located 100 m west of the main gate comprises of 5 X 78" Corrugated metal plates (CMP) culverts.
On May 17th, 2018, one of the CMP got collapsed due to prolonged rainfall events. The best option was to blind off the collapsed culvert, on both sides, the upstream and downstream. The purpose of blinding off the culvert was to replace the damaged culvert in the dry season.
Currently, during heavy rainfall events the road gets flooded. To prevent the flooding of the only road leading to main gate, the damaged culverts needs to be replaced with concrete boxes.

Figure 1 – showing the area of concern:

Figure 4 – showing dimensions of the inlets in meters with centre ditch:

C TECHNICAL SPECIFICATION

This project aims to install 4 rows of concrete boxes below the Main gate road for a length of approx.30 m. three of the culverts rows are rectangular 1950mmX2650mm and weight 6700 Kg. The 4th culvert row are rectangular 1950mmX2250mm and weight 5500 kg. These 4 Concrete boxes will be installed after the 5 CMP will be removed.

Depending on material availability to fill around culvert will be loaded and hauled from the Elrus plant or the Mayo Baitali crush station by the contractor. Unscreened material (pit rock, other waste) from the Mayo Baitali crush station can be used for the berms and rip rap for bank revetment. Where possible, waste material from along the roadside can be used for berm construction.

Road diversion

At upstream cover dam is necessary during the installation and should be wide (15m) enough to be used as a road diversion to have access going to RGM site. It is recommended to commence with this project by mid-August. Once the culvert would be replaced the diversion would then be removed to restore uninhibited flow.

The road, berms, and culvert will need to comply with the following specifications:

Road Width: 15 m (not counting berms)
Road elevation: 517.7mRL
Berm Height: 1.55 m (from road surface)
Berm Slope: 1.5H: 1V (37.5˚)
0-1 ½" Capping Material Depth: 0.2 m
6" Capping Material Depth: 0.2 m
Base Material (Pit Rock) Depth: 0.8 m
Culvert Specs: 1950mmX2650mmX1000mm (3x)
Culvert Specs: 1950mmX2250mmX1000mm (1x)
Catchment area: 14.2 km^2
Design elevation culvert inlet/outlet: 515mRL

QA/QC will be done on the project by the Ground Control team to ensure that the proper material is being used. Regular checks on progress will also take place. Surveying will be handled by RGM.

A JHA with the Mill electrical, surface support and health and safety should be in place prior starting with the project.

D Timeline

For this project the job needs to be done in a certain time frame. The provided timeframe by the contractor should be strictly followed. A time frame of approx. 1 month is expected.

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
- Medical screening from HCCO - Human Capital Care Outsourcing
- Proof of SOR insurance for all contractors working on site

Health & Safety requirements:

- General induction should be completed
- All mobile equipment; light vehicles and operators should comply with RGM Mobile Equipment standard;
- Contractors should adhere to the IAMGOLD golden rules and Core Safety Values

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3 – BILL OF QUANTITIES

Costs

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.

#	Item Description	Unit	QTY	Rate	Total	Comment
1	**Saramacca Haul Road Safety Berm and Inlet Construction**					
1.1	**Technical**					
1.1.A	Design	hr	0		0	Provided by contractor
1.1.B	Surveying	hr	0		0	RGM to arrange
1.2	**Road diversion**					
1.2.A	(Bush) Clear Area	m^2				
1.2.B	Construct cover dam upstream good enough to be used as a bypass.	m^3	300			
1.2 C	Maintenance of the cover dam as road					RGM to provide
1.2.D	Hauling (Avg. 4.7 km)	m^3				From Elrus Plant
1.2.E	Hauling (Avg. 6.8 km)	m^3				From Mayo Baitali Crusher
1.2.F	Placing (levelling, compacting, grading)	m^3				Contractor
1.3	**Concrete box installation**					
1.3.A	Remove damaged culverts and subbase	m^3	5100			
1.3.B	Construct new base approx. 60cm 8-10” crushed material on bottom of channel. Second Layer 20cm of 0-1 ½” crushed material.					
1.3.C	Mobilize concrete box from Ms laydown to Main gate					
1.3.D	Lifting equipment for installation					
1.3.E	Dywidag thread bar Ø25 for concrete connections					
1.3.F	Install 4 rows of concrete boxes, 2 rows will be 30m and 2 of 30m.					RGM to provide concrete box
1.3.G	Fill layer of rock foundation to cover concrete culverts 40cm thick 0-1 ½” on top of culverts. Fill rest until road elevation with rip rap boulders.					
1.3.H	Finalize road with top layer of 20cm 0-6” and 20cm 0-1 ½ “ crushed material					
1.4	**Berm Construction**					
1.4.A	Hauling 8-10" (Avg. 6.8 km)	m^3				From Mayo Baitali Crusher
1.4.B	Hauling 6" (Avg. 4.7 km)	m^3				From Elrus Plant

1.4.C	Hauling 3" (Avg. 6.8 km)	m^3				From Mayo Baitali Crusher
1.4.D	Hauling 3" (Avg. 4.7 km)	m^3				From Elrus Plant
1.4.E	Placing (levelling, compacting, grading)	m^3				
1.4.F	Create Rock berm at Concrete box inlet					
1.5	**Road Berm Construction**					
1.5.A	Use surrounded material	m^3				
1.5.C	Place and Shape Material	m^3				
1.6	**Sub-Total**					
2	**General & Administrative**					
2.1	Mobilization Costs					
2.2	Administrative Cost					
2.3	Extra/Over					
3	**Total**					