

## CORRIGENDUM-II

**Subject:** Design and Construction of Elevated Viaduct of Length 6.836 KMS From CH: 590 To CH: 5809, CH: 6000 To CH: 7100 and CH: 7183 To CH:7700 Between Prajapati Nagar To Sitaburdi And ROR Near Anand Talkies, Viaduct & Ramp Near Ramjhula, Ror Near Prajapati Nagar and Viaduct of Length 1.050 KMS From CH :(-)496 To CH: 90.962 and CH: 126.962 to CH: 590 on BOQ Basis.(Reach-4)

**Tender No:** - NIC-09/2016 (ICB)

**Tender No as per portal:** -72

**Date:** - 17/01/2017

Sr. No	Title	Volume, Clause, Page no.	Existing	Modification requested	NMRC reply/amendment
1		<b>BDS ITB 1.3 (Additional Para)</b>	<p>The detailed Scope of Work for the Construction of this contract is further described in the Part II: <b>Section-VII (A, B, C)</b> Works Requirements and other documents. The Contractor has to execute the work accordingly with the approval of Employer. The Bidders are particularly advised to pay attention to the IT Requirements of Employer (<a href="#">Clause 2.3</a> of General Specifications).</p> <p>The Contractor shall also carry out effective interface and coordination with Detailed Design Consultants, Designated Working Contractors and other agencies appointed by the Employer from time to time, during the Contract Period.</p> <p>Apart from that co-ordinations may require with the local administration and various other authorities of Government of Maharashtra.</p>		<p>The detailed Scope of Work for the Construction of this contract is further described in the Part II: <b>Section-VII (A, B, C, D &amp; E)</b> Works Requirements and other documents. The Contractor has to execute the work accordingly with the approval of Employer. The Bidders are particularly advised to pay attention to the IT Requirements of Employer (<a href="#">Clause 2.3</a> of General Specifications).</p> <p>The Contractor shall also carry out effective interface and coordination with Detailed Design Consultants, Designated Working Contractors and other agencies appointed by the Employer from time to time, during the Contract Period. Apart from that co-ordinations may require with the local administration and various other authorities of Government of Maharashtra.</p>
2		<b>BDS ITB 4.1</b>	<p>Maximum number of members in the JV shall be: <b><u>Three</u></b></p> <p>Lead member should not have less than <b>40%</b> participation and other members shall have minimum <b>20%</b> participation in the proposed JV / Consortium for this work.</p> <p>In case of JV / Consortium, change in constitution or percentage participation of JV/Consortium shall not be permitted at any stage after their submission of Bid and thereafter.</p> <p>The authorized representative from lead member of JV/Consortium shall be signatory of the bid. (<b>Ref. Form-9. Section-IV of Part-1</b>)</p>		<p>Maximum number of members in the JV shall be: <b><u>Three</u></b></p> <p>Lead member should have more than <b>50%</b> participation and other members shall have minimum <b>20%</b> participation in the proposed JV / Consortium for this work.</p> <p>In case of JV / Consortium, change in constitution or percentage participation of JV/Consortium shall not be permitted at any stage after their submission of Bid and thereafter.</p> <p>The authorized representative from lead member of JV/Consortium shall be signatory of the bid. (<b>Ref. Form-9. Section-IV of Part-1</b>)</p>

3		<b>BDS ITB 7.4</b>	A Pre-Bid meeting shall take place at the following date, time and place: Date: <u>16.06.2016</u> Time: <u>1100 hrs</u> Place: <u>Metro House, 28/2, Anand Nagar, Civil Lines, Nagpur 440 001</u>		A Pre-Bid meeting shall take place at the following date, time and place: Date: <u>07.12.2016</u> Time: <u>1100 hrs</u> Place: <u>Metro House, 28/2, Anand Nagar, Civil Lines, Nagpur 440 001</u>
4		<b>BDS ITB 11.4.1 (Additional Para) Pt (iv)</b>	Scanned copy of Bid Security (Cash as well as BG component refer E-tender Notice)		Scanned copy of Bid Security (BG component refer E-tender Notice)
5	Qualification	4.2 (A) ,Specific construction & contract management Experience Part 1, Page No. 63	Should have completed Launching of minimum 50m. Steel/ PSC Girder in single span across rail track in Another work.	We request you to modify the same as follows: Should have completed Launching of minimum <b>45 m.</b> Steel/ PSC Girder in single span across rail track in another work.	Since modified to "Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in Another work"
6	Qualification	4.2 (A) Part 1, Specific construction & contract management Experience Page No. 62.	A minimum number of similar contracts specified below that have been satisfactorily completed as a prime contractor, joint venture member during last 10 (Ten) years i.e. up till 30.11.2016.	A minimum number of similar contracts specified below that have been satisfactorily/ <b>substantially</b> completed as a prime contractor, joint venture member during last 10(Ten) years i.e. up till 30.112016.	Since modified to "A minimum number of similar contracts specified below that have been satisfactorily/ <b>substantially</b> completed as a prime contractor, joint venture member during last 10(Ten) years i.e. up till 30.112016."
7	Qualification	4.2 (A) Part 1, Specific construction & contract management Experience Page No. 64. Note No 5	Substantially completed station means the stations civil works, E& M works finishing etc. must have been completed at least 90%. Client certificate should clearly mention extent of completion.	Substantially completed <b>viaduct</b> means <b>viaduct</b> that has been completed at least 90%. Client certificate should clearly mention extent of completion.  <b>Remarks – Station is not in the scope of this tender.</b>	Since modified to "Substantially completed <b>viaduct</b> means <b>viaduct</b> that has been completed at least 90%. Client certificate should clearly mention extent of completion."
8	Completion Period	Vol1 , NIT , Page 1	110 (One Hundred and Ten) Weeks (including Monsoon Period)	You will appreciate that elevated metro of this magnitude along the road with traffic, utility, including road widening, soil investigation, design, Railway Spans etc., require minimum 30 months, we request you to revise the completion period to 30	Not accepted. RFP condition prevails

				Months and amend the intermediate key dates accordingly.	
9	Recovery of Advance	PCC (Part A) SN 39 Cl 14.2(b)	The repayment amortization rate (%) shall be as under: The recovery of the above Advance Payment shall be done in respective currencies and shall commence when 20% of the original contract value of the work has been paid in respective currencies (in addition to mobilisation advance) and shall be recovered by deduction of 25% of amount of each interim payment.	Request you to reconsider the terms of referred clause and reinstate the sub clause 14.2 Advance Payment Sr No 59 of <b>Part B Specific Provisions</b> that allows recovery of advance commencing from 30% of Work done (RA Bill) and up to 90% of work done (RA Bill). OR recovery of advance commencing from 20% of Work done (RA Bill) and up to 75% of work done (RA Bill) as per provisions in NMRCL Reach 3 Package.	Not accepted. RFP condition prevails
10	Defects Notification Period (Defects Liability Period)	PCC Part A of SCC Sr No 6	12 months from the date of commercial operation of stations.	We request you restrict Defects Notification Period upto 52 weeks after the date of issue of Taking over certificate for whole of works/ completion & handing over works to employer.	Accepted.
11	Time for access to Site	PCC Part A of SCC Sr No 18	Refer to Table: Summary of Sections below <b>(Table to be added)</b>	The referred table is unavailable, kindly provide the same.	Access to site will be given in a progressive manner with a week time of issued LOA. The last stretch of site will be given within 12 months of LOA.
12	Escalation/ Price Variation Clause	SCC/Part B Specific Provisions Sr No 57	The price variation will be payable only on the Indian Currency of Contract price of Schedule B.	We request to amend this clause and allow price variation to be payable on the entire Contract Value including lump sum component –Schedule A.	Not accepted. RFP condition prevails.
13	Bearings	Part 2, Work Requirements, Scope of work (v) pg 174	POT/PTFE bearing on all spans especially on 31m spans and above	Please allow for Elastomeric bearings on spans of 31m and above. <b>(Based on detailed design)</b> . See Reach-3 viaduct	The choice of bearing whether POT/PTFE or neoprene will depend on accepted design by GC and NMRCL
14	GI Brackets/ Cable Trays	Part 2, Work Requirements, Scope of work (xix) pg 175	All spans should have <b>similar GI brackets for cable laying</b> , walkway, parapets and railing arrangement.	Kindly clarify which of these is applicable in this contract.	The 18mm dia sleeves for PVC pipes along with the attachment of insert plate will be in the scope of viaduct contractor. The lug for cable trays will not be in the scope of viaduct contractor.

15		Drg No NMRCL/R-3/NMRCL/MISC/03	Lug for Cable tray @600c/c in Longitudinal direction (typ) indicated as <b>Not in scope of Viaduct Contract.</b>		The 18mm dia sleeves for PVC pipes along with the attachment of insert plate will be in the scope of viaduct contractor. The lug for cable trays will not be in the scope of viaduct contractor.
16	Demolition of Buildings	Part 2, Work Requirements, Scope of work (xxi) pg 175	Demolition/dismantling of RCC framed/Steel structure/ buildings..... on the alignment of viaduct as indicated in GAD.	Kindly confirm whether regulatory approvals from relevant authorities for demolition of buildings have been taken by NMRCL.	RFP condition prevails. However, NMRCL will assist in seeking the permission.
17	Railway Spans	Part 2, Work Requirements, Scope of work (xxi) pg 176	The contractor has to get necessary permission/NOC from the railway..... for blocking services and working in such locations.	We request NMRCL to assist the contractor to obtain necessary blocks. In case blocks get cancelled by Railways, we request NMRCL make provision in Contract for Extension of Time and Monetary compensation to Contractor.	NMRCL will provide all necessary assistance for obtaining permission for necessary railway blocks. However, in case of cancellation of block, extension of time will be considered with monetary compensation in accordance with Clause 8.8 & 8.9 of GCC (Super siding sub-clause 8.9 of SCC).
18	Railways Approvals			Kindly confirm whether approvals of GAD are in place from Railways. In case of delay in approvals from Railways, please make provision in Contract Extension of Time and Monetary compensation to Contractor.	NMRCL will assist in obtaining permission from the Railways. However, in case of cancellation of block, extension of time will be considered with monetary compensation in accordance with Clause 8.8 & 8.9 of GCC (Super siding sub-clause 8.9 of SCC).
19	Access to and Possession of the Site	SCC/PCC Part B Sr No 3	If the Contractor suffers delay from failure on the part of the Employer to grant right of access to site, contractor shall give notice to the Engineering in a period of 28days of such occurrence. For any such delay in handing over of site, Contractor will be entitled to only reasonable extension of time and no monetary claims shall be payable.	We request to include the provision of payment of cost component for extended stay for the delays attributable to Employer, viz., shifting of Utilities, approval of design etc.	If the Contractor suffers delay from failure on the part of the Employer to grant right of access to site, contractor shall give notice to the Engineer in a period of 28days of such occurrence. For any such delay in handing over of site, Contractor will be entitled to reasonable extension of time with monetary compensation in accordance with Clause 8.8 & 8.9 of GCC (Super siding sub-clause 8.9 of SCC).
20	Maximum amount of LD	SCC/ PCC Part A Sr No 30	10 % of the final Contract Price.	We request to reconsider this and limit Max LD to 5%.	Not accepted. RFP condition prevails

21	GAD			Please provide GAD in AutoCAD Format.	Autocad GAD is uploaded with this Corrigendum as an Annexure
22	<b>PART 1: Bidding Procedures</b>  SECTION-III: Evaluation & Qualification Criteria Part1:Pg-62& 63 of Tender document	<b>4.2 (a) Specific Construction &amp; Contract Management Experience</b>	<p><i>A minimum number of similar contracts specified below that have been satisfactorily completed as a prime contractor, joint venture member during last <b>10 (Ten) years</b> i.e., up till <b>30.11.2016</b></i></p> <p><i>(a) Should have received minimum <b>INR 2880 Million</b> from 1 contract in a metro rail Civil construction Work and should have completed viaduct length not less than 4 Km in the same contract.</i></p> <p><b>AND</b></p> <p><i>Should have completed launching of minimum 50 m. Steel/PSC girder in single span across Rail way track in another work.</i></p> <p style="text-align: center;"><b>OR</b></p> <p><i>(b) Should have received minimum <b>INR 1800 Million</b> each from 2 contracts. Out of these two contracts, minimum one contract must be for metro rail civil construction work and should have completed viaduct length not less than 3 Km in the same contract. The second contract may be either Metro Rail viaduct or flyover/bridges of length not less than 3 Km.</i></p> <p><b>AND</b></p> <p><i>Should have completed launching of minimum 50 m. Steel/PSC girder in single span across Rail way track in another work.</i></p> <p style="text-align: center;"><b>OR</b></p> <p><i>(c) Should have received minimum <b>INR 1440 Million</b> each from 3 contracts. Out of these three contracts, minimum one contract must be for metro rail civil construction work and should have completed viaduct length not less than 2 Km in the same contract. The remaining</i></p>	<p>Bidder requests to modify the eligibility as under:</p> <p>A minimum number of similar contracts specified below that have been satisfactorily completed as a prime contractor, joint venture member during last <b>10 (Ten) years</b> i.e., up till <b>30.11.2016</b></p> <p>(a) Should have received minimum <b>INR 2880 Million</b> from 1 contract in a metro rail Civil construction Work and should have completed viaduct length not less than 4 Km in the same contract.</p> <p><b>AND</b></p> <p>Should have completed launching of <b>minimum 40 m.</b> Steel/PSC girder in single span across Rail way track in another work</p> <p style="text-align: center;"><b>OR</b></p> <p>(b) Should have received minimum <b>INR 1800 Million</b> each from 2 contracts. Out of these two contracts, minimum one contract must be for metro rail civil construction work and should have completed viaduct length not less than 3 Km in the same contract. The second contract may be either Metro Rail viaduct or flyover/bridges of length not less than 3 Km.</p> <p><b>AND</b></p> <p>Should have completed launching of <b>minimum 40 m.</b> Steel/PSC girder in single span across Rail way track in another work.</p>	Replied under sl. No.5.

			<p>two contracts may be either Metro Rail viaduct or flyover/bridges of length not less than 2 Km each.</p> <p><b>AND</b></p> <p>Should have completed launching of minimum 50 m. Steel/PSC girder in single span across Rail way track in another work</p>	<p><b>OR</b></p> <p>(c) Should have received minimum <b>INR 1440 Million</b> each from 3 contracts. Out of these three contracts, minimum one contract must be for metro rail civil construction work and should have completed viaduct length not less than 2 Km in the same contract. The remaining two contracts may be either Metro Rail viaduct or flyover/bridges of length not less than 2 Km each.</p> <p><b>AND</b></p> <p>Should have completed launching of <b>minimum 40 m.</b> Steel/PSC girder in single span across Rail way track in another work.</p> <p><b>Please confirm.</b></p>	
23	<p><b>PART 1: Bidding Procedures</b></p> <p>SECTION-III: Evaluation &amp; Qualification Criteria Bid Capacity</p>	<p><b>3.0 i-a Financial Situation and Performance</b></p>	<p>Evaluation of Bid Capacity The Bidders will be qualified only if their available bid capacity is more than INR 3600 million. Available bid capacity will be calculated based on the following formula: Available Bid Capacity= 2*A*N – B</p> <p>Where,</p> <p>A = Maximum of the value of construction works executed in any one year during the last five financial years reckoned up to 31st March 2016 (updated to base date price level assuming 5% inflation per year compounded annually)</p> <p>N = Number of years prescribed for completion of the present work</p> <p>B = Value of existing commitments as on first day of the month of this Bid submission i.e. for on-going construction works during next 110 weeks. Proportionate value will be taken if it falls during the financial year.</p> <p>Note:</p> <p>1. The available bid capacity should be more than INR 3600 million.</p>	<p>Bidder understand that Value of Qualifying Project would be updated assuming 5% inflation per year compounded annually which is mentioned in Description of "A" of Bid Capacity Calculation. Please confirm.</p> <p><b>Please note:-</b> as per similar NMRCL tender reference of <b>Reach-3 Station (Tender No.N1C-07/2016)</b>– in Annexure-I of Corrigendum-I (Part-1, Page 65) document, it was written " <b>The Qualifying value of the cost of the past works shall be updated from the date of issue of the work completion certificate till the date of submission of bid, assuming inflation at the rate 5% each year for Indian Project and at the rate of 2% each year for Foreign Project.</b>"</p>	<p>We confirm that</p> <p>“The qualifying value of the cost of the past works shall be updated from the date of issue of the work completion certificate till the date of submission of bid, assuming inflation at the rate 5% each year for Indian project beyond the certificate date and at the rate of 2% each year for Foreign Project.</p>

			2. A certificate issued from a chartered accountant certifying A and B value must be enclosed with the Technical bid		
24	<b>NIT: Submission Date</b>		Online Submission upto 16:00 Hrs on 07.01.2007	Since this is a Design & Construction Contract, there are complexities and variations in the project including need for economical design. Hence, proper understanding of the scope & the Owner's requirement, planning, etc. are required to arrive at an economic pricing. In addition there are various interfaces that need to be conducted to collate substantial amount of vendor data. Furthermore critical examination of soil profile is required to ascertain extract methodology and materials to be adopted for the project. In light of the above, please extend the bid submission due date upto <b>07.02.2017</b> .	Not accepted. RFP condition prevails.
25	Tender Drawing	Drawings	All the drawing are in PDF format.	Please provide Autocad drawings	Autocad GAD and alignment will be uploaded with this corrigendum.
	Cl. 2/B, Part 2, p.172	Pier Arms for Platforms under Scope of Work.	D & B contractor have to design and construct pile, pile cap, pier and pier arm to support...	Please provide the architectural drawings of all the 09 Nos. stations showing concourse level, platform level & track level with pier arms details.	RFP conditions prevails. However, Architectural drawings will be made available to the successful Bidder.
26	Part I: Section II: Bid data sheet	ITB: 1.9, pg. 31	The contractor shall carry out ..... Authorities in india.	Since this is a civil works contract. Please delete this clause.	Not accepted. RFP condition prevails.
27		ITB:1.11,p g.31	The succesful bidder has to establish .....will be made on this account.	This is same as ITB:1.4	RFP condition prevails.
28		ITB:11.1 (d),pg. 42 & ITB:13.1, pg.55	Alternative bid is not permissible	i) Schedule A is in lumpsum. So please delete this clause. ii) Please clarify whether span arrangement, type of pier, pier shape etc. can be modified or not.	i) Not accepted. RFP condition prevails. ii) RFP condition prevails.

29	Part 2 : Section VII: Work requirement & appendices	Section B: Employers requirement : Scope of work,pg.17 2	A) Main viaduct	Part of work is in lumpsum mode and part in BOQ mode please confirm. i) NMRCL will give complete alignment both vertical and horizontal for both parts. ii) NMRCL will issue GFC drawings to contractor for BOQ based portion.	i) RFP conditions prevails. However, NMRCL will issue GAD comprising vertical/horizontal alignment. ii) RFP conditions prevails. However, Design of entire viaduct excluding Railway spans (between ch: 90.883 to 126.883 and ch: 7100 to 7187 which includes design/issue of GFC for foundation, substructure & superstructure by NMRCL) shall be the responsibility of D&B Contractor. The scope of <b>design of Viaduct for the BOQ based portion</b> between ch: (-) 580 to 591(excluding Railway span) and 5691.7 to 6314.9 includes station, NHAI flyover, Ramp etc. shall be the responsibility of D&B Contractor and cost of design shall also have deemed to be included in the Lumpsum price.
30		Pg. 172, last para	Segmental box integrated with parapet is preferred choice.	In case tenderer adopts 'U' girder is it allowed. If yes, can rail levels be lowered. Will NMRCL give any cost benefit in such a case.	We confirm that Segmental box integrated with parapet will only be accepted.
31	Part 2 : Section VII: Work requirement & appendices		Type of parapet	Since front evacuation is adopted size and type of parapet may be specified.	RFP conditions and drawings prevails.
32		B) Pier arms for platforms, pg. 172	Pier arm to support the station platform and concourse.....extending platform upto 142metre)	Please confirm whether span arrangement in extendable portion has to be same as in 77m. Also please confirm whether pier arms to be provided in this portion future station portion.	RFP conditions prevails. However, we confirm that pier arm not to be provided in future position
33		I to VII :pg. 173	Floor loads, self weight .....total station length as approx. 78m	Please confirm pier arms to be provided at concourse level also, in 77m and or 142m. Please specify self weight loads / floor loads to be considered at platform level as well as at concourse	RFP conditions prevails and gives all details. Please also see reply to pt 32 above.



				Please specify maximum widths of pier arms at platform and concourse levels.	
34		Cl. 2.1 Scope under lump sum price : 2.1.2: I & V pg.173	Provision of seismic restrainer is mandatory	Since Nagpur is in zone II this may be removed. Please confirm both seismic restrainers and shear keys / tie bars to be provided.	RFP conditions prevails. However, we confirm that macalloy bars is not covered in the RFP.
35		xxvii,pg.17 6	Siding line within .....scope of work	Will these spans be permitted to be in PSC girders?	RFP conditions prevails which is self-explanatory.
36		2.1.6 (a) & drgs.	Obligatory pier locations .....diversion can be entertained.	Drawings indicate obligatory pier locations. It will be better if NMRCL can also identify span requirements at obligatory locations.	RFP conditions prevails which is self-explanatory.
37		2.1.6 (d)	Electric traction & signaling.....form a part of the work	Please specify the locations of OHE masts, loads from it and detail of the civil works required.	RFP conditions prevails. However, details will be furnished to successful Bidder.
38		2.1.6 (p)	Maintenance of existing roads..... ...Suitably amended with NMRCL's approval.	Is maintenance of roads along BOQ lengths also included in lumpsum portion? Or to be considered in BOQ items ?	Cost towards maintenance of road along BOQ is covered in LS payment
39	Cl. 7.4 Design loads	Dynamic loading	The static & fatigue ..... Shall be calculated based on IRS bridge rules.	Please clarify if dynamic factor is 1.2 or CDA should be taken as per Bridge Rules.	RFP conditions prevails.
40		Longitudinal forces	Rail structure interaction ..... Work out the LWR forces.	Please specify LWR force. Since work on reach 1/2/3 is on going, otherwise confirm that RDSO guide lines are acceptable.	It is to confirm that the LWR forces are to be considered as per RDSO guide lines.
41		Train derailment load	Check for derailment .....as per IRS bridge rules.	Please specify if parapet is to be designed for any derailment load considering short height of parapet as proposed.	No, parapet is designed to support cable trays and OHE mast and solar panels
42	Cl. 7.11	Noise abatement	Provision of noise barriers	Please confirm noise barriers if required, will be provided by NMRCL along with inserts etc.	Noise barriers is not in the scope of present RFP

43	Cl. 8 & 9		Railway requirement & design consideration	Please confirm that these clause are for ROR structure which is BOQ based.	These design conditions are applicable to entire civil works of present RFP.
44	Mobilization Advance			Mobilization Advance of 5% of Lump Sum price interest free GCC 56: The Project being highly capital intensive, we request you to consider; 10% of CV as the mobilization advance and interest free.	Not accepted. RFP condition prevails.
45	Eligibility criteria			Eligibility criteria - Evaluation and Qualification Criteria 3.2,3 .3,4.1 & 4.2 .We request you to consider this; •Criteria to be limited to the length on viaduct only. Request to delete the value of work as the same is a matter of scope of work including/excluding MEP, Architecture etc. • One Project of 80%, Two Projects of 50% and Three Projects of 40% of Nell Viaduct length excluding stations.	Not accepted. RFP condition prevails.
46	Eligibility Criteria			Eligibility Criteria-Bid Data Sheet ITS t" 1.9 : Please consider this; • Leader of JV shall be the one with viaduct experience of minimum 2 Km. Recovery on Mobilization Advance - GCC Contract Data- 39; • Recovery of advances to the prorata of work done. Complete advance to be recovered by the time of work done reaches 80% of contract value.	Not accepted. RFP condition prevails.
47	Advance against Plant and Machinery			Advance against Plant & Machinery - GCC Specific Provision 56: We request you to Please Consider; • Interest free equipment advance to be paid for all equipment resources mobilized to site, irrespective of whether they all owned or hired. Equipment for which advance is taken	Not accepted. RFP condition prevails.

				shall be demolished only after the advance for that item is completed recovered.	
48	Defect Liability Period			Defect Liability Period - SCC-6: We request you to Please consider ; <ul style="list-style-type: none"> <li>• DLP from the date of completion of this contract. Risk of delay if any on commercial operation cannot be assessed by tenderers</li> </ul>	Please refer reply to pt no 10.
49	Tender Due Date	-	-	Since this is a Design & Construction Contract, there are complexities and variations in the project including need for economical design. Hence, proper understanding of the scope & the Owner's requirement, planning, etc. are required to arrive at an economic pricing. In addition there are various interfaces that need to be conducted to collate substantial amount of vendor data. Furthermore critical examination of soil profile is required to ascertain exact methodology and materials to be adopted for the project. In light of the above, please extend the bid submission due date upto 07.02.2017.	Not accepted. RFP conditions prevails.
50	Drawing	Drawing for "SEWERAGE PIPELINE Utilities"	-	This drawing is almost illegible. Please provide either a CAD copy or better PDF for this.	AutoCAD copy is uploaded with this Corrigendum as an Annexure.

51	Cl. 2.3 "Design Criteria", Section B of Part II	Note under the track spacing requirements	In the note it is mentioned that a track-side walk-way is not mandatory.	In cl.2.1.2 item xviii, it is mentioned to provide steel ladder/stair to reach track level from platform to be provided. If there is no space for walkway, where these ladder/stairs to be provided (in plan)?	RFP conditions prevails.
52	BOQ item rate works from CH - 496 to CH 530			Please provide timelines (outline program) of construction works by NHA and scope of interfacing works to be done by NMRCL Reach-4 Contractor.	These details shall be shared with the successful bidder.
53	All of document				Refer pt 70 for revised scope of work and attachment for drawing.
54	Financial and BOQ				The summary of Schedule-B & Schedule-C is modified and enclosed with this Corrigendum
55	N1C-09/2016 ,Part-II, Section-VII. Work Requirement ,Page 247, Appendix-2A		No land shall be made available by the employer for casting yard, site offices, and site laboratories. Contractor shall make his own arrangements at his own cost.	We request you to provide the land for the same at least on rent basis.	RFP conditions prevails.
	Drawings	Structural details & drawings of ROR's		Request you to provide complete details and drawings of ROR structures.	RFP conditions prevails. However, ROR details/drawings will be provided to the successful Bidder.
56		Labour cess		Request you to please exempt the Labour cess.	RFP conditions prevails.
57	ITB 14.10 (new Para)		"Ministry of Finance (Department of Revenue) has issued a notification of No.9/2016 - Service Tax dated 1st March 2016 stating that the	Request you to please exempt the service tax.	RFP conditions prevails.

			contracts which are entered after 1st March 2016 for Metrorail construction Projects are liable for payment of Service Tax.” The Bidders shall examine his own assessment in regard to service tax. The bidder shall include the service tax in his quote and the quote submitted by the bidder shall be deemed to be inclusive of the applicable service tax and such service tax shall not be reimbursed by NMRCL		
58	Scope of work under BOQ – Item rate	CL. 2.9, Part II, Section VII, Pg. 183	Piling work for foundation of station concourse in station areas up to pile cap level	We understand the scope of work under BOQ – Item rate basis include following structures a) Viaduct of length 1.05km b) ROR of 36m c) ROR of 83m d) Double decker 191m Please confirm if Pile, Pile cap, Pier, Pier cap, common between design & build and item rate are paid under EPC or BOQ?	RFP conditions prevails.  However, it is to confirm that the Common Piers with foundations and substructure will be paid under BOQ items.
59	Scope of work under BOQ – Item rate	Project title	The scope of work under BOQ – Item rate basis include following structures a) Viaduct of length 1.05km b) ROR of 36m c) ROR of 83m d) Double decker 191m	The quantity of Pile given in BOQ item V01.1a is only 4224 RM. Please confirm if Pile length for all four mentioned locations will be paid under this BOQ item.	Yes, your understanding is correct.
60	Scope of work under BOQ – Item rate		The scope of work under BOQ – Item rate basis include following structures a) Viaduct of length 1.05km b) ROR of 36m c) ROR of 83m d) Double decker 191m	Request you to provide us separate BOQ for following structures paid under item rate BOQ, as the rates will be different due to different construction techniques. a) Viaduct of length 1.05km b) ROR of 36m c) ROR of 83m d) Double decker 191m	RFP conditions and combined BOQ prevails

61	Sheet Pile item missing in BOQ	Drawing No. RITES/RI/R CED/NMRC L/AT-VT/GAD	ROR drawing of 83m foundation shows sheet pile protection for Pile cap	The Sheet pile item is missing in Schedule B BOQ, Request you to introduce sheet pile item separately.	The cost towards shoring/sheet pile is covered in the cost of foundation in BOQ of ROR
62	Scope of work	Part II, Section VII, Pg. 183, Cl. 2.9.1  Part II, Section VII, Pg. 172, Cl. 2B	Piling work for foundation of station concourse in station areas up to pile cap level.  D & B contractor have to design and construct pile, pile cap, pier and pier arm to support the station platform and concourse	There is contradiction between the two referred clauses. Kindly confirm Piling work for foundation of station will be paid under Lump sum schedule A or Item rate Schedule B.	RFP conditions prevails.  However, if any foundation item required to be executed in the station portion either along the alignment or off road will be paid under BOQ items of schedule B.
63	Scope of work	Part II, Section VII, Pg. 172, Cl. 2B Tender drawing, GAD	Station length is 77m extendable up to 142m in future.  Station length shown is 75m	There is contradiction between the two referred clauses. Kindly confirm length of station if it is 77m or 75m.	Station length is 77.5 mt.
64	BOQ Schedule B	BOQ Item V04, 1.1	Precast concrete for segments given in BOQ is 7219 cum.	Item for post tensioning work with HTS strands, HDPE pipes are missing for precast segments. Request you to provide the same.	Modified BOQ of schedule B is uploaded with this Corrigendum as an Annexure.
65	BOQ Schedule B	BOQ Item V04, 2.1  BOQ Item V05, 5	Quantity for Precast concrete for PSC I-Girder given in BOQ is 92 cum. Quantity for Pre-stressing strands for I-Girder given in BOQ is 152 MT	Concrete verses Pre-stressing strand quantity for I-Girders given in BOQ is not in proportion. Please check and confirm	Modified BOQ of schedule B is uploaded with this Corrigendum as an Annexure.
66	BOQ Schedule B	BOQ Item V05, 4	Supply, fabrication and erection of Welded type Composite plate girders of 3x45m & 1x38m span for Metro loading at site as per approved drawings.	We understand the quantity given 150MT for 36m span. Please confirm.	RFP conditions prevails.

67	BOQ Schedule B	BOQ item V05, 6	Quantity for spherical bearing given for 83m span is 1 set	Request you to provide loading details, movement, numbers. These details are required for pricing.	<p>4 nos. of Spherical bearing are proposed in 83m composite truss which constitute 1 set i.e.</p> <ol style="list-style-type: none"> <li>1. Fixed FX - 1 no.</li> <li>2. Free FR - 1 no.</li> <li>3. Guided in longitudinal Direction GL - 1no.</li> <li>4. Guided in transverse Direction GT - 1 no.</li> </ol> <p>All loads are working loads in MT.</p> <table border="1" data-bbox="1592 293 2152 536"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">FX</th> <th colspan="3">GL</th> </tr> <tr> <th>P</th> <th>P</th> <th>HL</th> <th>HT</th> <th>HL</th> <th>HT</th> </tr> </thead> <tbody> <tr> <td>Normal Case</td> <td>690</td> <td>690</td> <td>0</td> <td>10</td> <td>90</td> <td>10</td> </tr> <tr> <td>Seismic Case</td> <td>745</td> <td>745</td> <td>0</td> <td>120</td> <td>180</td> <td>120</td> </tr> </tbody> </table> <table border="1" data-bbox="1592 571 2152 863"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">GT</th> <th colspan="3">FR</th> </tr> <tr> <th>P</th> <th>HL</th> <th>HT</th> <th>P</th> <th>HL</th> <th>HT</th> </tr> </thead> <tbody> <tr> <td>Normal Case</td> <td>690</td> <td>90</td> <td>0</td> <td>690</td> <td>0</td> <td>0</td> </tr> <tr> <td>Seismic Case</td> <td>745</td> <td>180</td> <td>0</td> <td>745</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p>P - Vertical Load  HL - Horizontal Load along traffic direction  HT - Horizontal Load across traffic direction  Movement along traffic direction allowed in bearings in GL &amp; FR - 80mm  Movement across traffic direction allowed in bearings in GT &amp; FR - 10mm</p>		FX			GL			P	P	HL	HT	HL	HT	Normal Case	690	690	0	10	90	10	Seismic Case	745	745	0	120	180	120		GT			FR			P	HL	HT	P	HL	HT	Normal Case	690	90	0	690	0	0	Seismic Case	745	180	0	745	0	0
	FX			GL																																																							
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Normal Case	690	90	0	690	0	0																																																					
Seismic Case	745	180	0	745	0	0																																																					
68	BOQ Schedule B	BOQ item V01, 1	Rate shall include provision of A class MS Steel pipes of 50mm outer Diameter as per technical specification, 2.9mm thick (light) as per IS: 1239 in all piles at the time of casting to be used for cross- hole sonic test.	As per technical specification clause no. 9, part 2, section VII-A, Page No. 415, only 25% of piles shall be tested for sonic integrity test. Please confirm whether we need to provide MS pipes in all piles for sonic integrity test.	RFP conditions prevails.																																																						

69	Hatch portion near Ch. 590	Drawing no. RITES / UT / CO / NAGPUR / IC / EW / PNGR-SB / 2015	Hatch portion is shown from Ch. 590 to Ch. 790.	Please confirm the type of structure for this hatch portion.	It is to confirm that "Hatch portion chainage shown in the GAD comprising Ramp portion of NHA flyover".
70	Site Visit		During site visit between Ch. 6200 to Ch. 6400, and Ch. 5700 to Ch. 5959, already other contractor has erected barricading and mobilized equipment.	Please let us know the scope of work under this contract between the said chainage.	The scope for D & B Contract shall comprising "DESIGN AND CONSTRUCTION OF ELEVATED VIADUCT OF LENGTH 6.398 KMS FROM CH: 591 TO CH: 5691.7, CH: 6314.9 TO CH: 7100 AND CH: 7187 TO CH:7700 BETWEEN PRAJAPATI NAGAR TO SITABURDI AND ROR NEAR ANAND NAGAR TALKIES, VIADUCT & RAMP NEAR RAMJHULA, ROR NEAR PRAJAPATI NAGAR AND VIADUCT OF LENGTH 1.133 KMS FROM CH: (-) 580 TO CH:90.883 AND CH:126.883 TO CH:591 AND CH:5691.70 TO CH:6314.90".
71	Subject line / Title of project		Viaduct & Ramp near Ramjhula paid under schedule B – Item rate.	In BOQ schedule B, there are no items regarding Ramp construction. Kindly clarify the scope of work of Ramp under schedule B.	RFP conditions prevails.  It is to confirm that "Ramp construction involves RCC retaining wall, earth filling and road items which will be covered under schedule B and items not covered under schedule B will be operated under schedule C".
72	BOQ Schedule B	BOQ item V04, 6	Quantity for precast parapet over deck slab on both side of viaduct given in BOQ is 10 cum	Quantity given seems to be too less for 1.05km of viaduct and 191m of double decker portion. Please check and confirm.	RFP conditions prevails. However, the segment box girders integrated with parapet as per typical cross section required to be cast and BOQ item under precast segment box girder is applicable.
73	Superstructure Type	Scope of work, Part II, Cl. 2.1.2, Pg. 173	As per scope, it is mentioned that segmental box superstructure is a preferred choice.	Please reconfirm if any other superstructure is permitted or not.	RFP conditions and drawings prevails



74	Scope W.R.T Station			Request you to provide the GAD of station for taking load etc. In case loading from GAD comes out to be lesser than at actual design stage, we presume that it will treated as variation.	RFP conditions prevails. All loads considered for design will be provided to the successful Bidder by Station DDC's and no variation is entertained whatsoever.
75	General Arrangement drawings and typical cross sections	Section 19-19, 27-27, 28-28	Drawings TCS 19, TCS 27, TCS 28. Typical cross sections are provided.	Chainage for these sections given in sketches not matching with the alignment drawing. Please reconfirm that these sections are falling for zone to be constructed based on item rate contract.	RFP conditions prevails. However, typical cross sections as shown in the drawings are referred to common pier for the NHAI flyover and which falls under item rate BOQ. Corrected chainage drawing is attached with this corrigendum.
76	General Arrangement drawings and typical cross sections	Section 29-29	Drawings TCS 29. Typical cross sections is provided.	<p>a) Chainage given in sketch &amp; alignment is not matching. Please review.</p> <p>b) Can you please provide the highest level of road on embankment for zone between 590m to 790m?</p> <p>c) Hope that section showing viaduct supports are tentative &amp; typical details can be following maintaining 5.5m clearance.</p> <p>d) Section not showing superstructure &amp; presumed it is only a tentative scheme.</p> <p>e) Foundation system shown is not clear. We presume that pile foundation as applicable will be permitted.</p> <p>What will be the available width of barricading on this embankment during construction?</p>	RFP conditions prevails. However, it is to confirm that "chainage shown in the GAD comprising Ramp portion of NHAI flyover".

77	General Arrangement drawings and typical cross sections		Section 30-30	Review the chainage in sketch & alignment drawing as are not matching.	RFP conditions prevails.  However, It is to confirm that "section shown in the GAD comprising Ramp portion of NHA flyover".
78	Steel span at chainage 07/140		83m ROB steel superstructure ROB is proposed under item rate BOQ.	<p>a) This structure to be constructed under item rate part of contract. What about piers supporting the superstructure. We request you to include the same in BOQ.</p> <p>b) In case piers need to designed by contractor please provide the loading on substructure from steel span.</p> <p>Is it possible to have supports alignment perpendicular to the alignment? Presently this supports are shown on sharp skew angles. This will ease the construction for skew bridge &amp; substructure.</p>	<p>a) RFP conditions prevails. However, it is to confirm that "pier for 83 m ROR is to be executed under BOQ item rate under schedule B.</p> <p>b) RFP conditions prevails. However, it is to confirm that "GFC's for foundation, substructure and superstructure will be issued by NMRCL for 83 m ROR to successful bidder</p>
79	Steel span at chainage 108		36m ROB steel superstructure ROB is proposed under item rate BOQ.	<p>a) This structure to be constructed under item rate part of contract. What about piers supporting the superstructure. We request you to include the same in BOQ.</p> <p>b) In case piers need to designed by contractor please provide the loading on substructure from steel span.</p> <p>Is it possible to have supports alignment perpendicular to the alignment? Presently this supports are shown on sharp skew angles. This will ease the</p>	<p>a) RFP conditions prevails. However, it is to confirm that "pier for 36 m ROR is to be executed under BOQ item rate under schedule B.</p> <p>b) RFP conditions prevails. However, it is to confirm that "GFC's for foundation, substructure and superstructure will be issued by NMRCL for 36 m ROR to successful bidder</p>

				construction for skew bridge & substructure.	
80	Scope of work between chainage 5809 to 6000		Double decker is proposed. Scope of works in this zone is kept out of scope.	This appear to be part of multilevel station. Please reconfirm.	RFP conditions prevails. However, it is to confirm that “viaduct between chainage 5809 to 6000 is referred to Metro viaduct crossing the Ramjhula Flyover executed by MSRDC”. No double decked is envisaged in this location.
81	Hatch portion after chainage 6000		Hatch marked in alignment drawing after chainage 6000 is not clear.	Request you to define same. Does it mark the land acquired from PWD etc.	RFP conditions prevails. However, all lines/hatches have been shown under legend of GAD.
82			Please refer Drg. no. RITES/UT/CO/NAGPUR/IC/EW/PNGR – SB/2015: Sheet 1: cross sections @ LC 71 be provided. This is necessary to check the launching scheme		It can be verified from site visit.
83			Please refer Drg. no. RITES/UT/CO/NAGPUR/IC/EW/PNGR – SB/2015: Sheet 2 : The design and built portion starts from Ch. 590 as per scope of work. However as shown in Sh. 2 the piers in BOQ portion are given at Ch. 593 (EP-47) & Ch. 568 (EP 46). We presume that common pier at Ch. 593 is to be considered in D&B scope and superstructure from Ch. 568 to Ch. 593 in BOQ scope. Kindly confirm		It is to confirm that EP-47 shall be treated as common pier and is to be considered in D&B scope. However, superstructure towards Ch.568 is to be considered in BOQ.
84			Also in Sheet 2 pier location are given from upto EP55 beyond Ch. 590. Are these mandatory locations?		We confirm that these are mandatory location.
85			We have received drawings upto Sheet 6 i.e. Ch. 3800 alignment drawings for further portion are awaited. Even in these portions there will be		We confirm that

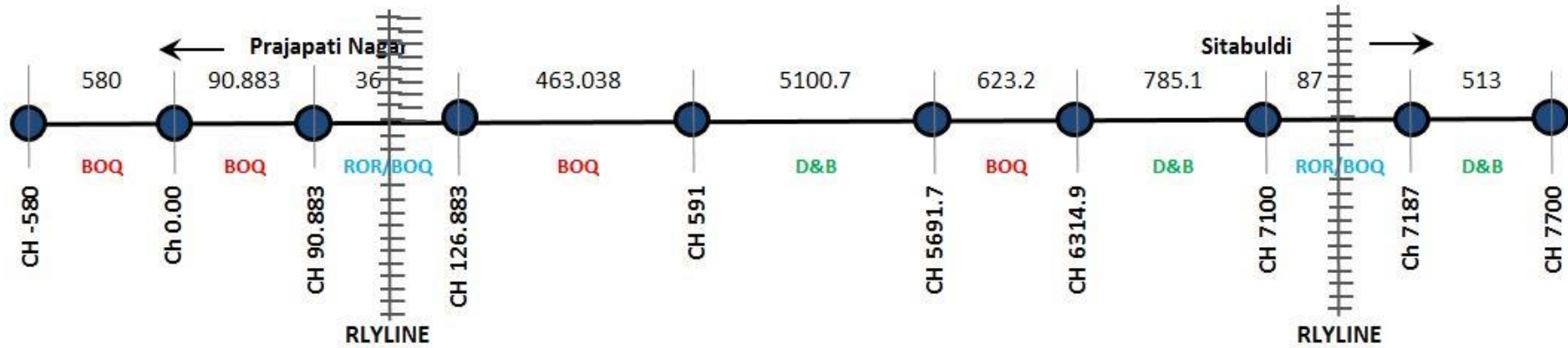
			common piers, in which scope BOQ or D & B may be confirmed.		<ul style="list-style-type: none"> <li>i. ROR 83m span: - Both piers of 83m span are common piers and considered in BOQ portion</li> <li>ii. The common piers at chainage 5691 and 6315 are considered in BOQ portion.</li> </ul>
86			Can audited balance sheets for the 5 years from 2010 to 2016 be permitted?		We confirm that the audited balance sheet for 5 years from 2010 to 2016 are permitted.

## AMENDMENTS

- The revised Part-4 Financial and BOQ is enclosed with this Corrigendum.
- The revised scope of work excel sheet is enclosed with this corrigendum.
- The revised table 4.2 (c) related to E&S criteria for evaluation (Part I, Section III, item 4.2(C) page 65-67) is amended and is attached with this Corrigendum.

# REACH-4

## UPDATED SCOPE OF WORK



<b>VIADUCT- BOQ</b>	580
	90.883
	463.04
<b>Total (RMT)</b>	<b>1133.921</b>

<b>VIADUCT- D&amp;B</b>	5100.7
	785.1
	513
<b>Total (RMT)</b>	<b>6398.8</b>

<b>RAMJHULA VIADUCT AND MSRDC APPROCH RAMP - BOQ</b>	623.2
<b>Total (RMT)</b>	<b>623.2</b>

<b>ROR-BOQ</b>	36
	87
<b>Total (RMT)</b>	<b>123</b>

Prajapati Nagar  
Anand Talkies

Revised table 4.2(C). Environmental, Social, Health and Safety (ESHS) Qualification Criteria							
No	Subject	Requirement	Single Entity	JV/Consortium			Documentation
				All parties combined	Each member	Any one member	
(i)	<b>ESHS Certifications</b>	Availability of a valid ISO certification or internationally recognized equivalent (equivalency to be demonstrated by Applicant):  - quality management certificate ISO 9001  - environmental management certificate ISO 14001  - health and safety certificate OHSAS 18001	Must meet requirement	N/A	Must meet requirement <sup>1</sup>	N/A	Form CER  Form CER  Form CER
(ii)	<b>ESHS Documentation</b>	Availability of in-house policies and procedures acceptable to the Employer for ESHS worksites management	Must meet requirement	N/A	Must meet requirement <sup>2</sup>	N/A	Form ESHS and supporting documentation
(iii)	<b>ESHS Experience</b>	Experience of two construction contracts over the last 10 years, where major ESHS measures were carried out satisfactorily and in compliance with international standards.	Must meet requirement	Must meet requirement	N/A	N/A	Form EXP-ESHS with supporting documents (in particular the final ESHS implementation monitoring reports shall be provided)

<sup>1</sup> A JV member which would not meet this requirement must be presented as a sub-contractor

<sup>2</sup> A JV member which would not meet this requirement must be presented as a sub-contractor

