

NAME OF WORK: DESIGN AND CONSTRUCTION OF ELEVATED VIADUCT OF LENGTH 2.607 KM FROM CH: 3620.950 TO 3962.558, 4042.558 TO 4330.490, CH:4411.490 TO 5174.498, 5255.498 TO 5988.303 AND 6131.017 TO 6612.560 BETWEEN GADDIGODAM TO SITABULDI (EXCLUDING STATIONS) AND RAILWAY SPAN NEAR GADDIGODAM, VIADUCT AND ROAD CUM RAIL FLYOVER (DOUBLE DECKER) OF LENGTH 4.065 KM INCLUDING APPROACH RAMPS FROM CH: -673.910 TO -219.050, CH:-213.550 TO 939.360, CH:1016.860 TO 2097.068, CH:2174.568 TO 3125.73 CH:,3202.870 TO 3620.950 AND CH:3962.558 TO 4042.558 ON BOQ BASIS (EXCLUDING STATIONS) IN REACH-2.

CORRIGENDUM-I

SN	Vol. No.	Clause No.	Bid Condition	Bidder's Queries	MMRCL's Reply / Amendment
1.	Completion Period	E-Tender Notice, PCC. S.No(5)	120 weeks(including monsoon Period)	Considering volume of work involved we request you to revise the completion period to a minimum of 156 weeks.	Not Accepted. RFP condition prevails.
2.	Bid Submission Date	E - Tender Notice	Date and Time of submissions up till 16:00 hrs on 29/05/2017.	Since the contract includes Design part, sufficient time is required for Design and arrive at a competitive proposal, it is thus hereby requested that the date of submission be postponed at least by 4 weeks.	We confirm the last date and time of submission is 16:00 Hrs on 12/06/2017. The date and time of technical opening of tender shall be 16:30 Hrs on 12/06/2017.
3.	Permits Licenses or approvals	GCC 1.13 (b) Pg 553	The Contractor shall give all notices, pay all taxes, duties and fees, and obtain all permits, licenses and approvals, as required by the Laws in relation to the execution and completion of the Works and the remedying of any defects	We understand that the contractor has to get the requisite approvals, permits etc, required for the construction of the works only and limited to his scope of work as mentioned in the bid documents.	Yes your understanding is correct.

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4.	Access to and Possession of the site	PCC Part B Sub Clause 2.1 Sr. No3 (Para 3)For any such delay in handing over of site, Contractors will be entitled to only reasonable extension of time and no monetary claims whatsoever shall be paid or entertained on this account	Contractor shall be suitably compensated in term of time and cost for any delay in handing over of site with respect to the approved construction programme.	The work site will be given in a progressive manner. 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).
5.	Liquidity Damages for Delay	Note of Annexure IX C , Appendix 2B	1) Penalty levied earlier will not be refunded even if the other key dates or overall completion date is adhered to 2) LD as per GCC (KD12) will be levied in addition to the penalty for not adhering to the KD1 to KD11	We request you to consider payment of liquidity damages deducted towards key dates upon completion of entire work within stipulated contract period.	Not Accepted. RFP condition prevails.
6.	Advance Payment	PCC	An interest free Advance payment of 05% of the Accepted Contract Amount payable in two installments – 2.5% in first installment and 2.5% in second installment	We request you to provide 10% mobilization advance in two instalments of 5% each so as to have positive cash flow.	We confirm that an interest free Advance payment of 10% of the Accepted Contract Amount payable in two installments +5% in the first installment and +5% in the second installment after satisfactory utilization of first installment submitted in the "utilization certificate" .

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7.	Interest in case of delay in repayment of Advances	PCC Part B, Cl 14.2.1	Should there be delay in the progress and completion of work, as a result of which it is not possible to recover the advance and interest thereon, before the date of completion stipulated in the Contract, then the interest to be charged from the Contractor on the remaining portion of the advance beyond the original completion date specified in the Contract, shall be the State Bank of India Base Rate plus 3% per annum or 12% per annum, whichever is higher up to the date of actual recovery affected by the NMRCL.	In case of deficit in revenue generation though RA bills due to unavailability of sufficient front or drawings; it is requested to differ the repayment schedule of mobilization advance proportionately and not to levy any interest on contractor. This will help in avoiding liquidity crunch for project work and any adverse impact on project progress. (Recovery delayed no interest free mobilization advance)	In such a scenario, mobilization advance recovery will be deferred at next RA bill which will be recovered along with interest in the next RA bill.
8.	Phases(Design and Construction)	Employers Requirements – General Cl No .4, Pg no:153	The construction phase for the whole or a part of the permanent works shall be commence immediately upon the issue of notice by Engineer/Employer in respect of the relevant GFC drawing submission	Kindly inform us the time required for approval of drawings / designs. Any delay towards these approvals shall be compensated in terms of time and cost.	Not Accepted. RFP condition prevails.
9.	Demolition/Dismantling of RCC	Employers Requirements-Functional 2.1.2-XXI , Pg no:175	Demolition/Dismantling of RCC framed/steel structures/buildings, masonry buildings including basement, ground and above floors as existing at site on the alignment of the Viaduct as indicated in GAD including of disposing off retrieved materials out of site work.	Please provide the detailed inventory of Building/structures etc. to be dismantled /removed for the construction works as per the scope of contract.	The details will be given to the successful bidder.
10.	Utilities	Employers Requirements	Some of the major utilities cannot be diverted. Contractor shall take	Location drawings and Temporary supporting arrangements required	The drawings of chartered utilities is provided with this bid.

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		2.1.4 Pg no:176	into consideration the existence of these utilities and design the foundations at these locations accordingly.	to be provided for major utilities shall be provided.	Remaining unchartered utilities encountered during construction is to be shifted under Schedule for Miscellaneous items operated under CPWD DSR rates.
11.	Approvals Interface works	Employers Requirements 2.1.8 – V , Pg no:179	NOC & Approvals of Schemes of diversion of utilities from the concerned regulatory/Statutory/local authority is responsibility of the contractor	NOC and Approvals from the concerned agencies shall be obtained by the employer/other contractors of interface works for their scope of work.	The responsibility for obtaining permission from concerned authority rests with contractor. However, Maha-Metro will assist in obtaining necessary permission from concerned authority.
12.	Construction depot & Dumping Yard	Employers Requirements 2.7 Pg no:182	No land for casting yard or offices /Laboratories etc will be provided by the employer.	Request to provide suitable land for Casting Yard, Dumping yard & Construction Depot, free of cost and also specify the locations.	Not Accepted. RFP condition prevails. The contractor has to make his own arrangement at his own cost.
13.	Traffic Management	Employer Requirement-Functional, Cl 11 Pg No 186	The Contractor shall carry out the Works so as to minimize disruption to road and pedestrian traffic. The Contractor shall prepare his traffic management plan based on his proposed construction methodology in co-ordination with Engineer and in conjunction with Nagpur Traffic Police. He shall comply strictly with the approved Plan during construction of his works. The design shall provide for temporary road decking wherever necessary to provide minimum no. of traffic lanes as agreed with Nagpur Traffic Police.	It is understood that, if any additional land is required to comply with instruction of Traffic Police for maintaining proper traffic flow, same shall be arranged by NMRCL. Please confirm.	Minimum road width will be made available during construction after every barricades. However, additional land needed for traffic diversion will be arranged by Maha-Metro. The revised Traffic diversion plan is attached with this corrigendum as Annexure-III.

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14.	Specific Construction Experience and contract management experience	Employer Requirement- Clause 4.2 (A) Pg 62	Should have received min. INR 3250 million each from two contracts. Out of these two contracts one contract must be for Metro rail and should completed viaduct comprising of PSC girders in superstructure by segmental box girders length not less than 3 km in the same contract. The second contract must be for "Rib and spine" road flyover for completed length not less than 1 km as per tender document.	It is suggested that the said requirement should be modified to "experience in construction of flyover, with the condition that the contractor shall execute the flyover using "Rib & Spine "in line with Tender requirements & reference Drawings" issued with the bid documents.	Refer to reply at Sr.No 21.
15.	Specific Construction Experience and contract management experience	Employer Requirement- Clause 4.2 (A) Pg 62	Should have received min. INR 3250 million each from two contracts. Out of these two contracts one contract must be for Metro rail and should completed viaduct comprising of PSC girders in superstructure by segmental box girders length not less than 3 km in the same contract. The second contract must be for "Rib and spine" road flyover for completed length not less than 1 km as per tender document.	Qualification states experience in construction of Flyover, we request you to also consider experience in Elevated Road construction in addition to Road flyover as similar works.	We confirm that Elevated road and Flyover are one and the same.
16.	Specific Construction Experience and contract management experience	Employer Requirement- Clause 4.2 (A) Pg 62	Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.	Request you to please modify the minimum requirement to 30 meters against 40 meters.	Refer to reply at Sr.No 21.
17.	General	Employer	Experience under construction	We request you clarify to a situation,	RFP conditions are clear and

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	construction Experience	Requirement- Clause 4.1 Pg 62	contract in the role of prime contractor, JV member for the last 10 (TEN) years i.e. up till 30.11.2016	<p>where a bidder has qualification to meet 3 contracts but do not have ROB experience. Hence to meet QR bidder wants to form a JV with a Company, which has ROB experience but do not have experience in Metro civil works/ Viaduct/ flyover /elevated Road . In such condition can we propose the following for your confirmation.</p> <ol style="list-style-type: none"> 1) ROB contractor can be nominated as specialized subcontractor and submit all its qualification documents along with the bid. 2) Main Bidder forms JV with the Contractor having ROB experience and not have any experience in Metro civil works/ Viaduct/ flyover/ elevated Road. 	unambiguous.

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18.	Specific Construction Experience	Experience Clause 4.1	Experience under construction contracts in the role of prime contractor, JV member, for the last 10 (Ten) years, starting 1st Dec 2006 to 30th Nov 2016.	We presume that the values of work done shall also to be updated to base date price level assuming 5% inflation per year compounded annually as specified in Clause no. 3.1, i-a, page no. 60. Part 1: Bidding procedure section-iii: Evaluation & Qualification Criteria. Above presumption is based on clarification issued by NMRCL in past for the tender " Const. of Viaduct in Reach-3 between Jhansi Rani Square and Lokmanya Nagar stations from Ch 7825 to 18212 m on the East West corridor of Nagpur Metro Rail Project - Tender No. N1C-08/2016" Copy of the clarification enclosed,	Accepted.
19.	Audited Financial year	i-a (iii) Pg 61 of Part 1 Bidding Procedure Section III	The audited Balance Sheets for the last 5 years (FY 11-12,12-13,13-14,14-15 & 15 -16) shall be and must demonstrate	We presume if on the date of submission of Bid, Annual Financial Result of FY 2016-17 is announced, Bidder's is allowed to submit the same as part of 5 year balance sheet i.e FY 2012-13, 2013-14, 2014-15, 2015-16, 2016-17.	The audited Balance Sheets for the last 5 years (FY 11-12,12-13,13-14,14-15 & 15 -16 or last five years) shall be and must demonstrate the current soundness of the Applicant's financial position and indicate its prospective long-term profitability. Further, the Bidder should be a Profit (Net) making firm and should have made profit during any two of the last 5 financial years i.e. (FY 2011-12, 12-13, 13-14, 14-15& 15-16 or last five

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					years)
20.	Submission and opening of bids	ITB 22.1	Deadline for bid submission by 29.05.2017	As the time available is limited ,we request you to extend bid submission date at least by 2 weeks	Not Accepted. RFP condition prevails.
21.	Specific Construction Experience and contract management experience	Employer Requirement- Clause 4.2 (A) Pg 62, 63	<p>Experience under construction contract in the role of prime contractor, JV member for the last 10 (TEN) years i.e. up till 30.11.2016</p> <p>(a) Should have received min. INR 5200 million from a single contract. This contract must be for Metro rail construction works and should have completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 5 km and "Rib and spine" road flyover for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.</p>	<p>Please revise as follows;</p> <p>Experience under construction contract in the role of prime contractor, JV member for the last 10 (TEN) years i.e. up till 30.11.2016</p> <p>(a) Should have received min. INR 5200 million from a single contract. This contract must be for Metro rail construction works and should have completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 5 km and "Rib and spine" PSC segmental Superstructure road flyover for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.</p>	<p>Modified as under: -</p> <p>Experience under construction contract in the role of prime contractor, JV member for the last 10 (TEN) years i.e. up till 30.11.2016</p> <p>(a) Should have received min. INR 4480 million from a single contract. This contract must be for Metro rail construction works and should have completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 5 km and "Segmental road flyover" for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed a contract for Launching of minimum 30m. Steel/ PSC Girder in single span across rail track in another work.</p>
			OR	OR	OR
			(b) Should have received min. INR 3250 million each from two contracts. Out of these two contracts one contract must be for	(b) Should have received min. INR 3250 million each from two contracts. Out of these two contracts one contract must be for	(b) Should have received min. INR 5600 million from two contracts each one of them should not be less than INR 1000

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			<p>Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 3 km in the same contract. The second contract must be for "Rib and spine" road flyover for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.</p>	<p>Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 3 km in the same contract. The second contract must be for "Rib and spine" PSC segmental Superstructure road flyover for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.</p>	<p>million. Out of these two contracts one contract must be for Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 3 km in the same contract. The second contract must be for "Segmental road flyover" for completed length not less than 1 km as per tender document.</p> <p>AND Should have completed a contract for Launching of minimum 30m. Steel/ PSC Girder in single span across rail track in another work.</p>
			OR	OR	OR
			<p>(c) Should have received min. INR 2600 million each from three contracts. Out of these three contracts one contract must be for Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 2 km in the same contract. The second contract must be for "Rib and spine" road flyover for completed length not less than</p>	<p>(c) Should have received min. INR 2600 million each from three contracts. Out of these three contracts one contract must be for Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 2 km in the same contract. The second contract must be for "Rib and spine" PSC segmental Superstructure road flyover for</p>	<p>(c) Should have received min. INR 6720 million from three contracts each one of them should not be less than INR 1000 million. Out of these three contracts one contract must be for Metro rail civil construction work and should completed viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 2 km in the same contract. The second</p>

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			750m. The third contract must be either metro rail viaduct and flyover / bridges of length not less than 1.5 km as per tender document. AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.	completed length not less than 750m. The third contract must be either metro rail viaduct and flyover / bridges of length not less than 1.5 km as per tender document. AND Should have completed Launching of minimum 40m. Steel/ PSC Girder in single span across rail track in another work.	contract must be for "Segmental road flyover" for completed length not less than 750m. The third contract must be either metro rail viaduct or flyover or bridges of length not less than 1.5 km as per tender document. AND Should have completed a contract for Launching of minimum 30m . Steel/ PSC Girder in single span across rail track in another work.
22.	Obligatory locations	-	Not marked on GAD	Are there any obligatory locations?	All major road crossings are obligatory locations including existing Govari flyover and the Railway crossing at GaddiGodam station.
23.	ROW handing over schedule	-	Not given	Please provide the schedule of handing over of ROW chainage wise	Will be provided to the successful bidder progressively.
24.	Land acquisition	-		Please provide the status of land acquisition of permanent works if any land acquisition is still pending kindly provide timescale in which it will be handed over to contractor.	Access to site will be given in a progressive manner. The last stretch of site will be given within 12 months of LOA.
25.	RDSO guidelines	-		Whether RDSO guidelines for provision of reinforcement is applicable to this contract for the Design and Build contract?	No.
26.	Completion period	NIT	120 weeks	We request you to revise the completion period to 156 weeks.	Not Accepted. RFP condition prevails.
27.	Submission	NIT	29 May 2017@ 1630 Hrs.	We request you to grant one month	Refer to reply at Sr.No 2.

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	date			extension for bid submission i.e. upto 28 June 2017.	
28.	General Arrangement	Horizontal alignment (Sheet 1 of 10 to sheet 10 OF 10)		Please provide the Auto-Cad for ease of working	Cad file is attached as Annexure with this corrigendum.
29.	General Arrangement	P150 transition pier		The chainage of Transition pier P150 as per GAD is approximately CH:3635, Which is different from Starting chainage of D&B CH:3620.950. Please clarify. Also as the Transition Pier is in D&B Scope please provide the loading details of 4 Lane National Highway at transition pier.	Refer to reply at Sr.No 56 and Annexure-I for chainages and also attached CAD file of alignment.
30.	General Arrangement	Starting & End Chainage of Zero Mile Station		Starting & End Chainage of Zero Mile Station shown in General arrangement drawing is different from D&B Chainage. Please mark the scope of D&B on General arrangement drawing.	Refer to reply at Sr.No 56 and Annexure-I for chainages and also attached CAD file of alignment.
31.	General Arrangement	P256		The chainage of Last pier P256 as per GAD is approximately CH:6645, Which is different from End chainage of D&B CH:6612.56. Please clarify.	Refer to reply at Sr.No 56 and Annexure-I for chainages and also attached CAD file of alignment.
32.	GAD of special span of 43.5m	DRG.NO. 54.NE.11601		Steel Composite Box Girder is shown at Variety Square for 43.5m Span. Please clarify that the Steel Composite Box Girder type super-Structure is mandatory ?. Or contractor may adopt for any other	Steel composite box girder is preferred. Accordingly quantities are accounted in BOQ.

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				type of Super-Structure ?	
33.	Part-II, Section - VII Work Requirement & Appendixes	Section B, Point vii & viii , Page 173		D&B Scope include the design of Pier arm both at Concourse & Platform level. However, The Platform & Concourse Girders are not in D&B scope. In view of above we request you to please provide the details of Platform & Concourse girders required to design the pier arm at concourse & platform level.	According to the present corrigendum, station viaduct length is excluded from the present scope of work. Please refer reply to Sr.No 56 and attached cad file of alignment.
34.	Part-II, Section - VII Work Requirement & Appendixes	Section 2.1.2, Point (ii), Page 173 "(Segmental Box Girder is NMRCL's preferred choice)".		Please clarify whether any other type of super-structure will be allowed by NMRCL or Segmental Box Girder is mandatory.	Segmental box girder is mandatory.
35.	Part-II, Section - VII Work Requirement & Appendixes	Section 2.1.2, Point (iii), Page 173		Please clarify whether Contractor may adopt standard span larger than 31m (e.g. 34m or 37m) in order to optimize the quantities of foundation & sub-structure and reduce the infringement with utilities and traffic.	Normally, standard span upto 31m in segmental construction is acceptable. However, under special circumstances larger spans upto 34m and 37m in obligatory location will also be allowed.
36.	Part-II, Section - VII Work Requirement & Appendixes	Section 2.1.2, Point (viii), Page 174		Please provide the Details & Specifications of covering arrangement for electrical cables & signaling & Telecom cables.	Drawings provided in bid
37.	Part-II, Section - VII	Section 2.1.2, Note 1), Page 174		Please clarify weather Pile Foundation of Minimum 1200mm	1200mm is mandatory.

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	Work Requirement & Appendixes			diameter is mandatory even if 1000mm diameter of pile is sufficient to transfer load.	
38.	Design Basis Report for Viaduct	Section 1.1 Scope of Project		"The viaduct for Nagpur Metro comprises of Simply supported Precast Post-tensioned segmental Box Girder / Pre-tensioned twin U-Girder" Please clarify weather contractor can adopt Pre-tensioned twin U-Girder ?	Please refer reply to Sr. no 34.
39.	Design Basis Report for Viaduct	Section 7.2		Please provide the Load values of Superimposed Dead Load to be taken in Design.	Total unfactored SIDL of 51.6KN/m should be taken.
40.	Completion Period	E-tender notice, page no. 1	120 weeks	Considering the quantum and complexity of the work, completion period of 120 weeks seems shorter. We would request you to kindly revise the completion period	Not Accepted. RFP condition prevails.
41.	Bid Security	E-tender notice, page no. 1, Bid data sheet, page no - 58	315 Million	Amount of bid security to be provided in is written as 31.5 million in e-tender notice, however bid data sheet provides the amount of bid security as 33 million. Kindly clarify.	We confirm that the bid security is 31.5 million.
42.	Defects Notification period	Clause no. 6, Part-III- Section-IX Special Condition of Contract	Defects notification period 12 months from the date of commercial operation.	Tender specifies the defects notification period as 12 months from the date of commercial operation. We would request you to kindly consider it as 12 months from the date of handing over and oblige.	We confirm that the Defects Notification Period is upto 12 months after the date of issue of Taking over certificate for whole of works/ completion & handing over works to employer.
43.	Performance Security	Clause no. 22, Part-III- Section-	Performance security is 10%.	Performance security is specifies as 10%. We would request you to	Not Accepted. RFP condition prevails.

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		IX Special Condition of Contract		kindly consider it as 5% of the contract price and oblige.	
44.	Delay damages for work	Clause no. 30, Part-III- Section-IX Special Condition of Contract		We would request you to kindly revise the maximum amount of delay damages of work to 5% of the contract price as practised by most of the government organizations.	Not Accepted. RFP condition prevails.
45.	Adjustments for Changes in Legislation	Clause no. 56, Part-III- Section-IX Special Condition of Contract		Tender specifies that in the event GST is implemented, it will be considered as replacement to the existing tax structure and not an additionality. We would request you to consider to reimburse / recover the amounts in the event GST is implemented.	Clause 56 of SCC is applicable regarding the GST implementation. The clause says "In the event of GST is implemented, it will be presumed that it is replacement to the existing taxation and not an additionality, however, in case any statutory, constitutional or administrative authority, having jurisdiction, issues the decision / GFR / Govt. Order in writing, taking into account the taxes applicable prior to GST, additional amount will be paid or difference will be recovered as a result of GST."
46.	Adjustments for Changes in Cost	Clause no. 57, Part-III- Section-IX Special Condition of Contract		Tender specifies that price escalation is applicable only on Schedule B. We would like to request you to consider to pay price escalation on Schedule A,B,C,D & E. Kindly consider and oblige.	We confirm that the price escalation clause is for BOQ schedule only i.e Schedule-B.
47.	Minimum	PART-3:		Minimum manpower requirement	Not Accepted. RFP condition

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	manpower requirement of SHE organization	Condition of contract Section-XI SHE Manual		stipulated in the SHE manual seems to be on higher side. We would like to request you to kindly revisit the same and oblige,	prevails.
48.	Insurance for Works and Contractor's Equipment	Clause no. 73, Part-III- Section-IX Special Condition of Contract		Tender specifies that the policy shall be valid till 3 months after expiry of defects liability period. We would like to request to consider the validity of CAR policy till the completion period of the project and oblige.	Not Accepted. RFP condition prevails.
49.	NOC / Permissions	Part-II, Section-VII. Work Requirement & Appendixes (Scope of Work)		Tender specifies that the contractor has to obtain permissions from roads, police, railways and other concerned regulatory authorities. We would request you to kindly exempt the contractor from obtaining these permissions and oblige.	Not Accepted. RFP condition prevails. However, Maha-Metro will assist in obtaining necessary permission from the concerned authorities.
50.	Due date of submission	E-tender notice		As we are tender is invited partly on design and build basis and partly on BOQ basis. Considering the quantum and complexity of the work, we would request to keep the due date of submission atleast three weeks after the prebid clarifications are issued.	Not Accepted. RFP condition prevails.
51.			Scope of Work at Ch: (-)673.91 to 3620.950m under BOQ item.	Please confirm that this part is under BOQ basis and no need for design of this part by bidder.	Refer reply to Sr.No 56.
52.	Drawings	Drawings	PDF drawings	All drawings available in the tender documents are in pdf. Please provide us	Cad file is uploaded with this Corrigendum. Refer Annexure

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				these drawings in AutoCad format.	folder.
53.	BOQ		No schedule for BOQ items.	Please provide us the schedule under BOQ scope.	Schedule-B entirely is on BOQ scope.
54.	30Q		Ch: 3620.950 to 3962.558m Railway bridge under BOQ item.	Please provide us the Erection methodology of this Bridge as per design.	It is the obligation of the contractor to adopt most suitable erection scheme.
55.	Double deck bridge			Please informed whether this double deck bridge, the entire will be in the scope of the bidder or not.	Refer to reply of Sr.No 56.
56.	NIT /Bid Data sheet: - Name of work		<p>AS PER NIT: Design and Construction of Elevated Viaduct of length 2.769 KM From CH: 3620.950 TO CH: 3962.558, 4042.558 TO 5988.303 and 6131.017 TO 6612.560 Between GADDIGODAM TO SITABULDI (Excluding Zero Mile station) AND Railway Span near GADDIGODAM, Viaduct and ROAD CUM RAIL Flyover (Double Decker) of Length 4.375KM including Approach ramps from CH:- 673.910 TO 3620.950 AND 3962.558 TO 4042.558 on BOQ Basis (REACH 2).</p> <p>AS PER BID DATA SHEET: Construction of Elevated Viaduct of length 7.153 KM FROM CH: -503.88M TO CH: +6650M Between AUTOMOTIVE SQUARE TO SITABURDI and NHA Flyover between CH:+3927 M TO CH:-673.91 M AND RAIL OVER RAIL BRIDGE (ROR) Near GADDI GODAM on BOQ Basis (REACH 2).</p>	<p>NIT Stipulate name of work Design and Construction of Elevated Viaduct of length 2.769 KM From CH: 3620.950 TO CH: 3962.558, 4042.558 TO 5988.303 and 6131.017 TO 6612.560 Between GADDIGODAM TO SITABULDI (Excluding Zero Mile station) AND Railway Span near GADDIGODAM, Viaduct and ROAD CUM RAIL Flyover (Double Decker) of Length 4.375KM including Approach ramps from CH:-673.910 TO 3620.950 AND 3962.558 TO 4042.558 on BOQ Basis (REACH 2).</p> <p>whereas Bid data sheet stipulate name of work Construction of Elevated Viaduct of length 7.153 KM FROM CH: - 503.88M TO CH: +6650M Between AUTOMOTIVE SQUARE TO SITABURDI and NHA Flyover between CH:+3927 M TO CH:-673.91 M AND RAIL OVER RAIL BRIDGE (ROR) Near GADDI GODAM on BOQ Basis (REACH 2).</p> <p>Please clarify.</p>	<p>The revised scope of work is as follows: -</p> <ol style="list-style-type: none"> 1. Double Decker portion of Metro cum National highway of length 3.985 kms on BOQ basis. 2. Railway span of length 80m on BOQ basis. 3. Metro Viaduct of length 2.607 kms on Design and Build basis. <p>Please refer Annexure-I attached with this Corrigendum for revised scope of work having the exact chainages.</p> <p>Also, do refer the Annexure-II attached with this Corrigendum for revised Part-IV Financial bid and BOQ.</p> <p>The name of work is revised as per the revised scope of work as "DESIGN AND CONSTRUCTION OF ELEVATED VIADUCT OF LENGTH 2.607 KM FROM CH: 3620.950 TO 3962.558,</p>

SN	Vol. No.	Clause No.	Bid Condition	Bidder's Queries	MMRCL's Reply / Amendment
					4042.558 TO 4330.490, CH:4411.490 TO 5174.498, 5255.498 TO 5988.303 AND 6131.017 TO 6612.560 BETWEEN GADDIGODAM TO SITABULDI (EXCLUDING STATIONS) AND RAILWAY SPAN NEAR GADDIGODAM, VIADUCT AND ROAD CUM RAIL FLYOVER (DOUBLE DECKER) OF LENGTH 4.065 KM INCLUDING APPROACH RAMPS FROM CH: -673.910 TO -219.050, CH:-213.550 TO 939 360, CH:1016.860 TO 2097.068, CH:2174.568 TO 3125.73 CH:,3202.870 TO 3620.950 AND CH:3962.558 TO 4042.558 ON BOQ BASIS (EXCLUDING STATIONS) IN REACH-2"
57.	NIT /Bid Data sheet :- Bid security		AS PER NIT: The Bid security amount shall be INR 31.5 millions in the form of Bank Guarantee AS PER BID DATA SHEET:A Bid security is required in one part only: Rs 330 lakhs (33 million INR) in the form of unconditional bank gaurantee	NIT Stipulate Bid security shall be INR 31.50 million whereas BID DATA SHEET stipulate INR 33.00 million Please clarify.	We confirm that the bid security is 31.5 million.
58.	PART-1 Bidding Procedure: - Equipment	Section -III	The Bidder must demonstrate that it has the key Equipment listed hereafter:	Equipment List: The minimum nos. of Plants & equipment indicated in the tender document is very high. For example:- 4 no. Piling rig, Cranes in CY/Site -6 nos, Cranes for launching-6 nos. , Gantry -6 nos, 2 nos. of Launching Girder for metro of 50-60MT Cap., 3 nos. of Launching girder for Metro+NHAJ of Cap 70-80 MT, Trailers - 8 nos.....etc.	Not Accepted. RFP conc tion prevails.

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				Hence, we request that the min. Numbers of Plant & Equipment as indicated in above referred list may not be insisted upon & Contractors may deploy Equipment's based on their own construction program. Please confirm.	
59.	NIT: - Project Cost		Project - Not mentioned	We request department kindly confirm Estimated cost of project.	The bidder has to work out scope of work for arriving at the estimated cost.
60.	General: - Bid submission			General Arrangement Drawing, Technical Note, Construction Schedule, Methodology, etc. need not to be submitted with bid – Please confirm.	We confirm that the bidder has to submit GAD, Technical note, Construction Schedule, Methodology etc.
61.	GAD: - Tender Drawings and GAD			Please Provide GENERAL ARRANGEMENT & Segment Details of 43.5m, 29m, 27.2m, , 21m, 20.840m, 26.630m, 15.350m Spans of for Metro & Flyover.	Attached with this tender as an Annexure.
62.	GAD: - Tender Drawings and GAD			Please Provide GENERAL ARRANGEMENT DRAWINGS of Railway Span of 80m.	Attached with this tender as an Annexure.
63.	General: - Scope of work			No Details are given for Metro Stations other than Zero Mile Station. Please Clarify whether they also need to be excluded or not.	Please refer reply to Sr.No 56.
64.	General: - Permission for Utility shifting	Utility		Utility shifting permission should be in the scope of Authority and contractor should have no obligation for utility shifting approval. Time frame for approval should be defined to avoid and delay in execution.	Utility shifting permission is the responsibility of contractor. In case of any unchartered utility encountered during construction the same has to be shifted by contractor by taking permission from concerned authority. However, Maha-Metro will assist the

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					contractor in obtaining permission from the concerned authority.
65.	General : - Land for contractors installations	Land by client		We request authority to provide at least 10 acres land, free of cost, at single location for contractors installation of casting yard, concrete plant, office, reinforcement yard etc.	Not Accepted. RFP condition prevails. The contractor has to make his own arrangement at his own cost.
66.	General : - Land for dumping yard	Land by client		We request authority to make available land (dumping Yard) for dispose of Excavated / miscellaneous material.	Not Accepted. RFP condition prevails. The contractor has to make his own arrangement at his own cost.
67.	General : - Bid Submission Date		Bid Due date 29.05.2017 upto 16.00 hrs	We request Department to extend the tender submission date by minimum 4 weeks from current due date.	Refer to reply at Sr.No 2.
68.	Part-I: Bidding Procedure Section-III: Evaluation & Qualification Criteria	Note: Part-I: Page 63	Should have received minimum INR2600 Million each from 3 contracts. Out of these three contracts, one contract must be for metro civil construction work and should have completed Viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 2 km in same contract. The second contract must be 'rib and spine' road flyover for a completed length not less than 750 m. The third contract must be either metro rail Viaduct and fly over/bridges of length not less than 1.5 km as per tender document.	Should have received minimum INR2600 Million each from 3 contracts. Out of these three contracts, one contract must be for metro civil construction work and should have completed Viaduct comprising of PSC girders in superstructure by segmental box construction method and length not less than 2 km in same contract. The second contract must be 'rib and spine' road flyover for a completed length not less than 750 m. The third contract must be either metro rail Viaduct and/or fly over/bridges of length not less than 1.5 km as per tender document.	Refer to reply at Sr.no 21.
69.	Part-I: Bidding Procedure Section-III: Evaluation	Note: Part-I: Page 64	Substantially completed viaduct means the work of minimum 90% of the contract value should have been completed and the contractor must	Substantially completed viaduct means the work of Physical completed work of minimum 80% of the contract value should have been completed and the	Agreed to.

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	& Qualification Criteria		have received payment to that extent. Client certificate should clearly mention financial extent of completion.	contractor must have received payment to that extent. Client certificate should clearly mention financial extent of completion.	
70.	Part-I: Bidding Procedure Section-III: Evaluation & Qualification Criteria	Note: Part-I: Page 66	Full (100%) experience for previous works of the JV shall be considered, if the claiming member of the JV has at least 65% share in previous consortium/ JV for the relevant referred Work Experience, else proportionate quantum of experience of previous works up to the percentage share of participation in the previous JV shall be considered. However if any member has less than 20% share in previous JV/consortium, his experience shall not be considered for evaluation.	Full (100%) experience for previous works of the JV shall be considered, if the claiming member of the JV has at least 45% share in previous consortium/ JV for the relevant referred Work Experience, else proportionate quantum of experience of previous works up to the percentage share of participation in the previous JV shall be considered. However if any member has less than 20% share in previous JV/consortium, his experience shall not be considered for evaluation.	Not Accepted. RFP condition prevails.
71.	Name of work		DESIGN AND CONSTRUCTION OF ELEVATED VIADUCT OF LENGTH 2.769 KM FROM CH: 3620.950 TO CH: 3962.558, 4042.558 TO 5988.303 AND 6131.017 TO 6612.560 BETWEEN GADDIGODAM TO SITABULDI (EXCLUDING ZERO MILE STATION) AND RAILWAY SPAN NEAR GADDIGODAM, VIADUCT AND ROAD CUM RAIL FLYOVER (DOUBLE DECKER) OF LENGTH 4.375KM INCLUDING APPROACH RAMPS FROM CH:-673.910 TO 3620.950 AND 3962.558 TO 4042.558 ON BOQ BASIS (REACH 2).		The revised name of work is "DESIGN AND CONSTRUCTION OF ELEVATED VIADUCT OF LENGTH 2.607 KM FROM CH: 3620.950 TO 3962.558, 4042.558 TO 4330.490, CH:4411.490 TO 5174.498, 5255.498 TO 5988.303 AND 6131.017 TO 6612.560 BETWEEN GADDIGODAM TO SITABULDI (EXCLUDING STATIONS) AND RAILWAY SPAN NEAR GADDIGODAM, VIADUCT AND ROAD CUM RAIL FLYOVER (DOUBLE DECKER) OF LENGTH 4.065 KM INCLUDING APPROACH RAMPS FROM CH: -673.910 TO -219.050, CH:-213.550 TO 939.360,

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					CH:1016.860 TO 2097.058, CH:2174.568 TO 3155.73 CH:3202.870 TO 3620.950 AND CH:3962.558 TO 4042.558 ON BOQ BASIS (EXCLUDING STATION) IN REACH-2."
72.					The list of the indicative DDC for D&B portion of this contract are: - 1. STUP Consultants Pvt Ltd 2. SPA Consultants Pvt Ltd 3. L&T Infrastructure Engineering Ltd 4. SYSTRA India Pvt Ltd 5. KIRTI Consultant Pvt Ltd 6. Rites Ltd
73.	Specific Construction and Contract Management experience	Employer Requirement Clause 4.2 (A), Sub- Clause (b) & (c)	Each member must meet requirement of atleast one contract	Launching of minimum 30m Steel/PSC girder in single span across rail track be considered as one of eligible contract for each member of JV/Consortium.	We confirm that launching of minimum 30m Steel/PSC girder can be considered as one of eligible contracts for each member of JV/Consortium.



**GM (Procurement),
Maha-Metro, Nagpur**