

राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार

तीसरी मंजिल, पीटीआई बिल्डिंग, 4-संसद मार्ग, नई दिल्ली-110 001

National Highways & Infrastructure Development Corporation Limited

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सार्वजनिक क्षेत्र का उपक्रम



CIN: U45400DL2014GOI269062

A PUBLIC SECTOR UNDERTAKING

NHIDCL/Civil work/Hayuliang-Hawai(0-17)/Ar.Pr./2016

Date: 08.09.2016

To,
All prospective Bidders,

Sub: "Two-Laning of Existing Khupa - Hayuliang – Hwai Road on EPC basis from design Km. 0.000 (Khupa) to Km. 17.000 [Existing Km 95.800 of (Khupa – Hayuliang Road) to Km 8.970 (Hayuliang – Hwai Road)] in the state of Arunachal Pradesh Under SARDP-NE, Project Highway"- **Bid due date Extension and Clarification / Reply to Pre-bid queries-reg.**

Sir/Madam,

The Bidding schedule is modified as below. All the bidders are requested to follow the modified bidding schedule.

Description	As Existing	As Modified
Published Date	20-Jul-2016 (06:00 PM)	20-Jul-2016 (06:00 PM)
Document Download / Sale Start Date	20-Jul-2016 (06:00 PM)	20-Jul-2016 (06:00 PM)
Clarification Start Date	20-Jul-2016 (06:00 PM)	20-Jul-2016 (06:00 PM)
Clarification End Date	16-Aug-2016 (03:00 PM)	16-Aug-2016 (03:00 PM)
Bid Submission start Date	17-Aug-2016 (09:00 AM)	17-Aug-2016 (09:00 AM)
Document Download / Sale End Date	14-Sep-2016 (04:00 PM)	21-Sep-2016 (04:00 PM)
Bid submission End Date	14-Sep -2016 (04:00 PM)	21-Sep -2016 (04:00 PM)
Bid Opening Date	14-Sep -2016 (05:00 PM)	21-Sep -2016 (05:00 PM)

The clarification / reply to pre bid queries are enclosed here.

(Y.C Srivastava)

General Manager (Tech)

Enclosure I: Reply to Pre-bid queries

Enclosure I

Clarification/Reply of Pre bid queries

Project:- Two-Laning of Existing Khupa - Hayuliang – Hawai Road on EPC basis from design Km. 0.000 (Khupa) to Km. 17.000 [Existing Km 95.800 of (Khupa – Hayuliang Road) to Km 8.970 (Hayuliang – Hawai Road)] in the state of Arunachal Pradesh Under SARDP-NE, Project Highway.

S.No	Clarification sought	Reply
1.	Consumable materials (Bitumen, Steel, Cement, Diesel, Bridge materials and other Stores items) and construction machinery will be transported to project site via Dibrugarh and Tinsukia from Guwahati. At present there is no bridge over Brahmaputra River thus material and machinery can be transported by crossing Brahmaputra River through Boats/ferry. Two Bridges over Brahmaputra River near Sadiya and Alubari under progress and likely to be completed in 1 Year and 6 Months respectively. In view of above, the appointed date for projects shall be declared after completion of bridge at Alubari.	As per the RFP.
2.	Projects Site can be accessed via two routes i.e. I) Teju - Demwe - Tohangam -Salangam -Tiding - Mompani - Khupa Route and II) Tinsukia - Brahmakund -Tohangam - Salangam - Tiding - Mompani - Khupa Route. The third route Brahmakund - Arrowa-Tiding - Khupa Route is under construction by BRO and not yet operational. Both the above route neither under construction nor any proposal initiated by Authority at present. On both the routes Lohit River is running parallel and only hanging bridges (Near Tidding, Mompani and Hawai) are available to cross the rivers merging with Lohit River. There is weight restrictions over these hanging bridges. In such scenario transportation of material and construction machineries is very difficult and could be possible only by making diversion routes through rivers in dry season or dismantle the machines in parts, transport to the project sites and again reassembled. The cost of construction of the diversions or dismantle and reassemble of machinery are under scope of EPC contract or Authority.	Under the Scope of EPC Contract.
3.	There are number of land slide areas on both the above routes thus resulting in to closing of these routes during monsoon or inclement weather which will stop the supply of material and machinery to project site. The cleaning of land slide is under the scope of the EPC contract or Authority.	Under the Scope of EPC Contract.
4.	During site visit, it is learnt that at present the road is under Border Road Organization (BRO) and not transferred to NHIDCL. Group of labour gang has been deployed by the	The Maintenance of existing road till declaration of

	BRO for cleaning and maintenance of existing road. Please clarify who will be responsible for maintenance of existing road from date of transfer (BRO to NHIDCL) till declaration of appointed date.	appointed date will be the responsibility of BRO/NHIDCL.
5.	During the site visit, it is learnt that the land required for widening / construction of the project highway belongs to the Arunachal Pradesh Government but the same is handed over to locals and area and hills are divided accordingly. The status of the land acquisition need to be clarified	The land acquisition is under progress and likely to be completed in before the appointed date.
6.	As inquired during site visit, the locals are demanding money from BRO official for utilization of the land during maintenance work (Even for parking of construction vehicles along existing road side). In view of above, it is understood that the huge amount is required to be paid for possession of above land. The responsibility of land acquisition need to be clarified.	The requirement & possession of land for the purpose of masonry, labour etc. is the responsibility of the EPC contractor.
7.	Due to hilly terrain, sharp curves, steep gradient, narrow road and hanging bridges with weight restrictions movement of trailer movement is not possible on present route thus transportation of construction machinery is very difficult. During site visit. It is learnt from the BRO official that in monsoon period (being routes closed due to land slide) the all the machinery and material (even the food supply) are being transported through Helicopter from Tinsukia/ Namsai. After EPC contract is there any facility of Helicopter shall be provided by the Authority.	No. The EPC contractor has to maintain the road for 4 years after 3 years construction period.
8.	Due to remote location construction of small packages shall not be financially viable and will result in to more overhead cost. It is proposed to reduce the packages by increasing the length of project.	As per RFP
9.	Construction of Bridge at Hawaii is not possible due to river and new alignment proposed, is there any facility will be provided by the Authority for transportation of material, machinery and manpower through river	No. The facility, if any required is to be arranged by the EPC contractor.
10.	Due to Environmental / Atmospheric condition (Heavy monsoon, Extreme Winter and Less working period), remote location, difficult access route for supply of material, manpower and machinery, daily living needs (Food and Medical Facilities etc.) Construction period of 36 months is less and shall be increased to at least 60 months	As per RFP.