

# राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड

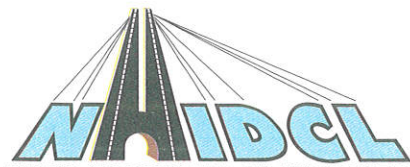
सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार  
तीसरी मंजिल, पीटीआई बिल्डिंग, 4-संसद मार्ग, नई दिल्ली-110001

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BUILDING INFRASTRUCTURE - BUILDING THE NATION  
CIN: U45400DL2014GOI269062

(भारत सरकार का उद्यम)

(A Government of India Enterprise)

**NHIDCL/A&N/NH-4/Package-VIII/2020**

**Dated: 24.02.2020**

## Pre-Bid Query Reply

Name of Work : Rehabilitation of section from Km 298.00 to Km 330.662 (Karala to Kalipur) of NH-04 to Intermediate lane with hard shoulder in the Union Territory of Andaman & Nicobar Islands (Total Length 32.662 km) on EPC Mode (Package-VIII) (Re-tender).-**Reply to Pre-Bid Queries-reg.**

Sr. No.	Tender Clause no. & Page No.	Queries	Request	Reply
1	General	Construction of Culverts	<p>Initially the tender was floated on date: 07-12-2020 vide NIT No. NHIDCL/A&amp;N/NH-4/Package-VIII/2020 for construction of Road with stabilization technology including construction of 122 Nos. of culverts, corrigendum dated 24-12-2020 with decreasing the number of culverts into 28 Nos., for remaining 94 Nos. culverts separate Tender has been floated on 02-02-2021 with vide NIT No. NHIDCL/A&amp;N/NH-4/94nos. Culverts/2020.</p> <p>In this scenario, it is to submit that, if the culverts work is assigned to some other Contractor in the same stretch then working by Two agencies may create hindrance to each other and spoil the stabilization process. The agency doing stabilization has to wait till completion of the culverts by other agency to avoid cuts in the stabilized layer. Hence, the machineries will be idle due to dependency on the other contractor.</p> <p>Hence, it is requested to include the 94 Culverts in the same package so that the work can be executed by one contractor without any hindrances.</p>	As per RFP.

2	As per Clause 5.2	Flexible Pavement from Ch 298+000 to 330+662 will be constructed as per new technology with cement and chemical treated 330 mm base over cement stabilized 500mm thick subgrade having 8% CBR as per IRC:37-2018	<p>For cement stabilizing the subgrade The existing crust/carriageway is to be removed. The subgrade is to be raised and then Stabilized with cement. Then the bed for the stabilization will be made by using good earth and reuse of the excavated road materials. This process is cumbersome, will obstruct the traffic flow and time consuming.</p> <p>It is requested to allow Full Depth Reclamation (FDR) on the existing Road after profile correction with Good earth/Murum as per the design. This process will provide adequate strength, durability and desired performance.</p>	As per RFP.
3	As per Clause 2.5 (a)	Hard shoulder with cement and chemical stabilized base	Hence, please clarify which one is to be followed	As per Modified Schedules
	As per TCS	GSB material is to be used in hard shoulders.		As per Modified Schedules

  
 (V. Jaiswal)  
 Dy. General Manager (Tech)