

# 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

Ministry of Road Transport & Highways, Govt. of India

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सार्वजनिक क्षेत्र का उपक्रम



BUILDING INFRASTRUCTURE - BUILDING THE NATION

CIN: U45400DL2014GOI269062

A PUBLIC SECTOR UNDERTAKING

## CORRIGENDUM NO II

NHIDCL/2016/Manipur/B-M (Bridge)

03.08.2016

To,  
All prospective Bidders,

**Sub:** Construction and maintenance of (i) 154m span Steel Superstructure Bridge at Km 145.09 over River Barak and (ii) 122m span Steel Superstructure Bridge at Km 189.80 over River Makru on Jiribam-Barak road on NH-53 under Project Pushpak in Manipur state on EPC mode- **Extension of Bid and amendment of Tender documents regarding.**

**Ref: RFP dated 04.06.2016**

Sir/Madam,

Please find enclosed herewith, corrigendum II pertaining to following

1. Reply to Pre - Bid Query as per Annex-I
2. Uploading of Modified Schedule H.
3. Extension of Bid Due date as per following critical date sheet:

|                                    |   |   |
|------------------------------------|---|---|
| Bid Document Publishing Date       | : | <b>04.06.2016 (1000 hrs)</b>                                    |
| Bid Document Download / Start Date | : | <b>04.06.2016 (1000 hrs)</b>                                    |
| Clarification Start Date           | : | <b>04.06.2016 (1000 hrs)</b>                                    |
| Clarification End Date             | : | <b>17.06.2016 (1700 hrs)</b>                                    |
| Pre bid meeting                    | : | <b>27.06.2016 (1400 hrs)</b>                                    |
| Bid Submission start Date          | : | <b>01.07.2016 (0900 hrs)</b>                                    |
| Bid submission End Date            | : | <b>17.08.2016 (1600 hrs)</b>                                    |
| Opening Date of Technical Bid      | : | <b>17.08.2016 (1700 hrs)</b>                                    |
| Opening Date of Financial Bid      | : | <b>To be intimated after final evaluation of Technical bids</b> |

(Y.C. Srivastava)

General Manager (Tech)

## Annex-I

Reply to Pre-bid Queries

| S.No. | Explanation   | Queries by Bidder  | Clarification by  |
|-------|---|--|---|
| 1.    | Title of the work is "Construction and maintenance of (i) 154 m Span Steel Superstructure Bridge at Km 145.09 over River Barak and (ii) 122 m Span Steel Superstructure Bridge at Km 189.80 over River Makru on Jiribam-Barak road on NH-53 in Manipur state on EPC mode". However, the GADs of Barak and Makru bridges given along with the tender have mentioned the superstructure 90 m bow string steel Arch super structure. Further Schedule- B, Annexure-I clause 7.3.2. is replicated here which indicates specific Span arrangement. Further across River Makru Km 188.885 + 0.461 (along proposed alignment). | Since this is an EPC contract, we may be allowed to design any super structure like balanced cantilever, SPC/RCC I girder/ case in situ RCC box girder etc. with carriageway 7 M+ 2x0.25m (kerb shyness)+2x1.5m (footpath) without any other restrictions of width and carriageway to suit our design, as per codal provisions.  | The work bids are invited on EPC mode hence as per Article 3 of DCA the design is the obligation of the Contractor in accordance with the Manual and IRC Standards. The cost of the work has been worked out considering Steel Bridge with given Span arrangements. However, bidder is free to adopt any design like RCC/PSC/Cable Stayed/ Cantilever/Balance Cantilever including Span arrangement etc. and quote rates accordingly. The basis of selection for the award of work shall be as per RFP. |
| 2.    | Article 14 of DCA "The Contractor.....Clause 19.12"   | This being difficult hilly terrain, costs associated with due maintenance period in spite of requisite hilly protection and drainage facility are far higher than any other highway projects. Further total linear length of bridges across Barak and Makru form 0.75% on the total length of new alignment. Hence, we assume that this is not the stand alone bridge work. Kindly confirm | The proposed bridges are standalone bridge works with approaches on both sides.   |
| 3.    | Schedule H Contract Price weightages, stages of payment (B) New 2 lane re-alignment, bypass.  | Completion of stage in a length of not less than 5% of the total length.   | Please refer to Corrigendum & Modified Schedule H.  |
| 4.    | Schedule H Contract Price weightages stage of payment   | Payment shall be made on completion of each culvert on   | Please refer to Corrigendum II & Modified   |



|    |   |  |   |
|----|---|--|---|
|    | (C) New /reconstruction of culverts, minor bridge, underpasses, overpasses on existing road, realignment, bypasses (1) Culverts | pro-rata basis.  | Schedule H.   |
| 5. | 1.3.3 Structures  | Pro-rata payment shall be made for individual components for inter-mediate stages of work. | Please refer to Corrigendum II & Modified Schedule H. |

