

PRE-BID CLARIFICATIONS

**“Rehabilitation of Radhanpur (Km 0+000) to Chanasma (Km 60+410) section of SH-55”
of Second Gujarat State Highway Project (GSHP-II/EPC/02)**

Sl. No	Clause Ref	Description	Query	Response
1	General	DPR of this project should be uploaded with Tender Documents for Technical understanding of provision made in project.		Project documents are uploaded on the e-procurement portal.
2	Annexure-I of Schedule B para 2.2	As per Annexure-I of Schedule B para 2.2, “FRL” given in profile shall be followed as minimum. - FRL of Structures shall not be reduced/lowered than that of existing structure. - As per given profile in tender documents, in most of stretches profile having raising around 25 cm. to 50 cm. - The minimum overlay as per para 5.4.2 is given 70 mm RAP + 90 mm DBM + 50 mm BC, i.e. 210 mm, out of which 50 mm existing BT surface is removed/scarified, than accordingly 160 mm raising over existing BT level is provided. - Now if raising as per profile is more than 160 mm than granular layer should be required to follow/maintain design profile level.	❖ Than clarifications required as below: ➤ Existing BT surface is scarified upto 50 mm or whole BT layer of existing road, to match design profile level Or raising of existing road over 160 mm by granular material is directly placed on 50 mm scarified surface. ➤ If only 50 mm BT is scarified and to follow profile level, remaining depth is to be fill with granular layer, than granular layer is to be provided upto formation width or not?	The provision “ <i>The FRL given in profile shall be followed as minimum</i> ” given under para 2.2 of Annex-I (Schedule B) shall prevail. Please refer Addendum-2, Sl. No. 33.
3	Para 7.8	As per Para 7.8, “Any increase in length and width of structure & bridges specified here in above due to site condition or investigation finding shall be treated as covered in scope of works. The actual dimensions required on the bases of detailed studies & investigations shall be determined by the contractor in accordance with specifications & standards. Any variations in length, width or any other detail specified in The Schedule-B shall not constitute a change of scope.” As per statement for minor bridge & for major bridge in Para 7.3.1 & 7.3.2 respectively, most of the structure is stated as repair & retain.	❖ Than clarification required for: ➤ Looking to the above, if as per hydraulic analysis & investigation no. of Span is to be increase for Bridge/minor bridge, than this to be consider as change of scope or not? ➤ Width of existing major bridge is around 7.0 mt. which is less than formation width i.e. 12mt, than any change in width suggested afterword for major bridge, than it is considered as change of scope or not?	Schedule B prevails.
4	Para 8.4	As per Para 8.4. Pedestrian Guard Rail Please provide location of pedestrian Guard Rail		Pedestrian Guard rail shall be provided as per para no 2.5 of Schedule B.
5	Para 8.6	As per Para 8.6. 3D painting of Traffic signs on Pavement Please provide location of 3D painting of Traffic signs on Pavement.		3D painting of Traffic signs on Pavement shall be provided as per para no 8.6 of Schedule B; which is clear.
6	Para 8.8	As per Para 8.8. Raised Pavement markers/Road Studs Please provide location of Raised Pavement markers/Road Studs.		Raised Pavement markers/Road Studs shall be provided as per para no 8.8 of Schedule B; which is clear.
7	Para 9.3	As per Para 9.3. Cattle Crossing Zone Please provide location of Cattle Crossing Zone.		Schedule B prevails.

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8	Para 7.2.2 & 7.3.1	As per shown in Para 7.2.2 & 7.3.1, structure at Ch. 3+775 & 4+196 is missing from the list given in Para 7.3.1	please clarify.	Para 7.2.2 provides “The schedule of the Culverts (including new culverts)” which includes the structure at Ch. 3+775 & 4+196. Para 7.3.1 provides “The schedule of the Minor Bridges (including replacement of existing pipe culverts by reconstruction of minor bridges)” Stipulations are clear.								
9	-	As per SP-23. Pg No. 25, Para-(i) “The vertical alignment should provide for a smooth longitudinal profile consistent with category of the road and lie of the terrain. Grade changes should not be too frequent as to cause kinks and visual discontinuities in the profile. Desirably, there should be no change in grade within a distance of 150 m.” - But here in this profile there is so many grade changes in every km (around at every 70 to 80mt.) - Looking to the above at the time of design to be given by the contractor above statement of IRC-SP-23 is to be followed or not?	Please clarify.	Relevant provision of IRC-SP-23 shall be followed provided that the minimum specified FRL is maintained. Schedule B prevails.								
10	-	Looking at the Plan & profile, 2 to 3 no. of Horizontal curve is design with speed lower than 100 KMPH, can we follow the same for design.		Schedule B prevails.								
11	-	At many location of minor bridge profile level is shown raising around 25 to 50 cm and as per Para 7.2.2 shows to retain or repair of minor bridge, in this situation design level is to be kept as per existing structure level, than design profile level is reduced which restricted by Para 2.2.	Please clarify.	The design level of minor and major bridges shall be kept as per existing structure level. Refer Addendum-2, Sl. No. 33.								
12	-	From Ch. 49.800 to Ch. 50.050 existing road is four lane. In this Ch,as per drawing showing proposed two lane(strengthening of existing road Type B section).	Please clarify.	Refer Addendum-2, Sl. No. 33.								
13	-	As per local inquiry & investigation in near past, road section from Radhanpur to Sami is heavily overtopped at many location. As per Para 7.2.2 only 3 new pipe culvert and 1 new box culvert is proposed. But if as per hydraulic analysis & investigation more structures are to be required, then these structures are considered as COS or Not? (in ref to Para no. 7.8.)		Refer Sl. No 3 above.								
14	Para 7.2.2	As per statement in Para 7.2.2 most of the existing structures is to be retain & repair. As per given profile the existing level & design level is as below. <table border="1" data-bbox="383 1369 1182 1425"> <thead> <tr> <th>Chainage</th> <th>Existing level</th> <th>Design level</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>1+357</td> <td>28.750</td> <td>28.813</td> <td>0.063 mt.</td> </tr> </tbody> </table>	Chainage	Existing level	Design level	Difference	1+357	28.750	28.813	0.063 mt.	- Looking to the above, at most of the location of structure is shown raising around 25cm to 50cm. If structure is to be retain & repair then how it is possible to raise this level, please	Refer Addendum-2, Sl. No. 33.
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15	Para 7.3.2	<p>As per Para 7.3.2 all major bridges are to be retain & repair, than as per profile, existing level & design level of bridges are as under:</p> <table border="1"> <thead> <tr> <th>Chainage</th> <th>Existing level</th> <th>Design level</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>4+623</td> <td>30.867</td> <td>31.981</td> <td>1.114 mt.</td> </tr> <tr> <td>6+675</td> <td>31.868</td> <td>33.487</td> <td>1.619 mt.</td> </tr> <tr> <td>52+010</td> <td>59.930</td> <td>59.470</td> <td>- 0.46 mt.</td> </tr> </tbody> </table>	Chainage	Existing level	Design level	Difference	4+623	30.867	31.981	1.114 mt.	6+675	31.868	33.487	1.619 mt.	52+010	59.930	59.470	- 0.46 mt.	<p>If bridge is to be repair & retain than how it possible to maintain to profile level as per tender conditions?</p>	Refer Sl. No. 11 above.																																																																																																
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16	-	<p>At Ch. 4+575 to 4+675 near major bridge length of sumit curve is given 40 mt. As per IRC SP 23 minimum length is 60.0 mts for speed 100 KM/HR.</p> <p>➤ Can we consider design speed lesser than 100 for design?</p>	<p>➤ Profile is to be design for SSD, ISD or OSD, please clarify.</p> <p>➤ Given profile is for what design speed and for what sight distance (SSD/ISD/OSD), please clarify.</p> <p>➤ Please clarify above Para for other two bridges also.</p>	Refer Sl. No. 9 & 10 above.																																																																																																																
17	-	<p>At Ch. 6+552 near major bridge existing level from Ch. 5+725 to 5+800, level difference between existing bridge is around 1.0 mt.</p>	<p>please clarify & confirm level of FRL/existing level.</p>	Refer Sl. No. 11 above.																																																																																																																
18	-	<p>At Ch. 52+010 near major bridge level difference is around – 0.46 mt, Bridge is stated as repair & retain, then how it possible to cut the level of existing bridge.</p>		Refer Sl. No. 11 above.																																																																																																																

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19	-	In given profile at most of the structure invert level is not given & also at sum structure OGL level is not shown. So, it is difficult for bidder to calculate actual cost of structure so please provide invert level/OGL level.		Refer Sl. No 11 above.
20	-	Looking to the profile most of the existing road centre level & OGL (LHS/RHS) is having minor difference please confirm & clarify this level & also please clarify at what distance OGL is taken from Road edge.		Refer Addendum-2, Sl. No. 33.
21	-	Please confirm level at various following chainages: Ch. 19+425, 28+050, 30+925 to 31+000, 31+300 to 31+350, 38+225, 41+050 etc.		Refer Addendum-2, Sl. No. 33.
22	-	As per profile between Ch. 39+400 to 39+500, profile shows cutting around -26 to -70 cm. this location is surrounded Harij Bus stand, Hotels & Shopping mall. Than at this location cutting is not advisable.	Please clarify.	Refer Addendum-2, Sl. No. 33.
23	-	HFL line/HFL is not shown in profile As per IRC –SP-73 Para 4.2.1 i) No section of the road is overtopped. Top of subgrade shall be at least 0.5m above the general ground level. ii) The bottom of sub-grade shall be 1.0 m above the High Flood Level (HFL)/level of water table. The HFL should be decided by intelligent inspections, local observations, enquiries and studying the past records. As per past record section between Radhanpur to Sami at many place road length is overtopped,	Please clarify whether we have to follow the design profile as per statement given IRC-SP-73 Para 4.2.1 as above.	Refer the deviation mentioned in Schedule D for Clause 4.2.1 of IRC-SP-73.
24	Para 2.4.2 specific experience.	Minimum experience in Bituminous work is 2, 05,000 cum Per Year. <u>Required:-</u> Minimum experience in Bituminous work is very much higher side,	Please reduce this Qty as per NHAI or Government of Gujarat Criteria. This is for healthy Competition.	Refer Addendum-2, Sl. No. 17.
25	Para 2.4.2 specific experience.	2. Wet Mix Macadam: 20,000 cum per year 3. Granular Subbase: 29,500 cum per year 4. R.C.C. works: 37,000 cum per year	Please add the P.C.C. along with R.C.C. as mention above.	Refer Addendum-2, Sl. No. 17.
26	-	According to the Tender documents Last date for the online submission of bid is 29.04.2019 @ 12.00 Hrs. Kindly note that to prepare an exact estimation at per your requirement and to make our best competitive offer we need more times and accordingly due to the Financial year ending coming close and Election time is going on.	We request you to extend the Last date for the online submission of bid at least 30 days from the present last date of submission.	Refer Addendum-2 / (n) procure portal for revision in dates, if any.
27	2.6 of Section-3	The equipment listed above should not be older than 7 years of age.	If the bidder don't have within 7 years age equipment than Undertaking at the time of bidding is allow for the same.	Undertaking is allowed as already mentioned in the bid document at last para (bullet) of 2.6 Equipment.