

Construction of approaches of Road Over Bridge (excluding railway portion) at level crossing No. C-161 at km. 343/15-17 on Ambala – Ludhiana Railway Line near Chawapail railway station.

Minutes of Pre Bid Meeting Dated 08.06.2010

The reply to the queries received/ raised during the pre bid meeting held on 08.06.2010 are replied as detailed below:

Sr. No.	Clause/ Particulars	Query	Reply/ Clarification
1	Cl. 36.1- Dispute Review Expert (DRE)	The panel of DREs should be made part of the bid documents. It is expected that all of panellist will have first-hand knowledge of bridge design/ construction.	As per DNIT. However, DRE shall be appointed who has first hand knowledge of bridge design/ construction.
2.	ITB- Cost of preparing the bid	The Conditions of ITB and Contract provide that the cost of preparing the bids is to be borne entirely by the bidder. This is not fair clause because cost estimated by the department has not been given anywhere. The department should give as upto what limit of the amount the work that will be awarded so that a bidder may assess whether the work is worthwhile for him to bid and his money is not wasted.	As per DNIT.
3.	Cl. 33.2 – Conditions of Contract	Conditions of Contract implies that a Contractor can enter into an agreement with the IQCC only after allotment of work because this clause provides that approval of IQCC will be given by CE (IP) PWD B&R. So, the fee of Independent Quality Control Consultant (IQCC) can not be decided before allotment of work. It may be clarified as to how the fee of IQCC will be reimbursed if he charges more than 0.5% of the contract value. Secondly, how this clause will be regulated if none of the Consultants approved by MORT&H agrees to do this job. Please provide the list of IQCCs approved by CE PWD B&R in bid document.	Clause is self explanatory. No further clarification required.
4.	Contract Data Item No. 9 & Schedule of work	There is a lot of difference between the scope of work specified in contract data item No. 9 and that in section 6 Schedules of Work clause 11.1 and 2B. Please clarify which one shall prevail.	The specific differences have not been pointed out. The scope of work has been clearly defined in Contract Data Item No. 9 and in Section 6 of Schedule of work and is the same. However, in case of any inadvertent omission of any item in one of these locations, the scope of that item shall be as detailed in

			the other location.
5.	Contract Data Item No. 9 Part E	In contract data item no. 9 Part E: Diversion Road: widening/ strengthening “departmental quantities” have been stated to be enclosed but are not provided anywhere.	Contract data item no. 9 Part E: (Page 98), first para shall be read as under: “To facilitate the construction of ROB at level crossing No. C-161, the Contractor shall widen/ strengthen the 4.40km long diversion road from Chawa – Samrala road via existing manned level crossing No. C-159 as indicated in the enclosed plan. This work of diversion road shall be executed as per direction of the Engineer covering the item of works as per the detail below. The work shall be executed as per MORT&H Specifications (Fourth Revision):”
6.	-	Road Signage should be quantified in exact terms for a proper financial estimation by the bidder.	As per DNIT.
7.	Technical Specifications Clause 1.2 (B)	In Technical Specifications Clause 1.2 (B) i.e. Make of Materials, only OPC type of cement is specified. It is requested that PPC also to be permitted because IRC allows the same and it is cheaper also.	No change.
8.	Technical Conditions Clause 5.4	With reference to Technical Conditions Clause 5.4 Seismic Coefficient, it may be clarified as to how this stipulation shall complement IRC 6-2000 because IRC 6-2000 has individualized RRF for each element of the bridge structure. This issue has a great bearing on the final design.	The Clause is self explanatory.
9.	-	With reference to Technical Conditions, any change made in structural designs by the Chief Engineer over and above the Bid Document/IRC stipulations should be payable as extra amount. Otherwise, the design will not be quantifiable. Secondly, if Chief Engineer is to approve the design, then the responsibility of the correctness of design should not be of the Contractor alone.	No change.
10.	Technical Conditions Clause 6.2	With reference to Technical Conditions Clause 6.2, the specified values of differential settlement for piles requires technical support for working out a	As per DNIT.

		safe design.	
11.	Technical Conditions Clause 7.1	With reference to Technical Conditions Clause 7.1, this clause is ambiguous as it asks for both continuous and simply support types of structures. With reference to Technical Conditions Clause 7.1, the minimum number of cross girders per span should be as per IRC specifications so as to avoid any post tender discretion and confusion.	Clause is self explanatory.
12.	Technical Conditions Clause 7.1.7	With reference to Technical Conditions Clause 7.1.7 Design of curves, transition lengths of the curves as mentioned in given drawings neither meet the design requirements of IRC:38, not the speed of 60 km / hr specified in CI 5.6.4. The design and alignment of horizontal curves (including super elevation and extra-widening) should be provided with the bid documents because different designs would give different alignments due to this shift of transitions involved.	As per DNIT. The data given is sufficient.
13.	Technical Conditions Clause 7.4	With reference to Technical Conditions Clause 7.4 Railing, size of railing shown in given drawings does not result in a standard section. Its width can be kept as 500mm instead of 550mm.	No change.
14.	Clause 13.4 of ITB	As per clause 13.4 of ITB the rates and prices quoted by the bidder shall be fixed for the duration of the contract and shall not be adjusted on any account, whereas as per General Practice in similar tenders the rates must be adjusted on account of price adjustment as there can be immense difference in cost of material during the tenure of project, which can put substantial effect on awarded cost of bidder. So it is requested that this clause must be reviewed & price adjustment must be paid during the tenure of project period.	No change.
15.	Time period for completion	The time period mention in the notice inviting tender for completion of project i.e. 12 months is very short as compared to the cost & scope of the project. The time period of the contract as per scope of work should be minimum 18 months.	No change.
16.	Clause 13.1 of GCC	As per clause 13.1 of GCC contractor shall provide in the joint name of engineer and the contractor, insurance cover for an amount stated in the contract data. Now as per Contract data the minimum insurance cover is Rs. 5 lacs for per occurrence, but when the contract would be award to any bidder, engineer Incharge ask the contractor to submit the CAR policy for the amount equal to the contract amount. This must be clarified.	Contract data item no. 16 (Page 100) is amended and corrigendum being issued separately.
17.	Clause 43.1 of GCC	As per Clause 43.1 of GCC the interest on late payment is 8% annum, where as it should be minimum 12%.	No change.

18.	Clause 48.3 of GCC	There is a provision of Clause 48.3 in General Conditions of Contract of world bank projects, which reproduce that contractor can substitute balance 50% retention money after completion of work with an “ on demand” bank guarantee. This clause must be incorporated as the hefty amount of contractor remains blocked for a period of one year.	No change.
19.	-	The facia for reinforced earth shall be panel type, but it is not mentioned that whether geo grid will be laid on earth with panels or geo strips. This must be clarified.	As per DNIT.
20.	Mobilization advance	Mobilization advance should be interest free. In similar other project of world bank PRBDB paying 10% mobilization advance against bank guarantee without taking any interest from contractor.	No change.
21.	Clause 9.2.1 of technical specification	As per clause 9.2.1 of technical specification minimum six number initial load shall be carried out, where as it should be on 2 locations or as per IS code.	Minimum Initial Load Test for piles shall be 2 (Two).
22.	--	Our company has executed the work of “Construction of Approaches to R.O.B. (excluding railway portion) on level crossing no. S-3 on Jalandhar-Nakodar Railway line near Layalpur – Khalsa College at Jalandhar”. The work is near completion (upto 99.5%), the remaining 0.5% work is delayed due to non completion of railway portion and hence we request you to please consider the work as completed and allow us to bid for new project.	As per DNIT.
23.	Joint Venture	It is our humble request that for healthy competition joint venture may please be allowed to bid for the project.	No change.
24.		Page 110 CI (D) makes of materials: We propose that instead of specific brands, Cement and Steel conforming to IS specifications should be allowed. There is a scarcity of OPC in the market and provision of specific brands will make its procurement still more difficult.	No change.
25.	CI 5.3 LIVE LOADS	Page 112, CI 5.3 LIVE LOADS: combination of live Loads should be specified to be as per IRC:6.	Already clear as per Clause 5.2 of Technical Specifications.
26.	CI 5.4 SEISMIC COEFFICIENT	Page 112, CI 5.4 SEISMIC COEFFICIENT: Seismic Zone for the work site should be specified.	Seismic Zone may be considered as Zone IV.
27.	CI 7.1 SUPERSTRUCTURE ARRANGEMENT & Page 125 CI 7	Page 115 CI 7.1 SUPERSTRUCTURE ARRANGEMENT & Page 125 CI 7: From these clauses, we infer that we can either provide a series of simply supported spans, or a series of continuous spans wherein the expansion joints should be spaced at a minimum distance of 60m. Please confirm.	The Clause is self explanatory.
28.	CI 7.1.2:	Page 115 CI 7.1.2: Please clarify what remedy and relief shall be available to the bidder if the Railways do not pace the work in their scope with the milestones of this contract and work on approaches is suspended due to this	As per DNIT.

29.		<p>constraint. The bid document is silent about this aspect.</p> <p>Page 132 Item 15: The financial effect of this item cannot be calculated from bidder's point of view. The department should either specify a fixed sum against this item to be borne by the bidder, or may provide the basis for its calculation.</p>	<p>It is clarified that only 3 no. vehicles Maruti SX-4 Car Model 2008 (instead of 4 mentioned in the DNIT) are to be maintained and operated by the Contractor. The Contractor shall bear all expenditure towards running, maintenance, operation, insurance & other liability of these three vehicles upto 4000km per month per vehicle till the completion of the work or 12 months whichever is later. The vehicles can be seen on any working day (during office hours) in the office of Chief Engineer (IP), SCO 341-42, Sector 34-A, Chandigarh.</p>
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