

**CORRIGENDUM- VI**

**Name of work: Design and Construction of Viaduct in Reach-3 between Jhansi Rani Square and Lokmanya Nagar Stations from Ch 7825m to 18212 m on the East-West Corridor of Nagpur Metro Rail Project.**

**Tender no (As per NMRCL): N1C-08/2016**

**Date: 18/06/2016**

**Tender no (As per portal): 44**

Sl. No	Page/ Section No	Clause No	Description	Existing Provisions	Queries/ Requests	Clarification / Amendments
1.	Pg. no 161 of Part II, Section 7	Clause no, 1.1.3.	Work requirement and Appendices (Scope of work)	Contractor are required to consider in their proposal the cost of software licenses (payable to NMRCL) and IT staff for data uploading as under for project cost Rs. 400 cr and above P6 - 3 NOS, SAP ERP - 10 NOS, BENTELY - 10 NOS, RIB - 10 NOS, 6 Nos of IT staff under Table No. 4.1.	Kindly let us know if the cost of above is to be considered in lumpsum price to be quoted or otherwise.	Cost of software licenses (payable to NMRCL) are SAP: 1 No., Bentley: 1 No. and Primavera: 1 No. Contractor need to deploy corresponding staff to support these software on NMRCL IT platform.
2.	Corrigendum V	S.No: 16	Additional scope: Maintain Rail levels and Lake view Walkway support between Ambazari and Subhash Nagar stations.	The rail level between the stations Subhash Nagar and Ambazari from chainage 12856.232m to chainage 12294.828m is to be considered as 13.5m from ground level. The piers between the chainages shall be designed to support a pedestrian walkway of width 8m. The RFP includes construction of intermediate Pier Caps which will support this walkway. Cost of walkway is not to be considered in present RFP.	As we have deficient rail heights in meeting 13.5m criteria in this stretch, please clarify whether we need to modify the vertical alignment?  We understand that the intermediate pier caps to support the proposed walkway has to be designed and constructed by the viaduct contractor. Please confirm if our understanding is correct.  If so, please provide the locations of the pier caps, loading details and GAD for walkway arrangement.	Yes, due to this revised requirement. Vertical alignment will alter. Bidder to take note of it.  Yes, your understanding is correct.  A tentative drawing of walkway is enclosed herewith. The loads of walkway may be calculated at bidders end.

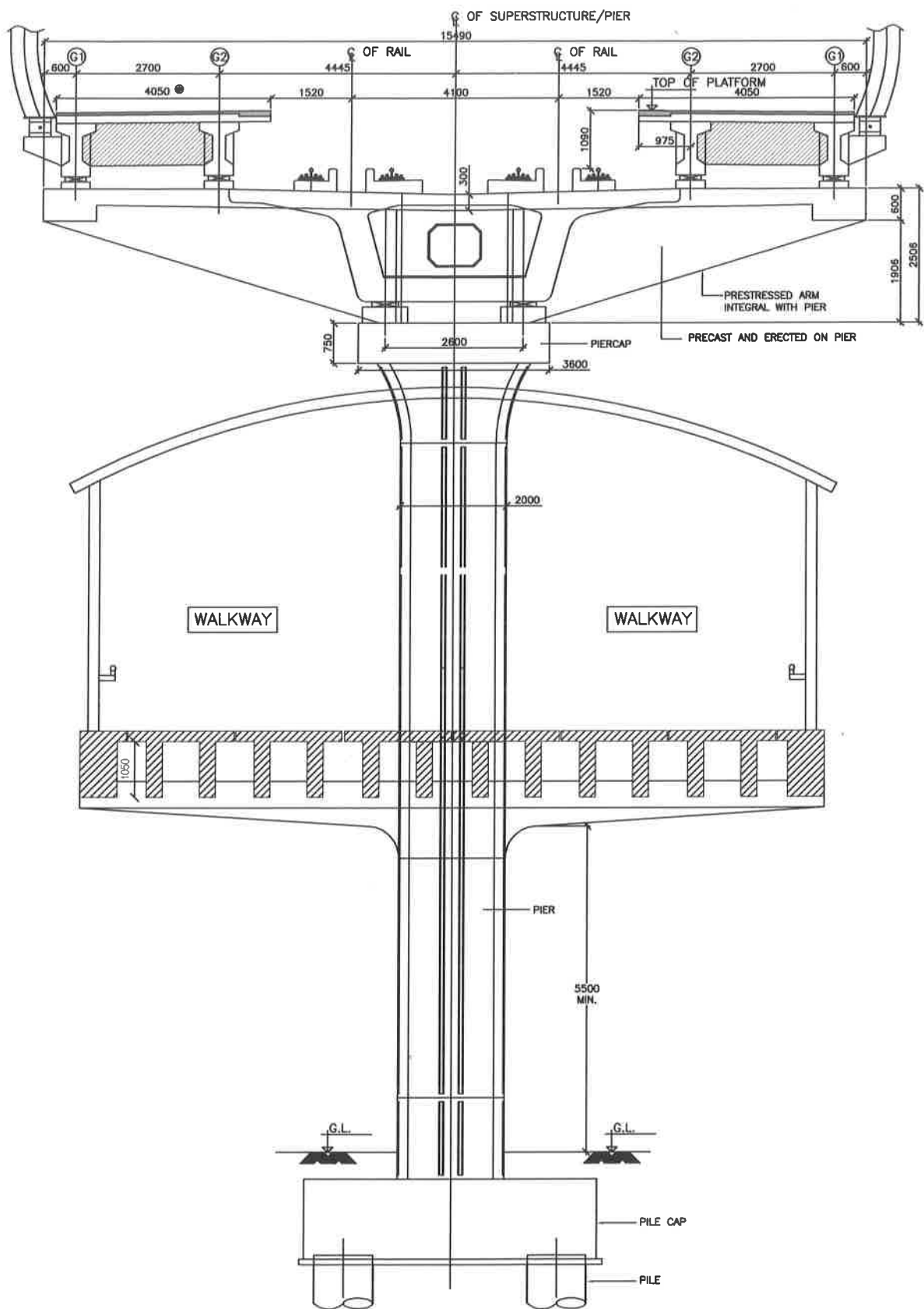
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3.	Corrigendum V	S.No: 24	Station Scope	We confirm that two level pier arm is limited to 78m only, i.e., applicable to 6 piers at each station location.	<p>Our understanding is that modified station length fixed is 78m only, and we have only 6 piers carrying Platform Level and Concourse Level Pier arms.</p> <p>Hence there would be no requirement of pier arms at Platform Level and Concourse Level beyond this 78m length to accommodate any future expansion. Also this means that the sentence "D &amp; B contractor will have to design and construct pier arm to support the station platform beams and Deck slab also in addition to structures required for taking viaduct through the station portion in a station length of 142 m" as per Clause 2B of Part-II, Section-VII does not stand valid anymore. Please confirm that our understanding is correct.</p>	Yes. Your understanding is correct.
4.	Page 14/38 Part 2 DBR (Station)	Cl 2.5.1	Seismic Design for station	Seismic analysis of station shall be conducted according to RDSO Guidelines on Seismic Design dated (November, 2010).	The latest RDSO guidelines dates to January 2015. Please clarify which needs to be followed.	January 2015 is to be followed.
5.	Page 16/38 Part 2 DBR (Station) & Page 5/17 DBR (Viaduct)	Cl 2.8.1 of Station DBR and Clause 7.3.1 of Viaduct	Vertical train live load	<p>Station DBR: L= 21.4m, a=2.20m, b=2.3m, c=12.40m</p> <p>Viaduct DBR: L=21.75m, a=2.45m, b=2.2m, c= 12.50m</p>	<p>The Length of car and axle configuration for arriving at Vertical Train live load in Station DBR is different from that of Viaduct DBR. Please clarify which one should be followed.</p>	<p>The dimensions of coach are as follows:</p> <p>Viaduct DBR: L=21.75m, a=2.45m, b=2.2m, c= 12.50m</p>

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		t DBR				
6.	Corrigendum V	Annexure	Segment Dimension	Section for Segments S2 & S7, Typical Section 4-4 at Diaphragm has given.	Please provide Web thickness for all the sections, mid-section details and also provide complete set of super structure GAD's.	Please refer enclosed sketch.
7.	Corrigendum V	Annexure	Segment Dimension	Section for Segments S2 & S7, Typical Section 4-4 at Diaphragm has given.	Our understanding from drawing is infill segments i.e S2 & S7 have a top width of 8.5m and Diaphragm segment has 9.520m. Span formed of these precast segments is discontinuous. Please clarify, is it aesthetically acceptable.	Please refer enclosed sketch.
8.	Corrigendum V	Annexure	Segment Dimension (Kerb)		Does kerb of 650mm thick on top of diaphragm segment (shown in the drawing) extends full length of segment?	Please refer enclosed sketch. Also, 650 mm thick diaphragm is for a length of 100 mm for S1 segment.
9.	Corrigendum V	Annexure	Pardi Wall	The sketch of the segment attached shows 100mm Thick Pardi wall in Diaphragm segment	Diaphragm wall usually does not have Pardi Wall. Please clarify if it is required and also provide it's GAD for better understanding.	Please see enclosed sketch
10.	Corrigendum V	Annexure	Future Prestressing Blisters	The sketch of the segment attached shows future prestressing blisters.	Please clarify in which segments the blisters are to be provided, dimensions of blisters and percentage of future prestressing.	To be designed and decided by bidder.
11.	Corrigendum V Part-II, Section-VII., (Scope of Work), Page 179 Schedule of	Annexure 2.3 A 1.4.1	Segment S2 & S7 Spacing of Tracks Buildings &	As per the sketch the width of segment is 8.5m Spacing of Track needs to be minimum 4.1m centre to centre. Minimum lateral clearance for OHE mast for tangent track on the viaduct shall be 2150mm from centre line of	If the centre to centre track spacing has to be 4.1m and minimum lateral clearance of OHE mast for tangent track on viaduct has to be 2150mm from centre line of nearest track, the Top width (8.5m) of segments shown in the sketch will not be satisfied (Refer to NMSG-6 of SOD). Please clarify whether it is mandatory to maintain 8.5m. If so, please provide the revised centre to centre spacing	Enclosed sketch indicate dimension for segments including segment (S1) which support OHE mast.

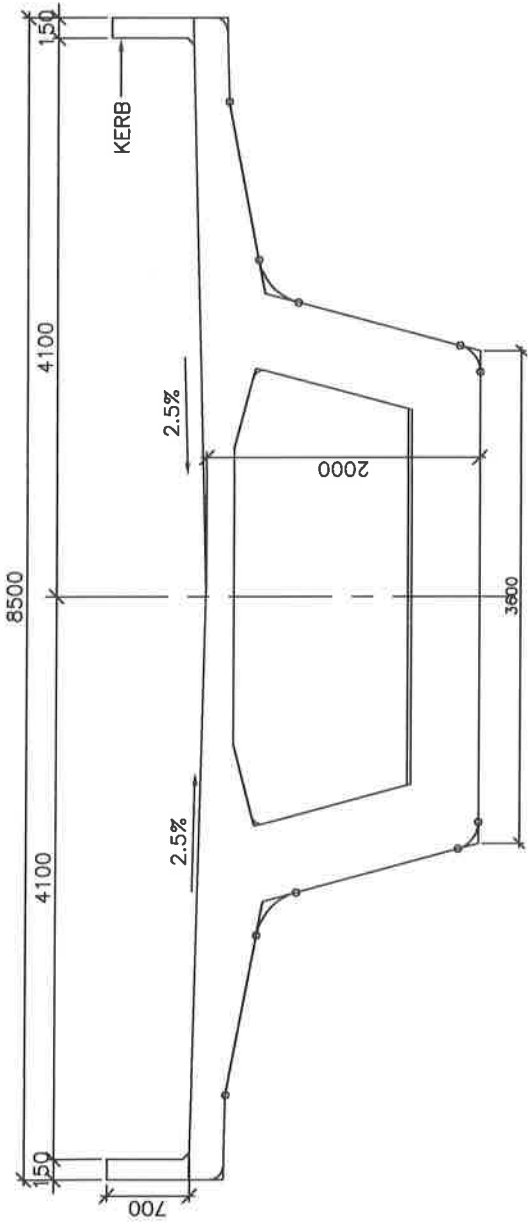
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	Dimensions (Page 4 of 37)	Note (iii)	Structures	nearest track.	of track and the location of OHE mast.	
12.					Please confirm that: Walkway will be supported on existing viaduct piers only (on the intermediate pier caps to be constructed below the main pier caps)	Yes. Hence please note that the cost of walkway is not to be included in lumpsum rate of present RFP. But foundation and substructure must be designed to support load of the walkway. To support this walkway, contractor need to construct intermediate pier cap as shown in the enclosed sketch.
13.					Design of intermediate pier caps to support walkway is not in the scope of this contract.	Please refer to reply to Sr. 12 above.
14.					Construction of Intermediate pier caps is not in Lumpsum scope price (Schedule A) and shall be separately payable item under Schedule B	No, it is a part of lumpsum of present RFP.
15.					Bidder scope is limited to designing viaduct piers in this stretch to support the walkways.	Please refer to reply at Sr. 12 above.



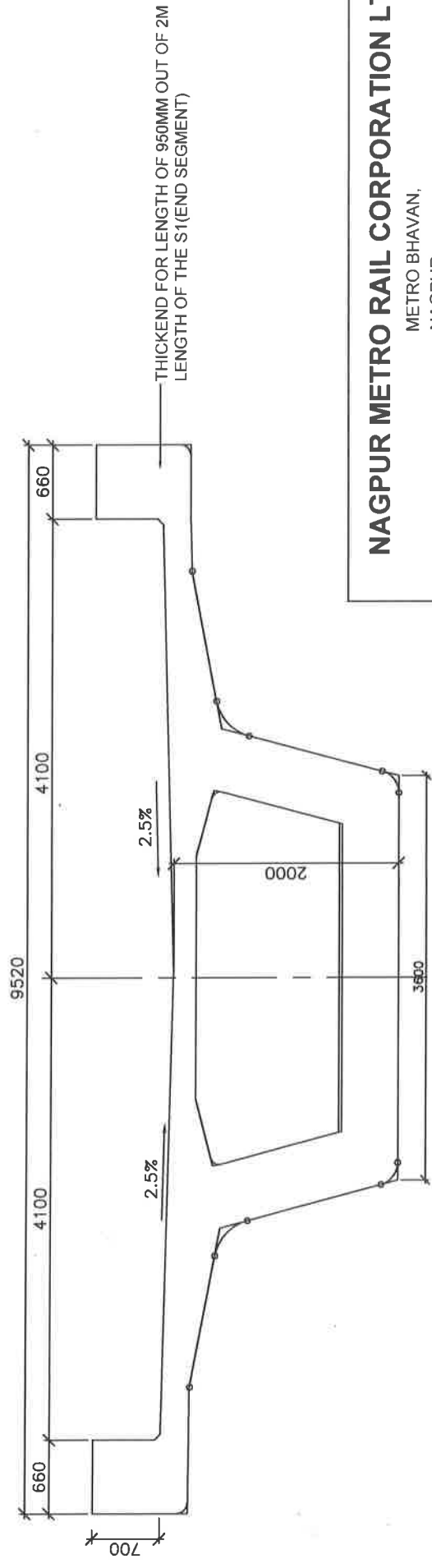
G.M. (Procurement),  
NMRCL, Nagpur



TYPICAL DETAILS OF WALKWAY



**Segment for Non OHE Mast Location**



**Segment for OHE Mast Location**

**NAGPUR METRO RAIL CORPORATION LTD.**  
 METRO BHAVAN,  
 NAGPUR.

TITLE

**TYPICAL CROSS SECTION OF SEGMENTAL BOX GIRDER**

ALL DIMENSIONS ARE IN MM.