

RAJASTHAN METRO RAIL CORPORATION					ADDENDUM -04	
Name of Work: ICB-2C-03: Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS						
Addendum- 04 Summary Sheet						
S. N.	Section / Part	Document Name	Page No.	Clause No. / Item No.	Addendum / Corrigendum	Remarks
1	Part-1	Invitation for Bids	Page -1 & 2	Deadline for Submission of Bids, Definition of Similar work	Deadline for submission of bid and Definition of Similar work under clause 4 of IFB has been modified.	Page No. 1,2 (Page No. 1 & 2 of Part-I), has been revised and replaced.
2	Part- 1, Section 3	Evaluation and Qualification Criteria	Page -1, 2	1.2.1 History of Nonperforming Contracts	Sub- Note has been modified and Sub Note 3 & 4 introduced in Clause 1.2.1 through addendum - 02 have been removed	Revised Page No. 1 & 2 of EQC (Page No. 54 & 55 of Part-I), vide Addendum -02 have been further revised and replaced.
3	Part- 1, Section 3	Evaluation and Qualification Criteria	Page -5, 6 & 7	Note for Clauses 1.4.1 & 1.4.2	Definition of Similar Work in Clause 1.4.1 has been modified. Requirement and Compliance Requirement for JV Clause 1.4.2 (A) has been modified. Note (ii), Note (iii) and Note (vii) have been modified. Note (x) has been deleted.	Page No. 5,6 & 7 of EQC (Page No. 58, 59 & 60 of Part-I), has been revised and replaced.
4	Part- 1, Section 4B	Bidding Forms	Page No. 3	Letter of Technical Bid	'OCB' has been replaced with 'ICB' and clause (c) has been modified.	Page 3 of Bidding Forms has been replaced with Page 3R.
5	Part- 1, Section 4B	Bidding Forms	Page No. 6	Letter of Price Bid	'OCB' has been replaced with 'ICB' and clause (c), (d) and (e) has been modified.	Page 6 of Bidding Forms has been replaced with Page 6R.

6	Part- 1, Section 4B	Bidding Forms	Page No. 9	Bid-Securing Declaration	Form has been deleted.	Page 9 of Bidding Forms has been replaced with Page 9R.
7	Part- 1, Section 4B	Bidding Forms	Page No. 13R	Form CON – 1: Historical Contract Nonperformance	Sub Note 1) and 2), introduced vide addendum -02 have been removed.	Page 13R of Bidding Forms has been replaced with Page 13RR.
8	Part- 1, Section 4B	Bidding Forms	Page No. 14R	Form FIN – 1: Historical Financial Performance	Columns have added to include details of 5 years and Sub Note has been modified to provide details of financial year and Sub Note 5 to 7 have been introduced.	Page 14R of Bidding Forms has been replaced with Page 14RR.
9	Part- 1, Section 4B	Bidding Forms	Page No. 15R	Form FIN – 2: Average Annual Construction Turnover	The method of conversion from Foreign Currency to INR has been modified. Rows have added to include details of 5 years and details of financial year and Sub Note 1 and 2 have been introduced.	Page 15R of Bidding Forms has been replaced with Page 15RR.
10	Part- 1, Section 4B	Bidding Forms	Page No. 16R	Form FIN – 3: Availability of Financial Resources	Sub note has been introduced.	Page 16R of Bidding Forms has been replaced with Page 16RR.
11	Part- 1, Section 4B	Bidding Forms	-	-	Form FIN – 3A PROFORMA FOR BANKING REFERENCE (LETTER OF CREDIT) FOR LIQUIDITY has been added.	Page 16A has been added to Bidding Forms.
12	Part- 1, Section 4B	Bidding Forms	Page No. 17R	Form FIN – 4: Financial Requirements for Major Contract Commitments	Sub note has been introduced.	Page 17R of Bidding Forms has been replaced with Page 17RR.
13	Part- 1, Section 4B	Bidding Forms	Page No. 33 to 43	Schedules	Schedules have been deleted.	Page 33 to 43 of Bidding Forms have been replaced with Page 33R to 43R.

14	Part- 1, Section 4B	Bidding Forms (Bill of Quantity)	Page No. 8, 12,20,27,28,29,30,34	Bill of Quantities	Missing details in item number (in description text only) NDSR -1 of Schedule C, Item No. 7 of Schedule D, Heading for Schedule – F, DSR Item No. 11.27, 12.52, 13.81, 13.83, 25.2 of Schedule -F1.1 and DSR Item No. 17.73.1 of Schedule F1.3 have been provided.	Page No. 8 of BoQ (Page No. 114 of Part-1), Page No. 12 of BoQ (Page No. 118 of Part-1), Page No. 20 of BoQ (Page No. 126 of Part-1), Page No. 27 to 30 of BoQ (Page No. 133 to 136 of Part-1), Page No. 34 of BoQ (Page No. 140 of Part-1) have been revised and replaced.
15	PART-II, Section-6 Employer's Requirements	Employer's requirements: Functional	Page No. 6	Clause 2.1.3 SCOPE OF WORK UNDER LUMP SUM PRICE - STATIONS	Subclause (iv) has been modified to included FoB Length.	Page no. 6 of Employer's requirements: Functional (Page 429 of Section 6-part 1), which was revised under addendum-02 has been further revised and replaced.
16	PART-II, Section-6 Employer's Requirements	Employer's requirements: Functional	Page 8	Clause 2.1.4 (Scope of work for regrading/ modification of part operational corridor of Phase-1 near Khasa Kothi station and constructing an integrated station	Sub Clause 1(b) (iv) has been introduced to bring clarity in dismantling scope of contractor under lumpsum head.	Page no. 8 of Employer's requirements: Functional (Page 431 of Section 6-part 1), which was revised under addendum-02 has been further revised and replaced.
17	PART-II, Section-6 Employer's Requirements	Employer's requirements: Functional	Page No. 18	2.10 SCOPE OF WORK UNDER BOQ ITEMS FOR ELEVATED SECTION (SCHEDULE- 'B' &, 'C, D, E and F')	Subclause (xiv) has been introduced for requirement of Heritage Look Finishing.	Page no. 18 of Employer's requirements: Functional (Page 441 of Section 6-part 1), which was revised under addendum-02 has been further revised and replaced.
18	PART-II, Section-6: Outline Design Specification	Outline Design Specification, Chapter-2 for Viaduct	Page No. 11	Clause 6.6 WIND LOAD (WL)	Clause 6.6 has been Modified to correct wind loading factor.	Page no. 11 of Outline Design Specification, Chapter-2 for Viaduct (Page No. 617 of Section 6-part 1) has been revised & replaced

19	PART-II, Section-6: Outline Design Specification	Outline Design Specification, Chapter-3 for Elevated stations	Page No. 10	Clause 2.7.5 WIND LOAD (WL)	Clause 2.7.5 has been Modified to correct wind loading factor. .	Page no. 10 of Outline Design Specification, Chapter-3 for Elevated stations (Page No. 644 of Section 6-part 1) has been revised & replaced
20	PART-II, Tender Drawings	Tender Drawings		Drawing with Title "Drawing List"	Drawing with Title "Drawing List" (R1) has been replaced with (R3)	Drawing with Title "Drawing List" (R1) has been replaced with (R3)
21	PART-II, Tender Drawings	Tender Drawings		Alignment Drawing	Drawing at S.N. 19, Page -02 of VID-JMRC-STR-TD-0701-017 (Page 02) has been revised and replaced to include missing alignment details.	Drawing at S.N. 19, Page -02 of VID-JMRC-STR-TD-0701-017 (Page 02) has been revised and replaced.
22	PART-II, Tender Drawings	Tender Drawings			Drawings at S.N. 103 for Site Container Office Layout has been introduced.	Drawings at S.N. 103 for Site Container Office Layout has been introduced.
23	PART-II, Tender Drawings	Tender Drawings			Drawings at S.N. 104 to S.N. 108 for reference existing Track alignment and Structure arrangement for Jaipur Metro Phase-I near Khasa Kothi Circle has been introduced.	Drawings at S.N. 104 to S.N. 108 for reference existing Track alignment and Structure arrangement for Jaipur Metro Phase-I near Khasa Kothi Circle has been introduced.
24	PART-II, Section 6E	Geotechnical Investigation Report			Additional Geotech Investigation Reports have been included.	Additional Geotech Investigation Reports have been included.
25	Replies of Pre-Bid Queries.					



Invitation for Bids

Date:	[27 June 2026 at IST 1800 Hrs]
Loan No. and Title:	P 60220-001 IND: Jaipur Metro Rail Project Phase 2
Contract No. and Title:	ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS
Deadline for Submission of Bids:	<u>15 September</u> 17 August 2026 at IST <u>15:00</u> 1800 Hrs, (India local time)

1. The Government of India has applied for financing from the Asian Development Bank (ADB) toward the cost of Jaipur Metro Phase-II project. Part of this financing will be used for payments under the Contract named above. Bidding is open to Bidders from eligible source countries of ADB.
2. The Rajasthan Metro Rail Corporation ("the Employer") invites sealed bids from eligible Bidders for the design, construction and completion of **"ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"** ("the Works").
3. Open competitive bidding (International advertisement) will be conducted in accordance with ADB's [Single-Stage: Two-Envelope procedure](#) and is open to all Bidders from eligible countries as described in the Bidding Document.
4. Only eligible Bidders with the following key qualifications defined in the Bidding Document may participate in this bidding:
 - Minimum average annual construction turnover of INR 9.28 billion calculated as total certified payments received for contracts in progress or completed, within the last 5 (five) years.
 - For Single Entities: The Bidder must demonstrate that its financial resources defined in FIN – 3, less its financial obligations for its major contract commitments as defined in FIN – 4, meet or exceed the total requirement for the Subject Contract of INR 1.54 billion

- For Joint Ventures:
 - One partner must demonstrate that its financial resources defined in FIN – 3, less its financial obligations for its own major contract commitments as defined in FIN – 4, meet or exceed its required share of INR 618.9 million from the total requirement for the Subject Contract.
 - Each partner must demonstrate that its financial resources defined in FIN – 3, less its financial obligations for its own major contract commitments as defined in FIN – 4, meet or exceed its required share of INR 386.81 million from the total requirement for the Subject Contract.
 - The Joint Venture must demonstrate that the combined financial resources of all partners defined in FIN – 3, less all the partners' total financial obligations for the major contract commitments as defined in FIN – 4, meet or exceed the total requirement for the Subject Contract of INR 1.54 billion
 - Participation as a contractor, Joint Venture partner in *Similar work(s) means Construction of Viaduct (including station along the viaduct) in Metro Railways/High Speed Railways / Railways/ RRTS/Highway/Expressway/Roads*
5. For the complete eligibility and qualification requirements, Bidders should refer to the Bidding Document.
 6. To obtain further information and inspect the Bidding Document, Bidders should contact:
Rajasthan Metro Rail Corporation Limited,
A-Wing, Admin Building, Bhriku Path Mansarovar Metro Depot,
Mansarovar, Jaipur-302020, India
Contact: +91-141-2822781 / 782
E-Mail: - jmrc.phase2.package3@jaipurmetrorail.in
 7. To purchase the Bidding Document in English, eligible Bidders should:
 - visit e-procurement portal <https://eproc.rajasthan.gov.in> to access the Bidding Document for ICB 2C-03; and
 - pay a nonrefundable fee¹ of INR 23,600 (inclusive of GST) by RTGS/NEFT/IMPS only.
 8. Bids must be submitted as follows:
 - Pay a nonrefundable fee of INR 2500 as E Tender processing Fee by RTGS/NEFT/IMPS only.
 - through the e-procurement portal <https://eproc.rajasthan.gov.in> for ICB 2C-03, on or before the deadline of submission of Bids ~~[17 August 2026 at IST 1800 Hrs]~~; and
 - together with a Bid Security of INR 10 Million as described in the Bidding Document.

Bids will be opened promptly after the deadline for bid submission in the presence of Bidders' representatives who choose to attend.

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1. Qualification

1.1 Eligibility

Criteria	Compliance Requirements				Documents
Requirement	Single Entity	Joint Venture			Submission Requirements
		All Partners Combined	Each Partner	One Partner	

1.1.1 Nationality

Nationality in accordance with ITB 4.2.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Forms ELI – 1; ELI – 2 with attachments
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1.1.2 Conflict of Interest

No conflicts of interest in accordance with ITB 4.3.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Letter of Bid
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1.1.3 ADB Eligibility

Not having been declared ineligible by ADB, as described in ITB 4.4.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Letter of Bid
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1.1.4 Government-Owned Entity

Bidder required to meet conditions of ITB 4.5.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Forms ELI – 1; ELI – 2 with attachments
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1.1.5 United Nations Eligibility

Not having been excluded by an act of compliance with a United Nations Security Council resolution in accordance with ITB 4.8.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Letter of Bid
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1.2 Historical Contract Nonperformance

1.2.1 History of Nonperforming Contracts

Criteria	Compliance Requirements				Documents
Requirement	Single Entity	Joint Venture			Submission Requirements
		All Partners Combined	Each Partner	One Partner	
Nonperformance of a contract did not occur as a result of contractor default since 1 January 2021	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Form CON – 1

Nonperformance, as decided by the Employer, shall include all contracts where, any of the ~~two~~ **FOUR** ~~two~~ conditions¹ below

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have been met:

- 1) a) the contract was terminated for cause by the employer due to the contractor's default(s) in fulfilling its obligations (including any environmental and social (E&S) obligations),
and
b) the contractor did not challenge such termination and/or call of the performance security or employer's claims, including referral to the dispute resolution mechanism under the respective contract
or
c) contracts that were so challenged, but fully settled against the contractor.
OR
- 2) (a) the performance security was called partly or wholly,
or
(b) claims were made against the contractor by the employer due to the contractor's default(s), which have led to works not being completed, i.e. taking-over certificate not having been issued;
and
(c) the contractor did not challenge the call of the performance security or employer's claims, including referral to the dispute resolution mechanism under the respective contract
or
(d) contracts that were so challenged, but fully settled against the contractor as a result of the dispute resolution mechanisms.
In cases where challenged by the contractor, Nonperformance must be based on all information on fully settled disputes or litigation, i.e., dispute or litigation that has been resolved in accordance with the dispute resolution mechanism under the respective contract and where all appeal instances available to the Bidder have been exhausted.

This requirement also applies to contracts executed by the Bidder as a Joint Venture partner.

For example, non-performance should meet condition 1 or condition 2. Condition 1 within itself should meet 1a "and" 1b or 1c; condition 2 within itself should meet 2a or 2b "and" 2c or 2d.

- 3) ~~JMRC/any other Metro Organization (100% owned by Govt.)/Ministry of Housing & Urban Affairs/Order of Ministry of Commerce, applicable for all Ministries must not have banned business with the bidder (including any member in case of JV/Consortium) as on the date of bid submission.~~
~~or~~
- 4) ~~No contract of the Bidder of the value more than 10% of NIB cost of work, executed either individually or in a JV/Consortium, should have been rescinded/terminated by JMRC/any other Metro Organization (100% owned by Govt.) after award during last 03 years (from the last day of the previous month of bid submission) due to non performance of the bidder or any of JV/Consortium members.~~

1.2.2 Suspension Based on Execution of Bid-Securing Declaration

Criteria	Compliance Requirements				Documents
Requirement	Single Entity	Joint Venture			Submission Requirements
		All Partners Combined	Each Partner	One Partner	
Not under suspension based on execution of a Bid-Securing Declaration pursuant to ITB 4.6.	Must meet requirement	Must meet requirement	Must meet requirement	Not applicable	Letter of Bid

1.2.3 Pending Litigation and Arbitration

Pending litigation and arbitration criterion shall apply

Criteria	Compliance Requirements				Documents
Requirement	Single Entity	Joint Venture			Submission Requirements
		All Partners Combined	Each Partner	One Partner	
All pending litigation, arbitration, or other material events impacting the net worth and/or liquidity of the bidder, if any, shall be treated as resolved	Must meet requirement	Not applicable	Must meet requirement	Not applicable	Form CON – 1

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INR 11.14 billion executed between 1st January 2019 and bid submission deadline OR (B) Participation as a contractor, Joint Venture partner, or Subcontractor in Two Similar Works* where the value of Bidder's participation in each of the work exceeds INR 6.96 billion executed between 1st January 2019 and bid submission deadline *Similar work(s) means Construction of Viaduct(may or may not including station along the viaduct) in Metro Railways/ High Speed Railways / Railways/ RRTS/Highway/ Expressway/ Road					
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1.4.2 Construction Experience in Key Activities

Minimum construction experience, in the following key activities executed between 1st January 2019 and bid submission deadline

Criteria	Compliance Requirements		Documents
Requirement	Single Entity	Joint Venture	Submission Requirements
For the above or other contracts executed during the period stipulated in 1.4.1, a minimum construction experience is required in each of the following key activities:			
(A) Completed Construction of Elevated Viaduct having sub-structure with pile/well/ open foundations and RCC piers and superstructure with prestressed concrete or steel structure for a length of <u>6.1</u> Kms or more (including station length in case the work includes elevated station) Metro Railways/High Speed Railways/ Railways/ RRTS	Must meet requirement	Must meet requirement by <u>each any JV</u> partner in same proportions as their percentage share participation in JV	Form EXP – 2
(B) Completed construction of at least Five <u>One</u> Elevated Station buildings for Metro Railways/High Speed Railways /Railways/ RRTS	Must meet requirement	Must meet requirement by any JV partner	Form EXP – 2
(C) Completion of at least one bridge/ viaduct involving launching of special steel span of at least 37 m or more for Metro Railways/High Speed Railways /Railways/ RRTS	Must meet requirement	Must meet requirement by any JV partner	Form EXP – 2

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Note for Clauses 1.4.1 & 1.4.2

- (i) Form EXP – 2 shall be supported by documents such as Signed Contract Agreement, documentary proof of completion certificates from client clearly indicating the nature/scope of work, actual completion cost, amount of work done in respect of the work percentage of completion (in case of ongoing work) , activities performed by Joint Venture partners, and other relevant details sufficient to demonstrate compliance with the requirements and actual date of completion for works to be considered for qualification of work experience should be submitted. The offers submitted without this documentary proof shall not be evaluated. In case the work is executed for private client, in addition to above documents, copy of work order, bill of quantities, bill wise details of payment received, TDS certificates for all payments received and copy of final/last bill paid by the client shall also be submitted. Any certificate or documentation required to be provided by CA, must contain UDIN thereon and the particulars of certification must be same as mentioned on document/certification and submitted to ICAI on its website that can be verified online
- (ii) Substantial completion shall be based on 80% (value-wise) or more works completed under the contract. For fully completed works only, value of work done shall be updated from actual date of completion of work as mentioned in client certificate to last day of the month previous to the month of bid submission **deadline** assuming 5% inflation for Indian Rupees every year compounded yearly and 2% per year for foreign currency portions compounded yearly.
- (iii) In case of any composite work (work involving other than similar work also), value of successfully completed or substantially completed portion of similar work up to last day of the month previous to the month of tender submission **deadline** shall be considered for qualification of work experience Criteria.
- (iv) For contracts under which the Bidder participated as a Joint Venture partner or Subcontractor, only the Bidder's share by value as per their % participation in such JV, shall be considered to meet this requirement.
- (v) For contracts implemented by a Joint Venture contractor, if the Bidder comprises the same Joint Venture, the "Single Entity" requirements will apply.
- (vi) In case the financial data is in a currency other than Indian Rupees, the same shall be converted into equivalent Indian Rupees by adopting Exchange rate between the foreign currency and INR as prevailing on 28 days before the deadline for submission of bids, as per the website of Reserve Bank of India (RBI) for Bid Evaluation.
- (vii) The requirements stated in individual sub clause viz (A), (B) & ~~(C)~~ under 1.4.2 can be met under separate contracts and it is not a requirement to have completed all requirements under a single contract.

However, each individual technical requirement must have been completed under a "single" contract in toto.

The Bidder shall submit evidence that the relevant technical requirement (e.g. Interim payment certificate, approval by the Engineer, etc.) has been satisfactorily completed.
- (viii) After opening of financial bids, the work experience credentials (work experience certificate along with other documents if any) of L-1 bidder shall be sent for verification and certification to the concerned client(s). In case,

If any concealment or misrepresentation of facts have been found, appropriate action(s) in accordance with Tender Conditions and "Suspension/Banning Policy of RMRC shall be taken.

If credentials do not get verified in a period of two months from the date of issue of Letter of Acceptance (LOA), it would be treated as resorting to fraudulent practice by the contractor and appropriate action in accordance with Tender Conditions and "Suspension/Banning Policy of RMRC, may be taken.

- (ix) Tenderer for the clause 1.4 shall only relate to a bidder who has executed works directly as a contractor and not merely as a Project Implementation Agency (PIA), Employer's representative, Project

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management consultant (PMC) or as a material supplier either individually or as a part of a JV Consortium. Works executed exclusively as PIA, PMC, material supplier shall not be considered for qualification.

(x) ~~Examples to clarify the eligibility:~~

~~For Clause 1.4.2 (A): Construction Experience in Key Activities~~

~~The Requirement of The EQC clause is as follows:~~

~~Completed Construction of Elevated Viaduct having sub-structure with pile/well/ open foundations and RCC piers and superstructure with prestressed concrete for a length of 6 Kms or more (including station length in case the work includes elevated station also) for Metro Railway/Railway/ High Speed Railway/Regional Railway/Light Railway/Road Project.~~

~~Here each partner must meet requirement in same proportions as their percentage share participation in JV.~~

~~With the above condition, the minimum requirement of work experience for this criterion for each partner for various JV composition works out as under: Examples to clarify the eligibility:~~

~~(a) JV of three members~~

~~For a JV of three partners A,B,C assuming the percentage participation as under:~~

~~A=50%; B=25% C=25%~~

~~Total minimum requirement for this criterion is completion of 6 Kms Length of Viaduct.~~

~~So the minimum required experience for each JV partner will be as under~~

$$~~A = 50 \% \times 6 = 3 \text{ kms}~~$$

$$~~B = 25 \% \times 6 = 1.5 \text{ kms}~~$$

$$~~C = 25 \% \times 6 = 1.5 \text{ kms}~~$$

~~(b) JV of two members~~

~~For a JV of two partners A & B, assuming the percentage participation as under:~~

~~A=60%; B=40%~~

~~Total minimum requirement for this criterion is completion of 6 Kms Length of Viaduct.~~

~~So the minimum required experience for each JV partner will be as under~~

$$~~A = 6 \times 60\% = 3.6 \text{ Kms}~~$$

$$~~B = 6 \times 40\% = 2.4 \text{ Kms}~~$$

Letter of Technical Bid

NOTE

The Bidder must accomplish the Letter of Bid on its letterhead clearly showing the Bidder's complete name and address.

Date:

OCB ICB No.:

Invitation for Bid No.:

To: *[insert complete name of the Employer]*

We, the undersigned, declare that:

- (a) We have examined and have no reservations to the Bidding Document, including Addenda issued in accordance with Instructions to Bidders (ITB) 8.
- (b) We acknowledge that we have read and understand ADB's Anticorruption Policy (1998) and Investigation and Enforcement Framework, both as amended from time to time.
- (c) We offer to design and execute in conformity with the Bidding Document the following Works:
[insert narrative (Name of work)]

~~[amount of foreign currency in words], [amount in figures], and [amount of local currency in words], [amount in figures]~~

~~The total bid price from the Grand Summary should be entered by the Bidder inside this box. Absence of the total bid price in the Letter of Bid may result in the rejection of the bid.~~

- (d) Our Bid consisting of the Technical Bid and the Price Bid shall be valid for a period of *[insert bid validity period as specified in ITB 19.1 of the BDS]* days starts from the date fixed for the bid submission deadline in accordance with ITB 23.1, and it shall remain binding upon us and may be accepted at any time before the expiration of that period.
- (e) Our firm, including any Subcontractors or Suppliers for any part of the Contract, has nationalities from eligible countries in accordance with ITB 4.2.
- (f) Our firm, Joint Venture partners, and Subcontractors or Suppliers, for any part of the contract who are named in the Bid, do not have any conflict of interest in accordance with ITB 4.3.

If there is any conflict of interest, please state details:

- (i) Parties involved in the conflict of interest: _____
- (ii) Details about the conflict of interest: _____
- (g) We are not participating, as a Bidder, either individually or as a partner in a Joint Venture, in more than one Bid in this bidding process in accordance with ITB 4.3 (e), other than alternative offers submitted in accordance with ITB 13.
- (h) Our firm, Joint Venture partners, members of our respective management and supervisory boards of directors, proposed personnel, parent company, Subcontractors or Suppliers for any part of the contract who are named in the bid, consultants, manufacturers, and service providers, are not subject to, or not controlled by any entity or individual that is subject to a suspension or a debarment imposed by ADB or a debarment imposed by ADB in accordance with the Agreement for Mutual Enforcement of Debarment Decisions between ADB and other

Letter of Price Bid

NOTE

The Bidder must accomplish the Letter of Price Bid on its letterhead clearly showing the Bidder's complete name and address.

Date:

OCB ICB No.:

Invitation for Bid No.:

To: [insert complete name of the Employer]

We, the undersigned, declare that:

- (a) We have examined and have no reservations to the Bidding Documents, including Addenda issued in accordance with Instructions to Bidders (ITB) 8.
- (b) We acknowledge that we have read and understand ADB's Anticorruption Policy (1998) and Investigation and Enforcement Framework, both as amended from time to time.
- (c) We offer to execute in conformity with the Bidding Documents and the Technical Bid submitted for the following Works. [insert narrative **(Name of Work)**] as per our offer submitted on e-tender portal.

~~(d) The total price of our Bid, excluding any discounts offered in item (d) below is:~~

~~[amount of foreign currency in words], [amount in figures], and [amount of local currency in words], [amount in figures]~~

~~The total bid price from the Summary of Bill of Quantities should be entered by the bidder inside this box. Absence of the total bid price in the Letter of Price Bid may result in the rejection of the bid.~~

~~(e) The discounts offered and the methodology for their application are: [insert discounts and methodology for their application if any]~~

- (f) Our Bid shall be valid for a period of [insert bid validity period as specified in ITB 19.1 of the BDS] days starts from the date fixed for the bid submission deadline in accordance with ITB 23.1, and it shall remain binding upon us and may be accepted at any time before the expiration of that period.
- (g) If our Bid is accepted, we commit to obtain a performance security in accordance with the Bidding Document.
- (h) We understand that this bid, together with your written acceptance thereof included in your notification of award through the issuance of Letter of Acceptance, shall constitute a binding contract between us, until a formal contract is prepared and executed.
- (i) We understand that you are not bound to accept the first-ranked bid or any other bid that you may receive.
- (j) At any time following submission of our Bid, we shall permit, and shall cause our Joint Venture partners, directors, key officers, key personnel, associates, parent company,

Bid-Securing Declaration⁷

Date: [insert date (as day, month, and year)]

Bid No.: [insert number of bidding process]

Alternative No.: [insert identification No. if this is a bid for an alternative]

To: [insert complete name of the Employer] We, the undersigned, declare that:

We understand that, according to your conditions, Bids must be supported by a Bid-Securing Declaration.

We accept that we will automatically be suspended from being eligible for bidding in any contract with the Borrower for the period of time of [insert number of years as indicated in ITB 20.2 of the BDS] years starting on the date that we receive a notification from the Employer, if we are in breach of our obligation(s) under the bid conditions because we

- (a) have withdrawn our Bid during the period of bid validity specified in the Letter of Bid; or
- (b) do not accept the correction of errors in accordance with the Instructions to Bidders (hereinafter "the ITB"); or
- (c) having been notified of the acceptance of our Bid by the Employer during the period of bid validity, (i) fail or refuse to execute the Contract, if required; or (ii) fail or refuse to furnish the Performance Security, in accordance with the ITB; or (iii) fail or refuse to furnish a domestic preference security, if required.

We understand this Bid-Securing Declaration shall expire if we are not the successful Bidder, upon the earlier of (i) our receipt of your notification to us of the name of the successful Bidder; or (ii) 28 days after the expiration of our Bid.

Signed: [insert signature of person whose name and capacity are shown]

In the capacity of [insert legal capacity of person signing the Bid-Securing Declaration]

Name: [insert complete name of person signing the Bid-Securing Declaration]

Duly authorized to sign the bid for and on behalf of [insert complete name of the Bidder]

Dated on _____ day of _____, _____ [insert date of signing]

Corporate Seal [where appropriate]

This form is deleted.

⁷ Delete this form if Bid Security is used in accordance with ITB 20.1 of the BDS.

Form CON – 1: Historical Contract Nonperformance

Each Bidder must fill out this form in accordance with Criteria 1.2.1 of Section 3 (Evaluation and Qualification Criteria) to describe any history of nonperforming contracts and pending litigation or arbitration formally commenced against it.

In case of a Joint Venture, each Joint Venture Partner must fill out this form separately and provide the Joint Venture Partner's name:

Joint Venture Partner: _____

Table 1: History of Nonperforming Contracts			
Choose one of the following:			
☐ No nonperforming contracts.			
☐ The following is a description of nonperforming contracts involving the Bidder (or each Joint Venture partner if Bidder is a Joint Venture).			
Year	Description	Amount of Nonperformed Portion of Contract (\$ INR equivalent)	Total Contract Amount (\$ INR equivalent)
[insert year]	Contract Identification: [indicate complete contract name, number, and any other identification] Name of Employer: [insert full name] Address of Employer: [insert street, city, country] Reason(s) for nonperformance: [indicate main reason(s)]	[insert amount]	[insert amount]

Table 2: Pending Litigation and Arbitration			
Choose one of the following:			
☐ No pending litigation, arbitration or any other material events impacting the net worth and/or liquidity of the bidder.			
☐ The following is a description of all pending litigation, arbitration involving the Bidder or any other material events impacting the net worth and/or liquidity of the bidder (or each Joint Venture partner if Bidder is a Joint Venture).			
Year	Matter in Dispute	Value of Pending Claim (\$ INR Equivalent)	Value of Pending Claim as a Percentage of Net Worth
[insert year]	Contract Identification, as applicable: [indicate complete contract name, number, and any other identification] Name of Employer, parties involved in the material events impacting the net worth and/or liquidity of the bidder: [insert full name] Address of Employer, parties involved in the material events impacting the net worth and/or liquidity of the bidder: [insert street, city, country] Matter of Dispute: [indicate full description of dispute] Party who initiated the dispute: [indicate "Employer" or "Contractor"] Status: [indicate status of dispute]	[insert amount]	[insert amount]

- 1) ~~We hereby undertake that JMRC/any other Metro Organization (100% owned by Govt.)/Ministry of Housing & Urban Affairs/Order of Ministry of Commerce, applicable for all Ministries have not banned business with us (including any member in case of JV/Consortium) as on the date of bid submission.~~
- 2) ~~We hereby undertake that No contract of the us of the value more than 10% of NIB cost of work, executed either individually or in a JV/Consortium, should have been rescinded / terminated by JMRC/ any other Metro Organization (100% owned by Govt.) after award during last 03 years (from the last day of the previous month of bid submission) due to non performance of the us r or any of JV/Consortium members.~~

NOTE

Table 2 of this form shall only be included if Criterion 1.2.3 of Section 3 (Evaluation and Qualification Criteria) is applicable.

Form FIN – 1: Historical Financial Performance

Each Bidder must fill out this form.

In case of a Joint Venture, each Joint Venture Partner must fill out this form separately and provide the Joint Venture Partner's name:

Joint Venture Partner: _____ XXS

Financial Data for Previous 3 5 Years \$ INR Equivalent]				
Year 1:	Year 2:	Year 3	Year 4:	Year 5

Information from Balance Sheet

Total Assets (TA)					
Total Liabilities (TL)					
Net Worth = TA – TL					
Current Assets (CA)					
Current Liabilities (CL)					

Most Recent Working Capital		To be obtained for most recent year and carried forward to FIN – 3 Line 1; in case of Joint Ventures, to the corresponding Joint Venture Partner's FIN – 3.
-----------------------------	--	---

Information from Income Statement

Total Revenues					
Profits before Taxes					
Profits after Taxes					

- ☐ Attached are copies of financial statements (balance sheets, including all related notes and income statements) for the last 3 5 years (2021-22, 2022-23, 2023-24, 2024-25, 2025-26 or 2021, 2022, 2023, 2024 & 2025 in case Calendar year is same as Financial Year),^b as indicated above, complying with the following conditions:
1. Unless otherwise required by Section 3 of the Bidding Document, all such documents reflect the financial situation of the legal entity or entities comprising the Bidder and not the Bidder's parent companies, subsidiaries, or affiliates'
 2. Historical financial statements must be audited by a certified accountant.
 3. Historical financial statements must be complete, including all notes to the financial statements.
 4. Historical financial statements must correspond to accounting periods already completed and audited (no statements for partial periods shall be requested or accepted).
 5. In case audited balance sheet of the last financial year is not made available by the bidder, he has to submit an affidavit certifying that 'the balance sheet has actually not been audited so far'. In such a case the financial data of previous '4' audited financial years will be taken into consideration for evaluation. If audited balance sheet of any year other than the last year is not submitted, the bid would be considered non- responsive.
 6. However, the bidder including all members of JV / Consortium should have been incorporated more than three years earlier from the last day of the previous month of bid submission and should possess audited balance sheets for the last 03 financial/calendar years.
 7. In case the financial data is in a currency other than Indian Rupees, the same shall be converted into equivalent Indian Rupees by adopting Exchange rate between the foreign currency and INR as prevailing on 28 days before the deadline for submission of bids, as per the website of Reserve Bank of India (RBI).

^a If the time period indicated under Criterion 1.3.1 of Section 3 (Evaluation and Qualification Criteria) is either four (4) or five (5) years, then the table columns above should be expanded accordingly.

^b The time period stated here should be the same as the time period indicated under Criterion 1.3.1 of Section 3 (Evaluation and Qualification Criteria).

^c When financial qualifications of Bidder's parent companies, subsidiaries, or affiliates are permitted in accordance with ITB 29.2 of Section 2, replace the text of condition 1 with "As required by Section 3 of the Bidding Document, all such documents reflect the financial situation of the legal entity or entities comprising the Bidder, as well as financial situation of such Bidder's parent companies, subsidiaries, or affiliates which are proposed by the Bidder for Criteria 1.3 Financial Situation in Section 3 for consideration of the Employer in determining its qualifications.

Form FIN – 2: Average Annual Construction Turnover

Each Bidder must fill out this form.

The information supplied should be the Annual Turnover of the Bidder or each partner of a Joint Venture for the total certified payments received from the clients for contracts in progress or completed, converted to ~~United States dollars~~ **Equivalent Indian Rupees** ~~at the rate of exchange at the end of the period reported.~~ **as prevailing on 28 days before the deadline for submission of bids, as per the website of Reserve Bank of India (RBI).**

In case of a Joint Venture, each Joint Venture Partner must fill out this form separately and provide the Joint Venture Partner's name:

Joint Venture Partner: _____

Annual Turnover Data for the Last _____ Years ^a (Construction Only)			
Year	Amount Currency	Exchange Rate	\$ INR Equivalent
2021-22			
2022-23			
2023-24			
2024-25			
2025-26			
Average Annual Construction Turnover ^b			

- 1. The Years mentioned in the table are indicative only (Calendar years may be mentioned if same as financial year). Financial Data for latest last 5 (Five) audited financial years has to be submitted by the bidder along with audited balance sheets. In case audited balance sheet of the last financial year is not made available by the bidder, he has to submit an affidavit certifying that 'the balance sheet as actually not been audited so far'. In such a case the financial data of previous '4' audited financial years will be taken into consideration for evaluation. If audited balance sheet of any year other than the last year is not submitted, the bid will be considered as non-responsive.**
- 2. However, the bidder including all members of JV / Consortium should have been incorporated more than three years earlier from the last day of the previous month of bid submission and should possess audited balance sheets for the last 03 financial/calendar years. In this case, for such bidder, the average annual turnover shall be arrived considering 'nil' turnover for the financial year(s) for which bidder was not able to submit audited balance sheet on account of non-incorporation of bidder. Such data shall be divided by 5 to work out the average annual turnover. In case balance sheet of the last year has not been audited so far, then data shall be divided by 4 to work out the average annual turnover.**

^a The Employer should insert the period described in Criterion 1.3.2 of Section 3 (Evaluation and Qualification Criteria).

^b To determine the average annual construction turnover, the Employer shall divide the sum of each year's annual turnover by the number of years for which such information was requested.

Form FIN – 3: Availability of Financial Resources

Bidders must demonstrate sufficient financial resources, usually comprising of Working Capital supplemented by credit line statements or overdraft facilities and others to meet the Bidder's financial requirements for its contract commitments as defined in FIN-4, and the subject contract.

In case of a Joint Venture, each Joint Venture Partner must fill out this form separately and provide the Joint Venture Partner's name:

Joint Venture Partner: _____

Financial Resources		
No.	Source of Financing	Amount (\$ INR equivalent)
1	Working Capital (to be taken from FIN – 1)	
2	Credit Line ^a	
3	Other Financial Resources	
Total Available Financial Resources		

1. **In case the financial data is in a currency other than Indian Rupees, the same shall be converted into equivalent Indian Rupees by adopting Exchange rate between the foreign currency and INR as prevailing on 28 days before the deadline for submission of bids, as per the website of Reserve Bank of India (RBI).**

- ^a A credit line is an unconditional and legally binding loan extended to a Bidder by a financial institution. The credit line must be free from any pledge, encumbrance, or commitment to a third party or other transactions. Credit lines should be substantiated by a letter from the bank issuing the line of credit.
- ^b Other financial resources are financial assets not considered in the Working Capital. They are noncurrent assets (i.e., with a maturity beyond a 12-month period) such as a loan and/or trade receivables, bank deposits, debt, or equity instruments (provided they are classified as "available for sale" in the financial statements), and are free from any pledge or commitment to a third party and get their value from contractual rights or ownership.

NOTE

Employer may require the Bidder to provide the most recent unutilized balance (i.e., the amount currently available to the Bidder) of the credit line, accompanied by a supporting letter from the issuing financial institution. Further details on credit line requirements may be discussed and agreed upon during preparation of the Bidding Document stage.

Form FIN -3A

PROFORMA FOR BANKING REFERENCE (LETTER OF CREDIT) FOR LIQUIDITY

(This Banking Reference should be on the letterhead of the bank)

BANK CERTIFICATE

**This is to certify that M/s (or who has formed a JV with M/s.....and
M/s) is a reputed company with a good financial standing.**

**If the contract for the work, namely
..... is awarded to the above firm/JV,
we shall be able to provide overdraft / credit facilities to the extent of
Rs.....to M/s
to meet their working capital requirements for executing the above contract.**

Sd.

Name of Bank:

Senior Bank Manager

Address of the Bank

Form FIN – 4: Financial Requirements for Major Contract Commitments

Bidders (or each Joint Venture partner) should provide information on their commitments on all major contracts⁸ that have been awarded⁹ after the deadline of the latest financial year for which the financial statements were submitted under Form FIN – 1.

In case of a Joint Venture, each Joint Venture Partner must fill out this form separately and provide the Joint Venture Partner's name:

Joint Venture Partner: _____

Current Contract Commitments						
No.	Name of Contract	Employer's Contact (Address, Tel, Fax)	Contract Completion Date	Contract Value (X) ^a	Contract Period in Months (Y) ^b	Monthly Financial Resources Requirement (X / Y)
1						
2						
3						
4						
Total Monthly Financial Requirement for Current Contract Commitments						\$ INR

In case the financial data is in a currency other than Indian Rupees, the same shall be converted into equivalent Indian Rupees by adopting Exchange rate between the foreign currency and INR as prevailing on 28 days before the deadline for submission of bids, as per the website of Reserve Bank of India (RBI).

^a Values to be calculated from the letter of intent or letter of acceptance or the contract agreement (\$ INR equivalent ~~based on the foreign exchange rate as of the Base Dates of the respective contracts~~).

^b Construction periods (Time for Completion) as defined in the respective contracts.

⁸ Major contracts mean contracts with a construction duration that is longer than 12 months

⁹ For the purposes of this criterion, "awarded" shall mean: either letter of intent or letter of acceptance has been received, or contract was signed

Schedules

~~Schedule of Payment Currencies (Deleted)~~

Forinsert name of Section of the Works.....

~~Separate tables may be required if the various sections of the Works (or of the Schedule of Priced Activities and Sub-Activities) will have substantially different foreign and local currency requirements. In such a case, the Employer should prepare separate tables for each Section of the Works.~~

	A	B	C	D
Name of Payment Currency	Amount of Currency	Rate of Exchange to Local Currency	Local Currency Equivalent $C = A \times B$	Percentage of Net Bid Price (NBP) $\frac{100 \times C}{NBP}$
Local Currency		1.00		
Foreign Currency #1				
Foreign Currency #2				
Foreign Currency #3				
Net Bid Price				100.00
Provisional Sums Expressed in Local Currency	To be entered by the Employer	1.00	To be entered by the Employer	
	[To be entered by the Employer; Delete if not applicable;]		[To be entered by the Employer; Delete if not applicable;]	
	[To be entered by the Employer]		[To be entered by the Employer]	
BID PRICE				

NOTE

The rates of exchange shall be the selling rates 28 days prior to the deadline for submission of bids published by the source specified in BDS 18.

This table [Schedule of Payment Currencies] should be made part of the Contract with the successful Bidder.

~~Schedule of Cost Indexation (Deleted)~~

NOTE TO EMPLOYER

It is recommended that the Employer is advised by a professional with experience in construction costs and the inflationary effect on construction costs when preparing the contents of the Schedule of Cost Indexation. In the case of very large and/or complex works contracts, it may be necessary to specify several families of price adjustment formulae corresponding to the different works involved. When finalizing the contract document, ensure that the finalized Schedule of Cost Indexation is attached to the Contract Agreement.

~~[The formulae for price adjustment shall be of the following general type:]~~

~~If in accordance with GC 13.7, prices shall be adjustable, the following method shall be used to calculate the price adjustment:~~

~~Prices payable to the Contractor, in accordance with the Contract, shall be subject to adjustment during performance of the Contract to reflect changes in the cost of labor, equipment, and material components, in accordance with the following formula:~~

$$~~P_n = a + b L_n / L_o + c E_n / E_o + d M_n / M_o + \dots~~$$

~~where:~~

~~“P_n” is the adjustment multiplier to be applied to the estimated contract value in the relevant currency of the work carried out in period “n,” this period being a month unless otherwise stated in the Contract Data;~~

~~“a” is a fixed coefficient, stated in the relevant Table of Adjustment Data, representing the non-adjustable portion in contractual payments;~~

~~“b,” “c,” “d,” ... are coefficients representing the estimated proportion of each cost element related to the execution of the Works as stated in the relevant data; such tabulated cost elements may be indicative of resources such as labor, equipment, and materials;~~

~~“L_n,” “E_n,” “M_n,” ... are the current cost indexes or reference prices for period “n,” expressed in the relevant currency of payment, each of which is applicable to the relevant tabulated cost element on the date 49 days prior to the last day of the period (to which the particular Payment Certificate relates); and~~

~~“L_o,” “E_o,” “M_o,” ... are the base cost indexes or reference prices, expressed in the relevant currency of payment, each of which is applicable to the relevant tabulated cost element on the Base Date.~~

~~The weightings (coefficients) for each of the factors of cost stated in the table(s) of adjustment data shall only be adjusted if they have been rendered unreasonable, unbalanced, or inapplicable, as a result of Variations.~~

~~The cost indexes stated in the Table of Adjustment Data shall be used. If their source is in doubt, it shall be determined by the Engineer. For this purpose, reference shall be made to the values of the indexes at stated dates.~~

~~If the currency in which the Contract price is expressed is different from the currency of the country of origin of the indexes, a correction factor will be applied to avoid incorrect adjustments of the Contract Price. The correction factor shall be: Z₀ / Z₁, where:~~

~~Z₀ = the number of units of currency of the origin of the indexes which equal to one unit of the currency of the Contract Price at the Base Date, and~~

~~Z1 = the number of units of currency of the origin of the indexes which equal to one unit of the currency of the Contract Price at the Date of Adjustment.~~

Tables of Adjustment Data. (Deleted)

Table A: Local Currency Payment

To be entered by the Employer				
Index Code	Index Description	Source of Index	Base Value and Date	Bidder's Proposed Weighting
	Nonadjustable	—	—	a: 0.15
L: Labor				b: _____
E: Equipment				c: _____
M1: Material 1				d: _____
M2: Material 2				e: _____
{add as needed}				
Total				1.00

To be entered by the Bidder.
(Employer shall prescribe the range of weighting)

Table B: Foreign Currency Payment

Name of Currency: [Insert name of currency. If the bidder wishes to quote in more than one foreign currency, this table should be repeated for each foreign currency such as #1, #2, and #3]

To be entered by the Bidder				
Index Code	Index Description	Source of Index	Base Value and Date	Bidder's Proposed Weighting
	Nonadjustable	—	—	a: 0.15
L: Labor				b: _____
E: Equipment				c: _____
M1: Material 1				d: _____
M2: Material 2				e: _____
{add as needed}				
Total				1.00

To be entered by the Bidder.
(Employer shall prescribe the range of weighting)

NOTES

As per GCC 1.1.4, "Base Date" means the date 28 days prior to the latest date for submission of the bid.

For a given currency, the "Source of Index" should be issued or published within the country to which the currency relates. Tables of Adjustment Data shall only be included if prices are to be quoted as adjustable prices in accordance with ITB 17.5.

This table [Table of Adjustment Data] should be evaluated for accuracy during bid evaluation and, if adjustments are necessary, after necessary corrections, should be made part of the Contract with the successful Bidder.

~~Schedule of Priced Activities and Sub-Activities~~ **(Deleted)**

~~[See ITB-18.1 of the Bid Data Sheet if any adaptation is needed to the text below]~~

~~The total of the prices of the activities in the Schedule of Priced Activities is the Bidder's bid to complete the works on a "single responsibility" basis.~~

~~The price of any Activity or Sub-Activity that the Bidder may have omitted is deemed to be included in the price of other Activities or Sub-Activities in the Schedule of Priced Activities and Sub-Activities and will not be paid for separately by the Employer.~~

~~Sample Schedule of Priced Activities~~

~~[To be completed by the Bidder (more tables to be used by the Bidder as appropriate)]~~

Activity No.	Description of Activity	Activity Price
1.	e.g., Design Services	
2.	Mobilization	
3.	Construction	
4.	Others (provide)	
5.	Others (provide)	
	Total Price of Activities (carried forward to Grand Summary, p. _____)	

~~Sample Schedule of Priced Sub-Activities Table~~

~~[To be completed by the Bidder (more tables to be used by the Bidder as appropriate)]~~

Activity 1: Design Services _____

Sub-Activity-No.	Description of Sub-Activity	Sub-Activity-Price
1.		
2.		
3.		
4.	Others (provide)	
	Total Price of Sub Activities (carried forward to the Priced Activity Schedule, p. _____)	

Daywork Schedule ~~(Deleted)~~

NOTES

A "Daywork Schedule" is commonly found in contracts where the likely incidence of unforeseen work cannot be covered by definitive descriptions and approximate quantities in the Priced Activities and Sub-Activities. The preferred alternative is to value the additional work in accordance with the provisions of Clause 13.5 of the Conditions of Contract. A Daywork Schedule normally has the disadvantage of not being competitive among Bidders, who may, therefore, load the rates assigned to some or all the items. If a Daywork Schedule is to be included at all in the Bidding Document, it is preferable to include nominal quantities against the items most likely to be used and to carry the sum of the extended amounts forward into the Bid Summary to make the basic Schedule of Daywork Rates competitive.

The total amount assigned to such competitive daywork is normally 3% to 5% of the estimated base Contract Price and is regarded as a Provisional Sum for contingencies to be expended under the direction and at the discretion of the engineer. A limitation on quantity should not apply, and the unit rate quoted should be invariable whatever quantities of work are ordered.

~~General~~

- ~~1. A Daywork Schedule should be included if the probability of unforeseen work, outside the items included in the Price Activities and Sub-Activities, is relatively high. To facilitate checking by the Employer of the realism of rates quoted by the Bidders, the Daywork Schedule should normally comprise: a list of the various classes of labor, materials, and Contractor's Equipment for which basic Daywork rates or prices are to be inserted by the Bidder, together with a statement of the conditions under which the Contractor will be paid for work executed on a Daywork basis; and a percentage to be entered by the Bidder against each basic Daywork Subtotal amount for labor, materials, and plant representing the Contractor's profit, overheads, supervision, and other charges.~~
- ~~2. Work shall not be executed on a Daywork basis except by written order of the Engineer. Bidders shall enter basic rates for Daywork items in the Schedules; which rates shall apply to any quantity of Daywork ordered by the Engineer. Nominal quantities have been indicated against each item of Daywork, and the extended total for Daywork shall be carried forward as a Provisional Sum to the Summary Total Bid Amount. Unless otherwise adjusted, payments for Daywork shall be subject to price adjustment in accordance with the provisions in the Conditions of Contract.~~

~~Daywork Labor~~

- ~~3. In calculating payments due to the Contractor for the execution of Daywork, the hours for labor will be reckoned from the time of arrival of the labor at the job site to execute the particular item of Daywork to the time of return to the original place of departure, but excluding meal breaks and rest periods. Only the time of classes of labor directly doing work ordered by the Engineer and for which they are competent to perform will be measured. The time of gangers (charge hands) actually doing work with the gangs will also be measured, but not the time of foremen or other supervisory personnel.~~
- ~~4. The Contractor shall be entitled to payment in respect of the total time that labor is employed on Daywork, calculated at the basis rates entered by the Contractor in the Schedule of Daywork Rates:
 - ~~1. Labor. The rates for labor shall be deemed to cover all costs to the Contractor, including (but not limited to) the amount of wages paid to such labor, transportation~~~~

~~time, overtime, subsistence allowances, and any sums paid to or on behalf of such labor for social benefits in accordance with (Country of Borrower) law, as well as Contractor's profit; overheads; superintendence; liabilities and insurance, and allowance to labor; timekeeping, and clerical and office work; the use of consumable stores, water, lighting, and power; the use and repair of stagings, scaffolding workshops, and stores portable power tools; manual plant and tools; supervision by the Contractor's staff, foremen, and other supervisory personnel; and charges incidental to the foregoing. The rates shall be stated in the local currency, but payments will be made in the following currency proportions:~~

- ~~(i) Foreign: ____ % [The Bidder shall state the percentage in a common foreign currency equivalent required for payment and the exchange rates and official sources used.]~~
- ~~(ii) Local: ____ % [To be stated by Bidder]~~

Daywork Materials

- ~~5. The Contractor shall be entitled to payment in respect of materials used for Daywork (except for materials for which the cost is included in the percentage addition to labor costs as detailed heretofore), at the rates entered by the Contractor in the Schedule of Daywork Rates: 2. Materials, and shall be deemed to include overhead charges and profit as follows:~~

- ~~(a) The rates for materials shall be calculated on the basis of the invoiced price, freight, insurance, handling expenses, damage, losses, and others, and shall provide for delivery to store for stockpiling at the Site. The rates shall be stated in local currency, but payment will be made in the following currency proportions:~~

- ~~(i) Foreign: ____ % [The Bidder shall state the percentage in a common foreign currency equivalent required for payment and the exchange rates and official sources used.]~~
- ~~(ii) Local: ____ % [To be stated by Bidder]~~

- ~~(b) The cost of hauling materials for use on work ordered to be carried out as Daywork from the store or stockpile on the Site to the place where it is to be used will be paid in accordance with the terms for Labor and Construction Plant in this Schedule.~~

Daywork Contractor's Equipment

- ~~6. The Contractor shall be entitled to payments in respect of Contractor's Equipment already on Site and employed on Daywork at the basic rental rates entered by the Contractor in the Schedule of Daywork Rates: 3. Contractor's Equipment. The said rates shall be deemed to include due and complete allowance for depreciation, interest, indemnity and insurance, repairs, maintenance, supplies, fuel, lubricants, and other consumables, and all overhead profit and administrative costs related to the use of such equipment. The cost of drivers, operators, and assistants will be paid for separately as described under the section on Daywork Labor. [Note to the Employer: An alternative, sometimes adopted for administrative convenience, is to include the cost of drivers, operators, and assistants in the basic rates for Contractor's Equipment. The last sentence of this paragraph 5 should then be modified accordingly.]~~

- ~~7. In calculating the payment due to the Contractor's Equipment employed on Daywork, only the actual number of working hours will be eligible for payment, except that where applicable and agreed upon with the Engineer, the traveling time from the part of the Site where the Construction Plant was located when ordered by the Engineer to be employed on Daywork and the time for return journey thereto shall be included for~~

payment.

8. ~~The basic rental rates for Contractor's Equipment employed on Daywork shall be stated in local currency, but payments to the Contractor will be made in currency proportions as follows:~~

(i) ~~Foreign: _____% [The Bidder shall state the percentage in a common foreign currency equivalent required for payment and the exchange rates and official sources used.]~~

(ii) ~~Local: _____% [To be stated by Bidder]~~

Schedule of Daywork Rates: 1. Labor

Item-No.	Description	Unit	Nominal Quantity	Rate	Extended Amount
D100	Ganger	hour	500		
D101	Laborer	hour	5,000		
D102	Bricker	hour	500		
D103	Mason	hour	500		
D104	Carpenter	hour	500		
D105	Steelwork erector	hour	500		
D106	{insert any others}				
D113	Driver for vehicle up to 10 tons	hour	1,000		
D114	Operator for excavator, dragline, shovel, or crane	hour	500		
D115	Operator for tractor with dozer blade or ripper	hour	500		
D116	{insert any others}				
Total for Daywork: Labor (carried forward to Daywork Summary, p. _____)					

Schedule of Daywork Rates: 2. Materials

Item-No.	Description	Unit	Nominal Quantity	Rate	Extended Amount
D201	Cement, ordinary Portland, or equivalent in bags	t	200		
D202	Mild steel reinforcing bar up to 16 mm diameter to BS 4449 or equivalent	t	400		
D203	Fine aggregate for concrete as specified in Clause	m ³	1,000		
D204	{insert any others}				
D222	Gelignite (Nobel Special Gelatin 60%, or equivalent) including caps, fuse, wire, and requisite accessories	t	40		
Total for Daywork: Materials (carried forward to Daywork Summary, p. _____)					

m³ = cubic meter, t = metric ton.

Schedule of Daywork Rates: 3. Contractor's Equipment

	Nominal	Basic	

Item No.	Description	Quantity (hours)	Hourly Rental Rate	Extended Amount
D301	Excavator, face shovel, or dragline:			
1	Up to and including 1 m ³	500		
2	Over 1 m ³ to 2 m ³	400		
3	Over 2 m ³	400		
D302	Tractor, including bull or angle dozer:			
1	Up to and including 150 kW	500		
2	Over 150 kW to 200 kW	400		
3	Over 200 kW to 250 kW	200		
D303	Tractor with ripper:			
1	Up to and including 200 kW	400		
2	Over 200 kW to 250 kW	200		
D304	{insert any others}			
Total for Daywork: Contractor's Equipment (carried forward to Daywork Summary, p. _____)				

kW = kilowatt, m³ = cubic meter.

Daywork Summary

Description	Amount (local currency)	% Foreign
1. Total for Daywork: Labor		
2. Total for Daywork: Materials		
3. Total for Daywork: Contractor's Equipment		
Total for Daywork (Provisional Sum) (carried forward to Grand Summary, p. _____)		

Specified Provisional Sums

No.	Description	Amount
1	The Employer's portion of Dispute Avoidance and Adjudication Board (DAAB) fees and expenses ^a	1,000,000
2	Provisional sums for additional ES requirements	1,000,000
3	Supply and install equipment in pumping station	1,250,000
4	Provide for ventilation system in subway tunnel	3,500,000
5	{insert any others}	
	Total for Specified Provisional Sum (carried forward to Grand Summary, p. _____)	5,750,000

^a To be entered by the Employer. The Provisional Sums shall include an estimated amount to cover the Employer's portions (50%) of DAAB fees and expenses.

Grand Summary

General Summary	Page	Amount
Priced Activities No.1		
Priced Activities No.2		
Priced Activities No.3		
{insert any others}		

Subtotal of Priced Activities	(A)	
Total for Daywork: Labor, Materials, and Contractor's equipment	(B)	
Specified Provisional Sums	(C)	5,750,000
Total of Priced Activities, Daywork plus Specified Provisional Sums (A + B + C)	(D)	
Add Provisional Sum for Contingency	(E)	
Bid Price (D + E) to be carried forward to Letter of Bid	(F)	

All provisional sums are to be expended in whole or in part at the direction and discretion of the Engineer in accordance with the Conditions of Contract.

The amount for (C) Specified Provisional Sums is the total amount summarized in the table, "Summary of Specified Provisional Sums." Alternatively, the Employer may use only (E) Provisional Sum for Contingency described below.

The amount for (B) Daywork needs to be included only when the Daywork Schedule is made competitive by the introduction of nominal quantities of work to be extended at the rates quoted. If not competitive, it should be included in (E) Provisional Sum for Contingencies and excluded from evaluation.

For (E) Provisional Sum for Contingency covering unforeseen physical quantities of work, it is recommended to insert a predetermined percentage to provide for unforeseen physical quantities of work (usually 5%–15% of base cost, i.e., of the subtotal of Priced Activities); and, if included in the contract, for price escalation adjustments (commonly 6%–12% per annum on estimated annual payments). The resulting total bid price is then a more realistic estimated final contract value for the purposes of budgetary approval. As an alternative to the percentage addition for contingencies, a fixed amount can be predetermined by the Employer, based on the estimated contract amount, and inserted as a common figure in the "Amount" column.

If the Grand Summary includes Provisional Sums for contingencies, it shall be used, in whole or part, at the discretion, and in accordance with the instructions, of the Engineer, to meet any of the Employer's payment obligations in connection with or arising out of the Contract.

For evaluation purposes, Daywork, if priced competitively, will be included, but provisional sums will be excluded.

For (F) the Bid Price is inclusive of all Environmental and Social management and compliance costs. Option to enter provisional sum by the Employer for additional Environmental outcomes. *[Delete if not applicable]*

REVISED

“Contract OCB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khalsa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khalsa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS”

SCHEDULE-C (NDSR Civil Items for PEB works)

S. No	Description of Item	Unit	Rate (₹)	Qty.	Amount (₹)
	SCHEDULE-C (PEB works for Station under NDSR Items)				
	Station works				
1	Designing, providing, fabricating, painting, transporting, erecting and securing in position prefabricated structural steel PEB Envelope & façade system for Elevated station buildings complete as per specifications, approved shop drawings and / or instructions. Work under this item would generally cover all structural steel works for PEB Envelope & Façade system in the stations, including roof portals, Purlins, Girts/runners, Façade sub-frame, gutters,OHE,RC,OPC,Cable Brackets arrangements including covering with MS sheet, lightning arrangement as per system agency requirement etc. in the station steel roof structure (but excluding down take pipes (installation only included) and sheeting on roof as per specification) along with provision for attachment and support for all fixing E&M, OHE and Signalling / Telecommunication equipment, solar panels in the station steel roof structure and entry/exit. The purlin, Girts/Runner, Façade Sub-frame spacing to be as per the approved Sheeting manufacturer's, Façade panel manufacturer's technical specifications & detail design drawings. The rate shall include the cost of painting as per approved technical specification (The rate shall also include required surface preparation like sand blasting, application of one coat of Zinc Silicate (DFT 75µm) and epoxy Zinc Phosphate (DFT 35µm) primer and one coat of Epoxy Zinc Phosphate (DFT 35µm) paint Epoxy high build micaceous iron oxide coating polyamide cured DFT-90µm and two coats of Acrylic polyurethane finish aliphatic isocyanate cured DFT-30µm as per technical specifications)				
1.1	Roof for platforms station for Eleven station	SQM	6,150.11	30,800.00	18,94,23,269.05
	Stage Payment		-	-	
i	Procurement & Testing of steel quantities on receipt in fabrication workshop against documentary evidence of purchase from approved supplier subject to a minimum of quantities as indicated in approved fabrication drawing & also as indicateble in schedule. (40% of BOQ Item rate)		-	-	
ii	On completion of fabrication of steel work quantities and testing of fabricated members including painting as per specification and its approval by Engineer Incharge.(25% of BOQ Item rate)		-	-	
iii	On transportation & receipt of fabricated material in good condition at site in Ballaughark , approval of engineer incharge regarding physical receipt of fabricated material in good condition.(10 % of BOQ Item rate)		-	-	
iv	Erection of roof portals, purlins,gutters & provision for fixing of OHE & Signalling/ Telecommunication equipments in the stations steel roof structure steel building at designated site locations in all respect by the contractor & aligning them in proper position over the respective supports and its approval by the Engineer In-charge. (20 % of BOQ Item rate)		-	-	
v	Final alignment of roof Portal, purlin , Gutter, raceway provision for other fixtures & Painting in all respect by the contractor and approval by the Engineer In-charge(5 % of BOQ Item rate)		-	-	
	NOTE:1) Providing, fabricating and supplying Hot - Dip Galvanized Holding down bolts including all assembles and accessories that are required to be embedded in concrete work by other agencies are included in the rate quoted by the tenderer In item nos, 1.0, Bolts shall be of sufficient length to ensure that a minimum 40mm length of threaded portion is threaded embedded in concrete. Threaded portion to be left projecting outside the concrete surface shall be as per requirement of supplier's design and approved drawings.		-	-	
	2) Cost of fabricated, assembled and supplied bolts shall Include all necessary expenses Incurred, Including costs of all washers, nuts, lock nuts and pins that may be required for securing the structural member with the embedded bolts.		-	-	
	3)Work of actual fastening of the structural components with the embedded bolts shall have to be carried out by the tenderer of the steel structure. However the foundation bolts shall be Installed in foundation by civil contractor for construction of Elevated Stations.		-	-	
	4)Tenderer's quoted rate for the Item shall Include cost of executing the work for bolts of all diameters end lengths.		-	-	

REVISED

Sl. No.	Description of work	Unit	Rate (₹)	Amount (₹)
5	Providing /laying of 1000mm dia made up of 12mm M.S plate as per I.S 2062 through trench-less technology by Specialized Augar boring machine with steering kit to cross the carriage way i/c maintain levels with the help of laser guided equipment, excavation of thrust & receiving pit side shoring, providing thrust bed & blocks, welding, cutting the steel pipes surface internal & external painted shall be blasted to near white and coated with 750 micron PU coating paint each phase of pipe, filling back compaction, disposal of surplus earth, i/c, generator, JCB, Cranes, trenchless machine, jacks, hydraulic technology, testing etc. all material, labour and T&P complete job. as per direction of Engineer-In-Charge. Deploy of sign board, Insurance of work man etc complete i/c removal of all hinderences unforeseen items permission of other department (deptt. shall only assist in getting permissions etc) nothing extra shall be paid on this account to complete the job. The rate includes all labour, material, Tools & Plants, machinaries, consumables, welding, carriage, shifting, work at any level, scaffolding, coating, primer, painting, testing, all lead and lift, excavation, backfilling, dewatering, restoration, barricading, support for soil etc. complete in all respect and as per the direction of Engineer-in-charge. Nothing extra shall be paid on this account to complete the job.	Metre	1,03,976.89	
6	Supply and installation of 450 mm dia MS pipe of 10 mm wall thickness confirming to IS 2062 suitable for welding joints with 750 Micron P.U. coating internally and anti- corrosive bituminous paint on external surface, with tolerance of 6" in or gradient by trenchless technology method at an average depth of 4-4.5m below the road level including interconnection with existing chambers (with required excavation and its restoration including dewatering arrangement) including thrust pit and receiving pit and the supporting system of soil should be got approved from the department before execution. The trenchless has to be carried out below existing deep nallah below road, in sub-soil and existing services. The firm will also supply the test certificate w.r.t MS pipe design and P.U coating etc, during the execution of work. The work also involved necessary number of thrust pit and receiving pit as per the site condition to perform boring including road cutting under ground mapping of service. Dewatering of pit and making good by back filling in layers of 20 cm each as per the relevant CPWD specifications and disposal of surplus earth as per direction of Engineer-in charge. The firm has to make connections in the u/s and D/S manholes at the same existing invert level including necessary plugging in the existing line by dismantling and restoration of the connection			
	manhole complete. The rate includes all labour, material, Tools & Plants, machinaries, consumables, welding, carriage, shifting, work at any level, scaffolding, coating, primer, painting, testing, all lead and lift, excavation, backfilling, dewatering, restoration, barricading, support for soil etc. complete in all respect and as per the direction of Engineer-in-charge. Nothing extra shall be paid on this account to complete the job.	Metre	41,913.43	
7	Providing /Laying of 1600 mm diameter MS pipe made up of 14 mm thick M.S plate as per I.S 2062 through trench-less technology by specialized laser guided Tunnel Boring Machine with steering kit to cross the carriage way i/c maintains levels with the help of laser guided equipment, excavation of receive and thrust pit side shoring, providing thrust bed & blocks, welding, cutting the steel pipe surface internal & external painted shall be lasted to near white & coated with 750 micron PU coating paint each face of pipe, fillinh back compaction, disposal of surplus earth, i/c generator, JCB cranes, trenchless machine, jacks, hydraulic technology testing etc. all material, labour and T&P complete job as per direction of engineer-in-charge. Deploy of sign board, insurance of workman etc complete i/c removal of all hindrances unforseen items, permission of other deptt. (dept. shall only assists in getting permission etc. nothing etc shall be paid on this account to complete job. The rate includes all labour, material, Tools & Plants, machinaries, consumables, welding, carriage, shifting, work at any level, scaffolding, coating, primer, painting, testing, all lead and lift, excavation, backfilling, dewatering, restoration, barricading, support for soil etc. complete in all <u>respect and as per the direction of Engineer-in-charge. Nothing extra shall be paid on this account to complete the job.</u>	Metre	1,69,174.53	
8	Supply and installation of 200mm dia MS pipe of wall thickness 8mm confirming to IS 2062 suitable for welding joints with 750 micron PU coating internally and 250 micron anti corrosive bituminous paint externally with a tolerance of 6" in gradient by trenchless technology method at an average depth of 5mtrs below the road level including excavation & filling of pits., dewatering arrangements, supporting system for soil, including the approval from concerned department. The firm will also supply the test certificate w.r.t. MS pipe, design of PU coating etc. The work also involves under ground mapping of services, barricading, installation of flickering lights etc, cleaning site in all respect after submitting CCTV survey report from U/s to D/s, connections alongwith the site of drawing showing work complete in all respect. The rate includes all labour, material, Tools & Plants, machinaries, consumables, welding, carriage, shifting, work at any level, scaffolding, coating, primer, painting, testing, all lead and lift, excavation, backfilling, dewatering, restoration, barricading, support for soil etc. complete in all respect and as per the direction of Engineer-in-charge. Nothing extra shall be paid on this account to complete the job.)	Metre	14,735.28	

REVISED

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SUMMARY OF SCHEDULE - F

S.NO.	Schedule	DESCRIPTION	Amount excl. GST	GST @18%	BOQ Amount incl. GST (INR)
1.0	SCHEDULE - F1	ARCHITECTURAL FINISHING AND PLUMBING WORKS : DSR-2023 ITEMS			
1.1	SUB HEAD - F1.1	FINISHING WORKS UNDER DSR-2023 ITEMS	₹30,96,84,804.50	₹5,57,44,941.40	₹36,54,29,745.90
1.2	SUB HEAD - F1.2	PEB & FAÇADE WORKS UNDER DSR-2023 ITEMS	₹28,08,471.06	₹5,05,484.21	₹33,13,955.28
1.3	SUB HEAD - F1.3	SANITARY & PLUMBING WORKS UNDER DSR-2023 ITEMS	₹3,38,58,467.52	₹60,94,002.95	₹3,99,52,470.46
Total of SCHEDULE - F1			₹34,63,51,743.08	₹6,23,44,428.56	₹40,86,96,172
2.0	SCHEDULE - F2	ARCHITECTURAL FINISHING AND PLUMBING WORKS : NDSR ITEMS			
2.1	SUB HEAD - F2.1	FINISHING WORKS NDSR ITEMS	₹56,99,85,816.78	₹10,25,98,447.16	₹67,25,84,263.95
2.3	SUB HEAD - F2.2	SANITARY & PLUMBING WORKS UNDER NDSR ITEMS	₹14,61,14,444.43	₹2,63,00,907.29	₹17,24,15,351.72
Total of SCHEDULE - F2			₹71,61,00,261.21	₹12,88,99,354.46	₹84,49,99,616
TOTAL OF SCHEDULE - F1 & F2			₹1,06,24,52,004.29	₹19,12,43,783.02	₹1,25,36,95,787.31

REVISED

S. No.	DSR-2023 Item Code No.	Description	Unit	Quantity	Rate	Total Amount incl. GST
	21.1	Providing and fixing aluminium work for doors, windows, ventilators and partitions with extruded built up standard tubular sections/ appropriate Z sections and other sections of approved make conforming to IS: 733 and IS: 1285, fixing with dash fasteners of required dia and size, including necessary filling up the gaps at junctions, i.e. at top, bottom and sides with required EPDM rubber/ neoprene gasket etc. Aluminium sections shall be smooth, rust free, straight, miltred and jointed mechanically wherever required including cleat angle, Aluminium snap beading for glazing / panelling, C.P. brass / stainless steel screws, all complete as per architectural drawings and the directions of Engineer-in-charge. (Glazing, paneling and dash fasteners to be paid for separately) :				
	21.1.2	For shutters of doors, windows & ventilators including providing and fixing hinges/ pivots and making provision for fixing of fittings wherever required including the cost of EPDM rubber / neoprene gasket required (Fittings shall be paid for separately)				
11.0	21.1.2.2	Powder coated aluminium (minimum thickness of powder coating 50 micron)	Kg	1,155.00	₹617.32	₹7,13,007.54
	21.8	Filling the gap in between aluminium frame & adjacent RCC/ Brick/ Stone work by providing weather silicon sealant over backer rod of approved quality as per architectural drawings and direction of Engineer-in-charge complete.				
12.0	21.8.1	Upto 5 mm depth and 5 mm width	metre	2,310.00	₹94.14	₹2,17,462.62
TOTAL OF SUB HEAD F1.1.4 METAL WORKS						₹2,01,89,693.49
F1.1.5	11.0	FLOORING WORKS				
1.0	11.4	52 mm thick cement concrete flooring with concrete hardener topping, under layer 40 mm thick cement concrete 1:2:4 (1 cement : 2 coarse sand : 4 graded stone aggregate 20 mm nominal size) and top layer 12 mm thick cement hardener consisting of mix 1:2 (1 cement hardener mix : 2 graded stone aggregate 6 mm nominal size) by volume, hardening compound mixed @ 2 litre per 50 kg of cement or as per manufacturer's specifications. This includes cost of cement slurry, but excluding the cost of nosing of steps etc. complete.	sqm	11,041.80	₹952.03	₹1,05,12,070.58
	11.6	Cement plaster skirting up to 30 cm height, with cement mortar 1:3 (1 cement : 3 coarse sand), finished with a floating coat of neat cement.				
2.0	11.6.1	i)18 mm thick	sqm	231.00	₹644.17	₹1,48,802.53
	11.13	Providing and fixing glass strips in joints of terrazo/ cement concrete floors.				
3.0	11.13.1	40 mm wide and 4 mm thick	metre	38,646.30	₹89.27	₹34,50,053.45
	11.26	Kota stone slab flooring over 20 mm (average) thick base laid over and jointed with grey cement slurry mixed with pigment to match the shade of the slab including rubbing and polishing complete with base of cement mortar 1 : 4 (1 cement : 4 coarse sand) :				
4.0	11.26.1	i)25 mm thick	sqm	1,062.60	₹1,895.65	₹20,14,320.93
5.0	11.27	Kota stone slabs 20 mm thick in risers of steps, skirting, dado and pillars laid on 12 mm (average) thick cement mortar 1:3 (1 cement: 3 coarse sand) and jointed with grey cement slurry mixed with pigment to match the shade of the slabs, including rubbing and polishing complete.	sqm	831.60	₹2,291.12	₹19,05,293.00
6.0	11.31	Extra for pre finished nosing in treads of steps of Kota stone/ sand stoneslab.	rm.	3,465.00	₹186.23	₹6,45,294.00
7.0	11.32	Extra for Kota stone/ sand stone in treads of steps and risers using single length above normal size up to 2.00 metre.	sqm	1,062.60	₹42.96	₹45,645.87
8.0	11.49A	Providing and laying full body vitrified tile in floor of minimum thickness 15mm with water absorption less than 0.06% and conforming to IS:15622, of approved make, brand and manufacturer, laid on 20 mm thick base cement mortar 1:4 (1 cement: 4 coarse sand) jointing with grey cement slurry @3.30 kg / sqm including grouting the joints with white cement and matching pigments etc. The slab must be cut with the zero chipping diamond cutter only. Laying of slab will be done with the help of notch trowel, wedge, clips of required thickness, vacuum cups for lifting, leveling system and rubber mallet for placing the slab gently and easily. Size of tile 800x2400 mm of all colours and shades.	sqm	4,527.60	₹3,526.10	₹1,59,64,771.89
9.0	11.53	Providing and fixing Glass Mosaic tiles on finished plain wall surface of size 20 mm x 20 mm x 4 mm in all colour, design , fixing in customize design as per direction of Engineer-in- Charge. The glass mosaic tiles to be fixed on the wall surface with the help of approved adhesive applied at the rate of 2.5 kg per sqm and grouting of the same. The rate is inclusive of all operation, material and required pattern approved by Engineer-in-Charge	sqm	1,155.00	₹3,786.09	₹43,72,934.93
TOTAL OF SUB HEAD F1.1.5 FLOORING WORKS						₹3,90,59,187.18
F1.1.6	12	CEILING WORKS				

REVISED

S. No.	DSR-2023 Item Code No.	Description	Unit	Quantity	Rate	Total Amount incl. GST
1.0	12.63	Providing and applying two coats of High Albedo paint having minimum Solar Reflective Index (SRI) 108 (with solar reflectance & thermal emittance tested as per ASTM C 1549 and ASTM C 1371 respectively), VOC less than 10 cc/gm. The coating thickness and the methodology of application shall be strictly as per manufacturer's specifications and as approved by Engineer-in-Charge. Surface preparation includes cleaning with metal wire brush to remove all dust, fungus etc., washing with water all complete. The contractor shall give guarantee for the performance of SRI and also the durability of coating, all complete as per direction of Engineer-in-Charge.	sqm	10,048.50	₹347.94	₹34,96,319.37
	12.52	Providing and fixing tiled false ceiling of specified materials of size 595x595 mm in true horizontal level, suspended on inter locking metal grid of hot dipped galvanized steel sections (galvanized @ 120 grams/ sqm, both side inclusive) consisting of main "T" runner with suitably spaced joints to get required length and of size 24x38 mm made from 0.30 mm thick (minimum) sheet, spaced at 1200 mm center to center and cross "T" of size 24x25 mm made of 0.30 mm thick (minimum) sheet, 1200 mm long spaced between main "T" at 600 mm center to center to form a grid of 1200x600 mm and secondary cross "T" of length 600 mm and size 24x25 mm made of 0.30 mm thick (minimum) sheet to be interlocked at middle of the 1200x600 mm panel to form grids of 600x600 mm and wall angle of size 24x24x0.3 mm and laying false ceiling tiles of approved texture in the grid including, required cutting/making, opening for services like diffusers, grills, light fittings, fixtures, smoke detectors etc. Main "T" runners to be suspended from ceiling using GI slotted cleats of size 27 x 37 x 25 x 1.6 mm fixed to ceiling with 12.5 mm dia and 50 mm long dash fasteners, 4 mm GI adjustable rods with galvanised butterfly level clips of size 85 x 30 x 0.8 mm spaced at 1200 mm center to center along main T, bottom exposed width of 24 mm of all T-sections shall be pre-painted with polyester paint, all complete for all heights as per specifications, drawings and as directed by Engineer-in-charge.				
2.0	12.52.2	GI Metal Ceiling Lay in perforated Tegular edge global white color tiles of size 595x595 mm and 0.5 mm thick with 8 mm drop; made of GI sheet having galvanizing of 100 gms/sqm (both sides inclusive) and 20% perforation area with 1.8 mm dia holes and having NRC (Noise Reduction Coefficient) of 0.5, electro statically polyester powder coated of thickness 60 microns (minimum), including factory painted after bending and perforation and backed with a black Glass fiber acoustical fleece.	sqm	3,234.00	₹2,012.89	₹65,09,682.97
		TOTAL OF SUB HEAD F1.1.6 CEILING WORKS				₹1,00,06,002.34

REVISED

S. No.	DSR-2023 Item Code No.	Description	Unit	Quantity	Rate	Total Amount incl. GST
F1.1.7	13	FINISHING WORKS				
		Note- The shade of all types of painting works shall be decided by the Engineer-in-charge. Contractor to make a sample/mockup for the same and shall get approved by the Engineer-in-charge.				
	13.45	Finishing walls with textured exterior paint of required shade:				
1.0	13.45.1	New work (two or more coats applied @ 3.28 ltr/10sqm) over and including priming coat of extirior primer applied @ 2.20kg/10sqm.	sqm	56,364.00	₹217.56	₹1,22,62,714.24
	13.46	Finishing walls with Acrylic Smooth exterior paint of required shade :				
2.0	13.46.1	New work (Two or more coat applied @ 1.67 ltr/10 sqm over and including priming coat of exterior primer applied @ 0.90 litre/10 sqm)	sqm	24,255.00	₹156.26	₹37,90,176.74
	13.52	Finishing with Epoxy paint (two or more coats) at all locations prepared and applied as per manufacturer's specifications including appropriate priming coat, preparation of surface, etc. complete.				
3.0	13.52.1	On steel work	sqm	462.00	₹235.22	₹1,08,671.17
4.0	13.52.2	on concrete works	sqm	27,720.00	₹228.80	₹63,42,289.02
	13.61	Painting with synthetic enamel paint of approved brand and manufacture to give an even shade :				
5.0	13.61.1	i)Two or more coats on new work	sqm	485.10	₹151.69	₹73,585.23
6.0	13.80	Providing and applying white cement based putty of average thickness 1 mm, of approved brand and manufacturer, over the plastered wall surface to prepare the surface even and smooth complete.	sqm	21,436.80	₹151.84	₹32,54,920.11
	13.81	Distemping with 1st quality acrylic distemper (ready mixed) having VOC (Volatile Organic Compound) content less than 50 gram/ litre, of approved brand and manufacturer including applying additional coats wherever required to achieve even shade and colour				
7.0	13.81.1	Old work (one or more coats)	sqm	462.00	₹61.01	₹28,188.19
	13.83	Wall painting with premium acrylic emulsion paint of interior grade , having VOC (Volatile Organic Compound) content less than 50 grams/ litre of approved brand and manufacture, including applying additional coats wherever required to achieve even shade and colour .				
8.0	13.83.2	Two coats	sqm	21,436.80	₹138.94	₹29,78,338.16
	13.85	Applying priming coats with primer of approved brand and manufacture, having low VOC (Volatile Organic Compound) content.				
9.0	13.85.3	With water thinnable cement primer on wall surface having VOC content less than 50 grams/litre	sqm	1,02,102.00	₹71.95	₹73,46,706.15
		TOTAL OF SUB HEAD F1.1.7 FINISHING WORKS				₹3,61,85,589.01
F1.1.8	25	STRUCTURAL GLAZING WORKS				
1.0	25.1	Providing and supplying aluminium extruded tubular and other aluminium sections as per the architectural drawings and approved shop drawings, the aluminium quality as per grade 6063 T5 or T6 as per BS 1474, including super durable powder coating of 60-80 microns conforming to AAMA 2604 of required colour and shade as approved by the Engineer-in-Charge. (The item includes cost of material such as cleats, sleeves, screws etc. necessary for fabrication of extruded aluminium frame work. Nothing extra shall be paid on this account). The weight of aluminium extruded section shall be taken for purpose of payment.	Kg	34,742.40	₹403.11	₹1,40,04,961.76
	25.2	Designing, fabricating, testing, protection, installing and fixing in positionsemi (grid) unitized system of structural glazing (with open joints) for linear as well as curvilinear portions of the building for all heights and all levels, including:				
		(a) Structural analysis & design and preparation of shop drawings for the specified design loads conforming to IS 875 part III (the system must passed the proof test at 1.5 times design wind pressure without any failure), including functional design of the aluminum sections for fixing glazing panels of various thicknesses, aluminium cleats, sleeves and splice plates etc. gaskets, screws, toggles, nuts, bolts, clamps etc., structural and weather silicone sealants, flashings, fire stop (barrier)-cum-smoke seals, microwave cured EPDM gaskets for water tightness, pressure equalisation & drainage and protection against fire hazard including:				
		(b) Fabricating and supplying serrated M.S. hot dip galvanised / Aluminium alloy of 6005 T5 brackets of required sizes, sections and profiles etc. to accommodate 3 Dimensional movement for achieving perfect verticality and fixing structural glazing system rigidly to the RCC/ masonry/structural steel framework of building structure using stainless steel anchor fasteners/ bolts, nylon seperator to prevent bimetallic contacts with nuts and washers etc. of stainless steel grade 316, of the required capacity and in required numbers.				
		(c) Providing and filling, two part pump filled, structural silicone sealant and one part weather silicone sealant compatible with the structural silicone sealant of required bite size in a clean and controlled factory / work shop environment, including double sided spacer tape, setting blocks and backer rod, all of approved grade, brand and manufacture, as per the approved sealant design, within and all around the perimeter for holding glass.				

REVISED

S. No.	DSR-2023 Item Code No.	Description	Unit	Quantity	Rate	Total Amount incl. GST
2.0	25.2	(d) Providing and fixing in position flashings of solid aluminium sheet 1 mm thick and of sizes, shapes and profiles, as required as per the site conditions, to seal the gap between the building structure and all its interfaces with curtain glazing to make it watertight.				
		(e) Making provision for drainage of moisture/ water that enters the curtain glazing system to make it watertight, by incorporating principles of pressure equalization, providing suitable gutter profiles at bottom (if required), making necessary holes of required sizes and of required numbers etc. complete. This item includes cost of all inputs of designing, labour for fabricating and installation of aluminium grid, installation of glazed units, T&P, scaffolding and other incidental charges including wastages etc., enabling temporary structures and services, cranes or cradles etc. as described above and as specified.				
		The item includes the cost of getting all the structural and functional design including shop drawings checked by a structural designer, duly approved by Engineer-in-charge. The item also includes the cost of all mock ups at site, cost of all samples of the individual components for testing in an approved laboratory, field tests on the assembled working structural glazing as specified, cleaning and protection till the handing over of the building for occupation. In the end, the Contractor shall provide a water tight structural glazing having all the performance characteristics etc. all complete as required, as per the Architectural drawings, as per item description, as specified, as per the approved shop drawings and as directed by the Engineer- in-Charge.		5,428.50	₹3,415.72	₹1,85,42,224.98
		Note:- 1. The cost of providing extruded aluminium frames, shadow boxes, extruded aluminium section capping for fixing in the grooves of the curtain glazing and vermin proof stainless steel wire mesh shall be paid for separately under relevant items under this sub- head. However, for the purpose of payment, only the actual area of structural glazing (including width of grooves) on the external face shall be measured in sqm. up to two decimal places.	sqm			
		Note:-2. The following performance test are to be conducted on structural glazing system if area of structural glazing exceeds 2500 Sqm from the certified laboratories accredited by NABL(National Accreditation Board for Testing and Calibration Laboratories), Department of Science & Technologies, India. Cost of testing is payable separately. The NIT approving authority will decide the necessity of testing on the basis of cost of the work, cost of the test and importance of the work. Performance Testing of Structural glazing system Tests to be conducted in the NABL accredited lab or any other accreditation body which operates in accordance with ISO/IEC 17011 and accredits labs as per ISO/IEC 17025 1. Performance Laboratory Test for Air Leakage Test (-50pa to -300pa) & (+50pa to +300pa) as per ASTM E-283-04 testing method for a range of testing limit 1 to 200 mVhr 2. Static Water Penetration Test. (50pa to 1500pa) as per ASTM E- 331-09 testing method for a range up to 2000 ml. 3. Dynamic Water Penetration (50pa to 1500pa) as per AAMA 501.01- 05 testing method for a range upto 2000 ml 4. Structural Performance Deflection and deformation by static air pressure test (1.5 times design wind pressure without any failure) as per ASTM E-330-10 testing method for a range upto 50 mm. 5. Seismic Movement Test (upto 30 mm) as per AAMA 501.4-09 testing method for Qualitative test, Tests to be conducted on site. 6. Onsite Test for Water Leakage for a pressure range 50 kpa to 240 kpa (35psi) upto 2000 ml				
		TOTAL OF SUB HEAD F1.1.8 STRUCTURAL GLAZING WORKS				₹3,25,47,186.73
F1.1.9	26	NEW TECHNOLOGIES AND MATERIALS				
1.0	26.91	Providing and fixing factory made 18 mm thick single extruded WPC (Wood Polymer Composite) solid plain white colour board Jali, CNC (Computer numeric control) routed of approved design by Engineer-in -charge which are machine cut for duct/shaft covering, partitions and facades comprising of virgin polymer of K value 58-60 (Suspension Grade), calcium carbonate and natural fibers (wood powder/ rice husk/wheat husk) and non toxic additives(maximum toxicity index of 12 for 100 gms) having minimum density of 650 kg/cum and screw withdrawal strength of 1800 N (Face) minimum compressive strength 50 N/mm2, modulus of elasticity 850 N/mm2 and resistance to spread of flame of Class A category with properties of being termite/borer proof, water/moisture proof and fire retardant and fixing on M.S (mild steel) frame made of 25 x 25 x 1.5 mm square hollow box section including applying a priming coat of approved steel primer, placed at grid made at 1.0 x 1.0 m or as per requirement at site with necessary stainless steel fasteners and SS screws etc., all complete as per direction of Engineer-In- Charge. (Note: M.S (mild steel) framework with priming coat and necessary SS fasteners and SS screws shall be paid separately.	sqm	462.00	₹3,344.35	₹15,45,091.97
		TOTAL OF SUB HEAD F1.1.9 NEW TECHNOLOGIES AND MATERIALS				₹15,45,091.97
		TOTAL OF SUB HEAD F1.1 FINISHING WORKS UNDER DSR-2023 ITEMS				₹36,54,29,745.90

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“Contract OCB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II). Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gausala; modification of part operational corridor of Phase-I and constructing Khasa Kothi (Phase-I) station under Jaipur Metro Phase- II MRTS”

SUB HEAD - Fl.3 SANITARY & PLUMBING WORKS UNDER DSR-2023 ITEMS						
S. No.	DSR-2023 Item Code No.	Description	Unit	Total Quantity	Rate	Total Amount incl. GST
Fl.3.1		SANITARY INSTALLATIONS				
	17.10	Providing and fixing stainless steel A ISI 304 (18/8) kitchen sink as per IS 13983 with C.I. brackets and stainless steel plug 40 mm including painting of fittings and brackets, cutting and making good the walls wherever required.				
	17.10.1	Kitchen sink with drain board				
1	17.10.1.3	510 x1040 mm bowl depth 200 mm.	Nos.	23.00	₹6,965.71	₹1,60,211.42
	17.73	Providing and fixing PTMT towel rail complete with brackets fixed to wooden cleats with CP brass screws with concealed fittings arrangement of approved quality and colour.				
2	17.73.1	450 mm long towel rail with total length of 495 mm, 78 mm wide and effective height of 88 mm, weighing not less than 170 gms	Nos.	69.00	₹655.22	₹45,210.26
3	12.22	Making khurras 45x45 cm with average minimum thickness of 5 cm cement concrete 1:2:4 (1 cement : 2 coarse sand : 4 graded stone aggregate of 20 mm nominal size) over P.V.C. sheet 1 m x1 m x 400 micron, finished with 12 mm cement plaster 1:3 (1 cement : 3 coarse sand) and a coat of neat cement, rounding the edges and making and finishing the outlet complete.	Nos.	46.00	₹290.20	₹13,349.30
		TOTAL OF SUB HEAD Fl.3.1 SANITARY INSTALLATIONS				₹2,18,770.99
Fl.3.2		WATER SUPPLY				
	18.7	Providing and fixing Chlorinated Polyvinyl Chloride (CPVC) pipes, having thermal stability for hot & cold water supply, including all CPVC plain & brass threaded fittings, including fixing the pipe with clamps at 1.00 m spacing. This includes jointing of pipes & fittings with one step CPVC solvent cement and testing of joints complete as per direction of Engineer in Charge.				
		Internal/External Work - Exposed on wall				
1	18.7.1	15 mm dia nominal bore	metre	218.30	₹279.06	₹60,917.74
2	18.7.2	20 mm dia nominal bore	metre	6,985.44	₹325.96	₹22,76,955.08
3	18.7.3	25 mm dia nominal bore	metre	121.28	₹390.71	₹47,383.38
4	18.7.4	32 mm dia nominal bore	metre	145.53	₹504.74	₹73,454.20
5	18.7.5	40 mm dia nominal bore	metre	242.55	₹683.97	₹1,65,895.85
6	18.7.6	50 mm dia nominal bore	metre	1,503.81	₹908.93	₹13,66,857.51
7	18.9.7	65 mm dia nominal bore	metre	2,134.44	₹1,629.19	₹34,77,407.22
8	18.9.8	80 mm dia nominal bore	metre	1,212.75	₹2,107.86	₹25,56,309.68
	18.8	Providing and fixing Chlorinated Polyvinyl Chloride (CPVC) pipes, having thermal stability for hot & cold water supply, including all CPVC plain & brass threaded fittings, i/c fixing the pipe with clamps at 1.00 m spacing. This includes jointing of pipes & fittings with one step CPVC solvent cement and the cost of cutting chases and making good the same including testing of joints complete as per direction of Engineer in Charge. (Concealed work, including cutting chases and making good the walls etc.)				
		Internal work -				
9	18.8.1	15 mm dia nominal bore	metre	363.83	₹484.36	₹1,76,223.94
10	18.8.2	20 mm dia nominal bore	metre	436.59	₹523.08	₹2,28,370.68
11	18.8.3	25 mm dia nominal bore	metre	72.77	₹610.31	₹44,409.34
12	18.8.4	32 mm dia nominal bore	metre	121.28	₹719.34	₹87,237.98
	18.10	Providing and fixing G.I. pipes complete with G.I. fittings and clamps including cutting and making good the walls etc.				
		Internal Work - Exposed on Wall				
13	18.10.2	20 mm dia nominal bore	metre	121.28	₹425.49	₹51,601.88
14	18.10.3	25 mm dia nominal bore	metre	3,880.80	₹536.80	₹20,83,195.02
15	18.10.4	32 mm dia nominal bore	metre	1,212.75	₹648.99	₹7,87,064.47
16	18.10.5	40 mm dia nominal bore	metre	121.28	₹789.98	₹95,805.38
17	18.10.6	50 mm dia nominal bore	metre	2,061.68	₹1,020.04	₹21,02,992.36
	18.16	Providing and fixing brass stop cock of approved quality:				
18	18.16.2	20 mm nominal bore	each	46.00	₹368.96	₹16,972.07
	18.2	Providing and fixing brass ferrule with C.I. mouth cover including boring and tapping the main :				
19	18.20.3	25 mm dia. nominal bore	each	46.00	₹473.66	₹21,788.21
	18.21	Providing & fixing unplasticised PVC connection pipe with brass unions				
	18.21.2	45 cm length				
20	18.21.2.1	15 mm nominal bore	each	347.00	₹95.11	₹33,003.76
	18.32	Constructing masonry Chamber 30x30x50 cm inside, in brick work in cement mortar 1:4 (1 cement :4 coarse sand) for stop cock, with C. I. surface box 100x100 x75 mm (inside) with hinged cover fixed in cement concrete slab 1:2:4 mix (1 cement : 2 coarse sand : 4 graded stone aggregate 20 mm nominal size), i/c necessary excavation, foundation concrete 1:5:10 (1 cement : 5 fine sand :10 graded stone aggregate 40 mm nominal size) and inside plastering with cement mortar 1:3 (1 cement : 3 coarse sand) 12mm thick, finished with a floating coat of neat cement complete as per standard design :				

approved Schedule of Dimensions, Site conditions etc. without any extra cost of Employer. Contractor shall also suitably modify the GAD and Track Plan to incorporate Total 2 Nos. of Sick Sidings and 4 Nos. of Emergency Crossovers at Suitable locations **with the approval of Engineer/Employer** in whole package.

The approximate length of each siding shall be 225 metres.

~~2.1.2 Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gauchala. Structural work shall be done by the contractor of "NCB 2C-01".~~

and

~~B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel Khasa Kothi Circle (Phase-2) & Khasa Kothi Circle (Phase-1).~~

- ~~(i) Architectural finishing works such as Flooring, Cladding, Painting, SS work, MS work, False ceiling, Aluminium, Fire doors, metal doors, Glass work, Glazing works, Counters, Toilet cubicles, Waterproofing, GRC, site development works, Plumbing, Drainage, sanitary works, etc. Finishing works for 10 stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gauchala shall be done in co-ordination with contractor of package "NCB 2C-01".~~
- ~~(ii) Design and construction of External facade as per drawing.~~
- ~~(iii) Water Supply, Sewer Line, Sanitary Installation, Drainage, Site development works etc. at all stations.~~
- ~~(iv) The works as mentioned in the Employer's Requirement, Outline Design Specifications (Design Criteria), Outline Construction Specifications for Civil Works & Technical Specification for Architectural & Finishes Works, manufacturer's specifications and other tender documents are inclusive in the quoted price unless otherwise specified. Nothing extra shall be payable on this account.~~
- ~~(v) Tenderer is required to make his own arrangements for access from ground level to station concourse & platform levels for loading/unloading of construction material, man & machinery etc., cost of such works shall be included in quoted price in BOQ and nothing extra shall be paid on this account.~~
- ~~(vi) Any other works shall be executed as per site requirement and as per the direction of Engineer In-charge.~~
- ~~(vii) Providing & Installing Solar Panels at stations as per tender drawings. **DELETED**~~

2.1.3 **SCOPE OF WORK UNDER LUMP SUM PRICE - STATIONS**

Stations: B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel, Khasa Kothi Circle (Phase-2) & Khasa Kothi Circle (Phase-1).

- (i) Detailed survey of alignment for execution of work, Geotechnical investigations- minimum 2 nos. at each station location and any other location as per instructions of Engineer, Utility checking, fixing an optimized span configuration avoiding shifting of utilities as per contractor's design subject to the obligatory requirements as shown in GAD.
- (ii) Detailed survey of stations for execution of work including track bed and track bed supporting structures in station area as shown in the tender drawings and also as detailed in the scope of work given below should be included in lump sum price.
- (iii) Design and construction of all station buildings, additional floors within station premises, Ground floor, Concourse, Platform as shown in bid drawings.

Design and construction of works such as Entry/Exit structures, Lift shaft & escalator pit from ground to concourse, and concourse to platform level, connecting FOB, corridor, Ancillary Building i.e. Underground/Surface water tank, Pump room & DG room at all stations as shown in bid drawing is included in lump sum price.

Load of Radio Mast shall be considered in the design of Entry/Exit Structures as per bid drawing.

- (iv) The necessary provisions of load imposed in design of stations for connection of proposed FOBs in stations as shown in the bid drawings and design & construction of brackets for supporting FOB. The cost of same including brackets for supporting FOB is covered in Lump sum price. The cost of design/construction of FOB (connecting corridor of Entry/Exit) is covered in Lump sum price. **The tentative lengths of FoBs at Stations are as below:**

STATION NAME	ENTRY E1 FOB LENGTH (m)	ENTRY E2 FOB LENGTH (m)	STATION NAME	ENTRY E1 FOB LENGTH (m)	ENTRY E2 FOB LENGTH (m)
B2 BYPASS	38	37	NARAYAN SINGH CIRCLE	9	89
DURGAPURA	40	53	SMS HOSPITAL	45	62
GOPALPURA	31	20	ASHOK MARG	15	86
GANDHINAGAR	110	326	GOVERNMENT HOSTEL	53	10
NEHRU PLACE	92	44	KHASA KOTHI- Phase -2	87	68
RAMBAGH	6	40	KHASA KOTHI Phase -1 (Connection)	161	

Upto 10% increase or decrease in the total FOB length from above table (Cumulative length for all stations except Durgapura) in the Contract is covered under lumpsum scope of work and no reduction/additional payment shall be done for the same. For Durgapura Station, respective clause 2.1.6 may be referred

(xxii) Design and construction methodology for temporary structure shall be got approved from third party prior

to erection of temporary structure.

(xxiii) Any other item of work as may be required to be carried out for completing the construction of station building with all necessary interfacing works with system Contractors in all respects in accordance with the provisions of the Contract and to ensure the structural stability and safety during and after construction.

(xxiv) Inserts/bolts/Supports/Hangers for system contractors. -

(xxv) Structures of all system contractors like OHE, Signalling etc. are excluded from the scope of the work, but civil works required for fixing the structures such as strengthening of structures and providing inserts, bolts, supports, hangers are included. These shall be finalized and provided in co-ordination with the system Contractor and the Engineer. The necessary coordination with system contractors and engineer shall form a part of the work.

(xxvi) ~~Design, Supply, Fabrication and erection of Pre-Engineered Building (PEB) structure for all stations of this contract. All PEB items shall be payable under relevant BoQ schedule of this contract. Nothing extra shall be payable for design of the PEB structure.~~ **Providing Fixing arrangement for erection of PEB Structure over the Platform and Station Entry Exit.**

(xxvii) All aspects of quality assurance, including testing of materials and other components of the work, as specified or as directed. Arranging & performing dynamic Integrity test on piles and cross-hole sonic integrity test on of piles as per outline construction specification (OCS). Conducting initial and routine load tests on piles as per frequency given in outline construction specification (OCS) as per BIS-2911-Part IV.

(xxviii) Drainage/Sewer/Water supply etc. connection to be provided by the contractor in coordination with local authorities, and in case local drainage connection is not available, Contractor has to construct ~~Sewage PIT~~ **Septic Tank with Soak pit**

(xxix) ~~Providing & Installing~~ Designing Structures to include Solar Panels loads at stations as per tender drawings.

2.1.4 Scope of work for regrading/modification of part operational corridor of Phase-1 near Khasa Kothi station and constructing an integrated station:

1. The lumpsum work under this Contract comprises of following:

- a. Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new **Khasa Kothi station (Phase-1)** of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.
- b. The work involves:
 - (i) Design & Construction of alternate/additional/strengthening of existing piers/demolition of existing piers & superstructure of Jaipur Metro Phase-1 subject to approval of the Employer/Engineer.
 - (ii) Raising and regrading of the viaduct profile and gradually flattening the gradient over an effective length of approx. 660 m subject to approval of the Employer/Engineer.
 - (iii) Matching the revised profile with the existing operational line subject to approval of the Employer/Engineer.
 - (iv) **The dismantling works, wherever requires, also covers dismantling of allied Track, OHE, Signaling, Telecom and other available utilities. Contract shall submit the detailed dismantling plan for approval of Engineer in advance including details of all reusable and non-serviceable materials. The reusable material shall be transported and stacked at the place and in the manner specified by Engineer. The non-serviceable material shall be disposed off in approved manner.**
- c. The Contractor shall subsequently modify/reconstruct the corridor to the alignment, levels, structural arrangement, geometric requirements, SOD and tender specification.
- d. The scope of the Contract shall also include construction of an integrated station as per tender drawings on the reconstructed/modified portion of the Jaipur Metro Phase-I line, complete in all respects.

e. Survey, Setting-out and Pre-construction Planning: The Contractor shall carry out detailed topographical and structural surveys, verification of existing structures, confirmation of pier locations, checking of levels, alignment, and

- (c) The manholes of Trunk/Sewers/Telecommunication services should not be covered under the foundation as these may create hindrances to annual de-silting/cleaning of sewer lines.
- (d) Sufficient distance of foundation from outer edge of Trunk / Sewers is to be kept in view of further maintenance/Safety of Trunk /Sewers.
- (e) The covers of manholes shall be protected from heavy machinery movement to avoid any accident/Slippage of malba in manholes etc. into the Trunk /Sewers lines which may cause blockage of lines. In case of damage of manhole cover & frame, the same shall be replaced immediately by the Contractor at his own cost with similar specifications.
- (f) Manholes of the trunk sewer should be kept freely accessible for cleaning and removal of blockages and malba should not be dumped over these manholes.
- (g) Branch sewer connections which are connected with the trunk sewers should also be taken care of. If the same are damaged, the same should be restored immediately on priority.
- (h) NOC & Approval of schemes of Diversion of Utilities from the concerned regulatory / statutory / Local Authority is the responsibility of the Contractor and nothing extra is payable on this account.

These are only indicative for one of the utilities. Similarly, necessary precautions which are specified from time to time by the utility owning agencies shall also be ensured.

Contractor should make his own survey for identification of underground/above ground utilities.

- (v) The cost of design of all items/structural elements payable under BOQ items of Schedule B ~~& C~~ to F is included in Lump sum price unless specified in the respective schedule.
- (vi) Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala. Structural work shall be done by the contractor of "NCB 2C-01". and B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel Khasa Kothi Circle (Phase-2) & Khasa Kothi Circle (Phase-1).
Architectural finishing works such as Flooring, Cladding, Painting, SS work, MS work, False ceiling, Aluminium, Fire doors, metal doors, Glass work, Glazing works, Counters, Toilet cubicles, Waterproofing, GRC, site development works, Plumbing, Drainage, sanitary works, etc. Finishing works for 10 stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala shall be done in co-ordination with contractor of package "NCB 2C-01".
- (viii) Design and construction of External facade as per drawing.
- (ix) Water Supply, Sewer Line, Sanitary Installation, Drainage, Site development works etc. at all stations.
- (x) The works as mentioned in the Employer's Requirement, Outline Design Specifications (Design Criteria), Outline Construction Specifications for Civil Works & Technical Specification for Architectural & Finishes Works, manufacturer's specifications and other tender documents are inclusive in the quoted price unless otherwise specified. Nothing extra shall be payable on this account.
- (xi) Tenderer is required to make his own arrangements for access from ground level to station concourse & platform levels for loading/unloading of construction material, man & machinery etc., cost of such works shall be included in quoted price in BOQ and nothing extra shall be paid on this account.
- (xii) Any other works shall be executed as per site requirement and as per the direction of Engineer In-charge.
- (xiii) Design, Supply, Fabrication and erection of Pre-Engineered Building (PEB) structure for all stations of this contract. All PEB items shall be payable under relevant BoQ schedule of this contract. Nothing extra shall be payable for design of the PEB structure.
- (xiv) Rajasthan is renowned for its richness in art and culture and is distinguished by a unique architectural identity. To reflect these attributes, thematic representation shall be incorporated across all stations, depots, and associated civil structures under this contract. The Contractor shall ensure that design of civil structures shall support architectural treatments, surface finishes, colours, textures, façade elements, and other visible features are consistent with Jaipur's traditional urban aesthetics, while simultaneously meeting the requirements of structural integrity, durability, safety, and ease of maintenance.

3. INSPECTION

RMRC may appoint an independent agency to ensure the quality checking of design, supply, fabrication, erection and construction of all works under scope of work. The Contractor shall ensure the complete co-operation with the agency to perform their work satisfactorily. In addition, RMRC also reserves right to undertake quality check and inspection directly by itself.

4. ALIGNMENT OF TRACKWAYS

- (i) The alignment shall be as shown in the bid drawings. The alignment has been developed by the Employer to meet operational and technical criteria. The Contractor is not required to evaluate the alignment for compliance with these criteria, but shall review it with respect to his own design and construction proposals and shall satisfy himself that there is no conflict with existing structures which are to be preserved.
- (ii) The Contractor is permitted to propose minor deviations in alignment to suit his construction proposals, but he must demonstrate that any such deviations shall comply with good design practice and the alignment requirement of the Design Criteria. Such deviations shall require prior approval of the Employer subject to following conditions: -
 - (a) There is no extra cost to the employer
 - (b) Changes proposed are essentially required to suit the contractor's specific design

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Interaction studies on Metro System (version-2)". The limit prescribed in the document shall be used as it is and no benefit on account of lesser axle load of actual rolling stock shall be permitted.

- d) The provisions of cl. 3.3.2 Displacements of Bridge Elements of "RDSO Guidelines for carrying out Rail-Structure Interaction studies on Metro System (version-2)" shall be adhered to.
 - e) Checks must be performed for break in rail continuity due to unusual conditions such as fractures or for maintenance purposes. The provisions of cl. 4.8 "Rail Gap Analysis of RDSO Guidelines for carrying out Rail-Structure Interaction studies on Metro System (version-2)" shall be followed.
 - f) Minimum (unfactored) LWR force of 1.6t/m of span length shall be considered for design irrespective of number of tracks.
2. Software and general methodology to be used for carrying out Rail Structure interaction analysis must be validated before adopting the same. A well-established document such as UIC 774-3R may be used for validation.
3. Representative stretches must be chosen for carrying out Rail-Structure interaction which shall include special spans. The same shall be got approved from the engineer.
4. LWR forces shall be considered in appropriate load combinations as specified in cl. 7.0 Load Combinations (Ground IIIB) of the DBR.

6.6 WIND LOAD (WL)

The wind load shall be calculated as per clause 2.11 of IRS: BR and IS: 875 (Part

3). As per clause 5.3 of IS: 875 (Part 3)

Design Wind Speed, $V_z = V_b \cdot k_1 \cdot k_2 \cdot k_3 \cdot k_4$

Where

V_b = Basic wind speed = 47 m/s for Jaipur Zone (as per National Building code).

$K_1 = \del{1.08} \underline{1.07}$ for class IV type structure (§ table 1 of IS: 875 (Part 3)).

$k_2 = 1.07$ for category 2 (§ table 2 of IS: 875 (Part 3)) for 20m Height.

$k_2 = 1.12$ for category 2 (§ table 2 of IS: 875 (Part 3)) for 30m Height

$k_3 = 1.0$ (§ 6.3.3.1 of IS: 875 (Part 3)).

$K_4 = 1.0$ (for non-cyclonic zone as per clause 6.3.4)

However, a bridge shall not be considered to be carrying any live load when the wind pressure at deck level exceeds 150kg/m² as per clause 2.11.2 of IRS Bridge rule, however as it is a long viaduct therefore there is fair possibility that once wind pressure exceeds 150kg/m² train may be standing static over viaduct due to close of operation therefore in case of wind pressure above 150kg/m², train will be considered as static load i.e. no longitudinal loads or impact loads.

Wind load on train in transverse direction will be calculated based on exposed surface & intensity as per above given values & reference. These are computed for length of train as

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ii) For other structures as per IS: 4326

2.7.5 Wind Loads (WL)

Wind Loads (longitudinal & transverse) shall be calculated as stated in IS 875: Part 3.

Wind loads will be calculated in accordance with IS 875: Part 3.

$$\text{Design wind speed } V_z \text{ (m/s)} = V_b * K_1 * K_2 * K_3 * K_4$$

$$V_b \text{ (basic wind speed in m/s)} = 47 \text{ m / sec (As per NBC)}$$

$$K_1 \text{ (risk coefficient)} = \text{~~1.08~~ } \underline{1.07} \text{ (for 100 years mean probable design life), Table 1}$$

$$K_2 = \text{as per table 2 based on terrain category and structure height}$$

$$K_3 \text{ (Topography factor)} = 1.0, \text{ as per Cl.6.3.3.1}$$

$$K_4 = 1.0 \text{ for Non cyclonic zone as per Cl.6.3.4}$$

Based on the above, Design wind pressure at height z , $(P_z) = 0.6 \times V_z \times V_z$ Cl. 7.2

$$\text{Design wind pressure, } P_d = P_z * K_d * K_a * K_c$$

K_d = wind directionality factor = 0.9 for buildings

$$K_a = \text{area averaging factor} = 0.8 \text{ Table 4 (for contributory area } > 100 \text{ m}^2 \text{)}$$

$$K_c = \text{combination factor} = 0.9$$

2.7.6 Construction and Erection Loads (ER)

The weight of all temporary and permanent materials together with all other forces and effects which can operate on any part of structure during erection shall be taken into account. Allowances shall be made in the permanent design for any locked in stresses caused in any member during erection.

2.7.7 Temperature Load (TL)

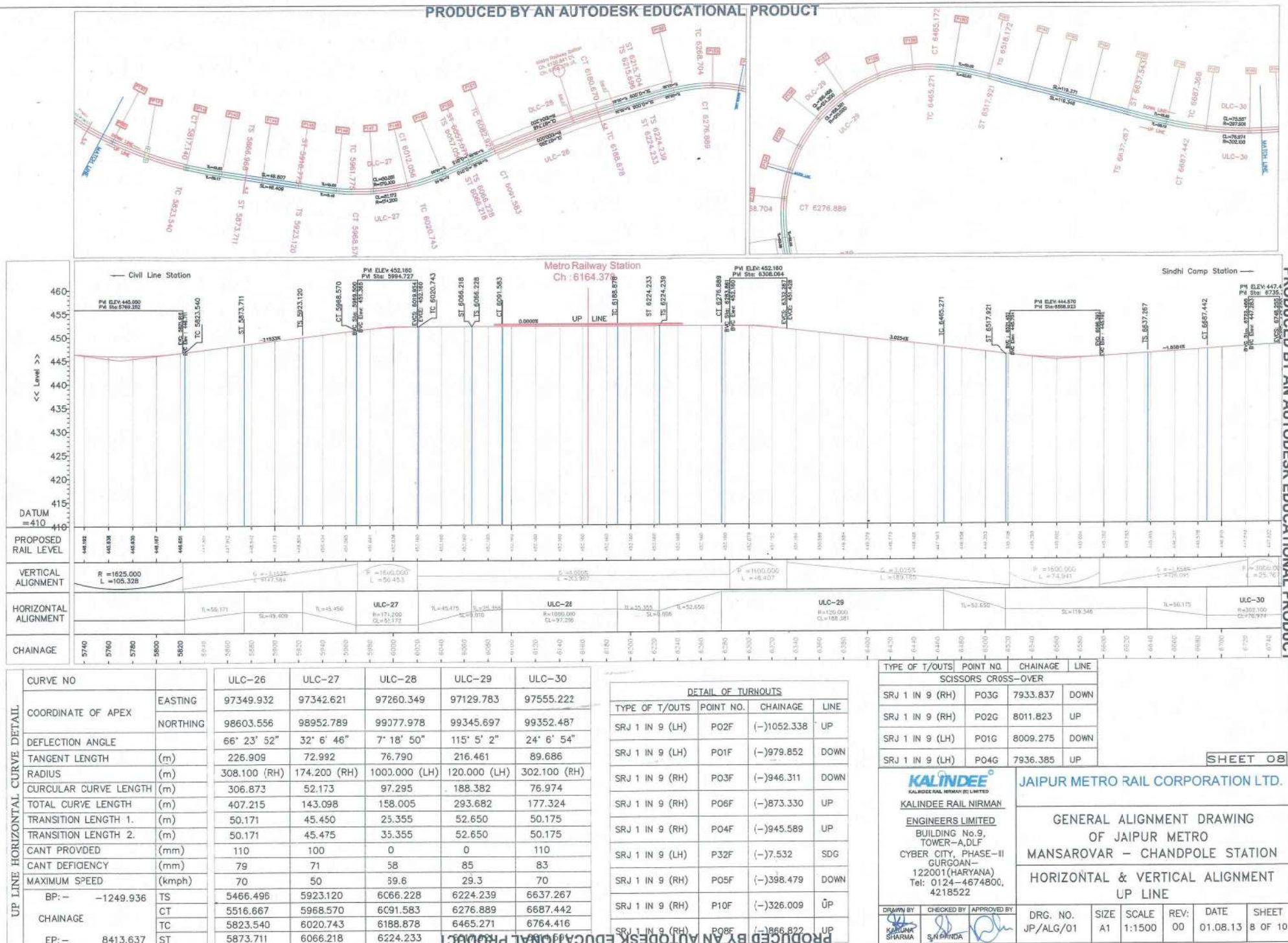
As per Cl. 19.5 of IS: 456. Temperature gradient shall be considered as per CL. 215 of IRC-6, if applicable.

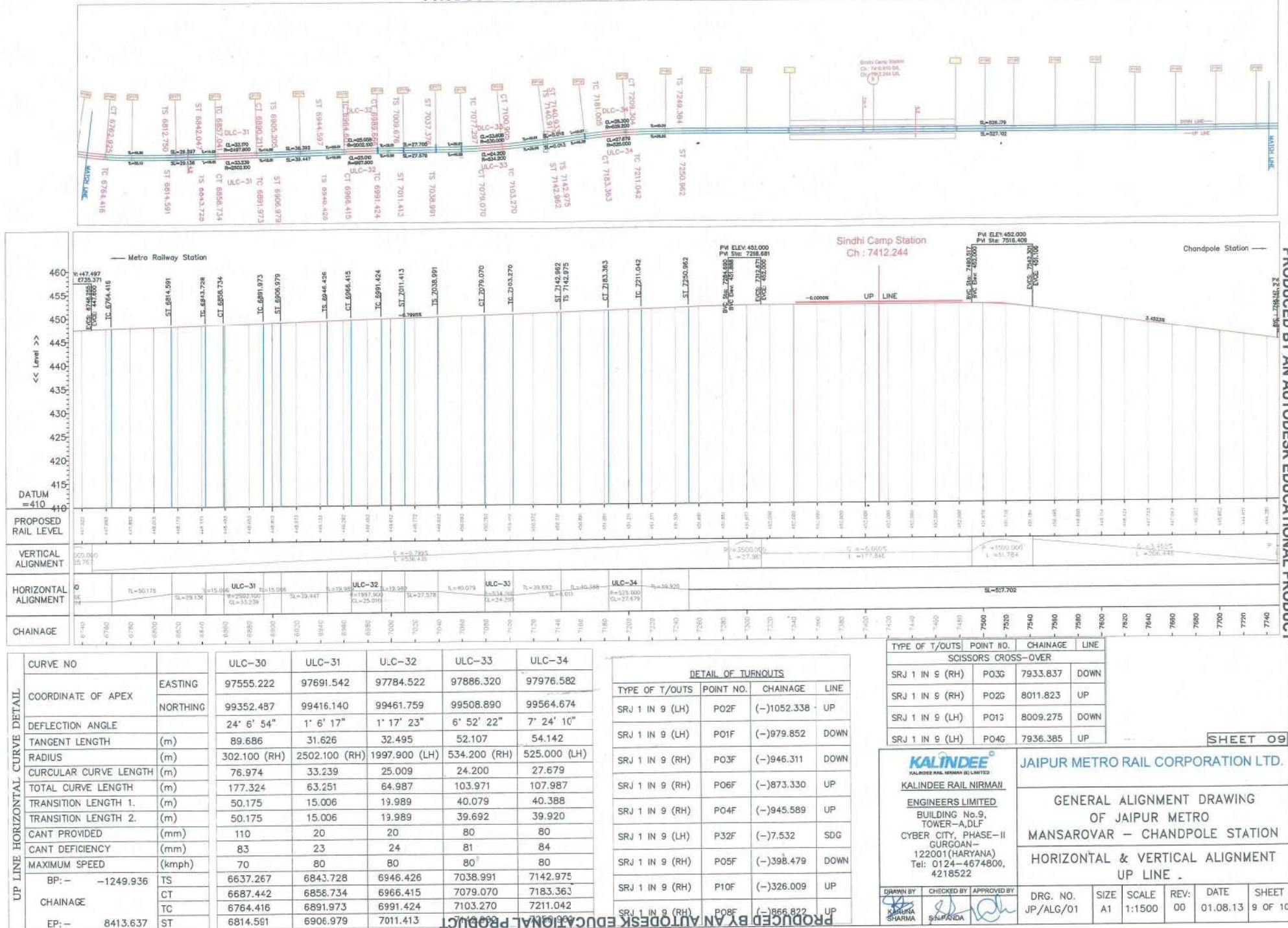


THE DRAWING IS THE PROPERTY OF AJMER METRO RAIL CORPORATION LTD.	ISSUED DRAWINGS						REFERENCE DRAWINGS			NOTICE OF NO OBJECTIONS' FROM EMPLOYER'S REPRESENTATIVE.			Certified that this document has been designed and checked in accordance with DDC Quality Assurance Plan.		Authorised Signatory for DDC.		PROJECT:-	
							S.NO.	DRAWING NO.	DESCRIPTION	GENERAL CONSULTANTS (DMRC)		RMRC	CLIENT:- RAJASTHAN METRO RAIL CORPORATION LTD. GENERAL CONSULTANT:-  DELHI METRO RAIL CORPORATION LTD.				RAJASTHAN METRO PHASE-2 CORRIDOR:	
											Dy.HODs							
								Sr. DGM/BD	CA/BD									
								CRE/Civil/UP	PD-II/UP									
									ED/E/DG-2									
									CE/Design									
17-10-25	RO	FIRST ISSUE	MR	RS	AS													
DATE	REV.	DESCRIPTION	DRAWN	CHECKED	APPROVED													
									(*Definition of TERMS NOC/APPROVAL to be read as per terms outlined in respective Contracts, Notice of no objection from employer is being accorded for design principal only.)									

DATE : 06.08.2026		REV : R3	HORIZONTAL SCALE: 1:1000 VERTICAL SCALE:1:500	STATUS : TENDER	
DRAWING NUMBER: VID-JMRC-STR-TD-0701-017				SHEET NO: 2 OF 18	SHEET SIZE: A1
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ARCHITECTURE





SHEET 09

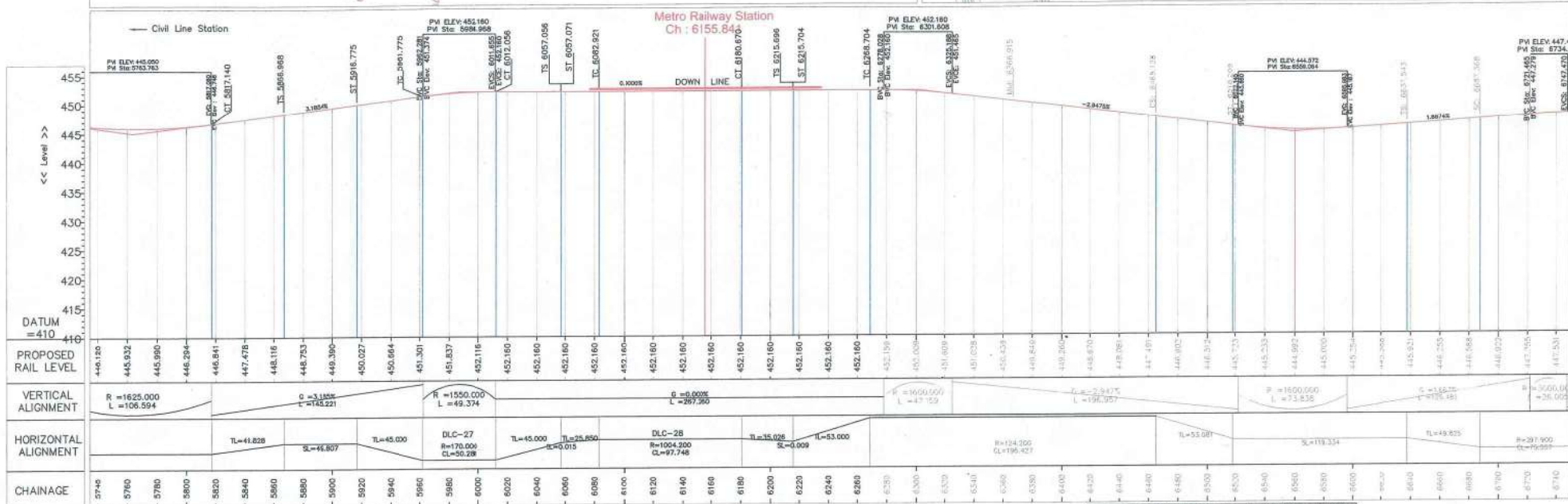
KALINDEE
 KALINDEE RAIL NIRMAN (P) LTD.
 ENGINEERS LIMITED
 BUILDING No.9,
 TOWER-A,DLF
 CYBER CITY, PHASE-II
 GURGOAN-122001 (HARYANA)
 Tel: 0124-4674800,
 4218522

JAIPUR METRO RAIL CORPORATION LTD.

**GENERAL ALIGNMENT DRAWING
 OF JAIPUR METRO
 MANSAROVAR - CHANDPOLE STATION**

**HORIZONTAL & VERTICAL ALIGNMENT
 UP LINE**

DRG. NO.	SIZE	SCALE	REV.	DATE	SHEET
JP/ALG/01	A1	1:1500	00	01.08.13	9 OF 10



DOWN LINE HORIZONTAL CURVE DETAIL	CURVE NO		DLC-26	DLC-27	DLC-28	DLC-29	DLC-30
	COORDINATE OF APEX	EASTING	97345.676	97338.447	97256.692	97123.113	97554.258
		NORTHING	98606.215	98951.493	99075.896	99349.791	99356.673
	DEFLECTION ANGLE	66° 23' 52"	32° 6' 46"	7° 18' 50"	115° 5' 2"	24° 6' 54"	
	TANGENT LENGTH	223.989	71.430	76.706	223.210	88.614	
	RADIUS	(m)	303.900 (LH)	170.000 (LH)	1004.200 (RH)	124.200 (RH)	297.900 (LH)
	CURCULAR CURVE LENGTH	(m)	302.349	50.281	97.749	196.468	75.557
	TOTAL CURVE LENGTH	(m)	402.005	140.281	158.625	302.468	175.207
	TRANSITION LENGTH 1.	(m)	49.828	45.000	25.850	53.000	49.825
	TRANSITION LENGTH 2.	(m)	49.828	45.000	35.026	53.000	49.825
CANT PROVIDED	(mm)	110	100	0	0	110	
CANT DEFICIENCY	(mm)	82	75	58	85	85	
MAXIMUM SPEED	(kmph)	70	50	70	29.8	70	
CHAINAGE : -	BP: - -1249.901	ST	5464.963	5916.775	6057.071	6215.704	6637.543
		TC	5514.791	5961.775	6082.921	6268.704	6687.368
		CT	5817.140	6012.056	6180.670	6465.172	6762.925
EP: - -8416.813	TS	5866.968	6057.056	6215.696			

DETAIL OF TURNOUTS			
TYPE OF T/OUTS	POINT NO.	CHAINAGE	LINE
SRJ 1 IN 9 (LH)	P02F	(-)1052.338	UP
SRJ 1 IN 9 (LH)	P01F	(-)979.852	DOWN
SRJ 1 IN 9 (RH)	P03F	(-)946.311	DOWN
SRJ 1 IN 9 (RH)	P06F	(-)873.330	UP
SRJ 1 IN 9 (RH)	P04F	(-)945.589	UP
SRJ 1 IN 9 (LH)	P32F	(-)7.532	SDG
SRJ 1 IN 9 (RH)	P05F	(-)398.479	DOWN
SRJ 1 IN 9 (RH)	P10F	(-)326.009	UP
SRJ 1 IN 9 (RH)	P08F	(-)866.822	UP

TYPE OF T/OUTS	POINT NO.	CHAINAGE	LINE
SCISSORS CROSS-OVER			
SRJ 1 IN 9 (RH)	P036	7933.837	DOWN
SRJ 1 IN 9 (RH)	P026	8011.823	UP
SRJ 1 IN 9 (LH)	P016	8009.275	DOWN
SRJ 1 IN 9 (LH)	P046	7936.385	UP

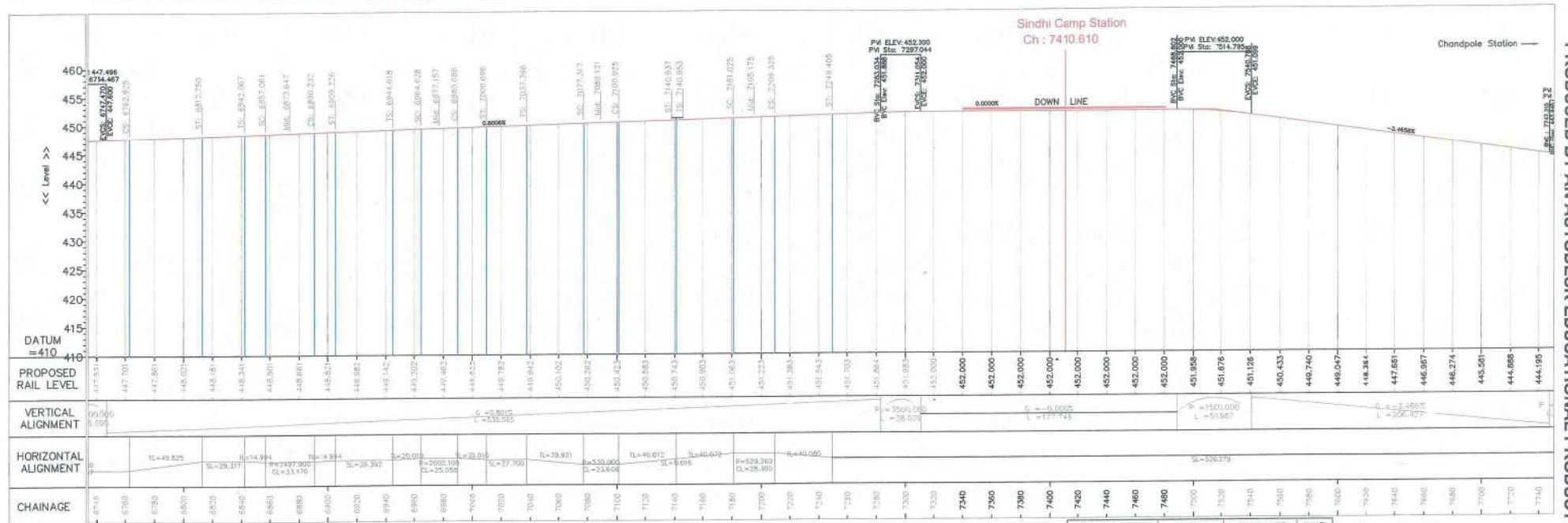
SHEET 08

KALINDEE
KALINDEE RAIL NIRMAN (I) LIMITED
KALINDEE RAIL NIRMAN
ENGINEERS LIMITED
BUILDING NO.9,
TOWER-A,DLF
CYBER CITY, PHASE-II
GURGOAN-
122001(HARYANA)
Tel: 0124-4674800,
4218522

JAIPUR METRO RAIL CORPORATION LTD.

GENERAL ALIGNMENT DRAWING OF JAIPUR METRO MANSAROVAR – CHANDPOLE STATION
HORIZONTAL & VERTICAL ALIGNMENT DOWN LINE

DRAWN BY  K. SHARMA	CHECKED BY  S. N. PANDA	APPROVED BY 	DRG. NO. JP/ALG/01	SIZE A1	SCALE 1:1500	REV: 00	DATE 01.08.13	SHEET 8 OF 1
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CURVE NO	EASTING		DLC-30	DLC-31	DLC-32	DLC-33	DLC-34
	NORTHING						
COORDINATE OF APEX			97554.258	97689.728	97782.658	97884.327	97974.6C5
DEFLECTION ANGLE			99356.673	99419.928	99465.522	99512.596	99568.350
TANGENT LENGTH			24' 6" 54"	1' 6" 17"	1' 17" 23"	6' 52" 22"	7' 24" 10"
RADIUS	(m)		297.900 (LH)	2497.900 (LH)	2002.100 (RH)	530.000 (LH)	529.200 (RH)
CURCULAR CURVE LENGTH	(m)		75.557	33.170	25.059	23.608	28.299
TOTAL CURVE LENGTH	(m)		175.207	63.158	65.079	103.541	108.451
TRANSITION LENGTH 1.	(m)		49.825	14.994	20.010	39.921	40.072
TRANSITION LENGTH 2.	(m)		49.825	14.994	20.010	40.012	40.080
CANT PROVIDED	(mm)		110	20	20	80	80
CANT DEFICIENCY	(mm)		85	14	13	82	82
MAXIMUM SPEED	(kmph)		70	80	80	80	80
BP: - -1249.901	ST		6637.543	6842.047	6944.597	7037.376	7140.933
CHAINAGE: -	TC		6687.368	6857.041	6964.607	7077.297	7181.005
	CT		6762.925	6890.211	6989.666	7100.905	7209.304
EP: - 8416.813	TS		6812.750	6905.205	7009.676		

DETAIL OF TURNOUTS			
TYPE OF T/OUTS	POINT NO.	CHAINAGE	LINE
SRJ 1 IN 9 (LH)	P02F	(-)1052.338	UP
SRJ 1 IN 9 (LH)	P01F	(-)979.852	DOWN
SRJ 1 IN 9 (RH)	P03F	(-)946.311	DOWN
SRJ 1 IN 9 (RH)	P06F	(-)873.330	UP
SRJ 1 IN 9 (RH)	P04F	(-)945.589	UP
SRJ 1 IN 9 (LH)	P32F	(-)7.532	SDG
SRJ 1 IN 9 (RH)	P05F	(-)398.479	DOWN
SRJ 1 IN 9 (RH)	P10F	(-)326.009	UP
SRJ 1 IN 9 (RH)	P08F	(-)866.822	UP

TYPE OF T/OUTS	POINT NO.	CHAINAGE	LINE
SCISSORS CROSS-OVER			
SRJ 1 IN 9 (RH)	P03G	7933.837	DOWN
SRJ 1 IN 9 (RH)	P02G	8011.823	UP
SRJ 1 IN 9 (LH)	P01G	8009.275	DOWN
SRJ 1 IN 9 (LH)	P04G	7936.385	UP

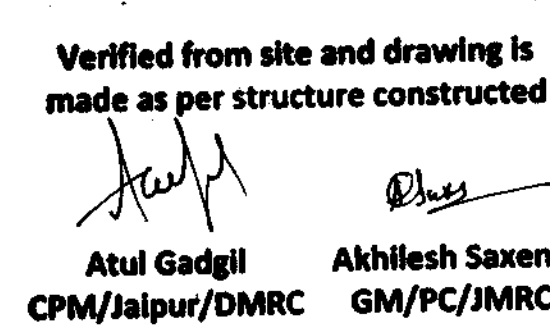
SHEET 09

KALINDEE
KALINDEE RAIL NIRMAL
ENGINEERS LIMITED
BUILDING No.9,
TOWER-A,DLF
CYBER CITY, PHASE-III
GURGOAN -
122001(HARYANA)
Tel: 0124-4674800,
4218522

JAIPUR METRO RAIL CORPORATION LTD.

GENERAL ALIGNMENT DRAWING
OF JAIPUR METRO
MANSAROVAR - CHANDPOLE STATION
HORIZONTAL & VERTICAL ALIGNMENT
DOWN LINE

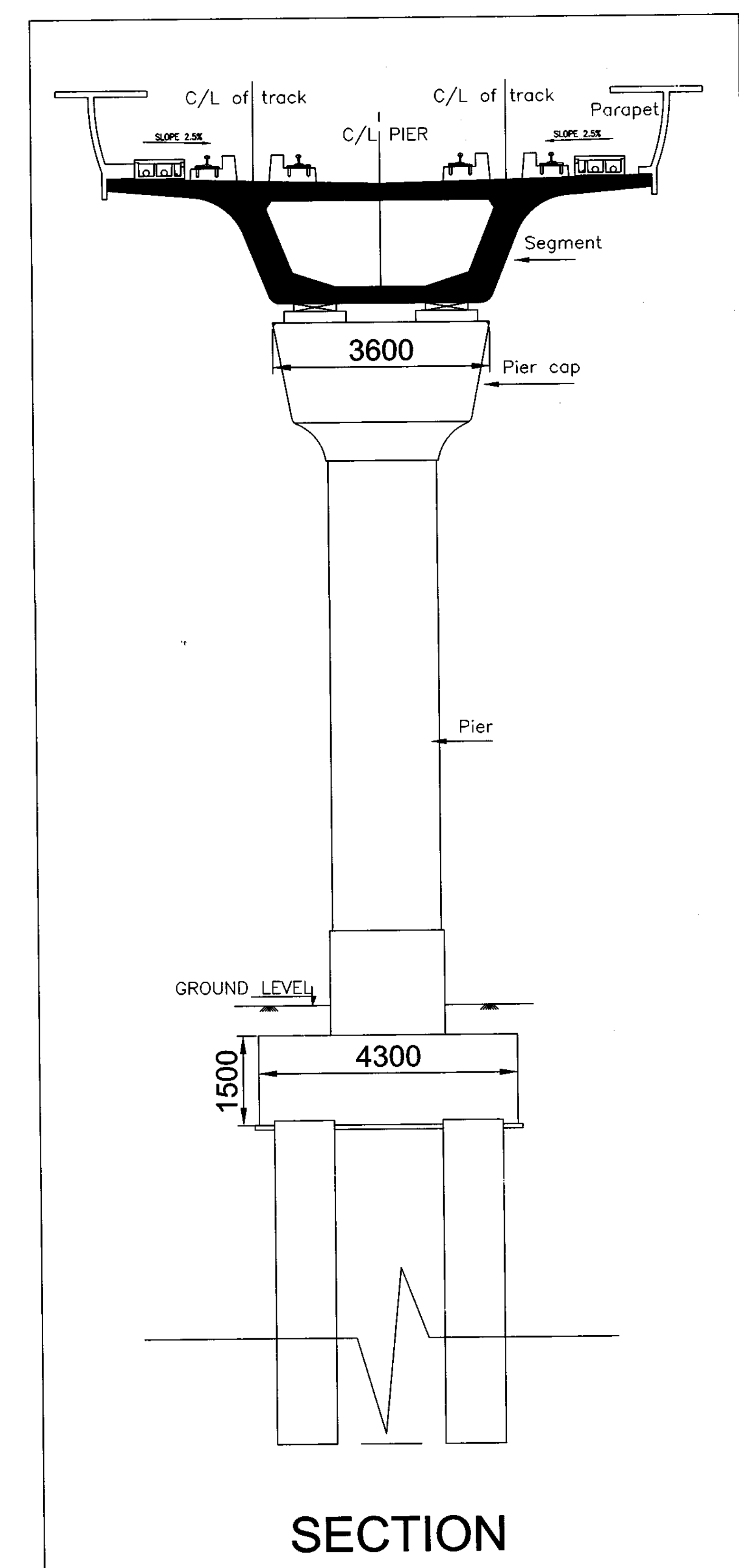
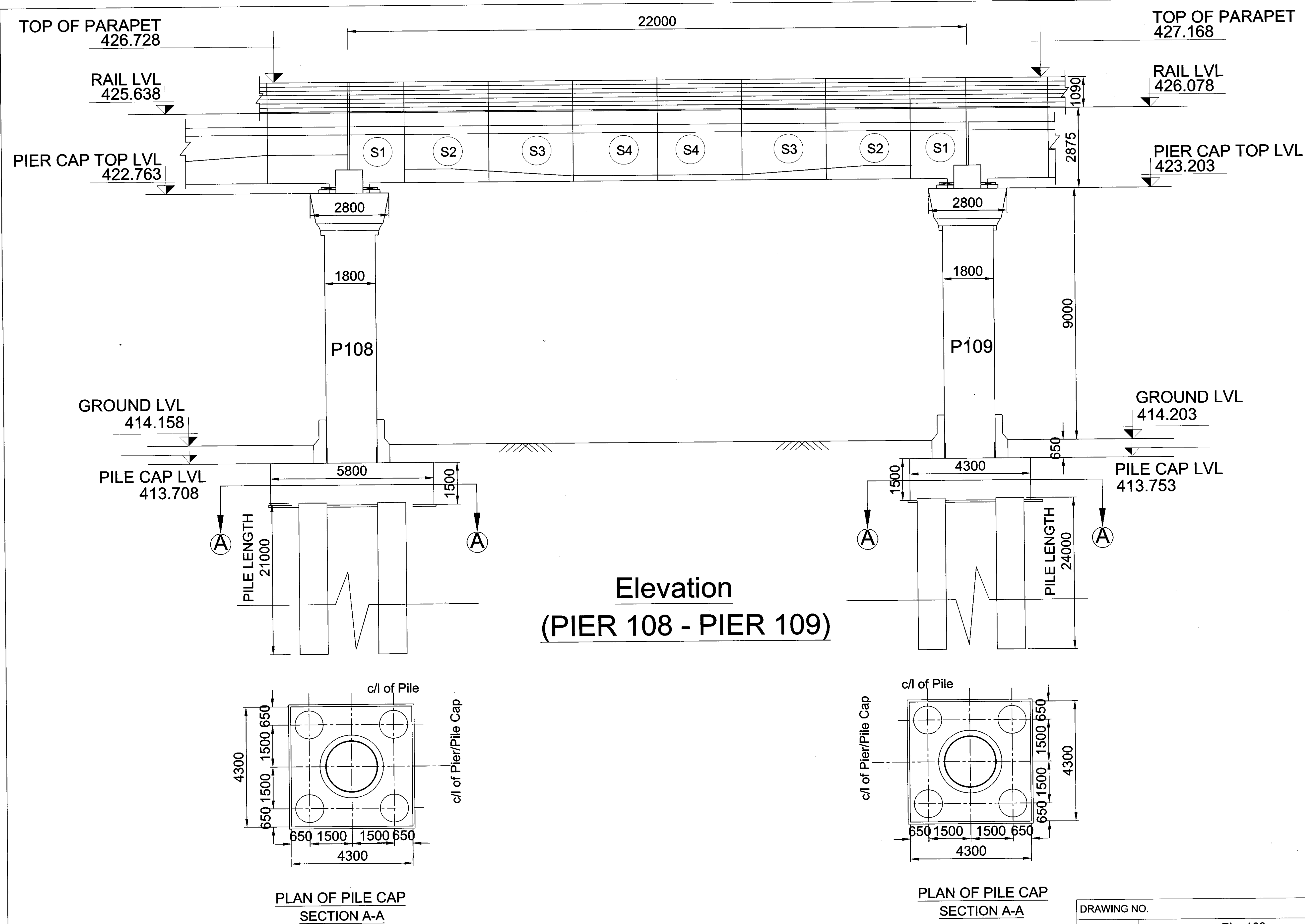
DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	SIZE	SCALE	REV.	DATE	SHEET
KALINDEE	KALINDEE	KALINDEE	JP/ALG/01	A1	1:1500	00	01.08.13	9 OF 10



Page No 1

Viaduct Span Detail

S. No	Span Length	Total Spans	Drawing of standard prototype	Page No.
Viaduct Span Detail				
1.	Span $\leq$ 22 meter	16 nos.	Span_Pier 108 - Pier 109	3
2.	22 meter < span $\leq$ 25 meter	24 nos.	Span_Pier 93 - Pier 94	4
3.	25 meter < span $\leq$ 28 meter	14 nos.	Span_Pier 97 - Pier 98	5
		03 nos.	Span_Pier 85 - Pier 86 (Double Dekar)	10
4.	28 meter < span $\leq$ 31 meter	36 nos.	Span_Pier 103 - Pier 104	6
		03 nos.	Span_Pier 88 - Pier 87 (Double Dekar)	11
5.	31 meter < span $\leq$ 34 meter	86 nos.	Span_Pier 87 - Pier 88	7
		09 nos.	Span_Pier 65 - Pier 66 (Double Dekar)	12
6.	34 meter < span $\leq$ 37 meter	32 nos.	Span_Pier 86 - Pier 87	8
		24 nos.	Span_Pier 72 - Pier 73 (Double Dekar)	13



DRAWING NO.		
	Pier 108	Pier 109
PILE	ICT/JP/EW/C1/206 (R8) - Completion drawing	ICT/JP/EW/C1/206 (R8) - Completion drawing
PILE CAP	ICT/JP/EW/C1/301 (R2) PG1 - Completion drawing	ICT/JP/EW/C1/301 (R2) PG1 - Completion drawing
PIER	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing
PIER CAP	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing

GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS.
2. ALL LEVELS ARE IN METERS, INDICATING "TOP OF CONCRETE" (TOC) WHEREVER APPLICABLE.
3. GROUND LEVELS, WHERE SHOWN, ARE INDICATIVE; IT SHALL BE CONFIRMED AT SITE.
4. R.C.C. DIMENSIONS ARE INDICATIVE AND SUBJECT TO STRUCTURAL DESIGN.
5. ALL MINIMUM INTERNAL CLEARANCES ARE MANDATORY.
6. ABSOLUTE RAIL LEVEL SHALL BE DERIVED FROM DMRC ALIGNMENT DRAWING.
7. EXPANSION JOINT SHALL BE PROVIDED AS PER IS. 456 - 2000.
8. INFORMATION ON ACTUAL SIZE OF CUT-OUT AND OPENINGS AS PER E&M DESIGN.

Verified from site and drawing is made as per structure constructed

Atul Gadgil
CPM/Jaipur/DMRC

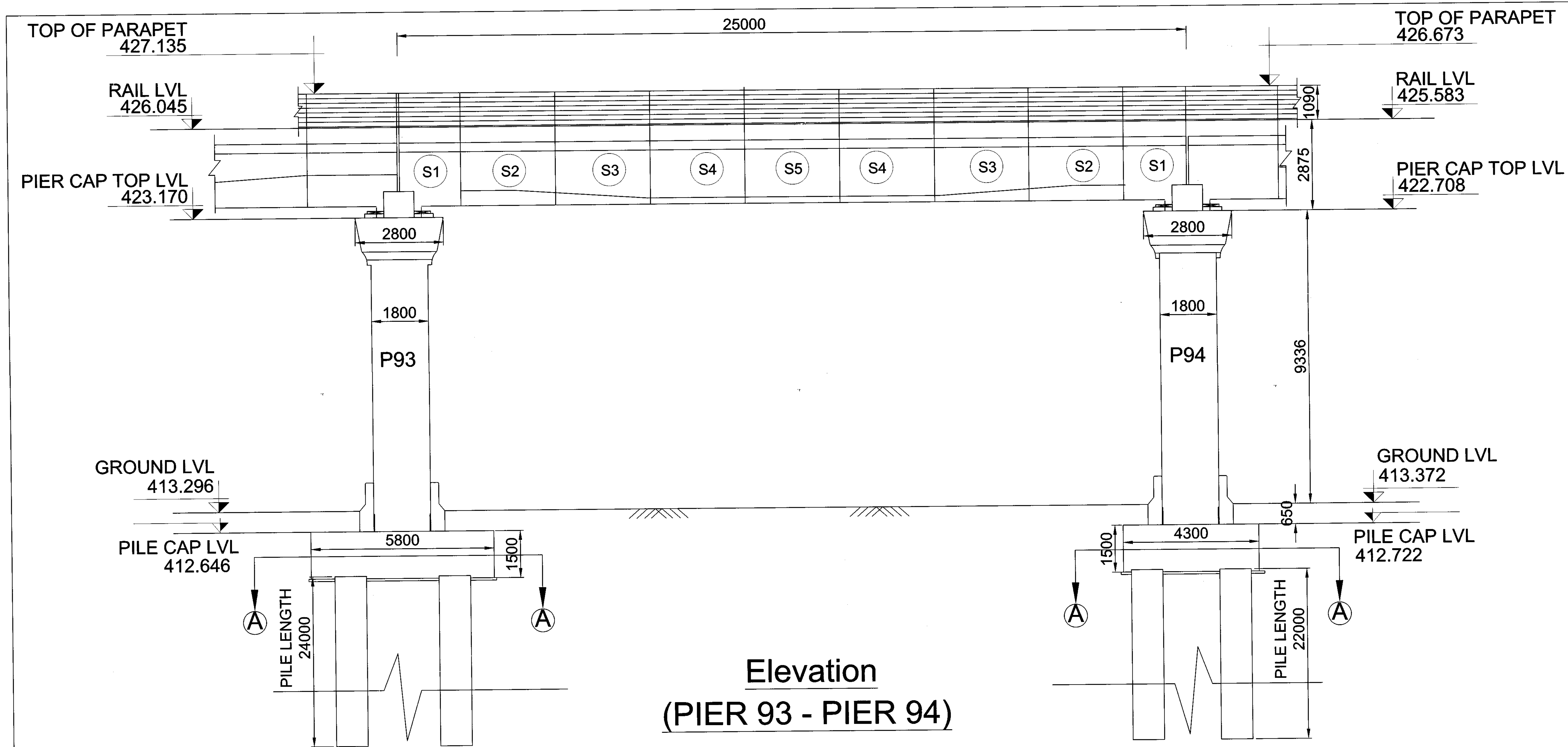
Akhilesh Saxena
GM/PC/JMRC

[illegible]

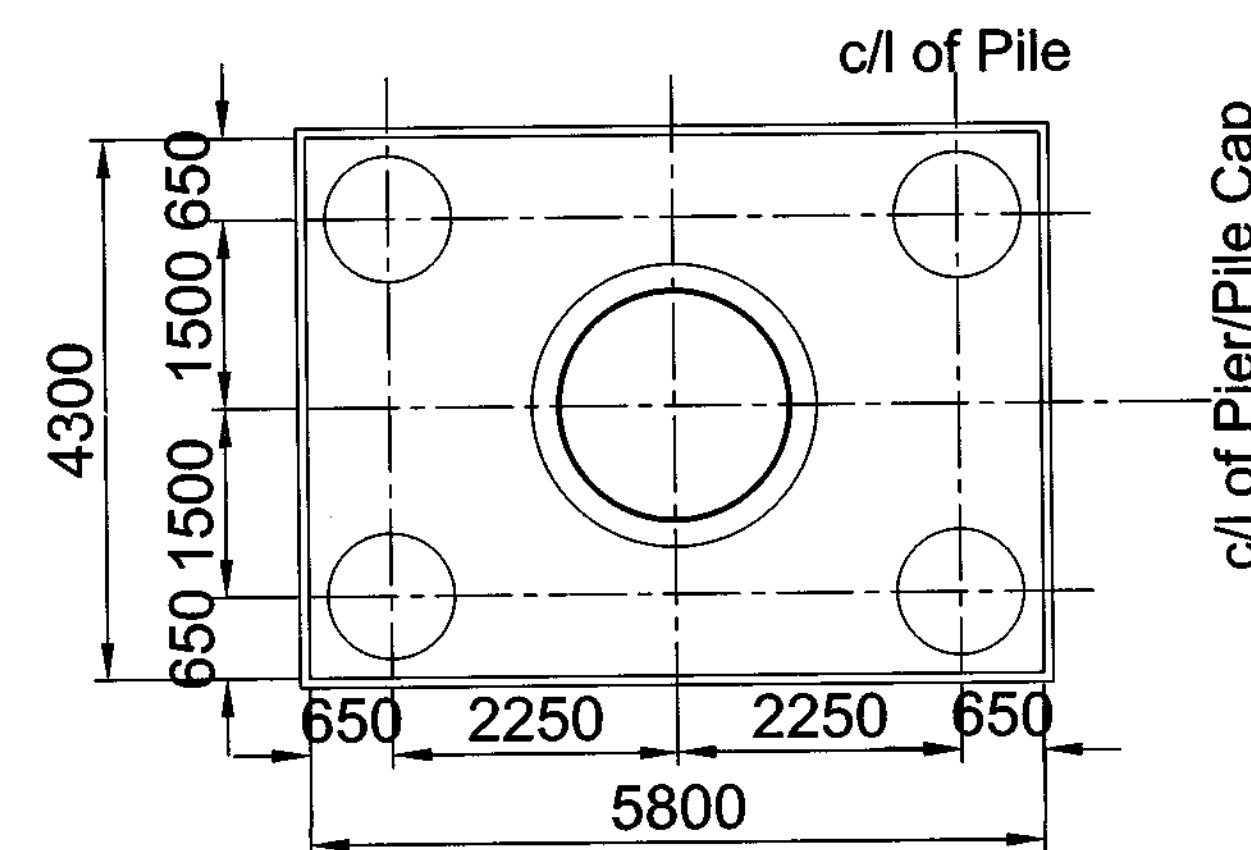
DESIGNED BY	Harendra Singh ARCH ASSTT	R.K Sinha DY CHIEF ARCHITECT	Papaya Sarkar CHIEF ARCHITECT	Ramesh Kumar EDRS(JM)RC
ICT				
APPROVED BY	Ganesh Chandra CHIEF CIVIL	A.V. Pelli PM/JP1	Abul Gaffil CPMUP	View Gupta ED(CivE)/JMRC
SUMANT GUPTA	MGR / PLANNING	S.C. Gupta DY CE / PLANNING	T.Gupta CE / PLANNING	Ramchar Meena ED(Corpn)/JMRC
	Kanchan Singa MGR / ELECT	M.K.Burada DY CEE	M.K. Singhal COMEP/UP	Bin Mohan Meena ED(Corpn&E)/JMRC
	Sanjay Bhatia GM (E) / JMRC	Dy CE / DESIGN	Rajani Kataria ED TECHNICAL	Ashok Maurya EDS(TY)/JMRC

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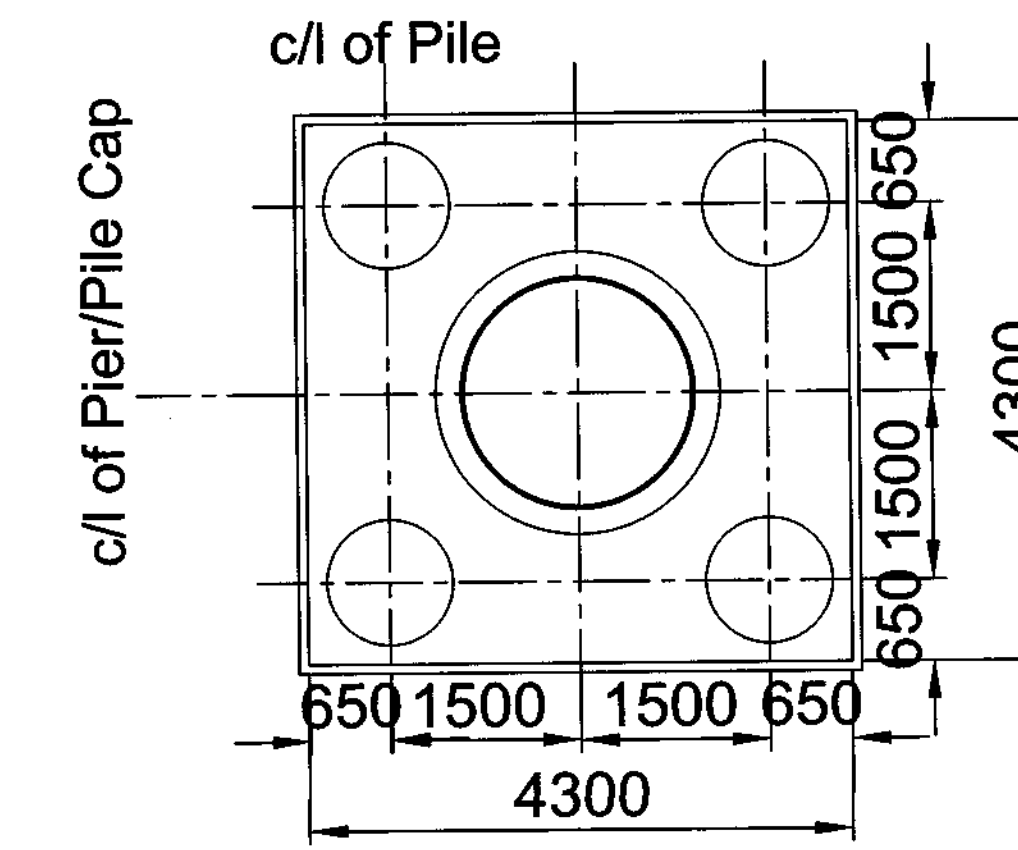
CLIENT		 DELHI METRO RAIL CORPORATION LTD.			
PROJECT		JAIPUR METRO		CONSULTANT	
		VIADUCT		DRAWING TITLE CROSS SECTION & ELEVATION	
NORTH		DATE 30/09/2014	STATUS	COMPLETION DRAWING	
		SCALE 1:60 @ AD	DRAWING NO.	As per table	
					REV. NO.



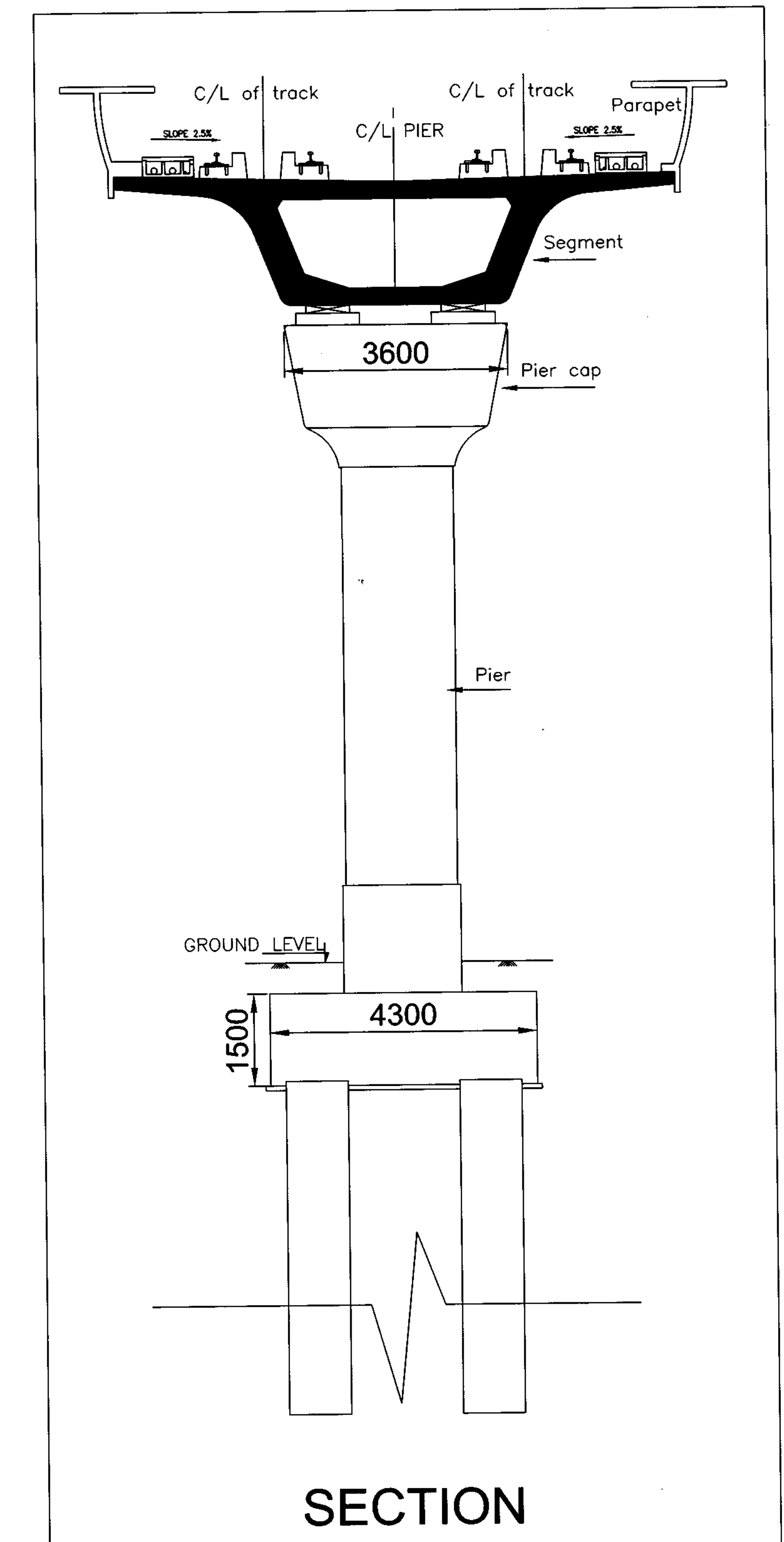
Elevation
(PIER 93 - PIER 94)



PLAN OF PILE CAP
SECTION A-A



PLAN OF PILE CAP
SECTION A-A



SECTION

DRAWING NO.	Pier 93	Pier 94
PILE	ICT/JP/EW/C1/205 (R7) - Completion drawing	ICT/JP/EW/C1/205 (R7) - Completion drawing
PILE CAP	ICT/JP/EW/C1/305 (R1) PG5 - Completion drawing	ICT/JP/EW/C1/301 (R2) PG1 - Completion drawing
PIER	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing
PIER CAP	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing

GENERAL NOTES

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7. EXPANSION JOINT SHALL BE PROVIDED AS PER I.S. 496 - 2000.
8. INFORMATION ON ACTUAL SIZE OF CUT-OUT AND OPENINGS AS PER E&M DESIGN.

Verified from site and drawing is
made as per structure constructed

Atul Gadgil
CPM/Jaipur/DMRC

Akhilesh Saxena
GM/PC/JMRC

R.NO.

DESIGNED BY

ICT

APPROVED BY

SUMANT GUPTA

DATE

DRN

DESCRIPTION

REVISION INDEX

DESIGNED BY

ICT

APPROVED BY

SUMANT GUPTA

DATE

DRN

DESCRIPTION

REVISION INDEX

DESIGNED BY

ICT

APPROVED BY

SUMANT GUPTA

DATE

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DESCRIPTION

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DESCRIPTION

REVISION INDEX

DESIGNED BY

ICT

APPROVED BY

SUMANT GUPTA

DATE

DRN

DESCRIPTION

REVISION INDEX

DELHI METRO RAIL CORPORATION LTD.

PROJECT JAIPUR METRO

CONSULTANT

VIADUCT

DRAWING TITLE

DATE 30/09/2014

STATUS COMPLETION DRAWING

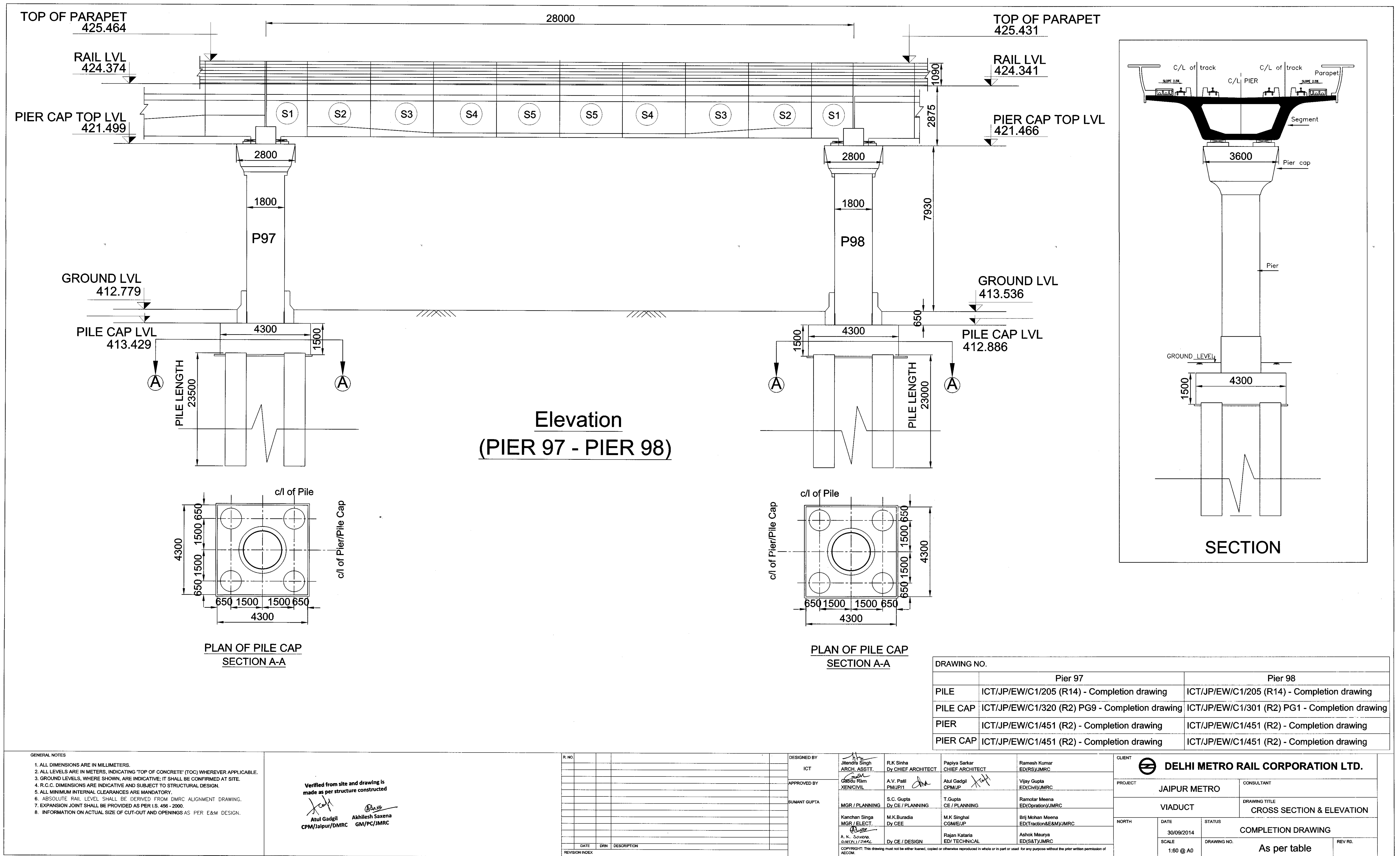
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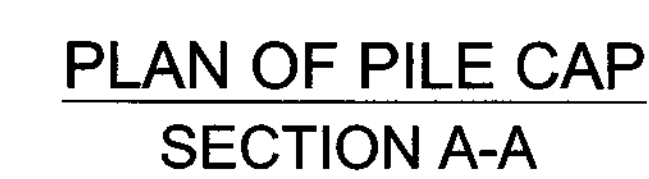
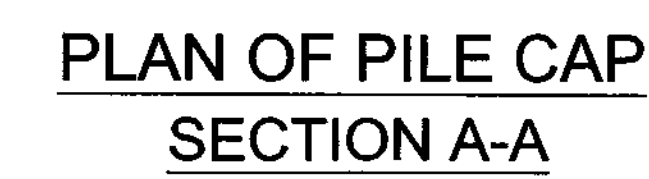
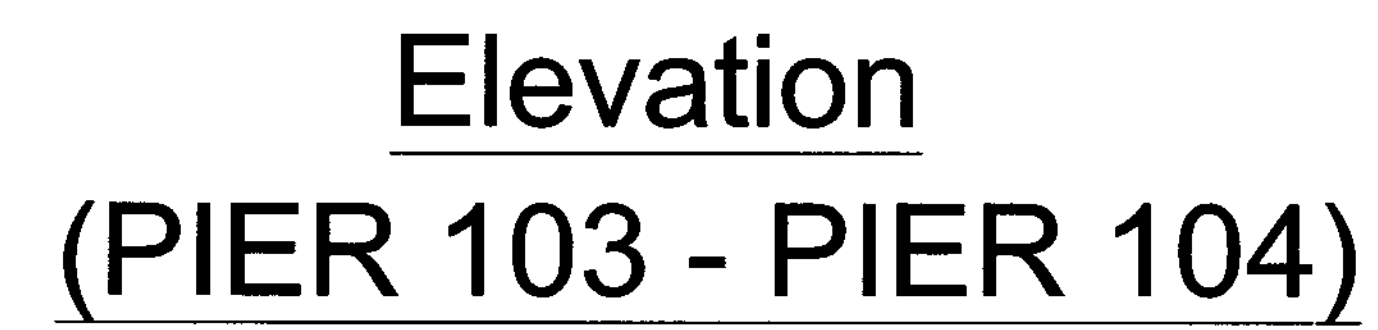
DRAWING NO.

As per table

REV. NO.

Page No. 2 / Page No. 4





DRAWING NO. DATE SCALE PROJECT CLIENT	Ramesh Kumar ED(RS)/JMRC	 DELHI METRO RAIL CORPORATION LTD.		
	Vijay Gupta ED(Civil)/JMRC	JAIPUR METRO		CONSULTANT
	Ramotar Meena ED(Operation)/JMRC	VIADUCT		DRAWING TITLE
	Brj Mohan Meena ED(Traction&E&M)/JMRC	NORTH		CROSS SECTION & ELEVATION
Ashok Maurya ED(S&T)/JMRC	DATE 30/09/2014	SCALE 1:60 @ A0	COMPLETION DRAWING	REV RD.

1. ALL DIMENSIONS ARE IN MILLIMETERS.
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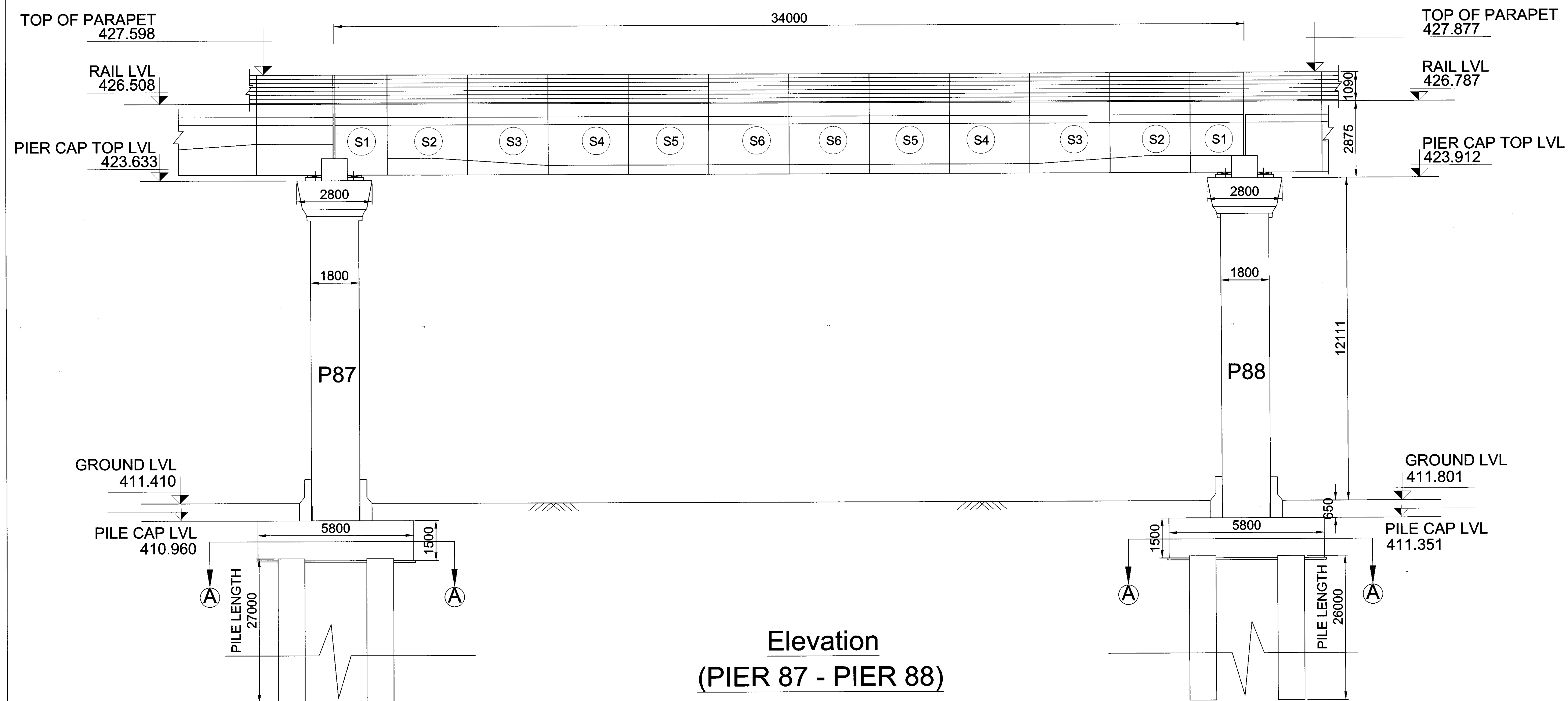
Atul Gadgil
CPM/Jaipur/DMRC

Akhilesh Saxena
GM/PC/JMR

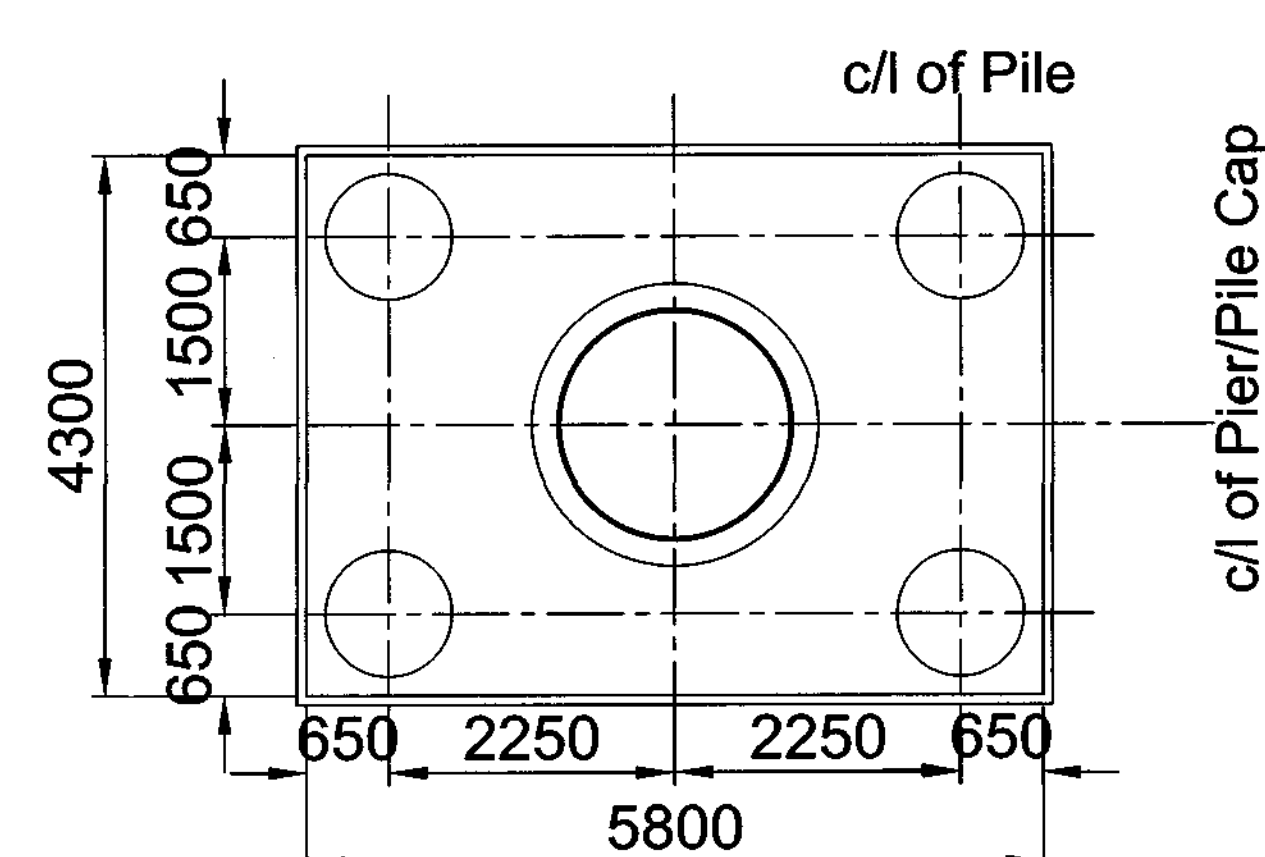
DESIGNED BY	<i>[Signature]</i> Jitenendra Singh ARCH. ASSTT.	R.K. Sinha DY CHIEF ARCHITECT	Papaya Sarkar CHIEF ARCHITECT	Ramesh Kumar ED(RS)/JMRC
APPROVED BY	<i>[Signature]</i> Gadalu Ram XENCIVIL	A.V. Patil PM/JD/1	Atul Gadgil CPM/JD	Vijay Gupta ED(Civ)/JMRC
SUMANT GUPTA	MGR / PLANNING	S.C. Gupta DY CE / PLANNING	T.Gupta CE / PLANNING	Ramotar Meena ED(Operations)/JMRC
	Kanchan Singa MGR / ELECT.	M.K.Buradia DY CEE	M.K. Singhal CGME/JD	Brij Mohan Meena ED(Traction&E&M)/JMRC
	<i>[Signature]</i> A. K. SONDELIA CHIEF (E&M) JMRC		Rajani Kataria ED/ TECHNICAL	Ashok Maurya ED(S&T)/JMRC

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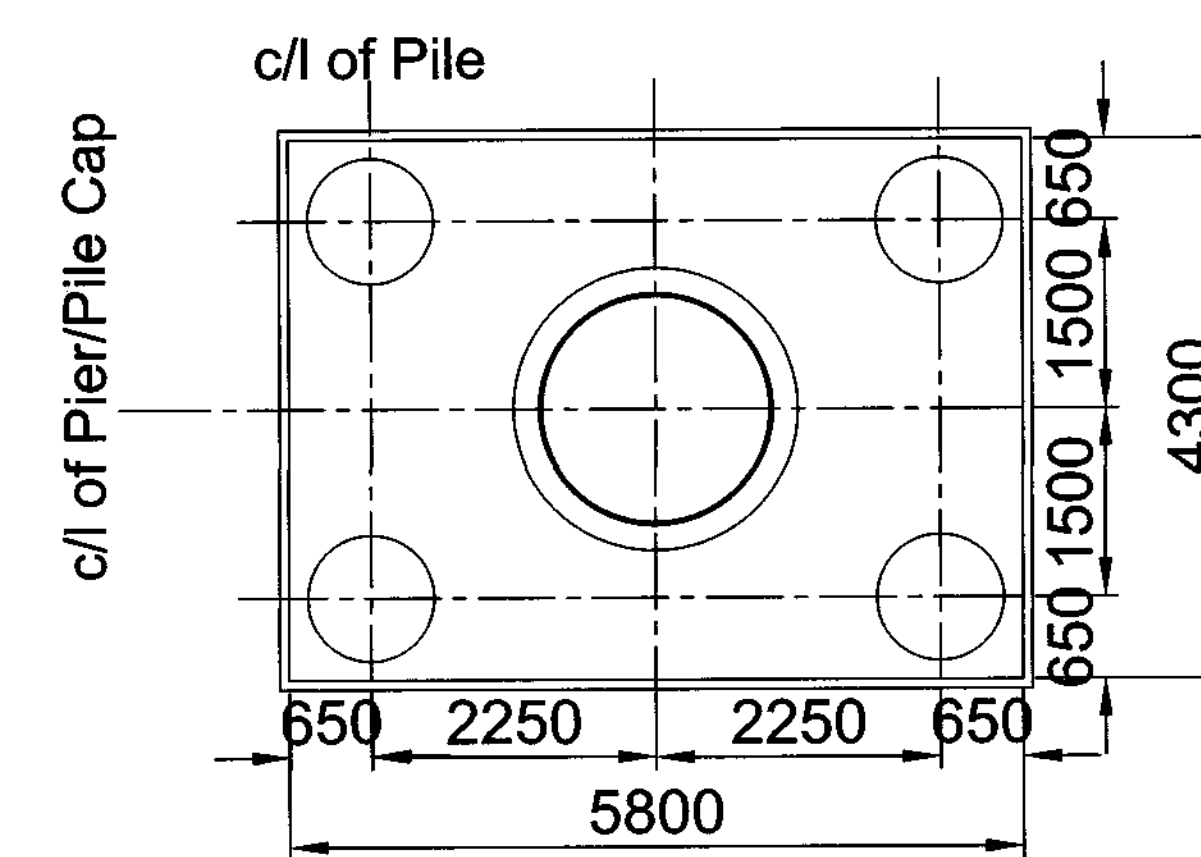
CLIENT		 DELHI METRO RAIL CORPORATION LTD.	
PROJECT		CONSULTANT	
JAIPUR METRO		DRAWING TITLE	
VIADUCT		CROSS SECTION & ELEVATION	
NORTH	DATE	STATUS	COMPLETION DRAWING
	30/09/2014		
	SCALE	DRAWING NO.	REV RD.
	1:60 @ A0		
As per table			



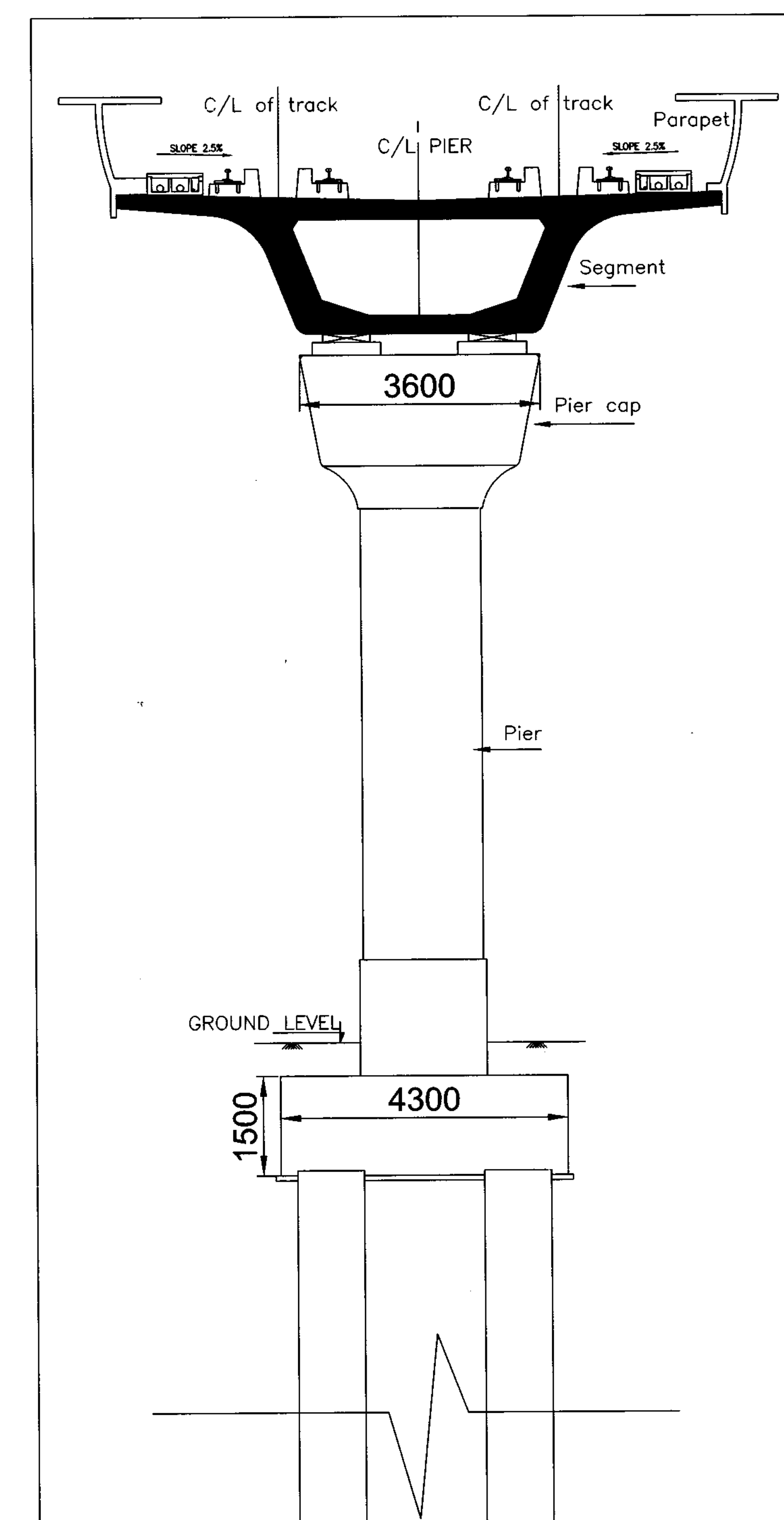
Elevation
(PIER 87 - PIER 88)



PLAN OF PILE CAP
SECTION A-A



PLAN OF PILE CAP
SECTION A-A



SECTION

DRAWING NO.		Pier 87	Pier 88
PILE	ICT/JP/EW/C/1/205 (R17) - Completion drawing	ICT/JP/EW/C/1/205 (R17) - Completion drawing	ICT/JP/EW/C/1/205 (R17) - Completion drawing
PILE CAP	ICT/JP/EW/C/1/305 (R1) PG5 - Completion drawing	ICT/JP/EW/C/1/305 (R1) PG5 - Completion drawing	ICT/JP/EW/C/1/305 (R1) PG5 - Completion drawing
PIER	ICT/JP/EW/C/1/451 (R2) - Completion drawing	ICT/JP/EW/C/1/451 (R2) - Completion drawing	ICT/JP/EW/C/1/451 (R2) - Completion drawing
PIER CAP	ICT/JP/EW/C/1/451 (R2) - Completion drawing	ICT/JP/EW/C/1/451 (R2) - Completion drawing	ICT/JP/EW/C/1/451 (R2) - Completion drawing

- GENERAL NOTES
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 - ALL LEVELS ARE IN METERS, INDICATING 'TOP OF CONCRETE' (TOC) WHEREVER APPLICABLE.
 - GROUND LEVELS, WHERE SHOWN, ARE INDICATIVE; IT SHALL BE CONFIRMED AT SITE.
 - R.C.C. DIMENSIONS ARE INDICATIVE AND SUBJECT TO STRUCTURAL DESIGN.
 - ALL MINIMUM INTERNAL CLEARANCES ARE MANDATORY.
 - ABSOLUTE RAIL LEVEL SHALL BE DERIVED FROM DMRC ALIGNMENT DRAWING.
 - EXPANSION JOINT SHALL BE PROVIDED AS PER I.S. 456 - 2000.
 - INFORMATION ON ACTUAL SIZE OF CUT-OUT AND OPENINGS AS PER E&M DESIGN.

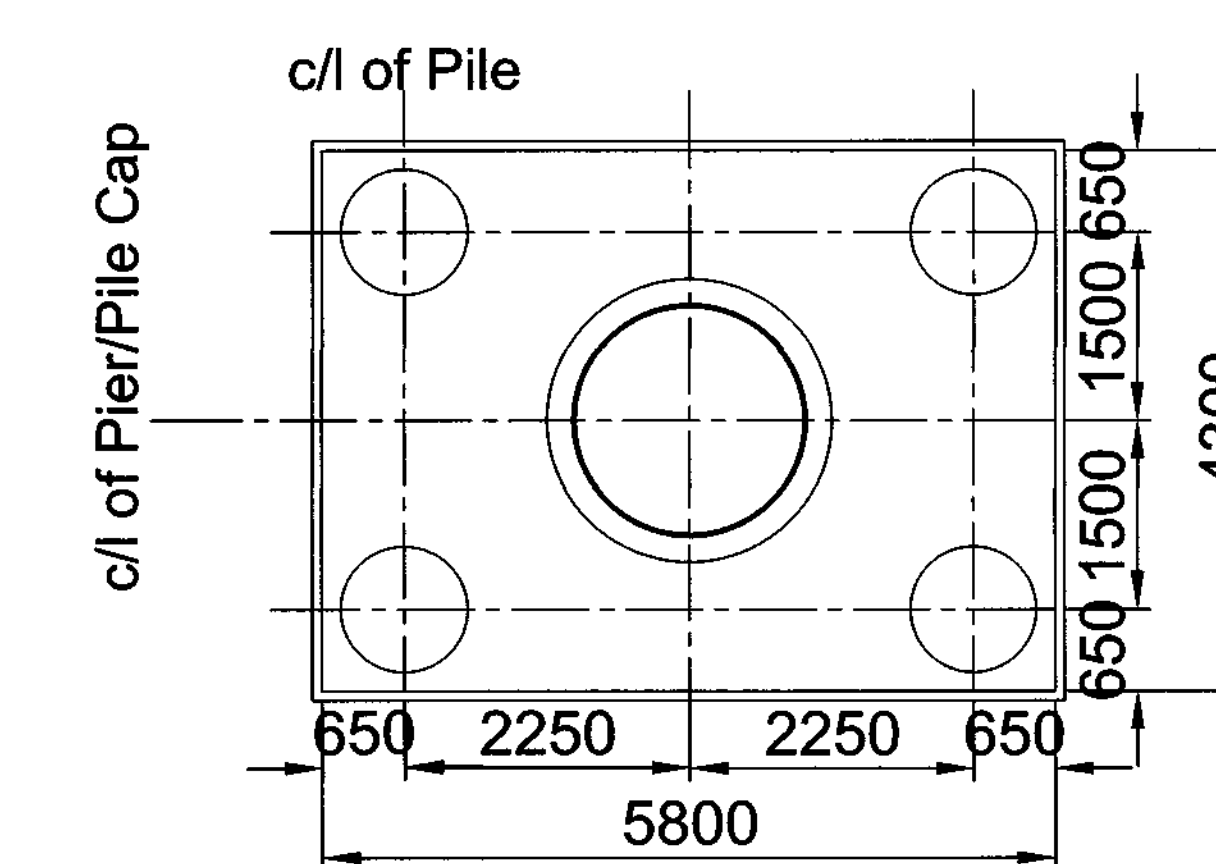
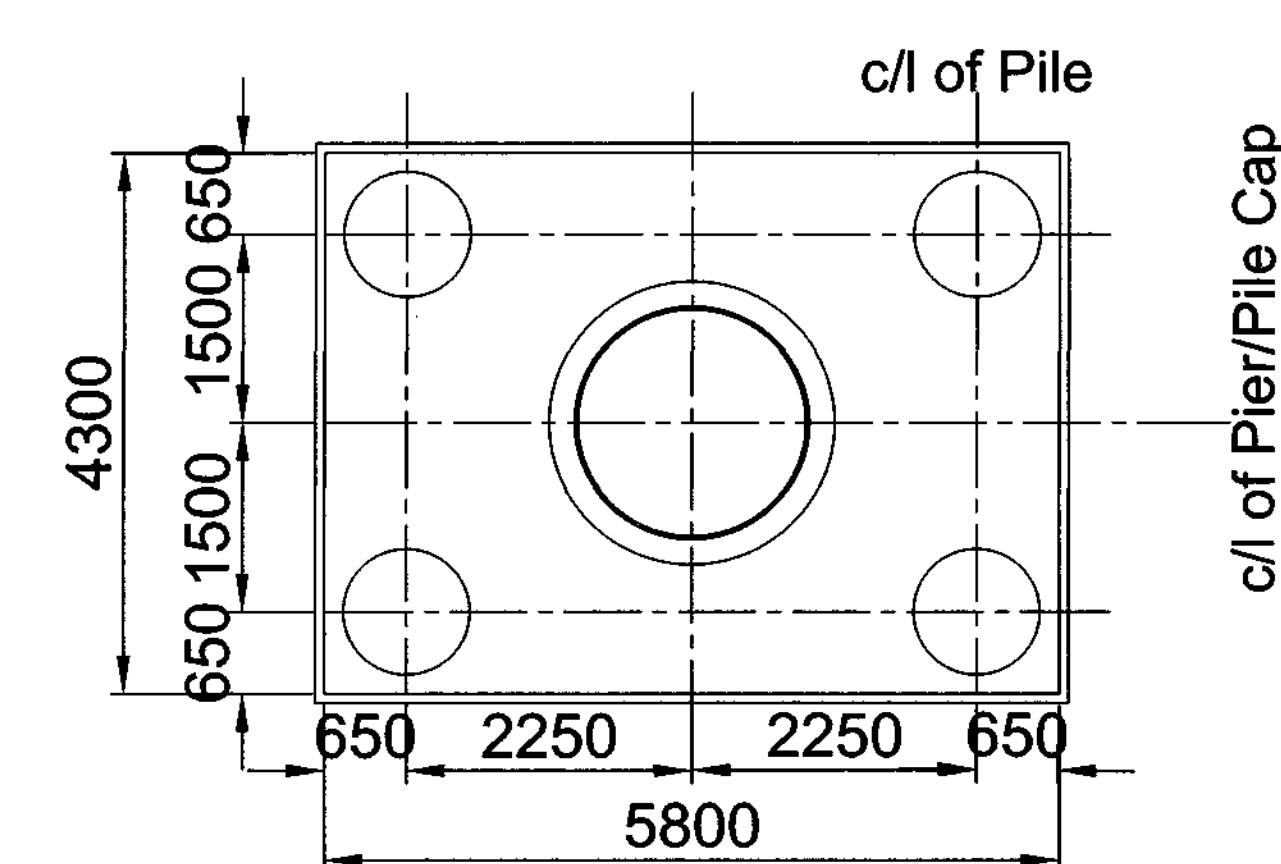
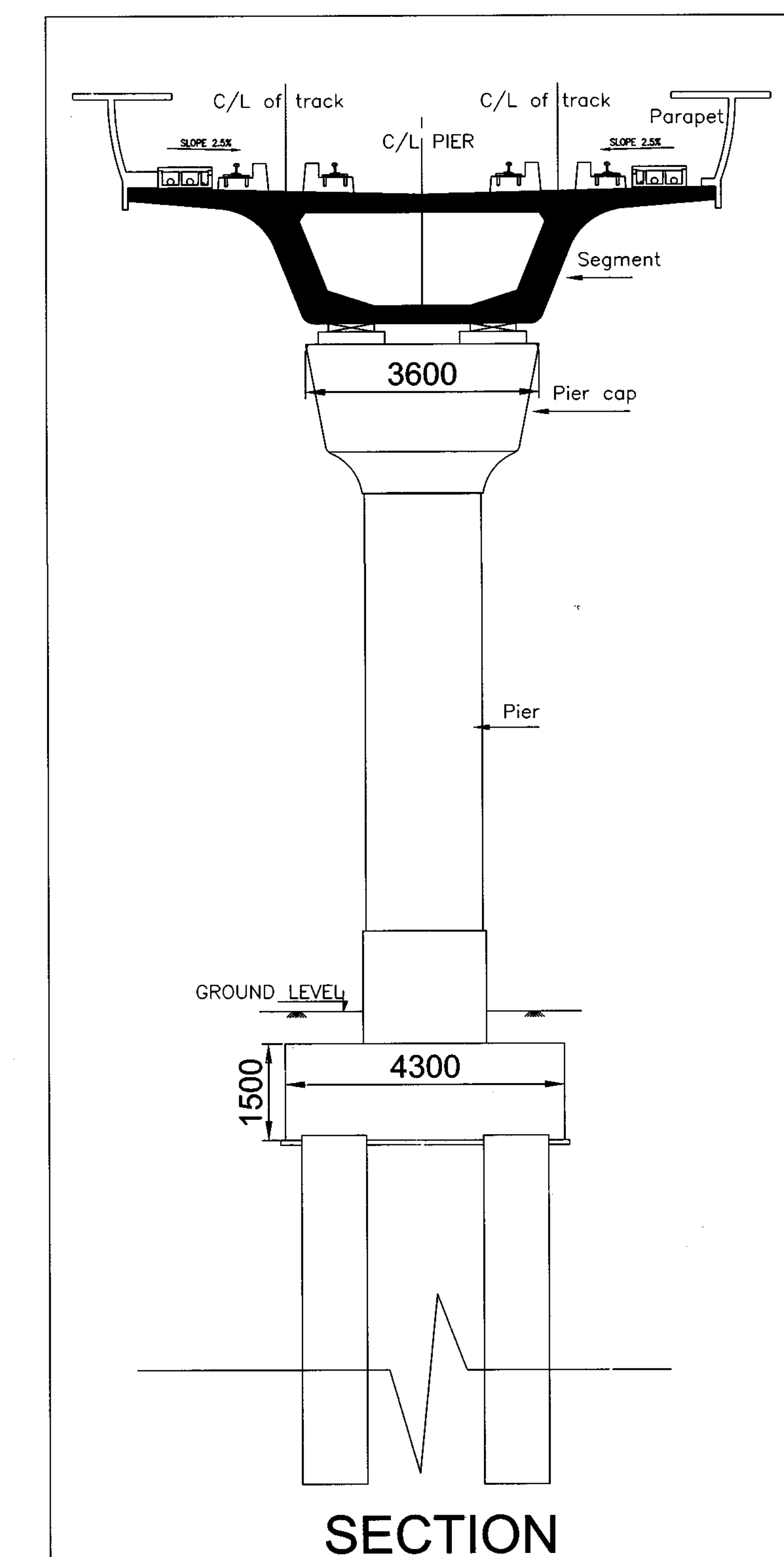
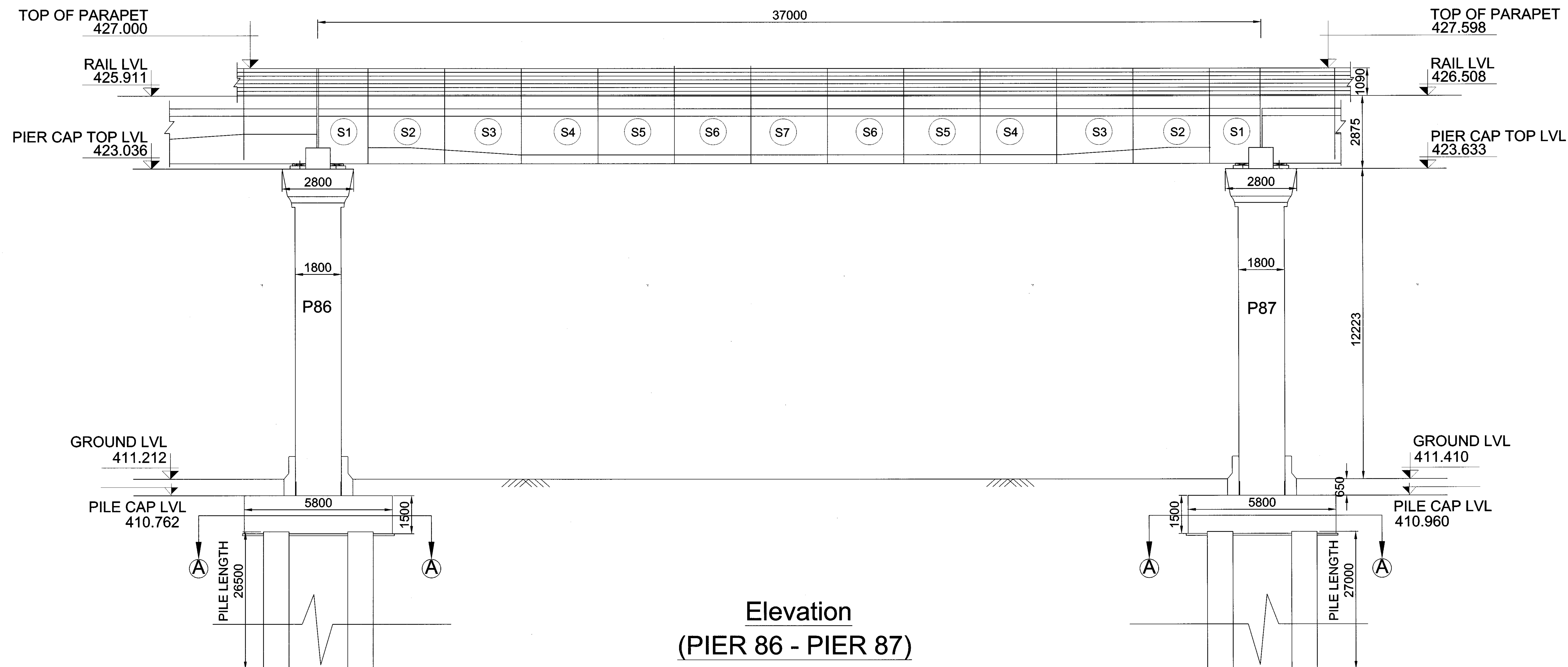
Verified from site and drawing is
made as per structure constructed

Atul Gadgil Akhilesh Saxena
CPM/Jaipur/DMRC GM/PC/JMRC

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DESIGNED BY	APPROVED BY	SUMANT GUPTA
Jitendra Singh ARCH. ASSTT.	A.V. Patil PM/JUP/1	S.C. Gupta Dy CE / PLANNING
R.K. Sinha Dy CHIEF ARCHITECT	A.V. Patil PM/JUP/1	M.K. Buradia Dy CEE
Papiya Sarkar CHIEF ARCHITECT	Atul Gadgil CPM/JUP	M.K. Singhal GM/E/JUP
Ramesh Kumar ED/RS/JMRC	Vijay Gupta ED/Civil/JMRC	Ramotar Meena ED(Operatn)/JMRC
Brij Mohan Meena ED(Traction&E&M)/JMRC	Ashok Maurya ED(S&T)/JMRC	

CLIENT		DELHI METRO RAIL CORPORATION LTD.	
PROJECT	JAIPUR METRO	CONSULTANT	
DRAWING TITLE	CROSS SECTION & ELEVATION		
DATE	30/09/2014	STATUS	COMPLETION DRAWING
SCALE	1:80 @ A0	DRAWING NO.	As per table
REV NO.			



DRAWING NO.		
	Pier 86	Pier 87
PILE	ICT/JP/EW/C1/205 (R17) - Completion drawing	ICT/JP/EW/C1/205 (R17) - Completion drawing
PILE CAP	ICT/JP/EW/C1/305 (R1) PG5 - Completion drawing	ICT/JP/EW/C1/305 (R1) PG5 - Completion drawing
PIER	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing
PIER CAP	ICT/JP/EW/C1/451 (R2) - Completion drawing	ICT/JP/EW/C1/451 (R2) - Completion drawing

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8. INFORMATION ON ACTUAL SIZE OF CUT-OUT AND OPENINGS AS PER E&M DESIGN.

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Atul Gadgil
CPM/Jaipur/DMRC

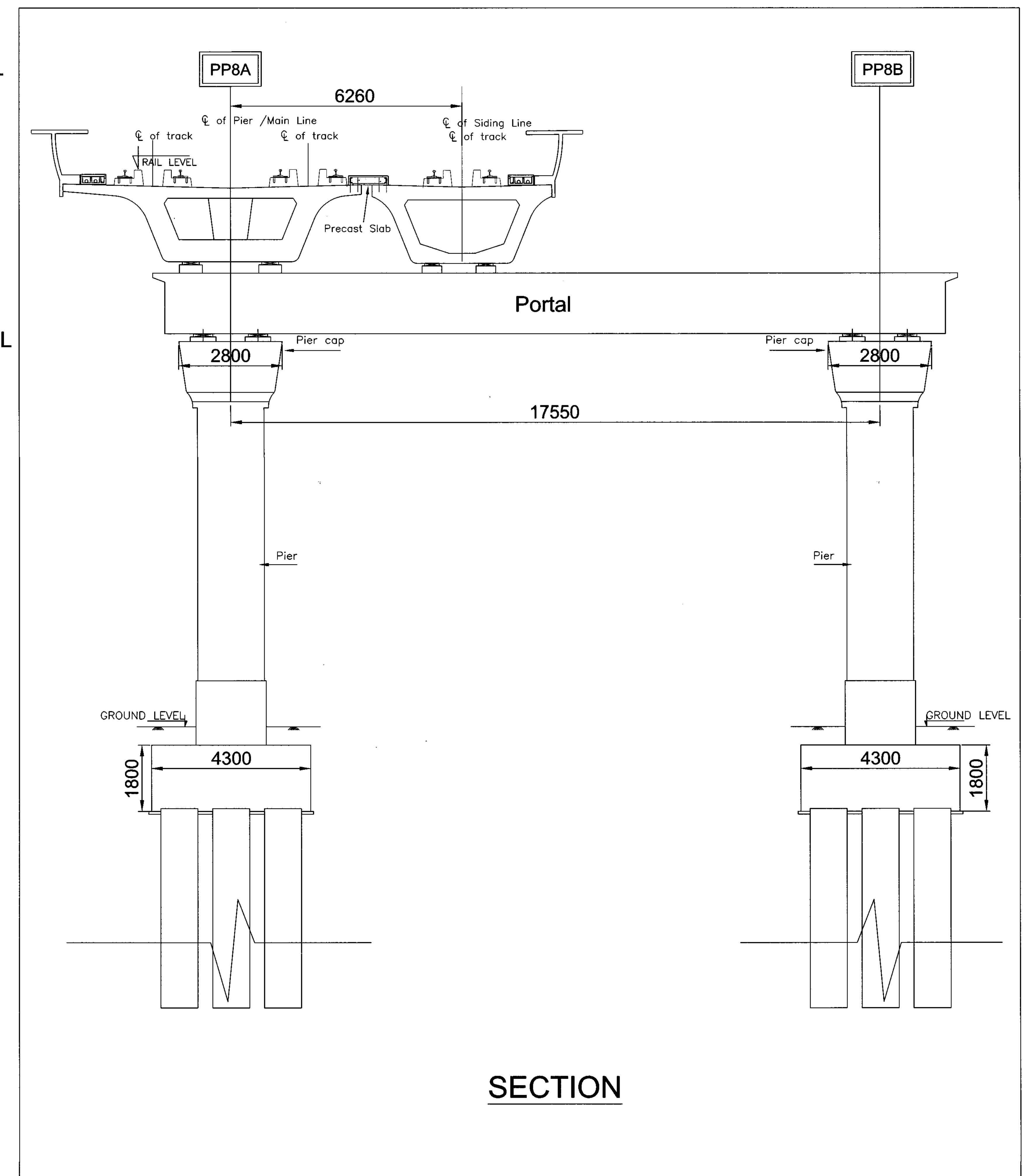
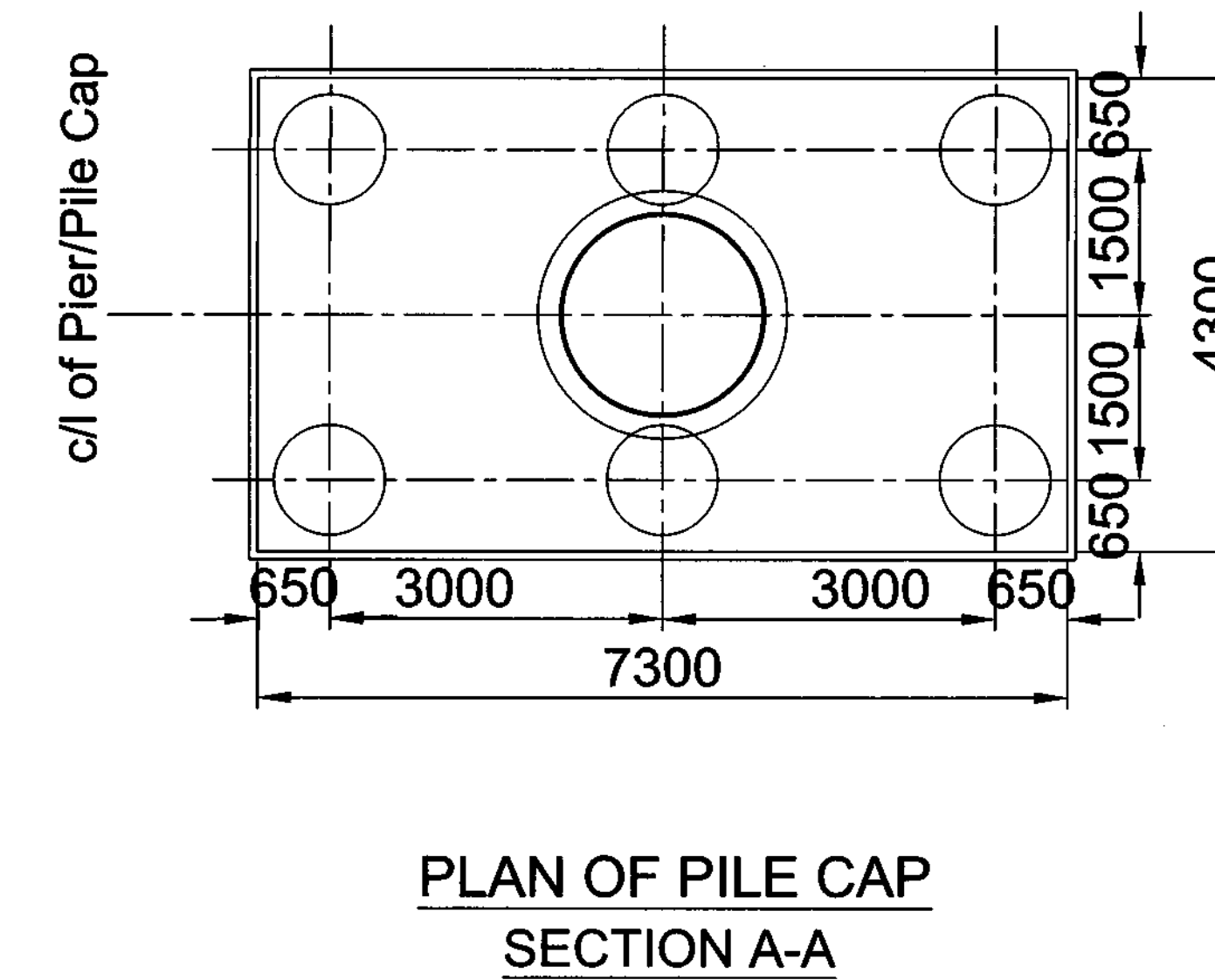
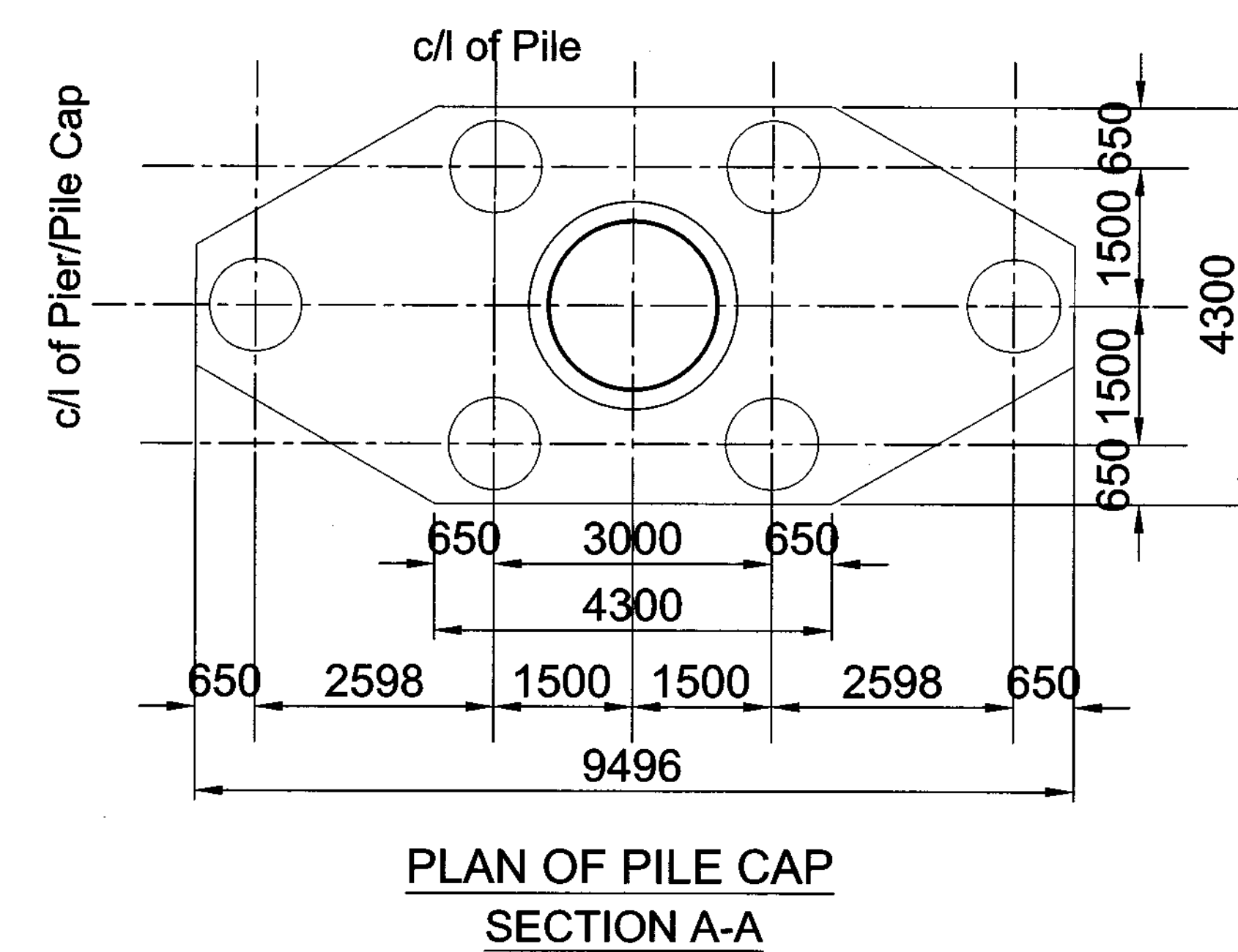
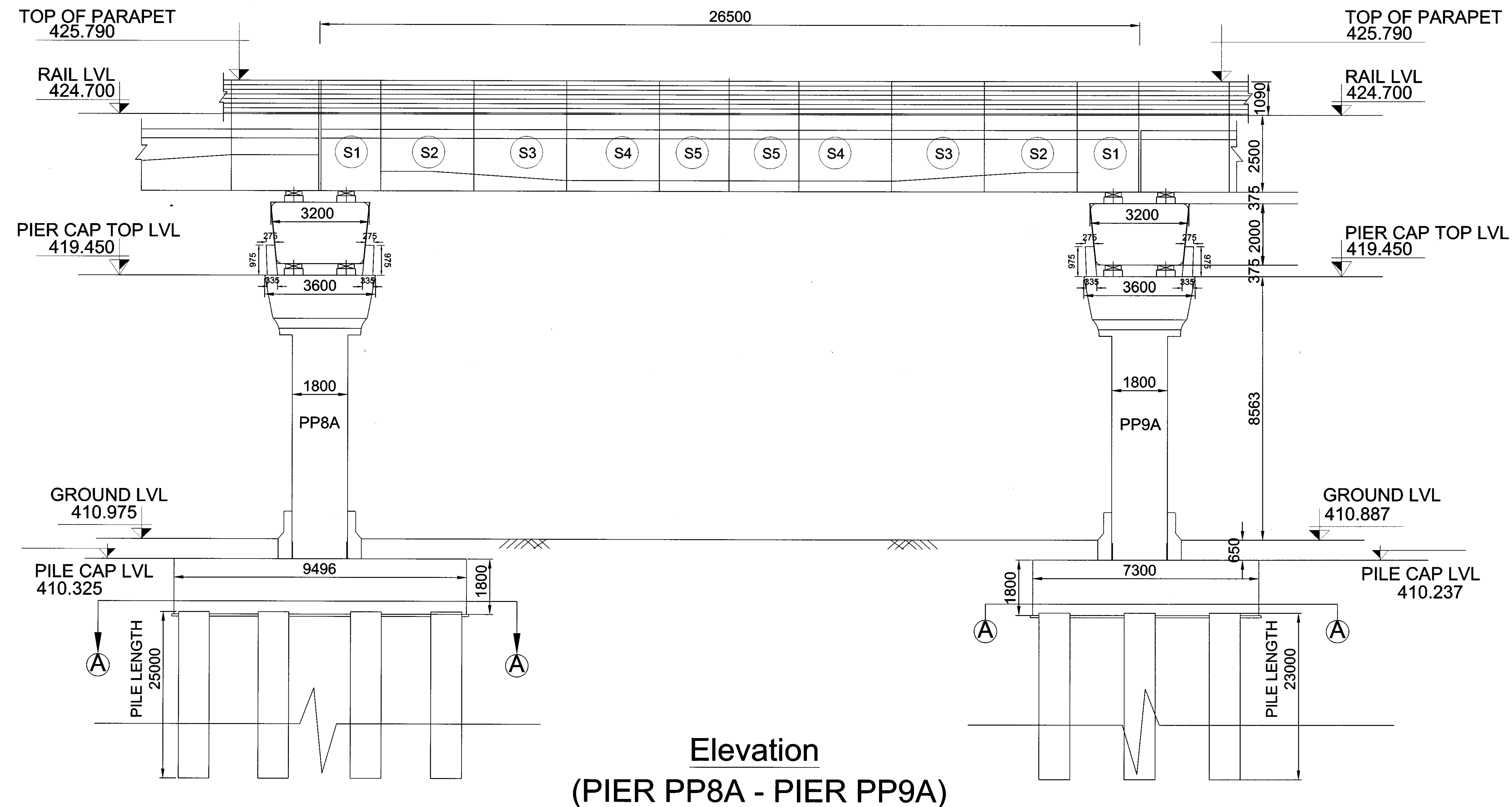
Akhilesh Saxena
GM/PC/JMRC

[illegible]

DESIGNED BY	<i>Handwritten Signature</i> Jitendra Singh ARCH. ASSTT.	R.K Sinha DY CHIEF ARCHITECT	Papaya Sarkar CHIEF ARCHITECT	Ramesh Kumar ED(RS)/JMRC
ICT				
APPROVED BY	<i>Handwritten Signature</i> Gaurav Ram XEN/CIVIL	A.V. Patil PM/JP/1	Atul Gadgil CPM/JP	Vijay Gupta ED(CwB)/JMRC
SUMANT GUPTA				
	MGR / PLANNING	S.C. Gupta DY CE / PLANNING	T. Gupta CE / PLANNING	Ramotara Meena ED(CwB)/JMRC
	Kanchan Singa MGR / ELECT.	M.K.Buradia DY CEE	M.K Sighal CGME/JP	Brij Mohan Meena ED(Traction&E&M)/JMRC
	<i>Handwritten Signature</i> A.K. Sengupta GM(CO)/JMRC		Rajan Kataria ED/TECHNICAL	Ashok Maurya ED(S&T)/MRC

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CLIENT		 DELHI METRO RAIL CORPORATION LTD.	
PROJECT		CONSULTANT	
JAIPUR METRO		DRAWING TITLE	
VIADUCT		CROSS SECTION & ELEVATION	
NORTH	DATE 30/09/2014	COMPLETION DRAWING	
SCALE 1:60 @ A0	DRAWING NO.	As per table	REV NO.



DRAWING NO.		
	Pier PP8A	Pier PP9A
PILE	ICT/JP/EW/C1/342 (R3)	ICT/JP/EW/C1/346 (R5)
PILE CAP	ICT/JP/EW/C1/342 (R3)	ICT/JP/EW/C1/346 (R5)
PIER	ICT/JP/EW/C1/451 (R2)	ICT/JP/EW/C1/451 (R2)
PIER CAP	ICT/JP/EW/C1/451 (R2)	ICT/JP/EW/C1/451 (R2)

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Verified from site and drawing is
made as per structure constructed:


Atul Gadgil
CPM/Jaipur/DMRC

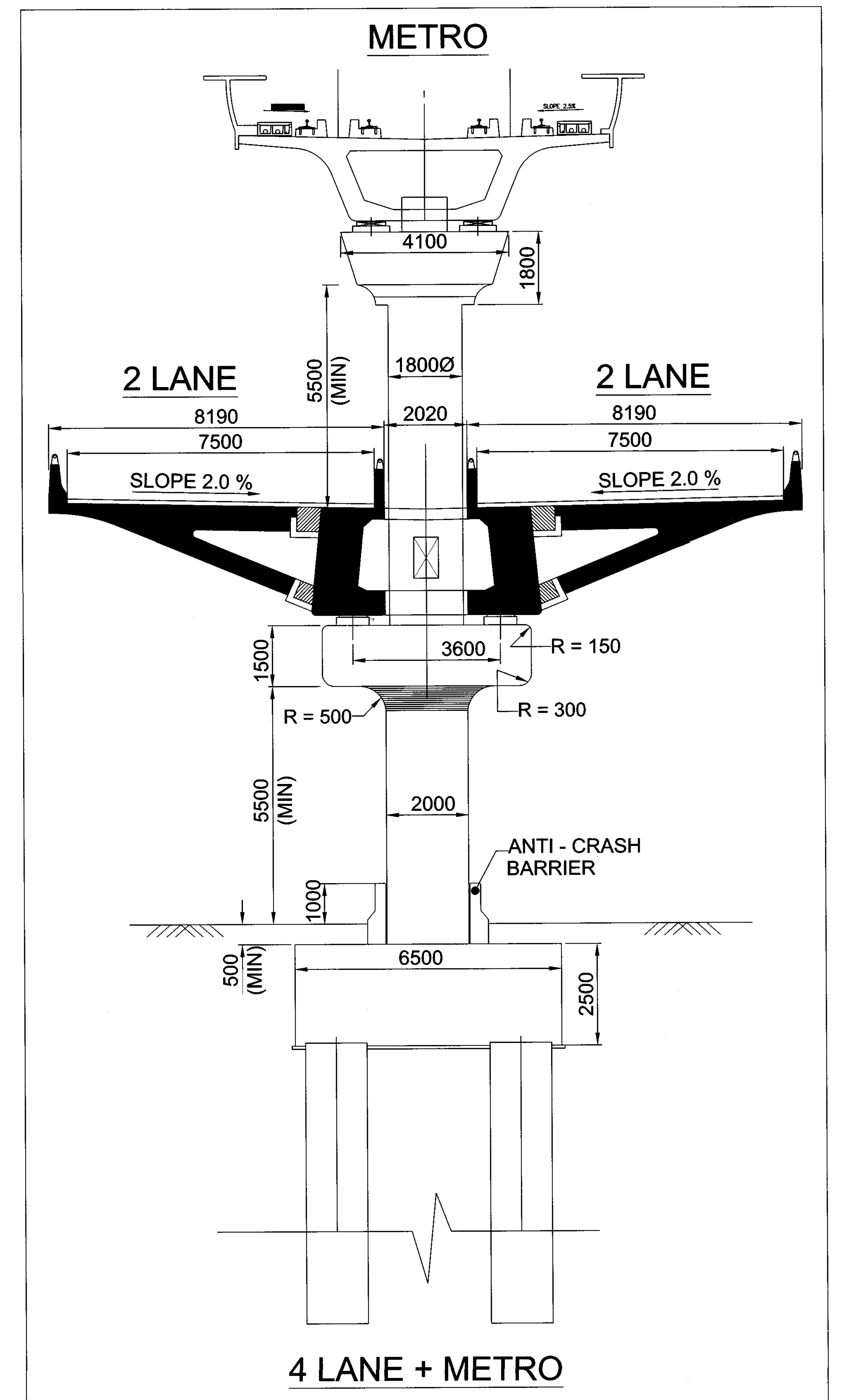

Akhilesh Saxena
GM/PC/JMRC

[illegible]

<i>Handwritten:</i> Jitendra Singh ARCH/ASSTT. Gadgil Room XEN/CIVIL	R.K Sinha DY CHIEF ARCHITECT A.V. Patil PMU/PJ1	Papiya Sarkar CHIEF ARCHITECT Abul Gadgil CPMU/PJ	Ramesh Kumar ED(RS)/JMRC Vijay Gupta ED(Civil)/JMRC <i>Handwritten:</i> A.K. Sharma GM(RC)/JMRC
MGR/PLANNING	S.C. Gupta DY CE / PLANNING	T. Gupta CE / PLANNING	Ramotar Meena ED(Operatn)/JMRC
Kanchan Singa MGR/ELECT.	M.K.Buradia DY CEE	M.K. Singhal CGM/EJP	Brij Mohan Meena ED(Traction&EM)/JMRC
Anil Kumar DSTE	Manish Gaur DGM(S&T)/JP	Prashant Rao ED(S&T)/Proj1	Ashok Maurya ED(S&T)/JMRC

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CLIENT		 DELHI METRO RAIL CORPORATION LTD.	
PROJECT		CONSULTANT	
JAIPUR METRO		DRAWING TITLE	
VIADUCT		CROSS SECTION & ELEVATION	
NORTH	DATE 30/09/2014	STATUS	COMPLETION DRAWING
SCALE 1:60 @ A0	DRAWING NO.	REV NO.	



DRAWING NO.		
	Pier 85	Pier 86
PILE	18DJ10158 (R3) - Completion drawing	18DJ10158 (R3) - Completion drawing
PILE CAP	18DJ10405 (PC200) (R0) - Completion drawing	18DJ10405 (PC200) (R0) - Completion drawing
PIER	18DJ10203 (R2) - Completion drawing	18DJ10203 (R2) - Completion drawing
PIER CAP (ROAD)	18DJ10203 (R2) - Completion drawing	18DJ10203 (R2) - Completion drawing
PIER CAP (METRO)	18DJ10602 (R1) - Completion drawing	18DJ10602 (R1) - Completion drawing

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Atul Gadgil
CPM/Jaipur/DMRC

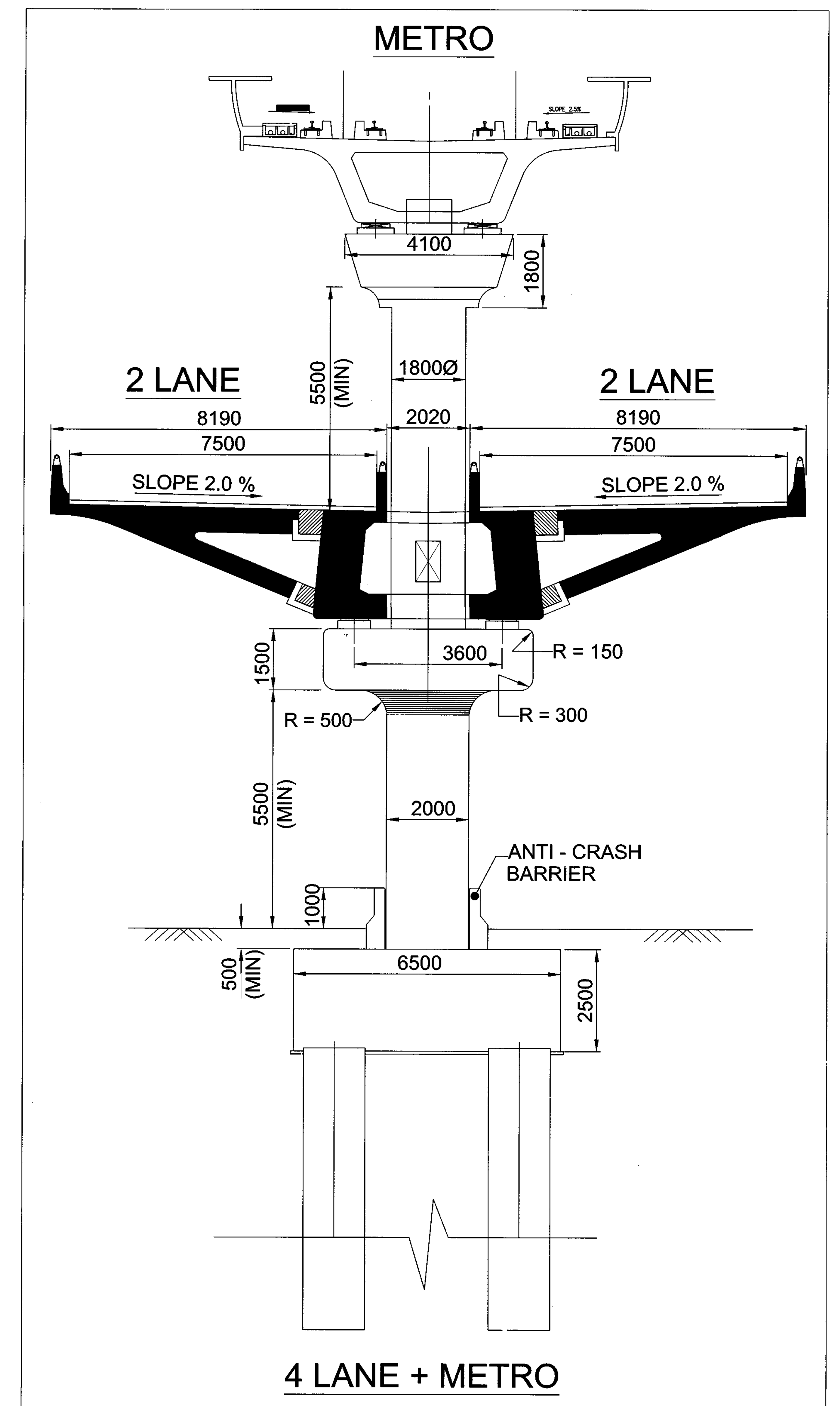

Akhilesh Saxena
GM/PC/JMR

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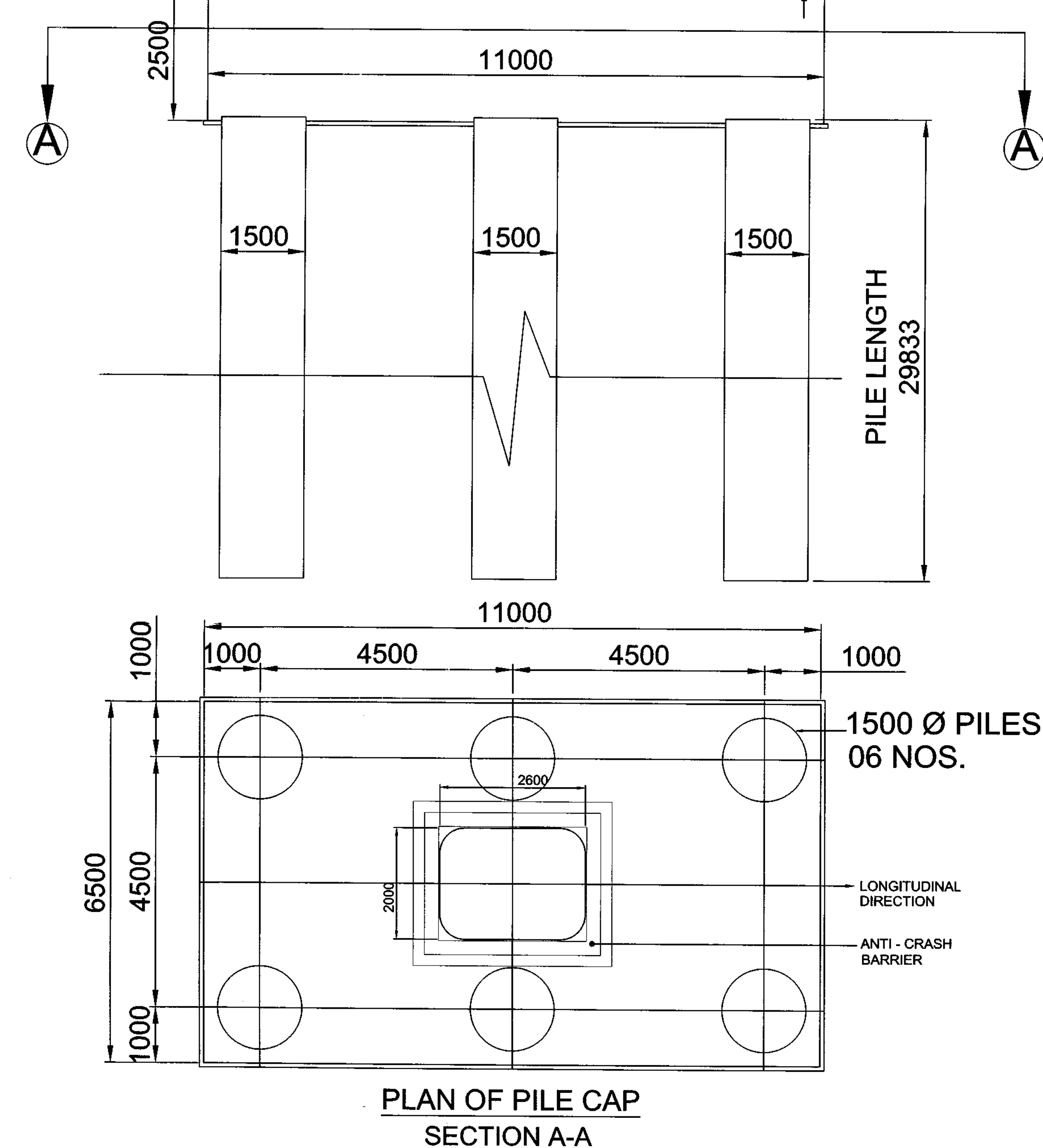
DESIGNED BY SPA	Jiendra Singh ARCH. ASSTT.	R.K Sinha DY CHIEF ARCHITECT	Papya Sarkar CHIEF ARCHITECT	Ramesh Kumar ED/RS/JMRC
APPROVED BY	Sunil Shukla XEN/CIVIL	A.V. Patil PM/UP/2	Adil Gadiji CPM/UP	Vijay Gupta ED/Civ/JMRC
HAROON SHAHI	MGR/ PLANNING	S.C. Gupta DY CE/ PLANNING	T.Gupta CE/ PLANNING	Ramotar Meena ED/Operation/JMRC
Kanchan Singa MGR/ ELECT.	M.K.Buradia DY CEE	M.K Singhal COM/IE/UP	Brj Mohan Meena ED/Traction&EM/JMRC	
A. K. Saxena GM/SEC/JMRC	DY CE/ DESIGN	Rajan Kataria EDI TECHNICAL	Ashok Maurya EDS&T/JMRC	

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CLIENT		 DELHI METRO RAIL CORPORATION LTD.	
PROJECT		CONSULTANT	
JAIPUR METRO		DRAWING TITLE	
DOUBLE DEKAR VIADUCT		CROSS SECTION & ELEVATION	
NORTH	DATE 30/09/2014	STATUS	COMPLETION DRAWING
SCALE 1:50 (20:1)	DRAWING NO.	As per table	
			REV RD.



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DRAWING NO.		
	Pier 86	Pier 87
PILE	18DJ10158 (R3) - Completion drawing	18DJ10158 (R3) - Completion drawing
PILE CAP	18DJ10405 (PC200) (R0) - Completion drawing	18DJ10405 (PC200) (R0) - Completion drawing
PIER	18DJ10203 (R2) - Completion drawing	18DJ10203 (R2) - Completion drawing
PIER CAP (ROAD)	18DJ10203 (R2) - Completion drawing	18DJ10203 (R2) - Completion drawing
PIER CAP (METRO)	18DJ10602 (R1) - Completion drawing	18DJ10602 (R1) - Completion drawing

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Verified from site and drawings
made as per structure constructed

(Signature) *(Signature)*
Atul Gadgil Akhilesh Saxena
CPWD/Jr/D/MRC GM/Dr/10000

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DESIGNED BY	SPA
APPROVED BY	HAROON SHAH

 Jitendra Singh ARCH. ASSTT.	R.K Sinha DY CHIEF ARCHITECT
Sunil Shukla XENOCIVIL 	A.V. Patil PMUP-2
MGR / PLANNING	S.C. Gupta Dy CE / PLANNING
Kanchan Singh MGR / ELEC.	M.K.Buradia DY CEE
 A.K. Saxena GM(CP)/JMRC	Dy CE / DESIGN

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Papiya Sarkar CHIEF ARCHITECT	Ramesh Kumar ED(RS)/JMRC
Atul Gadgil CPM/JUP	Vijay Gupta ED(Civil)/JMRC
T. Gupta CE / PLANNING	Ramotar Meena ED(Operation)/JMRC
M.K Singhal CGM/JUP	Brij Mohan Meena ED(Traction&EM)/JMRC
Rajan Kataria ED/ TECHNICAL	Ashok Maurya ED(S&T)/JMRC

CLIENT		 DELHI METRO RAIL CORPORATION LTD.	
PROJECT		CONSULTANT	
JAIPUR METRO			
DOUBLE DEKAR VIADUCT		DRAWING TITLE	
		CROSS SECTION & ELEVATION	
NORTH	DATE	STATUS	COMPLETION DRAWING
	30/09/2014		
	SCALE	DRAWING NO.	
	1:80 @ A0		
		As per table	REV R0.

Reply to Pre-Bid Queries

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder- A

S.N.	Existing Tender Clause	Changes Suggested by Bidder	JMRC's Reply
1	Clause No: 1.4 Construction Experience of (Section 1 to 5) Sub-Clause No: 1.4.1 Contracts of Similar Size and Nature The tenderers will be qualified only if they have successfully completed or substantially completed the similar work* as per the below mentioned criteria: (A) Participation as a contractor, Joint Venture partner, or Subcontractor in one Single Similar Work* where the value of Bidder's participation exceeds INR 11.14 billion executed between 1st January 2019 and bid submission deadline OR B) Participation as a contractor, Joint Venture partner, or Subcontractor in Two Similar Works* where the value of Bidder's participation in each of the work exceeds INR 6.96 billion executed between 1st January 2019 and bid submission deadline *Similar work(s) means Construction of Viaduct(including station along the viaduct) in Metro Railways /High Speed Railways /Railways / RRTS	The tenderers will be qualified only if they have successfully completed or substantially completed the similar work* as per the below mentioned criteria: (A) Participation as a contractor, Joint Venture partner, or Subcontractor in one Single Similar Work* where the value of Bidder's participation exceeds INR 11.14 billion executed between 1st January 2019 and bid submission deadline OR B) Participation as a contractor, Joint Venture partner, or Subcontractor in Two Similar Works* where the value of Bidder's participation in each of the work exceeds INR 6.96 billion executed between 1st January 2019 and bid submission deadline *Similar work(s) means Construction of Viaduct (may or may not including station along the viaduct) in Metro Railways /High Speed Railways /Railways / RRTS / Highway / Expressway / Road	Please refer to Addendum -04.
2	Sub-Clause No: 1.4.2 Construction Experience in Key Activities (A) Completed Construction of Elevated Viaduct having sub-structure with pile/well/open foundations and RCC piers and superstructure with prestressed concrete or steel structure for a length of 6 Kms or more (including station length in case the work includes elevated station) for Metro Railways / High Speed Railways / Railways / RRTS (B) Completed construction of at least Five Elevated Station buildings for Metro Railways / High Speed Railways /Railways / RRTS (C) Completion of at least one bridge/ viaduct involving launching of special steel span of at least 37 m or more for Metro Railways /High Speed Railways / Railways / RRTS	(A) Completed Construction of Elevated Viaduct having sub-structure with pile/well/open foundations and RCC piers and superstructure with prestressed concrete or steel structure for a length of 6 Kms or more (including station length in case the work includes elevated station) for Metro Railways / High Speed Railways / Railways / RRTS / Road / Highway / Expressway. Must meet requirement by each partner in same proportions as their percentage share participation in JV. Must meet requirement by any JV partner (B) Completed construction of at least Five Elevated Station buildings for Metro Railways / High Speed Railways /Railways / RRTS or (C) Completion of at least one bridge/viaduct involving launching of special steel span of at least 37 m or more for Metro Railways /High Speed Railways / Railways / RRTS	Please refer to Addendum -04.

Reply to Pre-Bid Queries

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
1.	Section1to5	Section 4 Bidding Forms	70/162		Bidder requests Employer to include the following point in the end of BG Text given in the Part 1, Section 4, Bidding Forms –	No Change in the Bid-Conditions.
2.	Section6Part1 - ER	Part-2: Employer's Requirement Section-6C	427/1375	2.1.1 (xxxi) For sections of the alignment through government colony, on the median of a flyover or adjacent to retaining wall of flyover, the contractor is advised to consider to coordinate with various authorities to seek permission, accordingly.	In line with the principles of FIDIC Yellow Book, we request the Employer to obtain all statutory approvals, permits, clearances, and NOCs from the Railway, Road, Forest, Utility, Traffic, Environmental, and other concerned Government Authorities that are required for execution of the Works. The Contractor shall provide all necessary technical documents, drawings, and coordination support to facilitate the approval process.	No Change in the Bid-Conditions.
3.	Section6Part1 - ER	Conditions of Contract on Safety & Health and Environment, Sep 2025	162/1375	52.2 FELLING OF TREES & TREE PRESERVATION 52.2.3 The Employer shall arrange permission from the forest department for trees to be felled or transplanted. The Employer will permit the removal of trees or shrubs only after prior approval.	Bidder requests that if there are any delays due to obtaining permission from the Forest department then the contractor shall be entitled to EOT and Cost.	No Change in the Bid-Conditions.
4.	Section6Part1 - ER	Part-2: Employer's Requirement Section-6C	433/1375	2.1.5 NOTES FOR VIADUCT & STATIONS 9) [...] No payment shall however be made for supporting and protecting the utilities during execution of the work. Cost of such utility shifting (i.e. permanent diversion) unless otherwise specified will be paid separately under relevant item of BOQ. No claim on account of delay in execution of utility diversion will be entertained. All temporary diversion of any utilities done to facilitate the construction activity shall be the part of the lump sum price. 11) The work content against the lump sum component of the work shall also include but not limited to the following: i) [...] No claim as regard to delay on account of execution of utility diversion will be entertained. All temporary diversion of any utilities done to facilitate the construction activity shall also be the part of the lump sum quoted price.	Considering that the location, quantity, and extent of existing underground utilities are not fully ascertainable during the tender stage, we request the Employer to confirm that utility diversion works associated with uncharted, unidentified, or additional utilities encountered during execution shall not be subject to the stipulated lump sum/reimbursement cap and shall be reimbursed separately based on the applicable Schedule of Rates, with an appropriate adjustment to the Contract Price. The Bidder further requests the Employer to confirm that any delay arising from such uncharted or additional utilities, or delays attributable to the concerned utility authorities and not caused by the Contractor, shall entitle the Contractor to an appropriate Extension of Time (EOT) and reimbursement of the associated delay costs in accordance with the Contract.	No Change in the Bid-Conditions.
5.	Section6Part1-ER	Part-2: Employer's Requirement / Appendices	490/1375	5.Post Contract Award 5.3 [...] It is the Contractor's responsibility to ensure timely co-ordination with the Designated Contractors to review, revise and finalise his Initial Work Programme so as not to affect the progress of Works/ and or the works of the Designated Contractors. [...]	Bidder requests to provide entitlement for EOT and/or payment of such Cost-Plus Profit in case of delays which are not attributable to the Contractor.	No Change in the Bid-Conditions.
6.	Section 8 Particular Conditions of	PC Part A - Contract Data: 1.1.20	5/133	Cost Plus Profit – 0%	Bidder requests to provide the Cost plus the applicable percentage for profit to be five percent (5%) as per the FIDIC	No Change in the Bid-Conditions.
7.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 1.9	7/133	Period for giving Notice of errors in Employer's Requirement: 28 days	Bidder requests that the period for notifying errors in the Employer's Requirements be extended from 28 days to 42 days.	No Change in the Bid-Conditions.
8.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 4.2	5/133	[...] Performance Security, for an amount of 10% of the Contract value in types and proportions of currencies in which the Contract Price is payable either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee. [...] Performance Security for an amount of 10% of Contract value , if the same is in the form of Bank Guarantee/FDR, it shall be valid up to 6 months beyond the Defect Liability Period or	Bidder requests to reduce the performance security from 10% to 5% of the Contract Value.	No Change in the Bid-Conditions.
9.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 4.2	10/133	In case, if Contract is terminated due to Contractor's default in terms of GCC Clause 15.2, the full 10% Performance Security amount shall be forfeited. Shortfall amount, if any, shall be recovered by the Employer from monies due to the Contractor under the Contract including, without limitation, and the Employer shall have the power to recover any balance from monies due to the Contractor under any other Contract between the Employer and the Contractor.	Bidder requests to deletion of " Under any other Contract between the Employer and the Contractor" from the given clause.	No Change in the Bid-Conditions.

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khalsa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khalsa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
10.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 8.8 and 15.2.1 (c)	12/133	Maximum amount of delay damages – Ten percent (10%) of the Contract Price.	Bidder requests to reduce the maximum amount of Delay Damages from 10% to 5% of the Contract Price.	No Change in the Bid-Conditions.
11.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 14.2	13/133	In respect of works costing more than Rs. 50.00 Crore (Rs. Fifty Crore) only the RMRC will, if provided in bidding document and requested by the Contractor to make mobilization advance, payment to the Contractor (at 9% per annum interest compounded annually basis) to assist in defraying (i) Execution of the Agreement by the parties thereto, (ii) Submission by the Contractor of an unconditional and irrecoverable bank guarantee in amounts and currencies equal to the advance payment being requested. The initial expenses that necessarily be incurred by the Contractor for mobilization. The total of such advance payments and the number & timing of instalments is stated here under-	Bidder requests to provide interest free Mobilization advance.	No Change in the Bid-Conditions.
12.	-	NEW CLAUSE	-	Advance for Material and Equipment (P&M Advance)	Bidder requests to provide an interest-free Material and Equipment Advance equivalent to 5% of the contract value	No Change in the Bid-Conditions.
13.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 14.2.3 (b)	17/133	Repayment amortisation rate of Advance payment	Bidder requests that the advance recovery shall be made on a prorate basis commencing from 20% of the Original contract value of the work until the total of mobilization advance is	No Change in the Bid-Conditions.
14.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 14.7	18/133	Period of payment of Advance Payment to the Contractor: 28 days	Bidder requests a reduction in the period of payment of the Advance Payment to the Contractor from 28 days to 21 days.	No Change in the Bid-Conditions.
15.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 14.8	20/133	Financing charges for delayed payment (percentage points above the average bank short-term lending rate as referred to under sub-paragraph [a]) – No financing charges shall be payable due to delayed payment under clause 14.8.	Bidder requests to Provide financing charges for delayed payment at a rate of state bank of india marginal cost of fund based lending rate (MCLR) applicable for the tenure 1 year prevailing on date + 3% penal interest per annum with monthly rest till the extra amount is paid back by the Employer.	No Change in the Bid-Conditions.
16.	Section 8 Particular Conditions of Contract	PC Part A - Contract Data: 21.6.2	26/133	Appointing entity (official) for DAB members	Bidder requests that to change the clause as per the following: each party shall appoint one member and the appointed two members shall appoint the third member.	No Change in the Bid-Conditions.
17.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 1.6 Contract Agreement	39/133	The Parties shall sign a Contract Agreement within 35 days after the Contractor receives the Letter of Acceptance, unless they agree otherwise. The Contract Agreement shall be based on the form annexed to the Particular Conditions. The costs of stamp duties and similar charges (if any) imposed by law in connection with entry into the Contract Agreement "shall be borne by the Contractor".	Bidder requests deletion of the proposed clause and retention of the corresponding clause as provided in the FIDIC Yellow Book 2017. "The Parties shall sign a Contract Agreement within 35 days after the Contractor receives the Letter of Acceptance, unless they agree otherwise. The Contract Agreement shall be based on the form annexed to the Particular Conditions. The costs of stamp duties and similar charges (if any) imposed by law in connection with entry into the Contract Agreement shall be borne by the Employer.	No Change in the Bid-Conditions.
18.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 1.17 Employer's Right to Inspect	41/133	1.17.1 The Employer's decision on the question of relevancy of any documents, information or returns shall be final and binding on the Parties.	Bidder requests to change the Clause as following: "The Employer's decision on the question of relevancy of any documents, information or returns shall not be final and the same shall be subject to dispute resolution mechanism."	No Change in the Bid-Conditions.
19.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 1.17 Employer's Right to Inspect	41/133	1.17.3 Inspections & Audit by the Bank:"..... The Bank's right to inspect the Site, assets, and/or the Contractor's accounts, records and other documents relating to the procurement and performance of the Contract stated in Sub-Clause 1.17 [Inspection and Audit by the Bank] and Part C shall survive termination and/ or expiration of this Contract."	Bidder request for the shorter survival period and change as per the following: The Bank's right to inspect the Site, assets, and/or the Contractor's accounts, records and other documents relating to the procurement and performance of the Contract stated in Sub-Clause 1.17 [Inspection and Audit by the Bank] and Part C shall survive 1 year after termination and/ or expiration of this Contract.	No Change in the Bid-Conditions.

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Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
20.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 2.1 Right of Access to the Site	42/133	[...] For the purpose of survey / execution of works, access to the site shall be available from the first day itself. Apart from time stated in Contract Data, further construction right of access to the site will be handed over progressively and in accordance to the approved work programme. [...]	Bidder requests that access to site shall be provided in logical sequence wherever necessary to enable the Contractor to carry out the works efficiently as per the program and for mobilization.	No Change in the Bid-Conditions.
21.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 3.7.5 Dissatisfaction with Engineer's Determination	46/133	PC 3.7.5 In the event that a Party fails to comply with an agreement of the Parties under this Sub-Clause 3.7 or a final and binding determination of the Engineer, the other Party may, without prejudice to any other rights it may have, refer the failure itself directly to arbitration under Sub-Clause 21.6 [Arbitration] in which case the first and the third paragraphs of Sub-Clause 21.7 [Failure to Comply with DAAB's Decision] shall apply to such reference in the same manner as these paragraphs apply to a final and binding decision of the DAAB.	Bidder requests that in the event that a Party fails to comply with an agreement of the Parties under this Sub-Clause 3.7 or a final and binding determination of the Engineer, the other Party may, without prejudice to any other rights it may have, refer the failure itself directly to arbitration	No Change in the Bid-Conditions.
22.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 4.2 Performance Security	48/133	 Shortfall amount, if any, shall be recovered by the Employer from monies due to the Contractor under the Contract including, without limitation, and the Employer shall have the power to recover any balance from monies due to the Contractor under any other Contract between the Employer and the Contractor.	Bidder request to delete this condition.	No Change in the Bid-Conditions.
23.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: 4.4 (b) Part of the Works for which subcontracting is not permitted	49/133	All subcontracts relating to the Works shall include provisions which entitle the Employer to require the subcontract to be assigned to the Employer under sub paragraph (a) (i) of Sub-Clause 15.2.3 [After Termination].	Bidder requests that nothing in this Clause shall affect any rights and remedies of the Contractor against such Subcontractors which have accrued due to the Subcontractor's defaults committed prior to such assignment.	No Change in the Bid-Conditions.
		PC 4.4 Sub-Contractors	51/133	If obligations of any Subcontractor or material/ equipment supplier or consultant, extend beyond the expiry date of Defects Notification Period then the Contractor shall assign the benefits of such obligations to the Employer.		
24.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 4.6 Co-operation	52/133	The Contractor shall also, as stated in the Employer's Requirements or as instructed by the Engineer, cooperate with and allow appropriate opportunities for the Employer's Personnel to conduct any environmental and social assessment.	Bidder requests that if there are any delays due to the reason which is not attributable to the Contractor then, the contractor shall be entitled to EOT and/or payment of such Cost-Plus Profit.	No Change in the Bid-Conditions.
25.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 4.10 Use of Site Data	53/133	PC 4.10 r/w ITB 7 The responsibility of the Contractor under Sub-Clause 4.10 of GCC is full and final and no claim by the Contractor for additional payment or extension	Bidder requests that if any site or local conditions was not reasonably foreseeable/examinable/practicable for consideration by an experienced contractor before bid submission (taking account of cost of examination and time for bidding), then the Contractor shall be entitled to due extension of time and costs arising out of such conditions	No Change in the Bid-Conditions.
26.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 4.15 Access Route	54/133	PC 4.15 Replace the last paragraph of Sub-Clause 4.15	Bidder requests that reinstatement of "To the extent that non-suitability or non-availability of an access route arises as a result of changes to that access route by the Employer or a third party after the Base Date, and as a result the Contractor suffers delay and/or incurs Cost, the Contractor shall be entitled subject to Sub-Clause 20.2 [Claims For Payment and/or EOT] to EOT and/or payment of such Cost"	No Change in the Bid-Conditions.

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SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
27.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 8.3 Programme	73/133	The Engineer shall Review the initial programme and each revised programme submitted by the Contractor and may give a Notice to the Contractor stating the extent to which it does not comply with the Contract or ceases to reflect actual progress or is otherwise inconsistent with the Contractor's obligations. If the Engineer gives no such Notice: • within 28 days after receiving the initial programme; or • within 21 days after receiving a revised programme, the Engineer shall be deemed to have given a Notice of No-objection and the initial programme or revised programme (as the case may be) shall be the Programme.	Bidder requests deletion of the proposed clause and retention of the corresponding clause as provided in the FIDIC Yellow Book 2017. "The Engineer shall Review the initial programme and each revised programme submitted by the Contractor and may give a Notice to the Contractor stating the extent to which it does not comply with the Contract or ceases to reflect actual progress or is otherwise inconsistent with the Contractor's obligations. If the Engineer gives no such Notice: • within 21 days after receiving the initial programme; or • within 14 days after receiving a revised programme, the Engineer shall be deemed to have given a Notice of No-objection and the initial programme or revised programme (as the case may be) shall be the Programme.	No Change in the Bid-Conditions.
28.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 8.5 Extension of Time for Completion	74/133	The Contractor shall be entitled subject to Sub-Clause 20.2 [Claims for Payment and/or EOT] to Extension of Time if and to the extent that completion for the purposes of Sub-Clause 10.1 [Taking Over the Works and Sections] is or will be delayed by any of the following causes: not stated, as appropriate taking due regard of all relevant circumstances). (a) a Variation (except that there shall be no requirement to comply with Sub-Clause 20.2 [Claims For Payment and/or EOT]); (b) a cause of delay giving an entitlement to EOT under a Sub-Clause of these Conditions; (c) Unforeseeable shortage of goods arising out of an order or notification issued by a competent court or government authority;	Bidder requests to modify the clause by adding the following after removing the point (c), "c) Unforeseeable shortages in the availability of personnel or Goods (or Employer-Supplied Materials, if any) caused by epidemic or governmental actions; or d) exceptionally adverse climatic conditions, which for the purpose of these Conditions shall mean adverse climatic conditions at the Site which are Unforeseeable having regard to climatic data made available by the Employer under Sub-Clause 2.5 [Site Data and Items of Reference] and/or climatic data published in the Country for the geographical location of the Site; e) any delay, impediment or prevention caused by or attributable to the Employer, the Employer's Personnel, or the Employer's other contractors on the Site. f) Delays due to Authorities."	No Change in the Bid-Conditions.
29.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 8.5 Extension of Time for Completion	75/133	[...] The Contractor shall not be Entitled to any extension of time where the instructions or acts of the Employer or the Engineer are necessitated by or intended to cure any default of or breach of Contract by the Contractor, or where any delay is due to; (a) the failure of a sub-contractor, to commence or to carry out work in due time, (b) non-availability, or shortage of Contractor's equipment, labour, utility services, Plant and Materials, (c) inclement weather conditions other than 1 in 50 years cycle continuing for more than 07 days.	Bidder requests to provide Extension of Time (EOT) for (a), (b), and (c), including for delays arising due to Pandemic and Epidemic Events	No Change in the Bid-Conditions.

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SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
30.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 13.3.1 Variation by Instruction	76/133	[...] i. Schedules having items rates with quantities: a. At the accepted rates of the Contract for Positive variation in quantities of items to the extent of 25%. In case of variation in quantities on minus side, Contract rates will be payable at the accepted rates of the Contract for the executed quantities. b. In case the Variation in individual items (except for items under Para c), d) & e) below) as stipulated above: is more than 25% on plus side, the rate for the varied quantity beyond 25% shall be negotiated between the Engineer and the Contractor and mutually agreed rates arrived at before execution of the extra quantity. c. In case of earth work, the aforesaid Variation limit of 25% shall apply to the gross quantity of earth work and Variation in the quantity of individual classifications of soil will not be subject to this limit where any Variation can take place. [...]	Bidder requests to change variation limit from +/- 25% to +/- 10%.	No Change in the Bid-Conditions.
31.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 13.3.1 Variation by Instruction	78/133	ii. Schedules having Provisional Sum (containing only rates of items but without quantities) / Items having Provisional Sum (e.g. referring to Standard Schedules of Rates etc.) : a. At the accepted rates of the Contract for Positive Variation in Provisional Sum to the extent of 25%. In case of Variation in Provisional Sum on minus side, Contract rates will be payable at the accepted rates of the Contract for the executed quantities. b. In case the Variation in Provisional Sum as stipulated above: is more than 25% on plus side, the rate for works under item A.(ii) beyond 25% Variation in Provisional Sum shall be negotiated between the Engineer and the Contractor and mutually agreed rates arrived at, before its execution. B. Deriving Rates For New Items / Negotiation [...] In the event of disagreement in respect of items A (i) b), A (i) e), A (ii) b) and B (i) above, the Engineer shall fix such rates of price as are, in his opinion appropriate and shall notify the Contractor accordingly, with a copy to the Employer. Until such time as rates or prices are agreed or fixed, the Engineer shall determine provisional rates or prices to enable on-account payments to the Contractor. Alternatively, in the event of disagreement, the Contractor shall have no claim to execute extra quantities/new items and the Engineer shall be free to get such additional quantities beyond 25%/new items executed through any other Agency. However, if the Engineer or the Employer so directs the Contractor shall be bound to carry out any such additional quantities beyond the limits stated above original quantities and/or new items and the disagreement or the difference regarding rates to be paid for the same shall be settled in the manner laid down under the conditions for the settlement of dispute.	Bidder requests to delete the sentence“ Contractor shall have no claim to execute extra quantities/new items and the Engineer shall be free to get such additional quantities beyond 25%/new items executed through any other Agency.”	No Change in the Bid-Conditions.
32.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 13.3.1 Variation by Instruction	76/133	i. Schedules having items rates with quantities: [...] d. In case of foundation work, no Variation limit applies and Contractor shall carry out the Work, at the accepted rates of the Contract irrespective of any Variation.	Bidder requests to provide variation provisions for foundation works, along with new rates in case of any revision.	No Change in the Bid-Conditions.
33.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 13.3.2 Variation by Request for Proposal	80/133	[...] “If the Engineer does not give consent to the proposal, with or without comments, and if the Contractor has incurred Cost as a result of submitting it, the Contractor shall not be entitled to payment of such Cost. ”	Bidder requests deletion of the proposed clause and retention of the corresponding clause as provided in the FIDIC Yellow Book 2017 “If the Engineer does not give consent to the proposal, with or without comments, and if the Contractor has incurred Cost as a result of submitting it, the Contractor shall be entitled subject to Sub-Clause 20.2 [Claims For Payment and/or EOT] to payment of such Cost.”	No Change in the Bid-Conditions.

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SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
34.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 14.3 Application for Interim Payment	88/133	"any amounts to be added and/or deducted for changes in Taxes under Sub-Clause 13.6 [Adjustments for Changes in Laws and Taxes], and for changes in Cost under Sub-Clause 13.7 [Adjustments for Changes in Cost];"	Bidder requests for retention of FIDIC Clause.	No Change in the Bid-Conditions.
35.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 16.1 Suspension by Contractor	94/133	PC 16.1 Replace Sub-Clause 16.1 (b) with following: [DELETED]	Bidder requests for retention of FIDIC Clause.	No Change in the Bid-Conditions.
36.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 16.1 Suspension by Contractor Sub-Clause 16.2.1 Notice	94/133	"(f) the Contractor does not receive a Notice of the Commencement Date under Sub-Clause 8.1 [Commencement of Works] within 182 days after receiving the Letter of Acceptance, for reasons not attributable to the Contractor;"	Bidder requests to replace the sentence with" the Contractor does not receive a Notice of the Commencement Date under Sub-Clause 8.1 [Commencement of Works] within 84 days after receiving the Letter of Acceptance, for reasons not attributable to the Contractor.	No Change in the Bid-Conditions.
37.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.3	98/133	21.3 The reference to Dispute in Sub-Clause 21.2 shall: a. subject to sub-paragraph (ii) of Sub-Clause 3.7.3 [Time limits], be made within 42 days of giving or receiving (as the case may be) a NOD under Sub-Clause 3.7.5 [Dissatisfaction with Engineer's determination]. If the Dispute is not referred to, within this period of 42 days, such NOD shall be deemed to have lapsed and no longer be valid; and Within 56 days of receipt of Notice of reference to Dispute, either party shall refer the matter in dispute to Conciliation. Conciliation proceedings shall be initiated within 28 days of one Party Inviting the other in writing to Conciliation. Conciliation shall commence b. provided that no such notice of reference to a dispute shall be served later than 28 days after the date of issue of Performance Certificate by the Engineer. The reference of a Dispute under this Sub-Clause shall, unless prohibited by law, be deemed to interrupt the running of any applicable statute of limitation or prescription period.	Bidder requests that failure to refer within the prescribed period should not extinguish the underlying claim or dispute. We also seek that disputes relating to final payments, latent defects, warranties, indemnities, or matters arising after the Performance Certificate remain capable of being referred in accordance with the Limitation Act.	No Change in the Bid-Conditions.
38.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.5 Conciliation	99/133	PC 21.5 The Conciliation shall be undertaken by sole Conciliator who shall be mutually selected by the Employer & Contractor from a panel of Conciliators (minimum 3 members) proposed by the Employer.	Bidder requests that the conciliator shall be appointed mutually by both the parties without the panel proposed by the Employer.	No Change in the Bid-Conditions.
39.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.6.1 DAB	102/133	PC 21.6.1 For this purpose, the Employer will provide a panel of DAB members to the Contractor. The panel of DAB members, which shall ' not be less than five members, shall be sent by Employer to the Contractor to nominate one member of the DAB from the panel as Contractor's nominee within two weeks of receipt of the pane	Bidder requests that the DAB shall be appointed without the panel proposed by the Employer.	No Change in the Bid-Conditions.
40.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.6.10 DAB	104/133	PC 21.6.10 In case any party is not satisfied with the decision of DAB, then the aggrieved party may approach for reference of dispute to arbitration tribunal within a period of 175 days from the decision of DAB.	Bidder requests that the statutorily prescribed limitation period for invoking arbitration shall prevail.	No Change in the Bid-Conditions.
41.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.6.11 DAB	104/133	PC 21.6.11 No dispute shall be referred to Arbitration unless the same has been referred to DAB for adjudication and decision of DAB is obtained. However, in case DAB is not formed as specified by section 21.6.1 due to any reason, the disputes can be directly referred to Arbitration to adjudicate the dispute. Such a reference should be made within 175 days of the conclusion of the Conciliation proceedings.	Bidder request that the statutorily prescribed limitation period for invoking arbitration shall prevail	No Change in the Bid-Conditions.
42.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.6.14 DAB	105/133	PC 21.6.14 In case DAB decision is not challenged by either party within 175 days of receipt of decision of DAB, the decision shall be considered as final and parties would be barred for referring the same to Arbitration for adjudication.	Bidder requests for deletion of this clause as it restricts Contractor's right to remedy.	No Change in the Bid-Conditions.
43.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	105/133	PC 21.7.2 Only such dispute(s) in respect of which notice has been made under Clause 21 but could not be settled through Conciliation and or DAB, together with counter claims or set off, given by the Employer, shall be referred to Arbitration. Other matters shall not be included in the reference.	Bidder requests modification of the clause as " All dispute(s) between the parties including the claim made under Clause 21 but could not be settled through Conciliation and or DAB, together with counter claims or set off, given by the Employer, shall be referred to Arbitration. Other matters shall not be included in the reference. "	No Change in the Bid-Conditions.
44.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	106/133	21.7.6 Procedure for Appointment of Arbitrators	Bidder requests that the Arbitrators shall be appointed by parties without reference to the panel proposed by the Employer. In case of failure to appoint arbitrator, the arbitrator shall be	No Change in the Bid-Conditions.

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SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
45.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	108/133	21.7.6.3 Qualification and Experience of Arbitrators	Bidder requests that the qualification shall be as per conditions stipulated in Arbitration and Conciliation Act 1996	No Change in the Bid-Conditions.
46.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	108/133	21.7.6.4 No new claim shall be added during proceedings by either Party.	Bidder requests for deletion of this clause. The arbitral tribunal shall decide on the addition of new claims	No Change in the Bid-Conditions.
47.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	109/133	21.7.6.7 If the Contractor(s) does/do not prefer his/their specific and final claims in writing, within a period of 90 days of receiving the intimation from the Employer/Engineer that the final bill is ready for signature of the Contractor(s), he/they will be deemed to have waived his/their claim(s) and the Employer shall be discharged and released of all liabilities under the Contract in respect of these claims	Bidder requests for deletion of this clause as it restricts Contractor's right to remedy.	No Change in the Bid-Conditions.
48.	Section 8 Particular Conditions of Contract	Part B - Special Provisions: PC 21.7 Arbitration	110/133	21.7.6.12 Interest on Arbitration Award 21.7.6.13 Where the Arbitral award is for the payment of money, no interest shall be payable on whole or any part of the money for any period, till the date on which the award is made.	Bidder requests for deletion of this clause. The arbitral tribunal shall decide on interest on award	No Change in the Bid-Conditions.
49.	General	-	-	-	The contractor requests the Engineer to provide the Right-of-Way Details.	No Change in the Bid-Conditions.
50.	Section6Part1-ER	2.1.1 (X)	425/1375	All foundation shall be on piles of minimum 1000 mm dia. with or without permanent liners as per site requirements except at locations met with hard/rocky strata with adequate bearing capacity in which open / raft foundation may be provided duly anchored in rock. All piles shall be bored by hydraulic rotary rig only.	The Contractor understands that if hard strata (i.e., bearing stratum) is available at shallow depth even though it is not rock strata, can be considered for open foundation. Kindly confirm.	No Change in the Bid-Conditions.
51.	Section6Part1-ER	2.1.1 (xxxix)	428/1375	Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	Kindly provide the cross-section as well as the locations of these sidings.	Please refer to Addendum-02.
52.	Section6Part1-ER	2.1.5 (8)	433/1375	Some of the major utilities cannot be diverted. Contractors should take into consideration the existence of these utilities and design the foundations at these locations accordingly, if required, the pile cap top level shall be fixed at the bottom of the utilities without any extra cost	Please share the layout of utilities drawings. Also indicate which are the major utilities that cannot be diverted.	No Change in the Bid-Conditions.
53.	Section6Part1-ER	Employer's Requirement (ER-Construction) Section 17 & ODS Cl. 5.7	483/1375 & 611/1375	The soil investigation report included in the tender document is for reference purpose only. & The borehole, which provide lesser vertical & Horizontal capacity of pile or lesser SBC in case of open/Well foundation, shall be referred in design among 1 & 2 as referred below. For Pile foundation, in case one bore hole provides lesser Horizontal capacity and other provide lesser vertical capacity than lesser values of horizontal & vertical capacity obtained from two boreholes shall be referred. 1) As per soil investigation report in the tender document. 2) As per soil investigation done by contractor.	As per ER – Construction, Section 17, it is mentioned that the soil investigation provided is for reference purpose only. Whereas in ODS Cl. 5.7, it is mentioned to considered lesser of the SBC/pile capacity estimated from tender and operating boreholes. The two statements are contradictory. Kindly clarify.	No Change in the Bid-Conditions.
54.	Section6Part1-ODS	12.4.1	632/1375	Co-efficient of earth pressure "K" shall be taken as 1.0.	As per IS 2911 Part 1 Sec 2 (2010), the K value can be in the range of 1 to 1.5 for friction angle of 30 to 40 degrees. Can this procedure be adopted for different friction angle instead of using constant K value of 1.	No Change in the Bid-Conditions.
55.	Section6Part1-ODS	2.10.2	648/1375	Maximum overburden pressure at bottom of pile for calculation of shaft resistance and bearing resistance shall be limited to 15 times the diameter of the pile. The maximum depth shall be considered from existing ground level.	As per IS 2911 Part 1 Sec 2 (2010), the maximum overburden value can be taken in the depth range of 15 to 20 times diameter for friction angle of 30 to 40 degrees. Kindly clarify if this procedure can be adopted.	No Change in the Bid-Conditions.
56.	Section6Part1-OCS	8.1.4	899/1375	Polymer Slurry as approved by Engineer-in-Charge shall only be used. Use of bentonite slurry is strictly prohibited	As per the referred clause, Contractor understands that the use of bentonite is prohibited in the permanent pile construction. Wherein for geophysical investigation like Cross-hole / downhole seismic test, the code recommends use of bentonite. Kindly clarify whether bentonite will be allowed for geophysical investigation purpose in this project.	No Change in the Bid-Conditions.

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
57.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	As per the alignment drawing, the proposed alignment (i.e., Ch. 15550 to Ch. 16720), is exactly falling above the existing flyover. Contractor requests Engineer to confirm if there is any demolition planned / the alignment needs to be shifted parallel to the flyover. If needed to be shifted parallel to the flyover, kindly provide the updated alignment & existing foundation details of the ramp structures.	Please refer to Addendum-02.
58.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	The contractor requests Engineer to provide the foundation details of the existing flyovers (3 nos.) along the alignment.	No Change in the Bid-Conditions.
59.	Section6Part2-Drawing	VID--JMRC-STR-TD-0701	-	Elevated ramp.	The contractor requests the Engineer to confirm whether Dwg.no. VID-JMRC-STR-TD-0205 is valid for the elevated ramp section (i.e., Ch. 14528.3 to Ch. 14720.0). Kindly clarify.	No Change in the Bid-Conditions.
60.	Section6Part2-Drawing	VID--JMRC-STR-TD-0701	-	Elevated ramp.	As per the ramp cross section, there is an indication of partial fill up to the ground level within the box. Is it mandatory to backfill with granular fill or can it be backfilled with other materials. Kindly clarify.	No Change in the Bid-Conditions.
61.	Section6Part2-GIR	-	-	Geotechnical Investigation Report	Contractor requests Engineer to clarify the type of hammer and corresponding energy ratio considered in the corrected Standard Penetration Test (SPT) results.	No Change in the Bid-Conditions.
62.	Section6Part2-GIR	-	-	Geotechnical Investigation Report	The borehole ground level and chainages are not available in the tender data. The contractor requests Engineer to provide these details.	No Change in the Bid-Conditions.
63.	Section6Part2-GIR	-	-	Geotechnical Investigation Report	No lab test data is available in the GTI report. The contractor request Engineer to provide the laboratory data.	No Change in the Bid-Conditions.
64.	Section6Part1-OCS	8.1.7 (ix)	905/1375	The Dynamic Integrity test using pile driving analyser or approved equivalent for pile integrity shall be performed on all the piles. The top of the pile shall be made accessible, chipped off up to hard concrete, levelled by trimming it back as far as practicable. The reinforcing bars of the piles tested shall be bent sideways. The test shall be performed after removal of bad/ weak concrete at top so that the wave propagation is steady through hard concrete. The test shall be carried out at minimum 3 locations on each pile in such a way that the entire cross section of the pile is evenly covered.	Contractor understands that the Dynamic Integrity Test mentioned is Low strain Dynamic Integrity test. Kindly confirm whether the Contractor's understanding is correct?	No Change in the Bid-Conditions.
65.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	As per the alignment, an underpass road crossing is located between Pier P390 and Pier P391. The Contractor requests the Engineer to clarify whether to neglect or not the skin friction up to the underpass founding level. Additionally, contractor request the Engineer to provide the foundation details of underpass.	No Change in the Bid-Conditions.
66.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	As per the alignment, Narayan Circle Station is over the FOB. Kindly confirm the FOB shall be demolished. Also, please provide the foundation details of the existing FOB.	No Change in the Bid-Conditions.
67.	General	-	-	-	Kindly provide the foundation details of the existing structure close to entry/exits.	No Change in the Bid-Conditions.
68.	General	-	-	-	Kindly confirm whether shallow foundation can be adopted for Entry / Exit structures of the station if bearing stratum is available at the shallow depth.	No Change in the Bid-Conditions.
69.	Section6Part1-ODS	5.5	611/1375	The Ground water table (Base value) shall be considered as maximum (in terms of RL) of Ground water table data published by (a) Central Ground water board (CGWB), (b) Ground water table reported in Geotechnical report provided by RMRC in tender documents, (c) Ground water table reported in Geotechnical report provided by Design & Build contractor.	Kindly provide the CGWB ground water table data.	No Change in the Bid-Conditions.

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
70.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	The Contractor requests the Engineer to kindly provide the foundation details & cross sections of the existing flyover ramp and also clarify if any tieback system has been adopted at these flyovers.	No Change in the Bid-Conditions.
71.	General	-	-	-	For the Elevated ramp portion, whether Reinforced Earth wall can be proposed. Kindly confirm.	No Change in the Bid-Conditions.
72.	Section6Part2-Drawing	General	-	VID-JMRC-STR-TD-0701-017	As per the alignment drawing, the proposed metro structure is mostly along the road and where sudden ground level variation is not anticipated. However, the ground level indicated in the alignment drawing indicates a sudden drop within 20 – 40m distance at few chainages (e.g., - 14880 to 14900, 26180 – 26200, etc.). Kindly clarify.	No Change in the Bid-Conditions.
73.	General	-	-	-	The contractor requests the Engineer to provide the Right-of-Way Details.	No Change in the Bid-Conditions.
74.	General	-	-	-	Kindly provide the maximum longitudinal gradient allowed for metro corridor.	No Change in the Bid-Conditions.
75.	Part II Section 6D	Drawings		Land Availability	Alignment is crossing many government & private lands as well. Please let us know the possibility & status of land acquisition. Also, let us know the land availability for entry/exit structures at all stations.	No Change in the Bid-Conditions.
76.	Part II Section 6D	Drawings		Soft copy of Drawings	Kindly provide the soft copies (AutoCAD) for all the drawings including station, Entry & Exit structures, viaduct, Plan & Profile, etc.,	No Change in the Bid-Conditions.
77.	Part II Section 6D	Drawings	2 to 4 & 13 to 15 of 178	Piers	Please let us know if precast piers are allowed.	No Change in the Bid-Conditions.
78.	Part II Section 6D	Drawings	2 to 4 & 13 to 15 of 178	Foundation type	Please let us know if monopile foundations can be adopted at possible locations (like entry / exit and FOB).	No Change in the Bid-Conditions.
79.	Part II Section 6D	Drawings	2 to 4 & 13 to 15 of 178	Drainage pipe location	As shown in the drawings, drainage pipe can be placed outside the pier for ease of future maintenance. Please confirm the same.	No Change in the Bid-Conditions.
80.	Part II Section 6D	Drawings	18 of 178	Vehicular Underpass at Jaipur – Jodshpur Highway	Please share the details of vehicular underpass (including chainage w.r.to our alignment, span, structural dimensions)	No Change in the Bid-Conditions.
81.	Part II Section 6D	Drawings	19 of 178	B2 Bypass circle junction	Please provide the road top level of the U-turn flyover for verification of the clearance from our alignment.	No Change in the Bid-Conditions.
82.	Part II Section 6D	Drawings	19 to 21 of 178	Elevated Viaduct near Durgapura Flyover	We could see that there is an existing flyover for about 1.2 kms and current phase-2 metro alignment is shown exactly above the center of flyover. Please clarify the arrangement planned for this location and let us know the exact scope involved for this location. Also, provide us the complete details of the flyover including all the drawings.	No Change in the Bid-Conditions.
83.	Part II Section 6D	Drawings	22 & 25 of 178	Elevated Viaduct near Gopalpura Flyover and ROB at Ch. 19340	Piers shown on the middle & edge of existing earth retained approach portion of the flyover. May we partly demolish & reconstruct the approach portion? Also, provide us the complete details of the flyover.	No Change in the Bid-Conditions.
84.	Part II Section 6D	Drawings	25 of 178	Details of ROB at Ch. 19340	Kindly provide details of rail levels & clearances required for special span at Ch. 19340	No Change in the Bid-Conditions.

“Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS”

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
85.	Part II Section 6D	Drawings	29 of 178	Existing FOB	Will there be a demolition of existing FOB and/or connection to existing FOB at Narayan Circle station?	No Change in the Bid-Conditions.
86.	Part II Section 6D	Drawings	34 of 178	Piers on private building	Alignment is crossing private premises and the piers are shown exactly on the buildings. Please confirm the land availability and let us know, if demolition of building is part of the contract.	No Change in the Bid-Conditions.
87.	Part II Section 6D	Drawings	41 to 68 of 178	Additional Details in drawing	Request to provide additional Sections at various locations along the plan of station (including longitudinal section) for better understanding of station and entry exit structure. Please provide CAD files also.	No Change in the Bid-Conditions.
88.	Part II Section 6D	Drawings	41 to 68 of 178	Span at Stations	Can Grid layout and span length for stations be modified?	No Change in the Bid-Conditions.
89.	Part II Section 6A Employer Requirements - Functional	Cl. 2.1.1 (xlv)	428 & 429 of 1375	Contractor shall also suitably modify the GAD and Track Plan to incorporate Total 2 Nos. of Sick Sidings and 4 Nos. of Emergency Crossovers at Suitable locations in whole package	Please provide exact chainage of sidings, emergency & scissor crossovers and the length of crossovers.	No Change in the Bid-Conditions.
90.	Part II Section 6A Employer Requirements - Functional	Cl. 2.1.4	431 of 1375	Regrading/modification of part operational corridor of Phase-1 near Khasa Kothi station and constructing an integrated station	Kindly provide final As-built drawings (including Plan & Profile, Dimensions and Reinforcement drawings of All components, Miscellaneous, etc.,) of Phase-I viaduct covering ch. 6400 to 7500 for considering the demolition and reconstruction of Phase-I line near Khasa Kothi station and construction of halt platform. Also, please provide the complete details (GAD, Dimension drawings, etc.,) of the flyover running adjacent to the operational phase-I pink line including the clear distance between pink line and flyover.	Please refer to Addendum -04.
91.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 6.4.1	613 of 1375	Axle load = 17 tonnes	As per Schedule of Dimensions, page no.17, Maximum Axle load is 16 tonnes. Please confirm Maximum Axle load to be considered in the design.	Please refer to Addendum-02.
92.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 6.4.2	613 of 1375	The Coefficient of Dynamic Augment shall comply with IRS Bridge Rules. No reduction for double track loading shall be considered.	As per Cl. 2.4.1.1(b) of IRS Bridge Rules, for main girders of double track spans with 2 girders, CDA shall be multiplied by a factor of 0.72. Please confirm if this clause can be applied for bridge deck supporting twin tracks.	No Change in the Bid-Conditions.
93.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 6.4.5	614 of 1375	Design speed of Live Load is 95 km/h	As per Schedule of Dimensions, PREAMBLE no.7, Design speed of Metro Rail System is mentioned as 90 km/h. Please confirm Design Speed to be considered in the design.	No Change in the Bid-Conditions.
94.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 6.6	617 of 1375	Probability factor K1= 1.08	As per IS 875 part 3, Table 1, K1=1.07 for Basic wind speed 47 m/s. Kindly confirm the probability factor to be considered.	Please refer to Addendum -04.
95.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 6.7.6	620 of 1375	It may be noted that while calculating lateral seismic forces, 50% live load is included in the seismic weight for transverse direction i.e. Minimum live load among 4 cases i.e. OSOT (one span one track), OSBT (One span both tracks), BSOT (Both span one track) & BSBT (Both span both tracks) will be considered, whereas no live load is included for seismic weight in longitudinal direction.	Time period shall be calculated for 4 cases separately for transverse seismic condition, considering the seismic weight based on the respective cases. Kindly Confirm.	No Change in the Bid-Conditions.
96.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 7.1	624 of 1375	Seismic load combination - GII (EQ)	Load factors mentioned in this table of Design specifications doesn't match Cl. 7.2 of IRS Seismic code. Please confirm if we may follow the load factors & combination from IRS Seismic code.	No Change in the Bid-Conditions.
97.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 7.1 Note 7 & 8	625 of 1375	Load combination 7) 1.0*DL + 1.0*SIDL + 1.5*EQ is to be followed in ULS case. 8) Load combination 1.5*DL + 1.5*SIDL + 1.5*EQ is to be followed in ULS case.	Load combination is not found in IRS CBC & IRS seismic code. Kindly confirm	No Change in the Bid-Conditions.

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Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
98.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 12.1	629 of 1375	The Superstructure of the viaduct comprises of simply supported U*/T/I Girder. (* Design U-Girder with suitable modification for emergency side evacuation system)	In Schedule of Dimensions, PREAMBLE no. 8, it is mentioned that the evacuation of passengers in between stations shall be done from front & rear emergency doors of train, hence no separate walkway is provided. Please confirm whether emergency side evacuation system should be considered in U-Girder design.	No Change in the Bid-Conditions.
99.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 12.2 a)	630 of 1375	Elastomeric bearings shall be designed in accordance with EN 1337 Part 1 & Part 3	As per the order of precedence specified in clause 3 of Employer Requirements – Functional and further to the list of codes specified under section 8 of Outline Design Specifications, IRC serves higher priority in comparison to other international standards. Hence, requesting you to confirm that the Elastomeric bearings shall be designed in accordance with IRC 83 Part-2.	No Change in the Bid-Conditions.
100.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 12.3 b)	631 of 1375	PiersDuctile detailing is mandatory....	As per clause 5.3 & 17.1 of IRS seismic code, ductile detailing is not mandatory for seismic zone II. Please confirm if we can avoid ductile detailing in this project.	No Change in the Bid-Conditions.
101.	Part II Section 6B Outline Design Specifications for Elevated Stations	Cl. 2.7.2	642 of 1375	Loads due to Platform screen door (PSD) shall be considered as per actual. Loads due to escalator / lift will be considered as per manufacturer's detail	As per tender drawing, PSD is not shown. If PSD is required, please provide Load due to PSD and provide revised drawings. Also, kindly provide loads for Lift & Escalator.	No Change in the Bid-Conditions.
102.	Part II Section 6A Employer Requirements - Functional	Cl. 2.1.1 (X)	425 of 1375	All foundation shall be on piles of minimum 1000 mm dia. with or without permanent liners as per site requirements except at locations met with hard/rocky strata with adequate bearing capacity in which open / raft foundation may be provided duly anchored in rock. All piles shall be bored by hydraulic rotary rig only. Open foundation have been contemplated for the pier location with rocky strata at shallow depth	The Contractor understands that if hard strata (i.e., bearing stratum) is available at shallow depth even though it is not rock strata, can be considered for open foundation. Kindly confirm.	No Change in the Bid-Conditions.
103.	Part II Section 6A Employer Requirements - Functional	Cl. 2.1.5 (8)	433 of 1375	Some of the major utilities cannot be diverted. Contractors should take into consideration the existence of these utilities and design the foundations at these locations accordingly, if required, the pile cap top level shall be fixed at the bottom of the utilities without any extra cost	Please share the layout of utilities drawings. Also indicate which are the major utilities that cannot be diverted.	No Change in the Bid-Conditions.
104.	Part II Section 6A Employer Requirements - Construction	Section 17 & ODS Cl. 5.7	483 & 611 of 1375	The soil investigation report included in the tender document is for reference purpose only. & The borehole, which provide lesser vertical & Horizontal capacity of pile or lesser SBC in case of open/Well foundation, shall be referred in design among 1 & 2 as referred below. For Pile foundation, in case one bore hole provides lesser Horizontal capacity and other provide lesser vertical capacity than lesser values of horizontal & vertical capacity obtained from two boreholes shall be referred. 1) As per soil investigation report in the tender document. 2) As per soil investigation done by contractor.	As per ER – Construction, Section 17, it is mentioned that the soil investigation provided is for reference purpose only. Whereas in ODS Cl. 5.7, it is mentioned to considered lesser of the SBC/pile capacity estimated from tender and operating boreholes. The two statements are contradictory. Kindly clarify.	No Change in the Bid-Conditions.
105.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 5.5	611 of 1375	The Ground water table (Base value) shall be considered as maximum (in terms of RL) of Ground water table data published by (a) Central Ground water board (CGWB), (b) Ground water table reported in Geotechnical report provided by RMRC in tender documents, (c) Ground water table reported in Geotechnical report provided by Design & Build contractor.	Kindly provide the CGWB ground water table data.	No Change in the Bid-Conditions.
106.	Part II Section 6B Outline Design Specifications for Viaduct	Cl. 12.4.1 i)	632 of 1375	Co-efficient of earth pressure "K" shall be taken as 1.0.	As per IS 2911 Part 1 Sec 2 (2010), the K value can be in the range of 1 to 1.5 for friction angle of 30 to 40 degrees. Can this procedure be adopted for different friction angle instead of using constant K value of 1.	No Change in the Bid-Conditions.
107.	Part II Section 6B Outline Design Specifications for Elevated Stations	Cl. 2.10.2 i)	649 of 1375	Maximum overburden pressure at bottom of pile for calculation of shaft resistance and bearing resistance shall be limited to 15 times the diameter of the pile. The maximum depth shall be considered from existing ground level.	As per IS 2911 Part 1 Sec 2 (2010), the maximum overburden value can be taken in the depth range of 15 to 20 times diameter for friction angle of 30 to 40 degrees. Kindly clarify if this procedure can be adopted.	No Change in the Bid-Conditions.
108.	Part II Section 6C Outline Construction Specifications	Cl. 8.1.4 ii) c)	900 of 1375	Polymer Slurry as approved by Engineer-in-Charge shall only be used. Use of bentonite slurry is strictly prohibited	As per the referred clause, Contractor understands that the use of bentonite is prohibited in the permanent pile construction. Wherein for geophysical investigation like Cross-hole / downhole seismic test, the code recommends use of bentonite. Kindly clarify whether bentonite will be allowed for geophysical investigation purpose in this project.	No Change in the Bid-Conditions.

“Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS”

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
109.	Part II Section 6C Outline Construction Specifications	Cl. 8.1.7 (ix)	905 of 1375	The Dynamic Integrity test using pile driving analyser or approved equivalent for pile integrity shall be performed on all the piles. The top of the pile shall be made accessible, chipped off up to hard concrete, levelled by trimming it back as far as practicable. The reinforcing bars of the piles tested shall be bent sideways. The test shall be performed after removal of bad/ weak concrete at top so that the wave propagation is steady through hard concrete. The test shall be carried out at minimum 3 locations on each pile in such a way that the entire cross section of the pile is evenly covered.	Contractor understands that the Dynamic Integrity Test mentioned is Low strain Dynamic Integrity test. Kindly confirm whether the Contractor's understanding is correct?	No Change in the Bid-Conditions.
110.	Part II Section 6D	Drawings	6 of 178	Elevated ramp.	The contractor requests the Engineer to confirm whether Dwg.no. VID-JMRC-STR-TD-0205 is valid for the elevated ramp section (i.e., Ch. 14528.3 to Ch. 14720.0). Kindly clarify.	No Change in the Bid-Conditions.
111.	Part II Section 6D	Drawings	6 of 178	Elevated ramp.	As per the ramp cross section, there is an indication of partial fill up to the ground level within the box. Is it mandatory to backfill with granular fill or can it be backfilled with other materials. Kindly clarify.	No Change in the Bid-Conditions.
112.	Part II Section 6D	Drawings	18 to 35 of 178	VID-JMRC-STR-TD-0701-017	As per the alignment, an underpass road crossing is located between Pier P390 and Pier P391. The Contractor requests the Engineer to clarify whether to neglect the skin friction up to the underpass founding level. Additionally, contractor request the Engineer to provide the foundation details of underpass.	No Change in the Bid-Conditions.
113.	Part II Section 6D	Drawings	41 to 68 of 178	-	Kindly provide the foundation details of the existing structure close to entry/exits.	No Change in the Bid-Conditions.
114.	Part II Section 6D	Drawings	41 to 68 of 178	-	Kindly confirm whether shallow foundation can be adopted for Entry / Exit structures of the station if bearing stratum is available at the shallow depth.	No Change in the Bid-Conditions.
115.	Part II Section 6E Geotechnical Investigation Report	General	-	-	Contractor requests Engineer to clarify the type of hammer and corresponding energy ratio considered in the corrected Standard Penetration Test (SPT) results.	No Change in the Bid-Conditions.
116.	Part II Section 6E Geotechnical Investigation Report	General	-	-	The borehole ground level and chainages are not available in the tender data. The contractor requests Engineer to provide these details.	No Change in the Bid-Conditions.
117.	Part II Section 6E Geotechnical Investigation Report	General	-	-	No lab test data is available in the GTI report. The contractor request Engineer to provide the laboratory data.	No Change in the Bid-Conditions.
118.	PART II Requirements	Section 6D	Sheet 1 to 18	VID-JMRC-STR-TD-0701-017 Sheet 01 to 18	Kindly provide the CAD files of Alignment drawings	No Change in the Bid-Conditions.
119.	PART II Requirements	Section 6D	Sheet 2 & 3	VID-JMRC-STR-TD-0701-017 Sheet 02 & 03	Kindly provide the Existing Flyover Road level RL	Please refer to Addendum-02.
120.	PART II Requirements	Section 6D	Sheet 2 & 3	VID-JMRC-STR-TD-0701-017 Sheet 02 & 03	Kindly provide the Existing Flyover GAD along with existing pier heights above the flyover	Please refer to Addendum-02.
121.	PART II Requirements	Section 6D	Sheet 2 & 3	VID-JMRC-STR-TD-0701-017 Sheet 02 & 03	Kindly provide whether Existing flyover can be closed (Traffic) during night hours for the construction of superstructure.	Please refer to Addendum-02.
122.	PART II Requirements	Section 6D	Sheet 2 & 3	VID-JMRC-STR-TD-0701-017 Sheet 02 & 03	Kindly provide the construction loads considered in design of the Existing flyover	Please refer to Addendum-02.
123.	PART II Requirements	Section 6D	Sheet 5	VID-JMRC-STR-TD-0701-017 Sheet 05	Kindly provide the Existing Flyover GAD (along with RL of) adjacent to the Gopalpura station	No Change in the Bid-Conditions.
124.	PART II Requirements	Section 6D	Sheet 1 to 18	VID-JMRC-STR-TD-0701-017 Sheet 01 to 18	Kindly provide the minimum right of way (ROW) provided to the contractor along the alignment	No Change in the Bid-Conditions.
125.	PART II Requirements	Section 6D	Sheet 7	VID-JMRC-STR-TD-0701-017 Sheet 7	Kindly provide the RL of the Railway Track line	No Change in the Bid-Conditions.
126.	PART II Requirements	Section 6D	Sheet 7	VID-JMRC-STR-TD-0701-017 Sheet 7	Kindly provide the minimum right of way (ROW) provided to the contractor at Railway crossing Ch:19340	No Change in the Bid-Conditions.
127.	PART II Requirements	Section 6D	Sheet 8	VID-JMRC-STR-TD-0701-017 Sheet 8	Kindly clarify the scope of FOB Dismantling at CH: 19660	No Change in the Bid-Conditions.
128.	PART II Requirements	Section 8 PCC	Page 23	Annexure 1	Kindly provide the ROW handover schedule.	No Change in the Bid-Conditions.

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khalsa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khalsa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder-B (1st Set)

SN.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
129.	PART II Requirements	Section 8 PCC	Page 28	D Referred to in Key dates table stands for "Notice to proceed" Shall be initiated to the contractor during contract duration by the employer.	Kindly clarify whether One side Traffic over the existing flyover adjacent to Metro line (phase-1) shall closed for traffic during the same period till D+78 weeks.	No Change in the Bid-Conditions.
130.	PART II Requirements	Section 6D	Sheet 8	VID-JMRC-STR-TD-0701-017 Sheet 8	Kindly clarify the scope of FOB Dismantling at CH: 22239	No Change in the Bid-Conditions.
131.	PART II Requirements	Section 6D	Sheet 14	VID-JMRC-STR-TD-0701-017 Sheet 14	Kindly clarify the status of land acquisition along the alignment at CH:23660 to 23760	No Change in the Bid-Conditions.
132.	PART II Requirements	Section 6D	Sheet 17	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly clarify the status of land acquisition along the alignment at CH:25180 to 25280	No Change in the Bid-Conditions.
133.	PART II Requirements	Section 6D	Sheet 17	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly refer Pier 720 infringement with the Existing building , Please clarify whether the employer shall provide the Right-of-Way (ROW) free of encumbrance at CH:25180 to 25280	No Change in the Bid-Conditions.
134.	PART II Requirements	Section 6D	Sheet 17	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly clarify the status of land acquisition along the alignment at CH:25420 to 25460	No Change in the Bid-Conditions.
135.	PART II Requirements	Section 6D	Sheet 17	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly refer Pier 728 infringement with the Existing building , Please clarify whether the employer shall provide the Right-of-Way (ROW) free of encumbrance at CH:25420 to 25460	No Change in the Bid-Conditions.
136.	PART II Requirements	Section 6D	Sheet 18	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly provide the Existing Flyover Road level RL (near Ch:26180)	No Change in the Bid-Conditions.
137.	PART II Requirements	Section 6D	Sheet 18	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly provide the Existing Flyover GAD (near Ch:26180)	No Change in the Bid-Conditions.
138.	PART II Requirements	Section 6D	Sheet 18	VID-JMRC-STR-TD-0701-017 Sheet 18	Kindly provide whether Existing flyover can be closed (Traffic) during night hours for the construction of superstructure. (near Ch:26180)	No Change in the Bid-Conditions.
139.	PART II Requirements	Section 6D	Sheet 2 & 3	VID-JMRC-STR-TD-0701-017 Sheet 02 & 03	Kindly clarify whether the Existing Flyover design was considered with U Girder transportation loads using SPMT?	No Change in the Bid-Conditions.
140.	PART II Requirements	Section 6C	439 & 485	Clause 2.8 & APPENDIX 2A 10 Ha land within 20 km considered for casting yard/depot planning.	Kindly clarify the tentative Location and dimensions of the proposed land for casting yard	No Change in the Bid-Conditions.
141.	PART II Requirements	Section 6C	428-429	xxvii 2 Nos of Sick Sidings (siding (2x3 car train) 225m) & 4 Nos of Emergency Crossovers	Kindly clarify the locations and chainage of Sidings & cross overs.	No Change in the Bid-Conditions.
142.	PART III Conditions of Contract and Contract Forms	Section 8 Particular Conditions of Contract	27	Annexure – 1 to Part A – Contract Data (c)	Please provide detailed drawings for the approximately 660 m operational Phase-I corridor modification. Please clarify: • Existing structure condition • Demolition / Strengthening scope • Scope of Interface connection between Phase-I and Phase-II Khalsa Kothi station	No Change in the Bid-Conditions.
143.	PART II Requirements	Section 6D: Tender Drawings	Sheet 9	Tender drawings RMRC-GP-TED-ARP-11 Sheet 9 of 9 Note 9: "Structural stability of existing columns (on flyover) may be checked for station load before construction."	Please clarify this scope ii) Please also provide existing flyover as-built drawings, design loads, foundation details, and scope of the stability check.	No Change in the Bid-Conditions.
144.	PART II Requirements	Section 6D	Sheet 1 to 2	VID-JMRC-STR-TD-0701-017 Sheet 01 to 2	Kindly provide the missing GAD between Ch :15160 to Ch:15380	Please refer to Addendum -04.

Reply to Pre-Bid Queries

***Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahlapdura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase-**

Bidder-B (2nd Set)

Sr. No.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
1.	Part II Section 6D	Drawings	19 to 21 of 178	Elevated Viaduct near Durgapura Flyover	Based on our site visit, we understand that there is an existing flyover in the Durgapura area for about 1.2 kms and the pier dowels (for phase-2 metro) is provided above the existing flyover deck. However, as per our measurement, span considered for metro pillar above this flyover seems to be 32m, whereas the tender drawings provide an average span of 28m for the entire length of flyover. Please confirm, if we must follow this existing 32m span arrangement (or) do we need to consider demolition of existing flyover & reconstruction of the flyover as double decker with span arrangement of 28m, as shown in tender drawings. In case of following existing span arrangement, please provide us the complete executed design & drawings (GFC) of the flyover, so that to validate the loads considered. In either case, please let us know if there is any construction planning (showing timelines) done by you and share with us the same.	Please refer to Addendum-02
2.	Part II Section 6D	Drawings	19 to 21 of 178	Elevated Viaduct near Durgapura Flyover	Based on the site visit, we notice there are three special spans (of around 55m span) for the metro above the flyover, as the existing pillars are spaced in such a manner. However, tender drawings show 28m spacing. Please confirm, if we must follow this existing 55m span arrangement (or) do we need to consider demolition of existing flyover & reconstruction of the flyover as double decker with span arrangement of 28m, as shown in tender drawings. In case of following existing span arrangement, please provide us the complete executed design & drawings (GFC) of the flyover, so that to validate the loads considered. In either case, please let us know if there is any construction planning (showing timelines) done by you and share with us the same.	Please refer to Addendum-02
3.	Part II Section 6D	Drawings	19 to 21 of 178	Elevated Viaduct near Durgapura Flyover	As per the tender drawings, Durgapura station is planned above the flyover and based on the site visit, we understand that one of the special span falls on the proposed location of the station. Whereas the station drawings supplied with tender doesn't show the span arrangement and let us know, if the span has to be followed as per site arrangement. In such case, please provide us the complete executed design & drawings (GFC) of the flyover, so that to validate the loads considered. In either case, please let us know if there is any construction planning (showing timelines) done by you and share with us the same.	Please refer to Addendum-02

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Bidder-B (2nd Set)

Sr. No.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
4.	Part II Section 6A Employer Requirements - Functional	CI 2.1.4	431 of 1375	Regrading/modification of part operational corridor of Phase-1 near Khasa Kothi	Based on our site visit, we could see that there is an adjacent flyover in the area suggested for regrading & station and the existing metro viaduct is a segmental box girder. We could also see that there is no gap between the existing pink line and flyover with a elevation difference (between FRL of flyover and current parapet top level) of about 4m. We note that the tender drawings shown for this station indicate a concourse level below platform level. As we don't find enough land / space for such station at this location, please let us know if this will be a demolition of the existing pink line & reconstruction. And as the flyover is also very near, please do let us know if the flyover shall also be demolished and reconstructed. As this is operational corridor linking mansarovar to Badi chaupar (main tourist place), please let us know if there are timeline restrictions and share us the construction programme planning, if any available.	Please refer to Addendum-02
5.	Part II	Employers Requirements Section 6, Part 3R – Station Types - 3, 4 & 6	-	-	Kindly clarify the extent of drawing, calculations, and design development required for Property Development during the Tender submission.	No change in bid condition.
6.	Part II	Employers Requirements Section 6, Part 3R – Station Types - 3, 4 & 6	-	-	Provide the design requirements & Finishing matrix.	No change in bid condition.
7.	Part II	Employers Requirements Section 6, Part 3R – Station Types - 3, 4 & 6	-	-	Kindly provide the AutoCAD drawings of Facade details & entry structures for design development & quantity take-off, verification of the BOQ during tender pricing.	No change in bid condition.
8.	Part II	Employers Requirements Section 6, Part 3R – Station Types - 3, 4 & 6	-	-	Required detailed Finishing matrix corresponding to the finishes outlined in the Tender BOQ.	No change in bid condition.
9.	Part I	Bidding Procedures – Section 4 : Bidding Forms Schedule C - S.No. 1	-	Designing, providing, fabricating, painting, transporting, erecting and securing in position prefabricated structural steel PEB Envelope & façade system for Elevated station buildings complete as per specifications, approved shop drawings and / or instructions.	The roofing of Station & FOB canopy to be provided with solar panel details as mentioned in the drawing and schedule C, S. No 1 (NDSR Civil items for PEB works).	Please refer to Addendum-02
10.	Part II - ERQ	Project Signage Requirement	2	-	Signage requirement for station is provided but the same is not reflected in BOQ. Kindly clarify.	No change in bid condition.
11.	Part I	Schedule A – (II) STATIONS – Head (S) Station – Clause No. A 3.6	113	Miscellaneous works such as screeding, Masonary work with autoclaved aerated cement blocks etc.- Per station	As per Schedule F 1.1, item no. 4.7, precast concrete solid block is considered. Should the blockwork be considered as Lumpsum or Item rate, also clarify the material.	No change in bid condition.
12.	Part I	SUB HEAD - F 1.1 : FINISHING WORKS UNDER DSR 2023 ITEMS – F.1.1.1 – Item Code 4.7	131	-	As per Schedule F 1.1, item no. 4.7, precast concrete solid block is considered. Kindly clarify the locations considered for the mentioned quantity since it seems to be less for stations.	No change in bid condition.
13.	Part 1	SUB HEAD - F 1.1 : FINISHING WORKS UNDER DSR 2023 ITEMS – F.1.1.1 – Item Code 13.11	131	-	The quantities provided in BOQ seems to be very less for 1 station. Hence, Kindly clarify if the plastering & paint works to be considered under Lumpsum or Item rate.	No change in bid condition.
14.	General	Tender Document	-	Scope of Works	Architectural DDC to be appointed by the Contractor or by the Client.	No change in bid condition.
15.	Drawing	Dwg No. RMRC-KKH-TED-ARP-01-04	-	Connectivity of Existing Phase 1	Concourse can be eliminated and developed as Ancillary structure beside Station Phase 1. Kindly clarify .	No change in bid condition.

Reply to Pre-bid queries

Package Name : ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
1	Part 1	Section 4 Bidding Forms	Page no. 3 Letter of Technical Bid	The Letter of Technical Bid contains a field for entering the total bid price. Being a Technical submittal, we understand that price is not to be submitted in Technical folder and therefore this should be left blank or we should insert 'Price Bid submitted in Finance folder'. Please clarify	Please refer to Addendum-04.
2	Part 1	Section 4 Bidding Forms	Page no. 6 Letter of Price Bid	For uploading the price bid on the portal, there is only one option to submit the BOQ in Excel format. Kindly clarify where and how the Letter of Price Bid is to be submitted.	Please refer to Addendum-04.
3	Part 1	Section 4 Bidding Forms	Form FIN- 1, Form FIN- 2, Form FIN- 3, Form FIN- 4, EXP-1, EPX-2 etc...	These forms require amounts to be entered in USD. Kindly revise the forms so that all values in forms can be submitted in INR.	Please refer to Addendum-02.
4	Part 1	Section 2 Bid Data Sheet	ITB 21.2	As per the tender documents, a Power of Attorney is required to be submitted. However, the prescribed format for the Power of Attorney is not included in the tender documents. Kindly provide the format for the Power of Attorney.	No Change in Bid Condition.
5	Part 1	Section 4 Bidding Forms	Form FIN - 3 Availability of Financial Resources	Format for credit line certificate is not given in tender documents. Kindly provide format for credit line certificate for submitting credit line from bank as an example given below from any Scheduled Commercial Bank. This is to certify that M/s. _____ is a reputed company with a good financial standing. If the contract for the work of _____ (Name of work) is awarded to the above firm, we shall be able to provide overdraft/credit facilities to the extent of Rs. _____ (in words Rupees _____) to meet the working capital requirement for executing the above contract. Signature _____ Name of the issuing official of the Bank _____ Designation _____ Bank Name _____ Address _____ Phone No _____ Fax No _____ Note: 1) Tenders submitted by Joint Venture shall include "BANKERS CERTIFICATE" for each member separately.	Please refer to Addendum-04.
6	Part 2	Section 6 Employer's Requirement	---	Kindly provide the minimum specific list of key personnel for which the CVs have to be provided at the tender stage since successful bidder will submit all the CVs post award as bidder undertakes to mobilize key equipments and personnel in accordance with requirement set in Section 6(Employer Requirement) as per Letter of Technical Bid.	No Change in Bid Condition.
7	Part 1	Section 6 Employer's Requirement	---	Kindly provide the minimum specific list of key equipment for which the invoices or agreement with suppliers have to be provided at the tender stage since successful bidder will deploy all requirement equipment post award as bidder undertakes to mobilize key equipments and personnel in accordance with requirement set in Section 6(Employer Requirement) as per Letter of Technical Bid.	No Change in Bid Condition.
8	Part 1	Section 4 Bidding Forms	Form FIN- 1 , Form FIN- 2, Form FIN- 3, Form FIN- 4, Form FIN- 5	Bidder understands that the latest FY to be considered is 2025-26 for all Financial Forms and Last 5 years will be between 2021-22 and 2025-26	Please refer to Addendum-04.
9	Part 1	Section 4 Bidding Forms	Schedules	Whether Schedule of Price Activities and Sub-Activities, Day Work Schedule, Payment Currencies which may have Prices are to be submitted in Technical Bid	Please refer to Addendum-04..

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Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)				Queries	JMRC's Reply
10	Part 2	8, Annexure – 1 to Part A – Contract Data	Cl. Annexure – 1 to Part A – Contract Data, Pg No. 23				In Annexure-1 to Part A – Contract Data, Key Date (KD-5) has been assigned to two different stage descriptions. We request the Employer to kindly clarify whether both stage descriptions are intended to be covered under the same Key Date (KD-5), or whether the repetition of KD-5 is an inadvertent numbering error. In case the repetition is due to a typographical or numbering error, we request the Employer to issue the necessary correction by assigning the appropriate Key Date number to the respective stage. This will eliminate any ambiguity in the interpretation and assignment of Key Dates for the corresponding stages during contract execution.	Both stage descriptions are covered under the same Key Date (KD-5).
	Part 2		Key dates no	Description of stage	Time to achieve (weeks) from NTP	Liquidity Damages for non- achieving the key dates		
	Part 2		KD-5	Casting of first girder	20	0.005% of total contract value per week of delay for the key date		
	Part 2		KD-5	Commissioning of 2nd Batching Plant	20	0.005% of total contract value per week of delay for the key date		
11	Part 2	8, Part-B Special Provisions	Cl. PC 11.9 -Performance Certificate, Pg No. 72 The Engineer shall issue the Performance Certificate to the Contractor (with a copy to the Employer) within 28 days after the latest of the expiry dates of the Defects Notification Periods, or as soon thereafter as the Contractor has:				The Sentence in this case is incomplete, or further details are missing. We request you to provide the Clause details in addendum for the proper complete sentence describing the Cl. 11.9 Performance Certificate.	No Change in Bid Condition.
12	Part 2	8, Part A – Contract Data	Cl. PC 4.2 - Performance Security, Pg No. 4 Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten per cent of the Contract value in types and proportions of currencies in which the Contract Price is payable either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India acceptable to the Employer.				We request you to consider 5% of the Contract Value, the amount towards performance security. As 10 % Performance security is on higher side, and the release of performance security after the Defect Liability Period shall put the financial burden on the contractor. Also, we request you to kindly consider the Performance Security in the form of an Insurance Surety Bond, as the same is being widely accepted by most of the Government agencies and departments in recent tenders.	No Change in Bid Condition.
13	Part 2	8, Part A – Contract Data	Cl. PC 1.1.20 - Cost plus Profit, Pg No. 1 Cost plus Profit : 0%				The Contract Data prescribes the applicable percentage for Cost Plus Profit as 0%. We request the Employer to kindly review and reconsider this provision, as a profit percentage of 0% effectively negates the "profit" component of Cost Plus Profit. We therefore request the Employer to consider 5% as an appropriate profit percentage applicable wherever the Contractor becomes entitled to payment on a Cost Plus Profit basis under the Conditions of Contract.	No Change in Bid Condition.
14	Part 2	8, Part A – Contract Data	Cl. PC 8.8 and 15.2.1 (c) - Delay Damages, Pg No. 8 Maximum amount of delay damages : Ten percent (10%) of the Contract Price				We request you to reduce the limit of Delay Damages to 5% instead of 10%.	No Change in Bid Condition.

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Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
15	Part 2	8, Part A – Contract Data	Cl. PC 14.2 - Mobilization advance, Pg No. 13 In respect of works costing more than Rs. 50.00 Crore (Rs. Fifty Crore) only the RMRC will, if provided in bidding document and requested by the Contractor to make mobilization advance, payment to the Contractor (at 9% per annum interest compounded annually basis) to assist in defraying the initial expenses that necessarily be incurred by the Contractor for mobilization.	We request the Employer to suitably amend the relevant tender provisions and permit the Mobilization Advance on an interest-free basis.	No Change in Bid Condition.
16	Part 2	8, Part A – Contract Data	Cl. PC 14.7 (b) (i) - Period of Interim Payment, Pg No. 15 For eighty percent (80%) of the amount certified in each IPC: within seven (7) Days and For balance twenty percent (20%) of the amount certified in each IPC: within twenty eight (28) days. However next (80%) of interim payment shall be made only after one hundred percent (100%) of the preceding amount of IPC has been paid. In any case the payment shall not be delayed by more than 56 days.	We request to release the threshold for payment from 56 to 28days.	No Change in Bid Condition.
17	Part 2	8, Part A – Contract Data	Cl. PC 14.8 - Financing charges for delayed payment, Pg No. 16 Financing charges for delayed payment (percentage points above the average bank short-term lending rate as referred to under sub-paragraph [a]) : No financing charges shall be payable due to delayed payment under clause 14.8.	Request for the entitlement of interest on delayed payment.	No Change in Bid Condition.
18	Part 2	8, Part B – Special Provisions	Cl. PC 2.4 Employer's Financial Arrangement, Pg No. 39 The first paragraph is replaced with: "The Employer shall submit, before the Commencement Date, reasonable evidence that financial arrangements have been made for financing the Employer's obligations under the Contract." The following sub-paragraph is added at the end of Sub-Clause 2.4: "In addition, if the Bank has notified to the Borrower that the Bank has suspended disbursements under its loan, which finances in whole or in part the execution of the Works, the Employer shall give notice of such suspension to the Contractor with detailed particulars, including the date of such notification, with a copy to the Engineer, within 7 days of the Borrower having received the suspension notification from the Bank. If alternative funds will be available in appropriate currencies to the Employer to continue making payments to the Contractor beyond a date 60 days after the date of Bank notification of the suspension, the Employer shall provide reasonable evidence in its notice of the extent to which such funds will be available."	We request for the entitlement of the EOT & Cost or Interest on delayed Payment, in case of delays pertaining to this clause and for the reasons not attributable to the contractor.	No Change in Bid Condition.

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Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
19	Part 2	6, Part 2 , Drawings		We request you to provide the ROW across the Project Alignment obstruction / encroachments free to the Contractor. We understand that the Relocation / demolition of any such obstruction / encroachments whether temporary / permanent shall be the responsibility of the Employer. Also, request you to provide the tentative timeline and clear tracking schedule for the relocation/demolition of any such obstructions by the employer.	No Change in Bid Condition.
20	Part 2	6, Part 2 , Drawings		We request you to provide the KMZ File of the Project Alignment for better understanding the project alignment. Also the General Arrangement Drawing (GAD) of the project in Auto Cad Format.	No Change in Bid Condition.
21	Part 2	6, Part 2 , Drawings		The alignment drawing, the span arrangement is not shown. We request you to provide us the elevational drawing along the alignment showing the span arrangement and its details.	No Change in Bid Condition.
22	Part 2	6, Part 2 , Drawings		We request you to provide the bidders, the complete set of As-built drawings for Phase-1 stretch to be taken up for regradation / modification. Also, we request you to provide GAD/concept drawings of proposed modifications in this stretch including viaduct and station.	Please refer to Addendum-04.
23	Part 2	6, Part 2 , Drawings	----	We request you to please show existing Ground Level as well as Flyover level at metro alignment locations passing over or close to existing flyover. Also elaborate the scope of this contract in these locations.	No Change in Bid Condition.
24	Part 2	6, Part 2 , Drawings	----	We request you to please show in the alignment drawing the locations of special spans.	No Change in Bid Condition.
25	Part 1	6, Part 1 , Employer's Requirements	Cl.2.1.1.2, Pg. No. 429. Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahlapura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala. Structural work shall be done by the contractor of "NCB 2C-01". and B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel Khasa Kothi Circle (Phase-2) & Khasa Kothi Circle (Phase-1). (i) Architectural finishing works such as Flooring, Cladding, Painting, SS work, MS work, False ceiling, Aluminium, Fire doors, metal doors, Glass work, Glazing works, Counters, Toilet cubicles, Waterproofing, GRC, site development works, Plumbing, Drainage, sanitary works, etc. Finishing works for 10 stations viz. Prahlapura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala shall be done in co-ordination with contractor of package "NCB 2C-01"	The works covered under Cl. 2.1.2, Pg No. 429, covers the architectural finishing works. The quantities are given for architectural finishing works under Section 1 to 5 of Section 4A: Pricing Document (PD) - Bill of Quantities. So, we understand that the Works under Architectural Finishing Works comes under item rate schedule. Please confirm.	Please refer to Addendum-02.
26	Part 1	6, Part 1 , Employer's Requirements	Cl.2.1.1, (xxxix), Pg. No. 428. Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	We request you to please provide the drawing showing the tentative location and alignment of sidings as mentioned in scope 2.1.1 xxxix.	Please refer to Addendum-02.

Package Name : ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khalsa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khalsa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
27	Part 1	6, Part 1 , Employer's Requirements	Cl.2.1.1, (xxxix), Pg. No. 426. Elastomeric bearings (both horizontal and vertical) on all spans including bearing pedestals, seismic devices, shear key restrainers, holding arrangement for vertical bearing, and MS wedge plate required between bottom of any Girder and bearing duly painted with epoxy paint on exposed surface.	The BOQ/specification includes the provision of vertical elastomeric bearings, holding arrangements for vertical bearings, seismic devices, and associated accessories. Considering that the project is located in Seismic Zone II, we request the Employer to kindly confirm whether the provision of vertical bearings and their holding arrangements is mandatory for this project. If these components are required based on the design criteria, we request the Employer to provide the relevant design basis/details or confirm that the requirement is as per the approved GAD/design drawings, to enable accurate pricing by the bidders.	No Change in Bid Condition.
28	Part 1	6, Part 1 , Employer's Requirements	Cl.2.1 - Scope under Lumpsum Price, Pg. No. 424. The scope of work in brief is given below but the scope includes all other requirements stipulated in various parts/volumes of the contract document including appendices and annexure thereto. Entire scope of work for Viaduct section including Viaduct in stations, (Chainage 14528.263 m to 26240.000 m), special spans, all structural works of stations & Entry exit with connection to stations and PEB works of the stations as shown in General Alignment & Arrangement Drawing (GAD), bid drawings shall be included in Lump Sum price (Schedule A of BOQ) except those items which have been included in the Schedule B. Cl.2.1.3, (xxxix), Pg. No. 431. Design, Supply, Fabrication and erection of Pre-Engineered Building (PEB) structure for all stations of this contract. All PEB items shall be payable under relevant BoQ schedule of this contract. Nothing extra shall be payable for design of the PEB structure.	Clause 2.1 specifies that the Pre-Engineered Building (PEB) works are included under the Lump Sum scope. However, Clause 2.1.3(xxxix) states that only the design of the PEB is included in the Lump Sum scope, while the supply, fabrication, erection, and other PEB-related items shall be paid under the respective BOQ Schedule. The above provisions appear to be inconsistent and may lead to ambiguity in the interpretation of the payment mechanism for PEB works. We therefore request the Employer to kindly clarify the intended scope and confirm whether: The entire PEB work (including design, supply, fabrication, erection, testing, etc.) is to be executed under the Lump Sum scope; or Only the design of the PEB is included in the Lump Sum scope, with all other PEB items being measured and paid under the relevant BOQ Schedule. Kindly issue the necessary clarification/amendment to avoid any ambiguity during bidding and contract execution	Please refer to Addendum-02.
29	Part 2	8, Part B – Special Provisions	PC 4.19 Temporary Utilities, Pg No. 53 Replace first para of Sub-Clause 4.19 with the following: "The Contractor shall be fully responsible for the provision as well as shifting / diversion of all utility services like water, electricity, sewerage Gas pipe lines, petrol lines, telecommunication etc. necessary for the construction and completion of the Works as described in the Employer's Requirements". Replace second para of Sub-Clause 4.19 with the following: "The Contractor shall be responsible for making his own arrangements at his own cost to obtain supply of water, electricity or gas for the Works. The Employer where feasible may at its discretion assist the Contractor in this respect".	We request you to provide the details of existing utilities (charted and uncharted) along the project alignment.	No Change in Bid Condition.
30	Part 2	8, Part B – Special Provisions	PC 8.1 Commencement of Workss, Pg No. 68 Replace the first paragraph of Sub-Clause 8.1 "The Engineer shall give a Notice to the Contractor stating the Commencement Date, not less than 14 days before the Commencement Date. Unless otherwise stated in the Particular Conditions, the Commencement Date shall be within 42 days after the Contractor receives the Letter of Acceptance."	We request for the Contractor's entitlement of Time Extension and cost in case of delay in Commencement of the works for the reasons not attributable to the Contractor.	No Change in Bid Condition.

Package Name : ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahlapura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
31	Part 2	8, Part B – Special Provisions	PC 8.5 Extension of Time for Completion, Pg No. 70 Replace entire Sub-Clause 8.5 with following: The Contractor shall be entitled subject to Sub-Clause 20.2 [Claims for Payment and/or EOT] to Extension of Time if and to the extent that completion for the purposes of Sub-Clause 10.1 [Taking Over the Works and Sections] is or will be delayed by any of the following causes: (a) a Variation (except that there shall be no requirement to comply with Sub-Clause 20.2 [Claims For Payment and/or EOT]); (b) a cause of delay giving an entitlement to EOT under a Sub-Clause of these Conditions; (c) Unforeseeable shortage of goods arising out of an order or notification issued by a competent court or government authority; When determining each EOT under Sub-Clause 20.2 [Claims for Payment and/or EOT], the Engineer shall review previous determinations under Sub-Clause 3.7 [Agreement or Determination] and may increase, but shall not decrease, the total EOT. If a delay caused by a matter which is the Employer's responsibility is concurrent with a delay caused by a matter which is the Contractor's responsibility, the Contractor's entitlement to EOT shall be assessed in accordance with the rules and procedures stated in the Special Provisions (if not stated, as appropriate taking due regard of all relevant circumstances).....	We request you to include the following FIDIC GCC Clauses in the Extension of Time for Completion as grounds for the entitlement of Extension of Time to the Contractor: (c) exceptionally adverse climatic conditions, which for the purpose of these Conditions shall mean adverse climatic conditions at the Site which are Unforeseeable having regard to climatic data made available by the Employer under Sub-Clause 2.5 [Site Data and Items of Reference] and/or climatic data published in the Country for the geographical location of the Site; (e) any delay, impediment or prevention caused by or attributable to the Employer, the Employer's Personnel, or the Employer's other contractors on the Site.	No Change in Bid Condition.
32	Part 2	8, Part B – Special Provisions	PC 13.3.1 Variation by Instruction, Pg No. 72 Replace the following paragraph of Sub-Clause 13.3.1..... with; Variation in the Bill of Quantities A. This sub clause shall be applicable to Schedules of measurement Contracts. This clause shall also be applicable to item rates / Provisional Sum Schedules of Lump-Sum Contracts. The quantities of items and /or Provisional Sum, shown in different Schedules of BOQ are approximate, and liable to vary during the actual execution of the work. Some items may have to be added or deleted. The Contractor shall be bound to carry out and complete the stipulated Work as instructed by the Engineer, irrespective of the magnitude of variations including additions or deletion in the Bill of Quantities. Variations shall be paid as follows: i. Schedules having items rates with quantities : a. At the accepted rates of the Contract for Positive variation in quantities of items to the extent of 25%. In case of variation in quantities on minus side, Contract rates will be payable at the accepted rates of the Contract for the executed quantities. b. In case the Variation in individual items (except for items under Para c), d) & e) below) as stipulated above: is more than 25% on plus side, the rate for the varied quantity beyond 25% shall be negotiated between the Engineer and the Contractor and mutually agreed rates arrived at before execution of the extra quantity.	For the Subclause 13.3.1 b. we request you to consider the rates as on actual basis for the Variation in individual items (except for items under Para c), d) & e) below) as stipulated above: is more than 25% on plus side.	No Change in Bid Condition.

Package Name : ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahlapdura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
33	Part 2	8, Part A – Contract Data	FIDIC - GCC Cl. 14.6.2, Pg No. 77 Before the issue of the Taking-Over Certificate for the Works, the Engineer may withhold an IPC in an amount which would (after retention and other deductions) be less than the minimum amount of IPC (if any) stated in the Contract Data. In this event, the Engineer shall promptly give a Notice to the Contractor accordingly. PC 14.6.2 Minimum Amount of Interim Payment Certificates, Pg No. 14 Minimum Amount of Interim Payment Certificates : No minimum amount applies	We request you to please clarify regarding the Limit of amount to be withheld in Interim Payment Certificates, as in the Contract Data says no minimum amount applies.	No Change in Bid Condition.
34	Part 2	8, Part-B Special Provisions	PC - PC 13.7 Adjustment for Changes in Cost, Pg No. 79 (II) Price Variation for Extra Items Normally, no price variation clause shall be applicable to any extra item/new rates not originally included in the accepted Bill of Quantities and for which the rates are fixed separately under clause 12 of GCC.	The Clause mentioned for PC 13.7 Adjustment for Changes in Cost, Pg No. 79, for reference to FIDIC GCC Cl. No. 12 is incorrect., as the clause no. 12 of FIDIC GCC is for Test after Completion. We request you to please provide the reference for which the Cl. PC 13.7 (II) refers to.	No Change in Bid Condition.
35	Part 2	6A, Employer's Requirements - General	2.8 CONSTRUCTION DEPOT & DUMPING AREA, Pg No. 439 For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost. This land shall be made good for such offsite activities as needed by the Contractor at no extra cost to the employer. The land shall be cleared from debris, all structures made by the contractor including, RCC footings and rafts etc. and reinstated to the line, level and to the same conditions as existed before the work started before handing over back to the Employer within 60 days after Taking over Certificate.	It is understood that the Authority shall provide approximately 10 hectares of land, located within 20 km of the project site, free of cost to the Contractor for establishment of the casting yard and associated facilities. In this regard, we request the Authority to kindly provide the exact location(s) of the land, if already identified. Further, please clarify whether the said 10 hectares of land will be provided as a single continuous parcel or in multiple parcels at different locations. This information is critical for estimation purposes, as the location of the casting yard will have a significant impact on the transportation lead, logistics planning, and overall project cost.	No Change in Bid Condition.
36	-	General	---	During our site visit, it was observed that the proposed elevated metro viaduct alignment is located along the centerline of the existing road from approximately Chainage 15+500 to Chainage 16+600. It was also observed that the existing flyover at the above chainage , are having provisions for future pier extension, with reinforcement bars already exposed above the road level. In this regard, we request the Authority to kindly provide the following details for the existing flyover piers Pier-to-pier spacing, Pier dimensions/size, Length of reinforcement exposed above the existing structure for future pier extension. The above information is required for assessing the interface between the proposed metro viaduct and the existing flyover structure.	Please refer to Addendum-02.

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Bidder-C

Sr. No	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
37	-	Invitation for Bids	Deadline for Submission of Bids: 17 August 2026 at IST 1800 Hrs, (India local time)	Considering that this is an EPC tender with a comprehensive and extensive scope of work, the bidder will require additional time to prepare a competitive and technically sound bid. The additional time is essential for detailed cost estimation, resource planning, methodology development, risk assessment, and thorough review of the tender requirements to ensure a quality and competitive submission. In view of above bidder request to kindly allow submission extension for a month from current submission date i.e. upto 18 Sep 2026	Please refer to Addendum-01 & 03.

Reply to Pre-Bid Queries					
PROJECT : Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS					
Bidder-D				Queries	JMRC's Reply
S.No	Reference Volume	Reference Section	Reference to Tender Document Clause		
1	Section 3: Evaluation and Qualification Criteria	1.4.1 Contracts of Similar Size and Nature	Similar work(s) means Construction of Viaduct(including station along the viaduct) in Metro Railways/High Speed Railways /Railways/ RRTS.	We request your kind consideration to broaden the qualification criteria currently restricted to Metro Railways/High Speed Railways /Railways/ RRTS. We propose that relevant experience in viaduct/bridge/flyover construction for Roadways/Highways also be considered as it involves similar technical expertise. In this regard we would like to refer the similar work definition [clause no. 1.1.3.2(A)] in JAIPUR METRO PROJECT PHASE 2 Contract No: NCB/ 2C-01 which says: "Construction of Viaduct (which may include station along with viaduct) /Bridge/Flyover (excluding approached and embankments) having a pre-stressed concrete super- structure" The Evaluation and Qualification Criteria of the said tender is attached as "Annexure-A" for your ready reference. The same approach is also being adopted by other metro authorities in India. This revision will encourage wider participation from capable bidders without compromising technical requirements. We request you to kindly consider the above.	Please refer to Addendum -04.
2	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.1, (xxxix), Page No. 428	(xxxix) Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	In tender GAD there are no indication showed for siding line in the said locations. Requesting for clarification and correct GAD where those siding line is shown.	Please refer to Addendum -02.
3	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.1, (xli), Page No. 428	(xli) Providing 2.0 m high temporary barricade and arrangement for around construction site, traffic diversion such as traffic signals during construction at site, for day and night as per requirement and drawings. ...	The tender drawings does not includes drawings for barricades of 2 m. Request to provide the required drawings.	Please refer to Addendum -02.
4	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.1, (xlii), Page No. 428	(xlii) Providing 1.0 m high temporary barricade and arrangement for construction works as per requirement and instructions of the Engineer....	The tender drawings does not includes drawings for barricades of 2 m. Request to provide the required drawings.	Please refer to Addendum -02.
5	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.5, sub Clause 11, (xiv), Page No. 435	(xiv) The contractor shall provide & maintain barricading as per the drawing provided in the bid drawing at the locations where road vehicles / pedestrians are moving, along the Viaduct / Stations / Construction sites as directed by Engineer. The payment of the same shall be made as per the relevant items of Schedule 'B' and the rates of this item includes shifting and maintaining barricading at new location during the currency of the project. Illumination of these barricades/ areas including adjacent road along barricade is included in the lump sum price.	Bidder understands that all the Temporary Barricading works along the Viaduct / Stations / Construction sites the alignment will paid under BOQ item of Schedule B. Kindly confirm.	No Change in Bid Condition.

PROJECT : Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-D					
S.No	Reference Volume	Reference Section	Reference to Tender Document Clause	Queries	JMRC's Reply
6	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.5, sub Clause 11, (xiv), Page No. 435	(xiv) The contractor shall provide & maintain barricading as per the drawing provided in the bid drawing at the locations where road vehicles / pedestrians are moving, along the Viaduct / Stations / Construction sites as directed by Engineer. The payment of the same shall be made as per the relevant items of Schedule 'B' and the rates of this item includes shifting and maintaining barricading at new location during the currency of the project. Illumination of these barricades/ areas including adjacent road along barricade is included in the lump sum price.	If the temporary barricading works will be paid under Schedule B, request to provide the payment item for the same.	No Change in Bid Condition.
7	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.2, sub Clause (i), Page No. 429	(i) Architectural finishing works such as Flooring, Cladding, Painting, SS work, MS work, False ceiling, Aluminium, Fire doors, metal doors, Glass work, Glazing works, Counters, Toilet cubicles, Waterproofing, GRC, site development works, Plumbing, Drainage, sanitary works, etc. Finishing works for 10 stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala shall be done in co-ordination with contractor of package "NCB 2C-01".	This tender involves coordination with the contractor of package "NCB 2C-01". Request to confirm if the contractor of this project will get compensatory delay damages, if the project got delayed due to delay in package "NCB 2C-01" .	No Change in Bid Condition.
8	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.4, sub Clause (b), Page No. 431	(ii) Raising and regrading of the viaduct profile and gradually flattening the gradient over an effective length of approx. 660 m subject to approval of the Employer/Engineer.	Request to provide the GAD plan along with chainages which needs to be dismantled with Ground level and rail level of the existing viaduct of the Phase 1 line.	Please refer to Addendum -04.
9	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.4, sub Clause (b), Page No. 431	(ii) Raising and regrading of the viaduct profile and gradually flattening the gradient over an effective length of approx. 660 m subject to approval of the Employer/Engineer.	Also request to provide the tentative cross section for the crossing portion of the Phase 1 and Phase 2 metro for better understanding of Ground clearance, Clearance b/w metro viaducts, etc.	Please refer to Addendum -04.
10	Section 6 Part 1	Employer's Requirement-Functional, Clause 2.1.1, (iii), Page No. 425	(iii) Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier.	Kindly confirm whether, in the event that a U-Girder is used for the super structure as shown in the Tender GAD, the applicable patent fee of M/s. Systra shall be borne by the Employer or the Contractor.	No Change in Bid Condition.
11	General		Project Location & KMZ	We request you to provide KMZ file for this project.	No Change in Bid Condition.
12	General		Joint Site Visit	We request you to provide a joint site visit to along with the employer to better understand the project scope and alignment.	No Change in Bid Condition.
13	General		Span Arrangement & General Arrangement Drawings	Request to provide AutoCAD files of Span Arrangements and GADs of the project.	No Change in Bid Condition.
14	General	Early Completion	Bonus for Early Completion	The Authority is silent on the part of bonus payment for Early Completion of works. So we request you that in the event the Project Completion Date occurs prior to the Scheduled Completion Date, the Contractor shall be entitled to receive a payment of bonus being a standard practice in the construction industry. With respect to equitability to clause of Liquidated damages, we request you to kindly incorporate the clause of bonus for early completion.	No Change in Bid Condition.

Reply to Pre-Bid Queries												
ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS												
Bidder-E												
Sr.No	Clause No.	Tender Condition / Requirementt	Bidder Query/ Observation	JMRC's Reply								
1	Employers Requirement - Appendix 2B Work Areas	The employer will provide the work areas of upto 10 hectares within 20 Km radius of work site on as is where is basis as per availability for construction of precast elements of viaduct & stations & stacking Depot. All the work areas (land for Batching Plant & site office) are to be handed over back to the Employer within 2 months from the date of issue of Take over Certificate.	Contractor requests you to provide co-ordinates and dimentional extent of Casting Yard for better Logistic planning.	No change in bid condition								
2	BOQ - Preamble	Schedule 'B/C/D/E/F' consists of NDSR items for miscellaneous woks such as tree cutting, tree transplantation, pruning etc. The Tenderer has to quote the percentage (%) above or below or at par for this Schedule in "Schedule Summary". All the rates shall be in Indian Rupees only. In case of quote at par, "0%" may be quoted with either "Excess (+)" or "Less (-)". The basis of payment will be the actual quantities of work ordered and carried out, as measured by the Contractor and verified by the Engineer and valued at the rates and prices bid in the Price Schedules.	Schedule B, C, D, E, & F we have to quote % above or below. But BOQ excel file is not in line with this	The amount quoted by the Bidder with resepect to each schedule shall be considered as the percentage Above/Below/At Par on the rates of each item under respective Schedule on <u>proportional</u> basis.								
3	BOQ - %age Breakup of lumpsum quoted price	A2.3 Casting of U-Girder/ I-Girder/Segmental Girder including stressing, grouting etc. all complete -21% A.2.4Transportation & Erection of U-Girder/ I-Girder/Segmental , pier cap and cross over. -21% <table border="1"><tr><td>A2.3</td><td>Casting of U-Girder/ I-Girder/Segmental girder including stressing, grouting etc all complete</td><td>Per cum</td><td>21.00%</td></tr><tr><td>A2.4</td><td>Transportation & Erection of U-Girder/ I-Girder/Segmental, pier cap and cross over</td><td>Per cum</td><td>21.00%</td></tr></table>	A2.3	Casting of U-Girder/ I-Girder/Segmental girder including stressing, grouting etc all complete	Per cum	21.00%	A2.4	Transportation & Erection of U-Girder/ I-Girder/Segmental, pier cap and cross over	Per cum	21.00%	The casting of U-Girder/ I-Girder/Segmental Girder involves majority of cost ie. casting yard development, gantries, moulds, concrete, reinforcement, HTS, stacking etc. where as the erection of activitty involves only transportation and erection of the same. The approximately 80% cost is involed before the girder is erected. Request yout o re-evaluate the %age breakup and changed it to 35% and 7% respectively forbA2.3 & A2.4.	No change in bid condition
A2.3	Casting of U-Girder/ I-Girder/Segmental girder including stressing, grouting etc all complete	Per cum	21.00%									
A2.4	Transportation & Erection of U-Girder/ I-Girder/Segmental, pier cap and cross over	Per cum	21.00%									
4	BOQ - Preamble	Schedule 'F' consitsits of sub Schedule F1 (Architectural Finishing works under DSR'23) and F2 (Architectural finishing works under NDSR). The Tenderer has to quote the percentage (%) above or below or at par for this Schedule in "Schedule Summary". All the rates shall be in Indian Rupees only. In case of quote at par, "0%" may be quoted with either "Excess (+)" or "Less (-)". The basis of payment will be the actual quantities of work ordered and carried out, as measured by the Contractor , verified by the Engineer and valued at the rates and prices bid in the Price Schedules	Please clarify the Architectural finishing for elevated stations (Phase 1 & Phase 2) is on item rate basis and will be paid in Schedule F.	Please refer to Addendum-02								
5	Section 6 Part 1 Employers Requirement Functional	The Scope of work listed at clause 2.1.1 to 2.1.5, 2.2 to 2.9 and 3 to 15, unless otherwise specified, is included in lump sum price i.e. Schedule A of BOQ. 2.1.2 Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala. Structural work shall be done by the contractor of "NCB 2C-01". and B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel Khasa Kothi Circle (Phase-2) & Khasa Kothi Circle (Phase-1)										
6	General	-	Please provide AUTOCAD files of complete alignment, stations for working out of dimensions and planning span arrangements for bidding.	No change in bid condition								
7	Employer Requirement (functional) 2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platfrom extension provisions as indicated in tender drawings.	In drawings it is mentioned that future extension of platform shall be there. However, loading for future extension to be confirmed.	No change in bid condition								

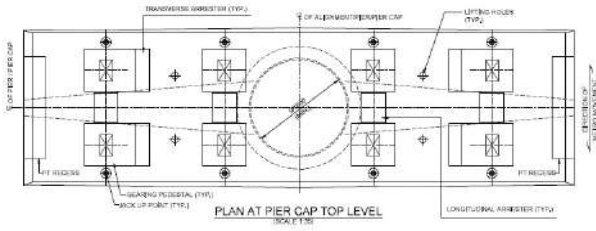
ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
8	Employer Requirement (functional) 2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	Please clarify what employer wants by "Extended Pier Cap". Is it the cross arm to be constructed for all these piers where future extension is there, or is it extended pier cap in longitudinal direction.	No change in bid condition
9	Employer Requirement (functional) 2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	For projects in zone-II in piles, pile uplift (tension) case becomes governing for desing of piles. In such case, the minimum vertical loads with maximum moments usually govern the pile desgins. If we consider future extension pier-loads for these piers, there are chances that pile may not be safe without platform loadings. Employer to clarify whether future extension zone piers and foundations shall be checked for both conditions (with and without platform loadings ?)	No change in bid condition
10	Employer Requirement (functional)2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	For construction of extended pier caps, integration or connection of platform pi-girders on these cross arms will require dowels / couplers to be left in the structure. Please confirm this interpretation.	No change in bid condition
11	Employer Requirement (functional) 2.1.1 (xxvi)	Shape, profile and construction methodology of Piers including Cantilever piers, portal piers and portal beams is to be as per bid drawings.	In bid drawings, the tentative shape idea is provided. For construction methodology only pre-cast portal beams with typical stitch locations are suggested. However, there is no defined methodology given in bid drawings. Requested to provide methodology for the same.	No change in bid condition
12	Employer Requirement (functional) 2.1.1 (xxxvi)	Design & Construction of inspection platform at Piers/Portals for viaduct including those at special spans, which are inaccessible from roads, as per bid Drawings or as directed by Employer/Engineer.	Please provide tentative pier chainages or zone where this shall be required.	No change in bid condition
13	Employer Requirement (functional)2.1.3 (iii)	Load of Radio Mast shall be considered in the design of Entry/Exit Structures as per bid drawing.	Please provide the details of Radio Mast (locations, height, size and loadings)	No change in bid condition
14	Employer Requirement (functional)2.1.4 (1) (a)	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Requested to provide chainages of Phase-1 (from to To) where this 660m shall be considered for flatening.	No change in bid condition
15	Employer Requirement (functional) 2.1.4 (1) (a)	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Requested to provide Dimension drawings, Reinforcement drawings, Prestress Drawings, structure steel / PEB drawings of the existing structures constructed for planning of the methodology.	Please refer to Addendum-04.
16	Employer Requirement (functional) 2.1.5 (3)	It is obligatory for the contractor to provide a single pier structure in the viaduct of minimum dia 1.80m and the dimensions of station pier across the alignment shall not be more than 2.20m	Please clarify 1. Whether rectangular piers shall be allowed in the project (As circular pier of 1.8m dia is mentioned as minimum size) 2. Stations having two level of structures with 22.5m cross arms at concourse and platform levels, in such a case, size of 2.2m in transverse direction may not be sufficient as it will be having predominant forces in transverse directions only. Requested to please relook in this limit of transverse width of pier.	No change in bid condition
17	Employer Requirement (functional) and ODS Viaduct 8 (i) & 6.4.5 (ODS viaduct)	Clause 8 (i) indicates: The Permanent Works shall be designed to permit the railway to operate satisfactorily at a maximum design speed of 90 km/hr where applicable. Clause 6.4.5 (viaduct ODS) indicates: Design Speed of Live load of 95 km/h will be considered for computation of centrifugal force for curvature up to 450m radius. For sharper curves, speed restrictions as per SOD shall be followed.	The two different claues gives two different values of design speed of structures. Please clarify which one to be considered.	No change in bid condition

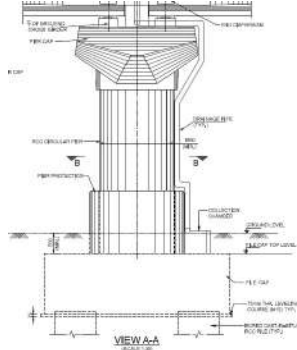
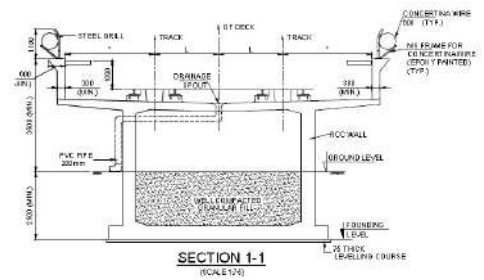
ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
18	Section-6 (Part-2) Geotechnical Report Foot note of table	No groundwater was encountered during the subsurface investigation. Hence, the design water table has been considered as 20m below ground level to be on conservative side	ODS Clause 5.5 Design GWT states that GWT to be considered +4m extra from the maximum of (1) CGWG GWT data (2) RMRCL GIR WT (3) Contractor's GIR WT. Also, it says that Lesser of two bore-holes (Tender BH and contractor's BH) capacities in both vertical and lateral directions should be considered for designing. Since, this is a contract condition, hence, the pile capacities calculated by GT agency assuming WT at 20m from GL on conservative side is not as per the contract's requirement. This assumption may be under-estimating capacities due to 20m WT assumptions. Employer may provide GT capacities based on actual WT + 4m for the bore-holes for each tenderer, on basis of condition provided	No change in bid condition
19	Section-6 (Part-2) Geotechnical Report Table 7.1	Different bore-hole vertical and horizontal capacities are given in the table	From the table contractor has following observations 1. Vertical compression Capacities of 1.0m diameter pile in silty sand and clay + sandy strata is given upto 800MT for 20m length. Usually these values are too high for type of strata encountered. 2. Lateral capacities for 1.0m diameter pile is of the range of 20 to 23 MT which is on a very lower side for the type of strata (without WT at GL) is reported. Calculation of pier pile horizontal load for 28.0m span (Straight Spans) If we check the actual lateral loads coming on piles of 4 pile group for 31m span (Br+Tr = 381kN, LWR = 448kN, total (unfactored) = 829kN and per pile horizontal load = $829/4 = 207.25\text{kN}$ or 21.12MT) Calculation of pier pile horizontal load for 31.0m span (Straight Span) If we check the actual lateral loads coming on piles of 4 pile group for 31m span (Br+Tr = 443kN, LWR = 496kN, total (unfactored) = 940kN and per pile horizontal load = $940/4 = 234\text{kN}$ or 24MT) In such a case, even if contractor wants to go for 28m spans in straight alignment, use of 1.0m diameter piles shall not be possible as tender bore-hole's lateral load capacity will be governing making use of 1.0m dia pile in 4 pile group not possible. Requested to re-look into the Geotechnical capacities in this line by	No change in bid condition
20	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0201		In this sketch, jacking locations are shown towards edge of pier cap. However, can these jacking points be kept below diaphragm for better and even lifting of slab+other girders to avoid differential lifting (if any).	No change in bid condition

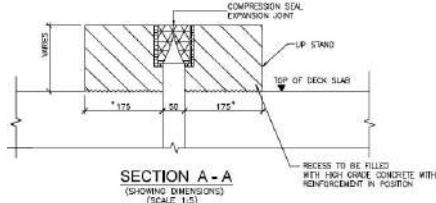
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Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
21	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0201		As per Clause 2.1.1 (xxvi) of employer requirement (functional), is circular pier compulsory for the project as marked in the sketch.	No change in bid condition
22	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0201	THIS ARRANGEMENT IS APPLICABLE FOR SPAN LENGTH $\leq 35.0\text{m}$ ONLY.	The Note in drawings of T-girder arrangement states that, the given arrangement in drawings is applicable for spans less than or equal to 35m only. However, as per Employer Requirements (functional) clause 2.1.1 (iii) allows spans upto 37m. Requested client to confirm, contractor may be allowed to use T-girders beyond 35m spans also.	No change in bid condition
23	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0202 and VID-JMRC-STR-TD-0203		No such restriction in length of girder mentioned for portal piers and cantilever piers for T-Girders. We understand, when portal or Cantilever piers are placed, T-girders upto 37m shall be allowed.	No change in bid condition
24	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0205		1. Since the project is having front evacuation, side walk-way shown in the sketch is required? 2. Here Drain pipe is shown to go upto Ground level. Please confirm the it is to be taken to same level as being kept for piers.	No change in bid condition
25	Section-6 (Part-1) Employer Requirements Preamble Point-8	The evacuation of passengers in between stations shall be done from front & rear emergency doors of the train, hence no separate walkway is provided.	Since front evacuation of passengers are provided as per this, then the upstand shown at the ends of spans will be provided in the project	No change in bid condition

ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS

Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
26	Section-6 (Part-2) Drawings VID-JMRC-STR-TD-0210		As per Section-6 (part-1) of Employer Requirements, PDF Page 1080 Preamble Point-8, it is mentioned that front and rear emergency doors are there. Hence, provision of such upstand for fixing of expansion gaps will cause hinderance for wheel chair and paseenger movement. Please confirm the same is still required.	No change in bid condition
27	General	Sizes of stations	The sizes of stations (Width) as mentioned in alignment drawings are different from the station type drawings. We understand that, station type drawings to be followed for the bid purpose, please confirm.	No change in bid condition
28	Section-6 (Part-2) Drawings		Here chainages used are starting from 6500 to 7500. However, as per employer requirement clause 2.1.4 (1) (a) on PDF page 431 says that 660m length of stretch to be developed. Requested to please share the start and end chainages where contractor is supposed to work for upgradation of existing structures.	No change in bid condition
29	Section-6 (Part-2) Drawings RMRC-KKH-TED-ARP-01		For getting proper details (length, sizes, height etc.) requested to share AUTOCAD drawings of connecting FOB.	No change in bid condition
30	Section-6 (Part-2) Drawings JMRC-PRA-TED-ARP-10001-R1 to JMRC-PRA-TED-ARP-10011-R1		Prahladpura station drawings are shared, but this is Package-1 station. Please clarify scope of work of EPC contractor (of present package) in this station.	Please refer to Addendum-02
31	Section-6 (Part-2) Drawings JMRC-JEC-TED-ARP-10001-R1 to JMRC-JEC-TED-ARP-10011-R1		JECC station drawings are shared, but this is Package-1 station. Please clarify scope of work of EPC contractor (of present package) in this station.	Please refer to Addendum-02

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Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
32	ODS (Viaduct) IRS Substructure and foundation code	(a) Combination I - The worst possible combination of Dead load (DL), Live load (LL), Dynamic augment (I), Longitudinal forces (LF), Forces due to curvature and eccentricity of track (CF), Earth Pressure (EP), Forces due to water current (WC) and Buoyancy (B), Temperature effects where considered (TMP) and Effects due to resistance of expansion bearings to movements (EXB).	As per IRS substructure and foundation code's load combinations, Combination-1 includes temperature effects loads, for which, it doesn't allow any increase in allowable bearing pressure. Please confirm whether 15% increase shall be allowed as being followed for other metro projects based on IRC code.	No change in bid condition
33	ODS (Viaduct) Table of Load combinations	For Load G-III (b), in LWR case, live load is made 50%	Since, Jaipur Being Zone-II, LWR case can be a potential governing load case for the project. In IRS CBC, there is no mention of reduction of live load in LWR cases (Rail fracture or rail gap analysis cases) and usually it is considered to be 100% in other metro projects where LWR is a potential governing case. Please confirm, for this condition, ODS requirements shall prevail for project designs.	No change in bid condition
34	Clause 19.2 (Page 13, Part 1, Sec 1 (ITB))	In exceptional circumstances, prior to the expiration of the bid validity period, the Employer may request Bidders to extend the period of validity of their Bids. The request and the responses shall be made in writing. If a bid security is requested in accordance with ITB 20, it shall also be extended 28 days beyond the deadline of the extended validity period. A Bidder may refuse the request without forfeiting its bid security. A Bidder granting the request shall not be required or permitted to modify its Bid.	A Bidder granting the request for extension of the Bid Validity Period shall not be required or permitted to modify its Bid during the original Bid Validity Period and for any extension thereof up till 90 days. However, where the aggregate extension of the Bid Validity Period exceeds 90 days beyond the original Bid Validity Period, the Bidder shall be entitled to revise its price bid to account for changes in market conditions, statutory levies, taxes, duties, currency fluctuations, labour costs, material costs and other escalations occurring after the original Bid Submission Date. Such revision shall not affect the technical proposal, qualifications, or any other conditions of the Bid.	No change in bid condition
35	Clause 3 (Relevant Documents), Page 2 of ER (General)	Notwithstanding the precedence specified above, the Contractor shall always immediately seek advice from the Engineer in the event of conflicts between specifications. The order of precedence is i. Design Criteria ii. Employer's Requirements iii. Indian and other international Standards referenced herein iv. Indian and other International Standards.	(Request to add the following at the end of the subject Clause) Any instruction by the Engineer that departs from the above order of precedence shall constitute a Variation under Clause 13 of GCC/PCC.	No change in bid condition
36	Clause 11.1(ii) (Co-ordination with Designated and Other Contractors) (General), Page 7 of ER (General)	The Contractor, shall in carrying out his co-ordination responsibilities, raise in good time and provide sufficient information for the Engineer to decide on any disagreement between the Contractor and the Interfacing Contractors as to the extent of services or information required to pass between them. If such disagreement cannot be resolved by the Contractor despite having taken all reasonable efforts, then the decision of the Engineer shall be final and binding on the Contractor.	The Clause provides that the Engineer's decision on unresolved disagreements between the Contractor and Interfacing Contractors shall be final and binding. It is requested that the Clause be amended to clarify that if compliance with such decision results in additional Cost and/or time to the Contractor, the Contractor shall be entitled to corresponding Extension of Time and reimbursement of such additional Cost.	No change in bid condition

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Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
37	Clause 11.1(iii) (Co-ordination with Designated and Other Contractors) (General), Page 7 of ER (General)	Where an Interfacing Contract is yet to be awarded the Contractor shall proceed with the co-ordination activities with the Engineer until such time when the Interfacing Contractor is available. The Contractor shall provide the Interfacing Contractor with all information necessary to enable the Interfacing Contractor to follow on and proceed with their co-ordination.	(Proposed to modify the existing Clause as follows) Where an Interfacing Contract is yet to be awarded the Contractor shall proceed with the co-ordination activities with the Engineer until such time when the Interfacing Contractor is available. Upon the mobilization of the Interfacing Contractor, the Engineer shall furnish the Contractor with all relevant information, particulars and communication details of such Interfacing Contractor to the Contractor to facilitate effective coordination, interface management, and execution of the Works.. The Contractor shall provide the Interfacing Contractor with all information necessary to enable the Interfacing Contractor to follow on and proceed with their co-ordination.	No change in bid condition
38	Clause 2.1.1 (xxxi), ER (Functional) (Section 6C)	Necessary permission/ NOC from the Railway/ Road/ Forest department and other concerned regulatory authorities for block and working in such locations. Employer will facilitate in getting them permission from concerned regulatory authorities for working in such locations. Necessary document for tree cutting permission including land for compensatory forestation shall be ensured by Employer. Contractor shall facilitate/liaison with the respective department. However, no claim as regards to delay in getting permissions / NOC from these agencies will be entertain. For sections of the alignment through government colony, on the median of a flyover or adjacent to retaining wall of flyover, the contractor is advised to consider to coordinate with various authorities to seek permission, accordingly.	Since permissions, blocks, and NOCs from Railway, Road, Forest, and other statutory authorities are beyond the Contractor's control, it is requested that any delay in obtaining such approvals, despite the Contractor's timely compliance with all requirements, shall entitle the Contractor to suitable time and cost compensation. Request to amend the Clause accordingly.	No change in bid condition
39	Clause 12 (Traffic Management), ER (Functional) (Section 6C)	The Contractor shall carry out the Works so as to minimise disruption to road and pedestrian traffic. The Contractor shall prepare his traffic management plan based on his proposed construction methodology in coordination with Engineer and in consultation with Jaipur Traffic Police. He shall comply strictly with the approved plan during construction of his works. The design shall provide for temporary road decking wherever necessary to provide minimum no. of traffic lanes as agreed with Jaipur Traffic Police. Necessary approval from Traffic Police shall be arranged by Contractor without any extra cost	As the issuance of traffic diversion approvals is beyond the Contractor's control, kindly amend the Clause to provide for an Extension of Time (EOT) and compensation for additional costs arising from any delay by the Traffic Authorities in granting the required approvals.	No change in bid condition
40	Clause 14.2 of PC, Part A (Contract Data), (Page 9 of Particular Conditions of Contract, Section 8)	In respect of works costing more than Rs. 50.00 crore (Rs Fifty Crore) only the RMRC will, if provided in the bidding document and requested by the Contractor to make mobilization advance, payment to the Contractor (at 9% per annum interest compounded annually basis) to assist in defraying the initial expenses that necessarily be incurred by the Contractor for mobilization. The total of such advance payments and number & timing of instalments is stated hereunder :-	It is requested that the Mobilization Advance be provided on an interest-free basis instead of 9% per annum compounded annually. Since the advance is intended to support initial Project mobilization and working capital requirements, charging compound interest imposes an additional financial burden on the Contractor and undermines the purpose of such assistance. Accordingly, the clause may be amended to provide for interest-free Mobilization Advance, recoverable through Interim Payment Certificates as per the Contract.	No change in bid condition
41	Clause 8.5 of PC, Part B, Special Provisions (Page 71 of Section 8, Particular Conditions of Contract)	The Contractor shall not be entitled to any Extension of Time where the instructions or acts of the Employer are necessitated by or intended to cure any default of breach of Contract by the Contractor, or where any delay is due to; (a) the failure of a sub-contractor, to commence or to carry out work in due time, (b) non-availability, or shortage of Contractor's equipment, labour, utility services, Plants and Materials, (c) Inclement weather conditions other than 1 in 50 years cycle continuing for more than 07 days.	The clause limits entitlement to Extension of Time for inclement weather conditions to events exceeding a 1-in-50-year recurrence cycle and continuing for more than seven (07) days. Such a threshold appears unduly onerous and disproportionate to the Project Duration, as it allocates an excessive weather-related risk to the Contractor. Accordingly, it is requested that the threshold be revised from a 1-in-50-year recurrence cycle to a 1-in-10-year recurrence cycle, so that genuinely exceptional weather events likely to materially impact the progress of the Works are treated in a fair and reasonable manner.	No change in bid condition

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Bidder-E

Sr.No	Clause No.	Tender Condition / Requirement	Bidder Query/ Observation	JMRC's Reply
42	Sub-Clause 9 of Clause 2.1.5 (Notes for Viaduct & Stations), Section 6C, ER (Functional)	The shifting of the utility(s) would be undertaken only in exceptional circumstances where in the opinion of the Employer no other option is available. The utilities are to be diverted with proper liaising and approval of the utility owning agencies and will be paid under BoQ items of relevant Schedule. For the utilities which are not to be diverted, proper supporting shall be done to prevent any damage. No payment shall however be made for supporting and protecting the utilities during execution of the work. Cost of such utility shifting (i.e. permanent diversion) unless otherwise specified will be paid separately under relevant item of BOQ. No claim on account of delay in execution of utility diversion will be entertained. All temporary diversion of any utilities done to facilitate the construction activity shall be the part of the lump sum price.	Since utility protection and diversion depend on third-party utility-owning agencies and are outside the Contractor's control, we request that time and cost relief (EOT) be allowed for delays in utility diversion/shifting that are not attributable to the Contractor, instead of an outright bar on claims.	No change in bid condition
43	Clause 13.7 of PC (Adjustments for Change in Cost), Part B (Special Provisions), Page 79 of Section 8, Particular Conditions of Contract	(ii) Price Variation for Extra Items Normally no price variation clause shall be applicable to any extra item/new rates not originally included in the accepted Bill of Quantities and for which the rates are fixed separately under Clause 12 of GCC. It shall, however be open to the Engineer to accept price variation clause in such cases where the rates are not based on actual and work is likely to continue for more than one year.	The present clause provides for grant of Price Adjustment at the discretion of the Engineer and for works extending beyond one (01) year. Considering the prevailing volatility in the prices of construction materials, fuel, labour, and other inputs, it is requested that entitlement to Price Adjustment be made a contractual right of the Contractor rather than being subject to the Engineer's discretion. Further, it is requested that the eligibility threshold for Price Adjustment be reduced from one (01) year to six (06) months, as significant cost fluctuations can occur within such period. The clause may therefore be amended to provide for automatic and objective Price Adjustment for works exceeding six (06) months in duration.	No change in bid condition
44	Clause 2.1 of PC (Part B- Special Provisions), Page 38 of Section 8, Particular Conditions of Contract	For the purpose of survey / execution of works, access to the site shall be available from the first day itself. Apart from time stated in Contract Data, further construction right of access to the site will be handed over progressively and in accordance to the approved work programme. However, if the Contractor suffers delay and/or incurs cost as a result of failure by the Employer to give any such right or possession in accordance to the approved work programme, subjected to the assessment of the Engineer regarding full mobilization of the Contractor, the Contractor shall be entitled subject to sub-clause 20.2 [Claims for payment and/or EOT] to EOT and/or payment of such Cost Plus Profit.	The Clause links the Contractor's entitlement for delayed Site access to the Engineer's assessment of "full mobilization," while the milestones for progressive handover of the Site/right of access are not defined. This may lead to ambiguity in determining entitlements arising from delayed handover. Accordingly, it is requested that the Employer specify in the Contract Data clear milestone dates for progressive handover of the Site/right of access. Any delay beyond such milestones should entitle the Contractor for compensation, without reliance on the Engineer's subjective assessment of "full mobilization."	No change in bid condition
45	Clause 14.8 of PC (Part A, Contract Data) (Financing Charges for Delayed Payment), Page 15 of Section 8, Particular Conditions of Contract	No financing charges shall be payable due to delayed payment under Clause 14.8	The present provision departs from the FIDIC Yellow Book, which entitles the Contractor to financing charges on delayed payments. Delayed certification or payment increases the Contractor's financing burden and working capital requirements. Accordingly, it is requested that the clause be amended to retain the original provisions of 2017 FIDIC Yellow Book Clause 14.8, entitling the Contractor to financing charges on delayed payments from the due date until actual payment. This would ensure equitable risk allocation and facilitate uninterrupted execution of the Works.	No change in bid condition
46	Clause 13.3.2 of PC (Part B, Special Provisions) (Variation Request for Proposal), Page 76 of Section 8, Particular Conditions of Contract	If the Engineer does not give consent to the proposal, with or without comments, and if the Contractor has incurred Cost as a result of submitting it, the Contractor shall be entitled to payment of such Cost.	The clause requires the Contractor to bear the Cost of preparing a proposal requested by the Engineer, even where the Engineer subsequently decides not to proceed with the proposed Variation. Since the Contractor incurs such Cost solely in response to the Engineer's request, it is inequitable to place this financial burden on the Contractor. Accordingly, it is requested that the clause be amended to entitle the Contractor to reimbursement of reasonable and demonstrable Costs incurred in preparing a proposal where the Engineer subsequently does not approve or proceed with the proposed Variation. This would ensure fair and equitable risk allocation between the Parties.	No change in bid condition

Reply to Pre-Bid Queries

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
1	General		-	-	Request you to please share the complete Topographical Survey data, including the co-ordinates of all GPS reference points and control points established at the Project.	No change in bid condition
2	General		-	-	Request you to provide KMZ file of alignment.	No change in bid condition
3	General		-	-	Bidders requesting to provide AutoCAD files of alignment along with Profile and Structural Drawings.	No change in bid condition
4	Section6Part1	427/1375	2.1.1 (xxx)	a. Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 680m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Bidders requesting to provide clarity on scope of the existing metro line regrading/modifications.	No change in bid condition
5	Section 6 Part 1	617/1375	ODS 6.5.3 f	f) Minimum (unfactored) LWR force of 1.6t/m of span length shall be considered for design irrespective of number of tracks.	As per mention clause LWR forces will be extracted from RSI study, however 1.6t/m is given in tender. Please clarify that based on RSI study if we get less value, can we adopt the same?	No change in bid condition
6	Section6Part2, GAD	18 of 18	-		As per mention clause LWR forces will be extracted from RSI study, however 1.6t/m is given in tender. Please clarify that based on RSI study if we get less value, can we adopt the same?	No change in bid condition
7	Section6Part1, ER	428/1375	CI 2.1.1 (xxxix)	(xxxix) Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	Bidders request clarification on the siding line proposals, which look like given locations are falling near existing NHAI flyovers. Please clarify the location and along with centerline for more clarity.	Please refer to Addendum - 02.
8	GAD	1 of 18	-		As per site observations and Alignment drawings, the proposed elevated ramp appears to pass within the Airport Boundary limits. Kindly provide clarification regarding land acquisition status, available right of way (ROW). Additionally, request you to provide utility drawings/service layout within available ROW.	No change in bid condition
9	GAD	1 of 18	-	-	Please Specify the height restrictions near Airport boundary.	No change in bid condition
10	GAD	2 of 18	-	-	As per site Observations and Alignment drawings, most of the Entry-Exit Structures are falling on existing structures, please specify the scope of the demolition along with land acquisition details.	No change in bid condition

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Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
11	GAD	2 of 18	-	-	It is observed that between chainage 15486 to 16583, existing NHAI flyover is observed along with Pier dowel bars left for Metro pier. Please provide the scope details in this zone and also provide As-built drawings of NHAI flyover along with Design documents for accurate estimation. Please confirm the durability of Pier dowels as Metro structure life span is 100Years.	Please refer to Addendum - 02.
12	GAD	2 of 18	-	-	Bidders request clarification on the durability requirements of the existing foundations and protruding dowels, considering the specified design life of 100 years in the Employer's Requirements (ER). Kindly confirm that the existing elements satisfy the required durability and service life criteria, and provide the relevant design basis, assessment reports, or durability checks performed for the same.	No change in bid condition
13	GAD	3 of 18	-	-	Bidders request clarification on the feasibility of the proposed Durgapura Station arrangement. It is observed that the station is proposed above existing flyover and the center-to-center spacing of the NHAI piers are approximately 35-40 m, which are different from standard spans in Metro station. Please clarify on the same and also spacing is big concern for erection of Cross arms, platform Girders , please clarify whether NHAI flyover can be used for erection of elements or not?	Please refer to Addendum - 02.
14	GAD	3 of 18	-	-	Gopalpura station is proposed adjacent to existing flyover. By placing the Metro Piers will impact the existing Road width. Please clarify expansion of road is in scope of EPC contractor or not?	No change in bid condition
15	GAD	3 of 18	-	-	For Gopalpura station, one of the proposed Entry-Exit structure is crossing the flyover. Clarify the arrangement of Entry-Exit Structure.	No change in bid condition
16	GAD	7 of 18	-	-	Bidders request clarification on the proposed pier location near Chainage 19.320m, which is situated close to the railway boundary. Kindly provide the details and existing flyover substructure details for clearances.	No change in bid condition
17	GAD	17 of 18	-	-	At Khasa Koti interchange station, near existing metro line available space from both sides are very less. The erection and construction of the Proposed station elements are little bit tough. Please clarify the ROW proposal in this stretch?	No change in bid condition
18	General Scope	-	-	-	Bidders request clarification on the scope of PEB works and architectural finishes under the current project. Kindly specify the detailed scope and confirm whether these works are to be considered on a lump-sum basis or under item-rate provisions.	Please refer to Addendum - 02.
19	Employer Requirement (functional)	425	2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	In drawings it is mentioned that future extension of platform shall be there. However, loading for future extension to be confirmed.	No change in bid condition
20	Employer Requirement (functional)	425	2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	Please clarify what employer wants by "Extended Pier Cap". Is it the cross arm to be constructed for all these piers where future extension is there, or is it extended pier cap in longitudinal direction.	No change in bid condition
21	Employer Requirement (functional)	425	2.1.1 (ii)	Design & construction of pile foundation, pile cap, Pier, all types of piers including cantilever & portals, pedestals, cross arm, extended pier cap for future platform extension provisions as indicated in tender drawings.	For projects in zone-II in piles, pile uplift (tension) case becomes governing for design of piles. In such case, the minimum vertical loads with maximum moments usually govern the pile designs. If we consider future extension pier-loads for these piers, there are chances that pile may not be safe without platform loadings. Employer to clarify whether future extension zone piers and foundations shall be checked for both conditions (with and without platform loadings ?)	No change in bid condition
22	Employer Requirement (functional)	426	2.1.1 (xxvi)	Shape, profile and construction methodology of Piers including Cantilever piers, portal piers and portal beams is to be as per bid drawings.	In bid drawings, the tentative shape idea is provided. For construction methodology only pre-cast portal beams with typical stitch locations are suggested. However, there is no defined methodology given in bid drawings. Requested to provide methodology for the same.	No change in bid condition
23	Employer Requirement (functional)	428	2.1.1 (xxxvi)	Design & Construction of inspection platform at Piers/Portals for viaduct including those at special spans, which are inaccessible from roads, as per bid Drawings or as directed by Employer/Engineer.	Please provide tentative pier chainages or zone where this shall be required.	No change in bid condition
24	Employer Requirement (functional)	429	2.1.3 (iii)	Load of Radio Mast shall be considered in the design of Entry/Exit Structures as per bid drawing.	Please provide the details of Radio Mast (locations, height, size and loadings)	No change in bid condition

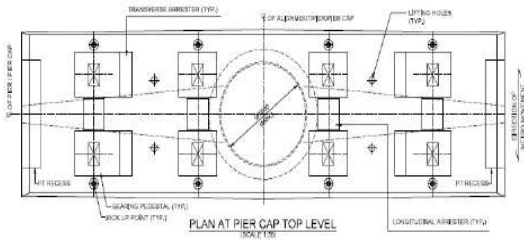
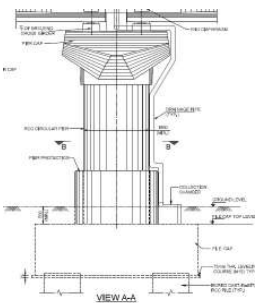
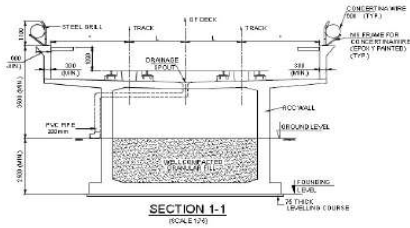
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Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
25	Employer Requirement (functional)	431	2.1.4 (1) (a)	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Requested to provide chainages of Phase-1 (from to To) where this 660m shall be considered for flattening.	No change in bid condition
26	Employer Requirement (functional)	431	2.1.4 (1) (a)	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Requested to provide Dimension drawings, Reinforcement drawings, Prestress Drawings, structure steel / PEB drawings of the existing structures constructed for planning of the methodology.	Please refer to Addendum - 04.
27	Employer Requirement (functional)	433	2.1.5 (3)	It is obligatory for the contractor to provide a single pier structure in the viaduct of minimum dia 1.80m and the dimensions of station pier across the alignment shall not be more than 2.20m	Please clarify 1. Whether rectangular piers shall be allowed in the project (As circular pier of 1.8m dia is mentioned as minimum size) 2. Stations having two level of structures with 22.5m cross arms at concourse and platform levels, in such a case, size of 2.2m in transverse direction may not be sufficient as it will be having predominant forces in transverse directions only. Requested to please relook in this limit of transverse width of pier.	No change in bid condition
28	Employer Requirement (functional) and ODS Viaduct	442 and 614	8 (i) & 6.4.5 (ODS viaduct)	Clause 8 (i) indicates: The Permanent Works shall be designed to permit the railway to operate satisfactorily at a maximum design speed of 90 km/hr where applicable. Clause 6.4.5 (viaduct ODS) indicates: Design Speed of Live load of 95 km/h will be considered for computation of centrifugal force for curvature up to 450m radius. For sharper curves, speed restrictions as per SOD shall be followed.	The two different clause gives two different values of design speed of structures. Please clarify which one to be considered.	No change in bid condition
29	Section-6 (Part-2) Geotechnical Report	31	Foot note of table	No groundwater was encountered during the subsurface investigation. Hence, the design water table has been considered as 20m below ground level to be on conservative side	ODS Clause 5.5 Design GWT states that GWT to be considered +4m extra from the maximum of (1) CGWG GWT data (2) RMRCL GIR WT (3) Contractor's GIR WT. Also, it says that Lesser of two bore-holes (Tender BH and contractor's BH) capacities in both vertical and lateral directions should be considered for designing. Since, this is a contract condition, hence, the pile capacities calculated by GT agency assuming WT at 20m from GL on conservative side is not as per the contract's requirement. This assumption may be under-estimating capacities due to 20m WT assumptions. Employer may provide GT capacities based on actual WT + 4m for the bore-holes for most tender comparisons of capacities arrived.	No change in bid condition
30	Section-6 (Part-2) Geotechnical Report	25	Table 7.1	Different bore-hole vertical and horizontal capacities are given in the table	From the table contractor has following observations 1. Vertical compression Capacities of 1.0m diameter pile in silty sand and clay + sandy strata is given upto 800MT for 20m length. Usually these values are too high for type of strata encountered. 2. Lateral capacities for 1.0m diameter pile is of the range of 20 to 23 MT which is on a very lower side for the type of strata (without WT at GL) is reported. Calculation of pier pile horizontal load for 28.0m span (Straight Spans) If we check the actual lateral loads coming on piles of 4 pile group for 31m span (Br+Tr = 381kN, LWR = 448kN, total (unfactored) = 829kN and per pile horizontal load = 829/4 = 207.25kN or 21.12MT) Calculation of pier pile horizontal load for 31.0m span (Straight Span) If we check the actual lateral loads coming on piles of 4 pile group for 31m span (Br+Tr = 443kN, LWR = 496kN, total (unfactored) = 940kN and per pile horizontal load = 940/4 = 234kN or 24MT) In such a case, even if contractor wants to go for 28m spans in straight alignment, use of 1.0m diameter piles shall not be possible as tender bore-hole's lateral load capacity will be governing making use of 1.0m dia pile in 4 pile group not possible. Requested to re-look into the Geotechnical capacities in this line by eliminating the 20m WT assumption taken by GIR agency.	No change in bid condition

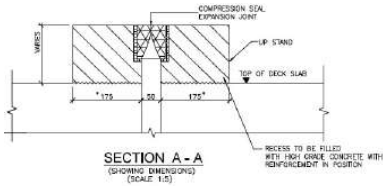
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Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
31	Section-6 (Part-2) Drawings	2	VID-JMRC-STR-TD-0201	 PLAN AT PIER CAP TOP LEVEL SCALE: 1/10	In this sketch, jacking locations are shown towards edge of pier cap. However, can these jacking points be kept below diaphragm for better and even lifting of slab+other girders to avoid differential lifting (if any).	No change in bid condition
32	Section-6 (Part-2) Drawings	2	VID-JMRC-STR-TD-0201	 VIEW A-A SCALE: 1/10	As per Clause 2.1.1 (xxvi) of employer requirement (functional), is circular pier compulsory for the project as marked in the sketch.	No change in bid condition
33	Section-6 (Part-2) Drawings	2	VID-JMRC-STR-TD-0201	THIS ARRANGEMENT IS APPLICABLE FOR SPAN LENGTH $\leq 35.0m$ ONLY.	The Note in drawings of T-girder arrangement states that, the given arrangement in drawings is applicable for spans less than or equal to 35m only. However, as per Employer Requirements (functional) clause 2.1.1 (iii) allows spans upto 37m. Requested client to confirm, contractor may be allowed to use T-girders beyond 35m spans also.	No change in bid condition
34	Section-6 (Part-2) Drawings	3 & 4	VID-JMRC-STR-TD-0202 and VID-JMRC-STR-TD-0203	-	No such restriction in length of girder mentioned for portal piers and cantilever piers for T-Girders. We understand, when portal or Cantilever piers are placed, T-girders upto 37m shall be allowed.	No change in bid condition
35	Section-6 (Part-2) Drawings	6	VID-JMRC-STR-TD-0205	 SECTION 1-1 SCALE: 1/10	Bidder request clarification for below points, 1. Since the project is having front evacuation, side walk-way shown in the sketch, is it required? 2. The Drain pipe is shown upto Ground level. Please confirm that whether it is to be taken to same level as being kept for piers or not?	No change in bid condition

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Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply						
36	Section-6 (Part-2) Drawings	11	VID-JMRC-STR-TD-0210		As per Section-6 (part-1) of Employer Requirements, PDF Page 1080 Preamble Point-8, it is mentioned that front and rear emergency doors are there. Hence, provision of such upstand for fixing of expansion gaps will cause hinderance for wheel chair and passenger movement. Please confirm the same is still required.	No change in bid condition						
37	General			Sizes of stations	The sizes of stations (Width) as mentioned in alignment drawings are different from the station type drawings. We understand that, station type drawings to be followed for the bid purpose, please confirm.	No change in bid condition						
38	Section-6 (Part-2) Drawings	38	VID-JMRC-STR-TD-0701-017	-	Here chainages used are starting from 6500 to 7500. However, as per employer requirement clause 2.1.4 (1) (a) on PDF page 431 says that 660m length of stretch to be developed. Requested to please share the start and end chainages where contractor is supposed to work for upgradation of existing structures.	No change in bid condition						
39	Section-6 (Part-2) Drawings	88	RMRC-KKH-TED-ARP-01	-	For getting proper details (length, sizes, height etc.) requested to share AUTOCAD drawings of connecting FOB.	No change in bid condition						
40	Section-6 (Part-2) Drawings	76 to 81	JMRC-PRA-TED-ARP-10001-R1 to JMRC-PRA-TED-ARP-10011-R1	-	Prahladpura station drawings are shared, but this is Package-1 station. Please clarify the present contractor scope in this station.	Please refer to Addendum - 02.						
41	Section-6 (Part-2) Drawings	82 to 87	JMRC-JEC-TED-ARP-10001-R1 to JMRC-JEC-TED-ARP-10011-R1	-	JECC station drawings are shared, but this is Package-1 station. Please clarify scope of work of EPC contractor (of present package) in this station.	Please refer to Addendum - 02.						
42	ODS (Viaduct)		IRS Substructure and foundation code	6.7 Permissible Increase in Allowable Bearing Pressure : 6.7.1 When the foundations are checked for combinations of loads as stated in clause 5.13, the allowable bearing pressures on foundations may be increased as follows : <table><tr><td>Combination I</td><td>- Nil</td></tr><tr><td>Combination II & III</td><td>- $33\frac{1}{3}\%$</td></tr><tr><td>Combination IV</td><td>- 40%</td></tr></table> (a) Combination I - The worst possible combination of Dead load (DL), Live load (LL), Dynamic augment (I), Longitudinal forces (LF), Forces due to curvature and eccentricity of track (CF), Earth Pressure (EP), Forces due to water current (WC) and Buoyancy (B), Temperature effects where considered (TWP) and Effects due to resistance of expansion bearings to movements (EXB).	Combination I	- Nil	Combination II & III	- $33\frac{1}{3}\%$	Combination IV	- 40%	As per IRS substructure and foundation code's load combinations, Combination-1 includes temperature effects loads, for which, it doesn't allow any increase in allowable bearing pressure. Please confirm whether 15% increase shall be allowed as being followed for other metro projects based on IRC code.	
Combination I	- Nil											
Combination II & III	- $33\frac{1}{3}\%$											
Combination IV	- 40%											
43					1. Pricing Basis for Architectural Finishes: Kindly confirm if the architectural finishes for the arch and station elements are to be priced on a Lump Sum basis or on an Item Rate basis as per BOQ.	No change in bid condition						
44					2. BIM LOD Requirement:	No change in bid condition						

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Bidder -E (2nd Set)

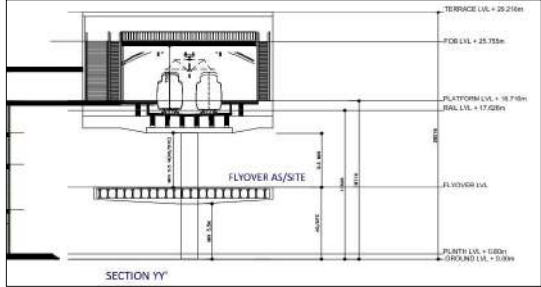
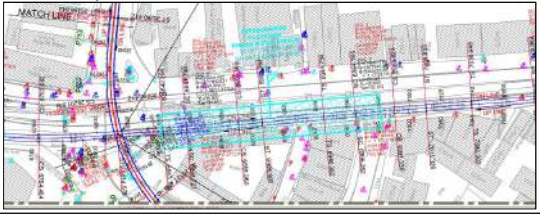
SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
45					a. Can the required BIM model be submitted at LOD 300 instead of LOD 500?	No change in bid condition
46					b. If LOD 500 is mandatory, can we propose laser scanning post-construction to develop as-built LOD 500 models?	No change in bid condition
47					c. As reinforcement modeling requires specialized BIM expertise, we request to consider excluding rebar modeling from the BIM scope, if feasible.	No change in bid condition
48	Geotechnical Investigation Report		-	-	As per the Geotechnical Investigation Report (GIR), groundwater was not encountered during the field exploration. Kindly confirm the groundwater table to be considered for the design of structures accounting for the potential rise in groundwater levels during the construction and service life of the project.	No change in bid condition
49	Geotechnical Investigation Report		-	-	Laboratory test results have not been provided in the Geotechnical Investigation Report (GIR). Kindly furnish the complete laboratory test data, including relevant test results and interpretations, for our reference.	No change in bid condition
50	Geotechnical Investigation Report		-	Design parameters adopted for the evaluation of pile capacities have not been provided in the Geotechnical Investigation Report (GIR). Kindly furnish the design parameters considered for pile capacity assessment, along with sample calculations demonstrating the evaluation of axial compression, uplift, and lateral capacities, for our reference.	Based on individual calculation, pile capacities are not in line. Please confirm.	No change in bid condition
51	Geotechnical Investigation Report		-	-	Pile capacities have been provided in the report only for pile lengths of 20 m, 25 m, and 30 m below the ground level. Kindly provide the evaluated pile capacities at 1 m intervals from 20 m to 40 m pile length, along with the corresponding compression, uplift, and lateral capacities, to facilitate the competitive estimation.	No change in bid condition
52	Section - 6 - Employer's Requirements (ERQ) - 2. OUTLINE DESIGN SPECIFICATIONS FOR VIADUCT	Page - 61	-	Clause – 5.5 – Design Groundwater Table - The Ground water table (Base value) shall be considered as maximum (in terms of RL) of Ground water table data published by (a) Central Ground water board (CGWB), (b) Ground water table reported in Geotechnical report provided by RMRC in tender documents, (c) Ground water table reported in Geotechnical report provided by Design & Build contractor. The design Ground water table shall be taken as 4.0m higher than the Base value for evaluation of effects for design purposes.	Kindly provide GWT data published by Central Ground Water board (CGWB).	No change in bid condition
53	Section - 6 - Employer's Requirements (ERQ) - 2. OUTLINE DESIGN SPECIFICATIONS FOR VIADUCT	Page - 61	-	Clause - 5.7 - Soil Parameters - The borehole, which provide lesser vertical & Horizontal capacity of pile or lesser SBC in case of open/Well foundation, shall be referred in design among 1 & 2 as referred below. For Pile foundation, in case one bore hole provide lesser Horizontal capacity and other provide lesser vertical capacity then lesser values of horizontal & vertical capacity obtained from two boreholes shall be referred. 1) As per soil investigation report in the tender document. 2) As per soil investigation done by contractor.	As per the Specifications, detailed Geotechnical Investigation (GI) is required to be carried out at 100 m intervals during the execution stage, whereas the boreholes provided in the tender-stage GI Report are spaced at approximately 1 km intervals. Therefore, a direct comparison between the tender-stage and execution-stage borehole data may not be technically justifiable. In view of the above, the intent of the present clause appears to be overly conservative, considering that the successful bidder will undertake a significantly more comprehensive GI program at much closer spacing (100 m intervals) after award of the contract. Adopting pile capacities based on the least favorable borehole located up to 900 m away may not be representative of the actual subsurface conditions at the proposed foundation location and could lead to uneconomical foundation designs. Further, the execution-stage GI will be carried out under the supervision and approval of the Employer/General Consultant (GC) and Contractor representatives, thereby providing a more reliable and site-specific basis for foundation design and pile capacity assessment. Accordingly, it is requested to kindly clarify whether the pile capacities, allowable bearing pressures, and foundation recommendations established from the detailed execution-stage geotechnical investigation may be adopted for final foundation design, in lieu of considering the least favorable soil parameters or pile capacities derived from widely spaced tender-stage boreholes. Such an approach would ensure that the foundation design is based on actual subsurface conditions encountered at or near the foundation location while maintaining the required safety and performance criteria.	No change in bid condition
54	General		-	-	Kindly clarify whether the design and drawings of all temporary / enabling structures (including launching girders, formwork, staging, temporary supports, temporary bridges, etc.) are required to be vetted by a third-party agency. If yes, please confirm whether such third-party vetting is within the Contractor's scope and whether it will be paid under a separate BOQ item.	No change in bid condition

"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"

Bidder -E (2nd Set)

SR. NO.	TENDER DOCUMENT	PAGE NO.	CLAUSE NO.	PARTICULAR	Tenderer's Change Request / Query	JMRC's Reply
55	General		-	-	Please intimate the minimum vertical and horizontal clearances to be maintained from existing roads, utilities, and other structures during the erection and operation of temporary works.	No change in bid condition
56	General		-	-	Kindly confirm the approval process and timeline for submission of temporary structure design documents, including the number of hard and soft copies required and the review period by the Engineer.	No change in bid condition
57	General		-	-	Please clarify whether temporary structures are required to be load-tested before use. If yes, kindly specify the load testing requirements and acceptance criteria.	No change in bid condition
58	General		-	-	Please confirm the responsibility for obtaining necessary permissions and approvals from local authorities (Traffic Police, Municipal Corporation, PWD, etc.) related to temporary structures and associated traffic diversions.	No change in bid condition
59	General		-	-	Kindly clarify the requirements for monitoring of temporary structures, including instrumentation, frequency of inspection, and reporting format.	No change in bid condition
60	Volume 6		Tender drawings	Staircase and Elevators supporting arrangement	Please clarify whether the staircase and elevator supporting will be steel or RCC.	No change in bid condition
61	Volume 6		Tender drawings	OHE and Other utilities load	Please provide the OHE and other utilities load for the Station roof structures.	No change in bid condition
62	Volume 6		Tender drawings	Load Bearing details	The weight and size is not given for the HVAC, MEP, Signaling & Telecommunication (S&T), AFC, PSD and Energy equipment including solar power, which have to be installed on bldg roofs. Please provide the details for loading.	No change in bid condition
63	Volume 6		Tender drawings	Cable Tray arrangement	No. of cable trays are not shown in the drawings, Also clarify the horizontal supporting ladder shall be required or only the cable tray brackets.	No change in bid condition
64	Volume 6		Tender drawings	Vertical Sections AS/Design	The vertical sections seems to be required for the elevation purpose with addition to the main supporting steel columns for station roof, Please provide the more details for clarity in design.	No change in bid condition
65	Volume 6		Tender drawings	Steel Columns clear Height	Clear height of the steel columns from the platform level are not mentioned in the drawings. "Please provide the clear height of the structures.	No change in bid condition
66	Volume 6		Tender drawings	Section drawings	Please provide the section drawing indicating the locations where the station height varies.	No change in bid condition
67	Volume 6		Tender drawings	Radius for curved roof	The radius of the curved roof/profile shown in the section drawing has not been specified. Kindly provide the radius and relevant geometric details for the curve.	No change in bid condition
68	Volume 6		Tender drawings	Crane	Please provide the crane and walkway details.	No change in bid condition

PROJECT:- RMRCL Jaipur Metro Phase-II, Package 3

Bidder-F					
Sr. no.	Title	Reference clause	Existing Provision	Modification / Clarification requested	JMRC's Reply
1	Scope of works	Section 6 Part 1, pg. 425 of 1375	Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier.	To maintain uniformity in bidding, we request employer to specify/mandate the type of superstructure to be adopted.	No change in Bid Condition.
2	Scope of work	Section 6 Part 2, Drawing No. RMRC-GP-TED-ARP-11		With reference to the section drawing of the Type-6 Station (which includes both, Durgapura Metro Station & Gopalpura Station). We understand that Durgapura Metro Station, is proposed above the existing flyover, requiring construction of the piers and superstructure over the flyover. However, at Gopalpura Station, the alignment runs alongside the existing flyover rather than above it. Our understanding is that only the metro viaduct/station structure is to be constructed at Gopalpura Station, accordingly provide typical cross section of Gopalpura Station. Kindly clarify and confirm whether this understanding is correct.	No change in Bid Condition.
3	Scope- reg Sidings	Section 6 Part 1, pg. 428 of 1375	Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	The scope of Sidings is not clearly mentioned in the drawings. Please clarify the Chainage for the Sidings	Please refer to addendum-02
4	ROW	-	Right of way is not clearly specified.	Requesting you to specify the ROW along the alignment	No change in Bid Condition.
5	Section 6 Part II	Existing Flyover		Please provide the pier dimention, load details, RCC design & details and span arrangements of the existing flyover from Ch:15540 to Ch:16720	Please refer to addendum-02
6	Modification of station	Section 6 part 1, Ppg no. 421 of 1375	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces. 	Kindly provide the exact start and end chainages corresponding to the proposed 660 m length of viaduct modification/regrading. We pressume that employer will provide Metro block permits and bear relevant changes. Also, provide detailed drawings of the station- Interchange Platform Khasa Kothi Circle.	No change in Bid Condition.
7	Estimated cost for Architectural works		Total cost provision 125.36 Crs. For Architectural works for 22 stations, which is very less compared to ongoing rates.	Request to revise and update the cost provision.	No change in Bid Condition.
8	Key dates for Architectural works	Section 7 to 9, pg no. 30 of 133	As per the Key Dates (KD) provided for the station buildings, the deliverables and milestones have been specified only for Design, Structural, and PEB works. However, no Key Dates have been indicated for the Architectural works.	Kindly provide the corresponding Key Dates/milestones for Architectural works for Package-3 stations and the additional 10 stations from Package-1.	No change in Bid Condition.

PROJECT:- RMRCL Jaipur Metro Phase-II, Package 3

Bidder-F					
Sr. no.	Title	Reference clause	Existing Provision	Modification / Clarification requested	JMRC's Reply
9	Existing Rail level-Modification scope	Section 6, Part 1, pg no. 431 of 1375	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	Kindly provide the existing Rail Level (RL) profile of the Phase-I existing metro line/viaduct	No change in Bid Condition.
10	Architectural works	Section 6, Part 1, pg no. 431 of 1375	The tender drawings and scope of work provide details for Architectural Finishing Works, Water Supply, Sanitary Installation, Drainage, Site Development Works, External Façade, Solar Panels, and other associated works for the stations. However, no Architectural Design drawings/details (including architectural layouts, elevations, sections, façade design criteria, material specifications, room data, finishing schedules, and design deliverables) have been provided in the tender documents.	Since the bidder is required to execute Architectural and finishing works, kindly provide the Architectural Design drawings/details and clearly define the architectural design scope and deliverables, including responsibilities for design development, approvals, and coordination requirements.	No change in Bid Condition.
11	Mobilization Advance	Part 2, Employers Requirement, pg no. 13 of 151	Total Advance :10% of Capital work, Interest Bearing @9% per annum	The interest cost will become part of bidder's estimate, leading to higher bid price We request employer to provide interest-free mobilization advance to support cash flow requirements.	No change in Bid Condition.
12	Plant & Machinery Advances	Section-8, PCC-14.2, pg. 13/133	P& M Advance - Deleted/Not Mentioned	As Significant amount of capex is involed. We request employer to provide 5% P&M advance Interest free specifically for procurement of Plant & Machinery.	No change in Bid Condition.
13	Casting Yard	Section-6C, Clause 2.8, Pg. 439/1375)	For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost.	We request employer to specify the exact location of the casting yard to aid in planning and logistics.	No change in Bid Condition.
14	Minimum Equipment	Section 6 Part 1, pg no. 450 of 1375	Piling Equipment Rotary Rig, maximum permissible age is 5 Years	We request to extend permissible equipment age limit from 5 years to 10 years to allow broader resource utilization.	No change in Bid Condition.
15	Price Variation/Escalation	Section-8, PCC-13.7, Pg. 80/133	p = Cost Coefficient of Labour to the Total Cost = 0.22 q = Cost Coefficient of Steel to the Total Cos t= 0.25 r = Cost Coefficient of Cement to the Total Cost = 0.15 s = Cost Coefficient of Fuel and Lubricant to the Total Cost = 0.05 t = Cost Coefficient of other Machinery and Equipment to the Total Cost = 0.18 Note : p+ q + r + s + t = 0.85, balance 0.15 shall be fixed component	Bidder cannot foresee more in prices of commodation for the next 3 years, Hence we request you to provide escalation as per below formula in line with standard Metro contract practices. Payable component : 85%, Fixed Component : 15% Labour : 25% Steel : 30% Cement : 15% Fuel & Lubricant : 5% Machinery & Tools : 10%	No change in Bid Condition.
16	General	Section 6 Part 2	AutoCAD drawings & Google earth	We request employer to provide AutoCAD drawings and Google earth on priority for planning programme.	No change in Bid Condition.
17	1. Cost plus profit	Particular Conditions (Part A - Contract Data)	Cost plus Profit 0%	It is requested that as per the standard industry norms, the profit percentage shall be 10% .	No change in Bid Condition.
18	2.2 Access to and Possession of the Site	Particular Conditions (Part B - Special Provisions)	Howwever, if the Contractor suffers delay and/or incurs cost as a result of failure by the Employer to give any such right or possession in accordance to the approved work programme, subjected to the assessment of the Engineer regarding full mobilization of the Contractor , the Contractor shall be entitled subject to sub-clause 20.2 [Claims for payment and/or EOT] to EOT and/or payment of such Cost Plus Profit.	The bidder requests to modify this clause to allow the entitlement of time and cost arising out of any issues pertaining to the delay in handing over of land and shall not be linked to the full mobilization.	No change in Bid Condition.
19	2.5 Site Data and Items of reference	Particular Conditions (Part B - Special Provisions)	The Employer shall have made available to the successful bidder with the Bid documents such relevant data in Employer's possession on hydrological and sub-surface conditions, climatic and environmental conditions at the Site and adjacent property, and on the geological, geotechnical and hydrogeological data of the subsurface of the Site. The accuracy or reliability of the data/studies/reports and of any other information supplied at any time by the Employer or Engineer is not warranted with respect to the viability of his design and execution of Works and the successful bidder shall be responsible for interpreting all such data. The bidder / successful bidder is advised to conduct further investigations considered necessary by him at his own cost.	At the bidding stage, the bidder is not in a position to conduct detailed investigation for verification of existing sub-surface conditions and hence has to rely upon the scope/data defined in the tender document. This may result in speculative bidding. Hence, it is requested to kindly delete such arbitrary provision so that increase in Contract Price to the Employer can be avoided.	No change in Bid Condition.
20	2.5 Site Data and Items of reference	Particular Conditions (Part B - Special Provisions)	The original survey control points, lines and levels of reference are specified in the Employer's Requirements. The Employer shall have no liability in connection with any Claim, and the Contractor shall have no Entitlement, arising out of, or in connection with this provision of this survey data.	At the bidding stage, the bidder is not in a position to conduct detailed investigation for verification of existing ground levels and hence has to rely upon the scope/data defined in the tender document. This may result in speculative bidding. Hence, it is requested to kindly delete such arbitrary provision so that increase in Contract Price to the Employer can be avoided.	No change in Bid Condition.

PROJECT:- RMRCL Jaipur Metro Phase-II, Package 3

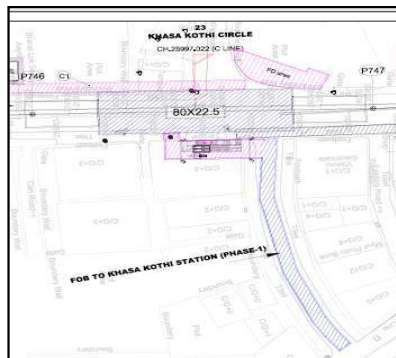
Bidder-F					
Sr. no.	Title	Reference clause	Existing Provision	Modification / Clarification requested	JMRC's Reply
21	4.10 Use of Site Data	Particular Conditions (Part B - Special Provisions)	The responsibility of the Contractor under Sub-Clause 4.10 of GCC is full and final and no claim by the Contractor for additional payment or extension of time shall be allowed on the grounds that of any misunderstanding or misapprehension by the Contractor or that incorrect information was given to the Contractor or that he failed to obtain correct and sufficient information.	At the bidding stage, the bidder is not in a position to conduct its own investigation of site conditions and hence cannot bear the risks on account of inadequacy or physical condition of the Site. Also, the existing rights of way, easements, privileges, liberties and appurtenances to the Site may create hindrances in execution of Project works. Hence, the Bidder requests the Employer to delete such unilateral condition.	No change in Bid Condition.
22	13.3.1 Variation by Instruction	Particular Conditions (Part B - Special Provisions)	Provision for variation in lumpsum schedule is not provided	It is requested that any variation in lumpsum items (Schedule A) shall be payable on pro-rata basis.	No change in Bid Condition.
23	13.3.1 (II) Price Variation for Extra items	Particular Conditions (Part B - Special Provisions)	Normally, no price variation clause shall be applicable to any extra item/new rates not originally included in the accepted Bill of Quantities and for which the rates are fixed separately under clause 12 of GCC. It shall, however be open to the Engineer to accept price variation clause in such cases where the rates are not based on actual and work is likely to continue for more than one year.	It is requested that the restriction on applicability of Price Variation to extra items/new rates be removed and Price Adjustment provisions under Clause 13.8 [Adjustments for Changes in Cost] shall also be made applicable to extra items and new rates not included in the original Bill of Quantities	No change in Bid Condition.
24	14.8 Delayed Payments	Particular Conditions (Part A - Contract Data)	No financing charges shall be payable due to delayed payment under clause 14.8.	As a fair business practice and in order to ensure positive cashflow of the Project, the Employer is requested to retain the GC provision towards financing charges on delayed payments.	No change in Bid Condition.
25	16.1 Suspension by Contractor	Particular Conditions (Part B - Special Provisions)	16.1 (b) Deleted	It is requested to retain the provision pertaining to the Contractor's entitlement to suspend works if the Employer fails to comply with its obligations pertaining to Employer's Financial Arrangements.	No change in Bid Condition.
26	21.6.1 Dispute Adjudication Board	Particular Conditions (Part B - Special Provisions)	The DAB shall consist of a panel of three Officers as per the below requirements: 3) Retired officer of Central Government / State Government from working level 14 SAG/HOD or higher as per 7th CPC or equivalent with minimum 5 years experience in level 14, having experience in contract management/conciliation. 4) In case of retired officer of PSU or Metro Rail corporations other than RMRC, should have retired from working level not below E-8 grade with minimum 5 years experience in E-8 grade and having experience in contract management/conciliation. For this purpose, the Employer will provide a panel of DAB members to the Contractor. The panel of DAB members, which shall not be less than five members, shall be sent by Employer to the Contractor to nominate one member of the DAB from the panel as Contractor's nominee within two weeks of receipt of the panel. On receipt of Contractor's nominee, the Employer shall nominate one member from the same panel as Employer's nominee for the DAB. Both above nominees shall jointly select presiding member of the DAB from the same panel	The Employer is requested to select the DAAB members from a broad based panel upon mutual agreement between Employer & Contractor. Also, it is requested to amend the provision to the extent that the retired officer/ Employee of the Employer shall not form the part of DAAB.	No change in Bid Condition.
27	21.7.6 Arbitration	Particular Conditions (Part B - Special Provisions)	In case of Sole Arbitrator: Within 56 days from the day when a written and valid demand for Arbitration is received by CMD/ RMRC, the Employer will forward a panel of 03 names to the Contractor. The Contractor shall have to choose one Arbitrator from the panel of three, to be appointed as Sole Arbitrator within 28 days of dispatch of the request by the Employer. In case the Contractor fails to choose one Arbitrator within 28 days of dispatch of the request of the Employer then CMD/ RMRC shall appoint any one Arbitrator from the panel of 03 Arbitrators, as sole Arbitrator. In case of 3 Arbitrators: Within 56 days from the day when a written and valid demand for Arbitration is received by CMD/ RMRC, the Employer will forward a panel of 5 names to the Contractor. The Contractor will then give his consent for any one name out of the panel to be appointed as one of the Arbitrators within 28 days of dispatch of the request by the Employer.	The Employer is requested to amend the provision regarding appointment of Arbitrator as follows- The Employer and Contractor shall jointly appoint the Sole Arbitrator with mutual agreement from a broad based panel. Also, it is requested to amend the provision to the extent that the retired officer/ Employee of the Employer shall not form the part of Arbitrator's panel.	No change in Bid Condition.

Reply to Pre-Bid Queries					
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
1	DWG drawing Format	PART II Requirements Section 6D: Tender	ALIGNMENT DRAWING GAD	Bidder request authority to provide Alignment, GAD including topographic survey details in editable CAD format on actual	No change in bid condition.
2	KMZ File	PART II Requirements Section 6D: Tender Drawings	KMZ	Bidder request authority to provide KMZ file on actual coordinates for understanding the alignment of project and actual terrain condition.	No change in bid condition.
3	Span Arrangement	PART II Requirements Section 6D: Tender Drawings	-	In GAD alignment drawings, pier markings are given, but span lengths are missing. Please update.	No change in bid condition.
4	Geotechnical Investigation Report	Section 6 - Part 2	Geotech report levels and chainages are missing	The borehole ground levels and chainages are not available in the geotechnical report. Kindly provide these details. In addition, please share the sample photographs, pile capacity curves, and the extent of the stretch where these boreholes are applicable for the proposed alignment.	No change in bid condition.
5	Geotechnical investigation- Viaduct	Part-2: Employer's Requirement Section-6C Clause 2.1.3(i)	-	Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every pier location, ER specifies GTI interval as 100m. Please review and confirm.	No change in bid condition.
6	Geotechnical investigation-	Part-2: Employer's Requirement Section-6C	-	Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every station pier location, ER specifies	No change in bid condition.
7	Completion period of the Work	Section 8 Particular Conditions of Contract Part A – Contract Data Page 2	1.1.86: Time for Completion - 36 Month	The tender scope of works involves major civil structural and associated works in Viaduct and Station including Civil, Associated Ancillary Structures, utility shifting etc. The total length of the project is also significantly large with 12 Metro Stations along with modification of existing phase 1 and miscellaneous Architectural and PEB works of Station. Analysing the vast scope of works, the proposed timeline of 36 months by Employer is considerably less to complete the project effectively by Contractor time, quality and cost wise. Hence, bidder request to the Authority to increase the timeline by another 6 months i.e. total project duration = 42 months and provide revised key dates accordingly.	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
8	Performance Security	Section 8 Particular Conditions of Contract Part A – Contract Data Page 4	Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten per cent of the Contract value in types and proportions of currencies in which the Contract Price is payable either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India acceptable to the Employer. The Extension of time for submission of Performance Security beyond 30 (Thirty) days up to 60 days from date of issue of LOA may be given by the Authority who is competent to sign the Contract Agreement. However, a Penal Interest of 15% per annum shall be charged for the entire period.	Bidder request authority to reduce the Amount of Performance Guarantee to 5% of Contract Value to reduce the financial burden on Contractor and smooth cash flow for the project. Bidders also request Employer to allow Surety Bonds options to be made available alongn with Bank Gurantees.	No change in bid condition.
9	Span Arrangement drawing of Existing Flyover	PART II Requirements Section 6D: Tender Drawings	Existing Flyover from Ch. 15+540 Km i.e P403 to Ch16+720 Km i.e P441	As mentioned, during the site visit we observed that there is Existing Flyover from Ch. 15+540 Km i.e P403 to Ch. 16+720 Km i.e P441 which infringes with the Elevated Metro Viaduct and Durgapura Station. 1. Hence, we request you to provide clarity of scope for this stretch including Durgapura Station with revised Employers requirement. We observed that the Viaduct of Metro passes through centre of this and Pier dowels above Deck level of about approx 3 m height has been left by Flyover Contractor. 2. We also request you to share the Existing Flyover drawings inclduing GAD and Structural Drawings with Section and flyover levels. 3. Also, in Gopalpura Station the Span arrangement of Station might change due to exisitng Piers. 4. During the Construction of Viaduct and Station, Kindly confirm whether the flyover will be operational or closed and necesssary cost for such block will be in scope of Employer. Kindly Clarify and provide the necessary documents.	Please refer to addendum-02
10	Maximum Span for U Type of Superstructure	Part-2: Employer's Requirement Section-6C Clause 2.1.1(iii)	Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier.	As per the mentioned clause, Please confirm whether the maximum length of 31 m U-girder will be allowed as Standard Span for Construction of Metro Viaduct. Also, Is it mandatory to do spans above 37m in steel or it can be done in concrete PSC girder?	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
11	Design and Construction of Special Spans	Part-2: Employer's Requirement Section-6C Clause 2.1.1(iii)	Design and construction of special spans: Special span locations and their tentative length are shown in GAD. Contractor is advised to visit the site and ensure these locations and lengths before bidding. Any difference in length of span up to 5 meters as compared to those given in tender will not attract positive/negative variation. a. One Special span from Ch 19307.87 m of approximately 60 metres. b. One Special span from Ch 25377.15 m of approximately 40 metres. c. One Special span from Ch. 26173.02 m of approximately 45 metres.	We request authority to mark the mentioned Speical Spans in GAD to avoid any misinterpretation and mismatch with Employers requirement clause The special span lengths mentioned in the alignment drawings do not match the lengths provided in the employer's requirements. Kindly review the same.	No change in bid condition.
12	Additional Special Spans	Part-2: Employer's Requirement Section-6C Clause 2.1.1(iii)	Two Special spans from 24720 m to 24760 m of approximately 40 metres each.	As per the project alignment GAD, from chainage 24,680 m to 24,760 m, there is a requirement for two additional special spans of approximately 40 m each. Kindly verify and confirm.	No change in bid condition.
13	Solar Panels at Stations	Part-2: Employer's Requirement Section-6C Clause 2.1.1(xxix)	(xxix) Providing & Installing Solar Panels at stations as per tender drawings.	Kindly Confirm whether Providing & Installing Solar Panels at stations for 140m or 80m length is in scope of Lumpsum Contract.	Please refer to addendum-02
14	Missing Plan & Profile	PART II Requirements Section 6D: Tender Drawings Sheet 1 of 18 &	From Ch. 15+160 Km to Ch. 15+380 Km, the profile & levels are missing from drawings	Please provide the profile & levels Ch. 15+160 Km to Ch. 15+380 Km which is missing in Tender Drawings.	Please refer to addendum-04.
15	Quantity missing in BOQ	BILL OF QUANTITIES	SCHEDULE-B - MISCELLANEOUS WORKS	In BOQ Schedule-B (Miscellaneous works), only rates and a lumpsum amount are provided, but quantities are not mentioned. Kindly provide the detailed quantities for these items to facilitate a better understanding of the scope and planning of the project.	No change in bid condition.
16	Quantity missing in BOQ	BILL OF QUANTITIES	SCHEDULE-D (Utility Diversion for Civil & Miscellaneous works)	In BOQ Schedule-D (Utility Diversion for Civil & Miscellaneous works), only rates and a lumpsum amount are provided, but quantities are not mentioned. Kindly provide the detailed quantities for these items to facilitate a better understanding of the scope and planning of the project.	No change in bid condition.
17	Siding Lines	Part-2: Employer's Requirement Section-6C Clause 2.1.1(xxxix)Page 4	Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	From the Employers Requirement, it is mentioned that there are 4 Siding lines at B2 Bypass, Durgapura, Nehru Place & Rambagh Circle SIDING (2 X 3 Car Train) 225m but in Tender Drawings Layout there is only two nos of Siding mentioned B2 Bypass to Durgapura and Nehru Place to Rambagh Circle. Hence, please confirm there are total 4 nos or 2 nos Siding lines of 225m. Also, Kindly provide the drawings of the sick sidings of 225m length for references.	Please refer to addendum-02

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
18	General		Charted & Uncharted Utilities	Bidder requests authority to specifically provide the list of all charted utilities and also the utilities which cannot be diverted so as to consider the same for prebid design of span arrangement. Bidder also requires to share the drawing of utilities marked on GAD or topography drawings.Also, please confirm whether the uncharted utilities will also be paid as per relevant bill of schedule as per Contract.	No change in bid condition.
19	Typical Arrangement of Station	Section 6D: Tender Drawings	Station Drawings	Bidder requests authority to allow typical structural arrangement of all types of Station to be changed to other types like Precast Rectangular girders, Pi girders, RCC/PSC T girders, L-girders,I-girders etc. to suit best erection possibility as per site conditions in their proposals. Kindly confirm.	No change in bid condition.
20	Shape and Profile of Viaduct	Part-2: Employer’s Requirement Section-6C Clause 2.1.1 (xxvi) Page 4	Shape, profile and construction methodology of Piers including Cantilever piers, portal piers and portal beams is to be as per bid drawings.	Bidder requests authority to allow using other shapes, profile and design for Portal Beams as Given shape of portal beams is complicated for execution. Portal beam shape decision to be left to contractor as per design and site feasibility. Precast PSC or Steel composite beam resting on bearings may also be allowedsuch as precast U-profile with CIS deck, Hollow precast Box portal beam in his tender proposals. Please confirm	No change in bid condition.
21	Span Arrangement	ALIGNMENT DRAWING GAD		In the Tender drawing From Pier no. 401 after B2 Bypass Circle Station Ch.15500 to P442 Ch. 16800, the alignment is passing through Centre of existing Flyover of approximate length 1200 metres. Kindly Clarify whether the flyover is required to be dismantled and new flyover is to be constructed in this stretch along with Metro.	Please refer to addendum-02
				In the GAD, it is observed that there is no span lengths mentioned for entire GAD spans. We request you to provide span length for all spans and mainly for Obligatory Spans. Also, obligatory spans are not clearly mentioned in Tender Drawings.	No change in bid condition.
				Please confirm that the bidder is free to adopt change in the span configuration based on the design & employers requirements satisfying the vertical clearances considering the proposed RTLs.	No change in bid condition.
22	Pier Marking	ALIGNMENT DRAWING GAD - Phase 1	Nomenclature of spur pier and span length of Modification of Phase 1 Not marked on Tender Drawing GAD.	Nomenclature, Pier Marking and span length of Phase 1 Modification stretch in the Tender drawing are missing, hence requested authority to marked the proper pier nomenclature for clarity to understanding the scope of work.	No change in bid condition.

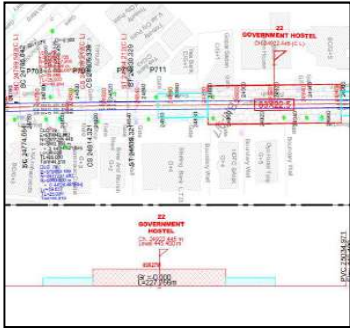
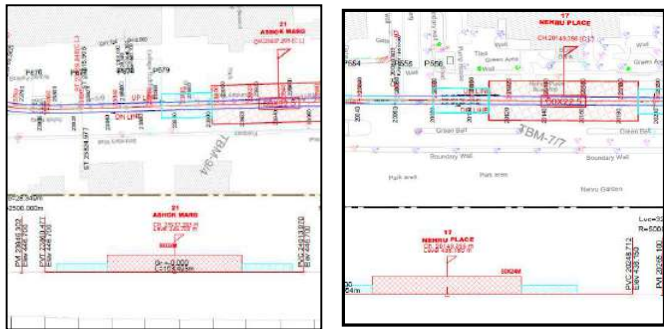
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
23	Modification of Phase 1 Viaduct	Part-2: Employer's Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	We request authority to kindly clarify the Contractor will need to demolish entire 660m Viaduct of existing Phase 1 and reconstruction it with permissible vertical gradient. Also, we request authority to provide exact Chainages, GAD and highlight the modification length in GAD and provide as built drawings of 660m. Please provide P&P alongwith As-built GAD of the existing Phase-1 line stretch to be taken up for regradation and new station construction. This should include structural GAD of existing stretch and also proposed station.	Please refer to addendum-04.
24	Metro Traffic Block required for Modification of Phase 1 Viaduct	Part-2: Employer's Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	We request Authority to kindly confirm that the Proposed Cost of Metro Traffic Block required to demolish and reconstruct this 660m Viaduct and Khasa Kothi Halt Station will be in scope of Employer or payable by Employer.	No change in bid condition.
25	Construction of Khasa Kothi Halt Station	Part-2: Employer's Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	We request authority to confirm whether both levels i.e Platform and Concourse level are to be constructed for total 140m length.	No change in bid condition.
26	FOB Connection from Khasa Kothi Circle to Khasa Kothi Halt Station	Section 6D: Tender Drawings		We request Authority to provide the length, width and height works for FOB works Connection from Khasa Kothi Circle to Khasa Kothi Halt Station Phase 1	No change in bid condition.
27	General		DPR Not Provided	Bidder requests authority to provide DPR	No change in bid condition.

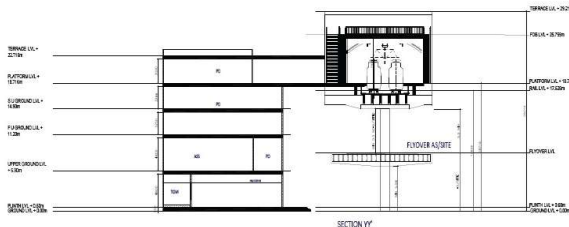
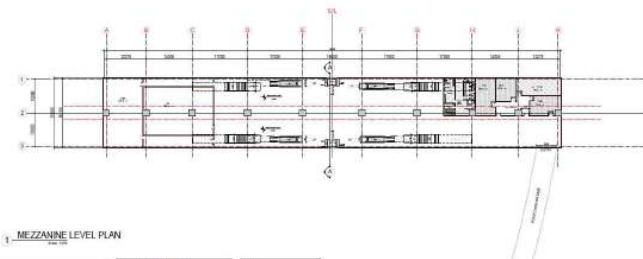
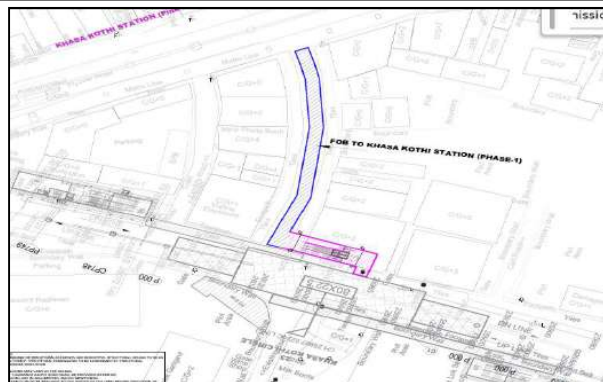
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
28	Gandhinagar Station Ch. 18817 & Narayan Circle Station Ch. 22239		Presence of FOB	During the site visit, it was observed that there was presence of FOB in Gandhinagar Station, Kindly confirm whether this FOB needs to be demolished and new FOB is to be proposed or not.	No change in bid condition.
29	Fire and Ambulance Access		P530 Ch. 19400 to CP539 Ch. 19672 - Narrow stretch	During the site visit, it was observed that between P530 Ch. 19400 to CP539 Ch. 19672 - Narrow stretch it is difficult to provide fire and ambulance access in this stretch while construction and Contractor shall be indemnified from any such occurance and access is not possible.	No change in bid condition.
30	Working Hours			Kindly confirmt the Contractor will be allowed to work round the Clock for 24 hours in Entire stretch for constructing the project in specified timeline as per Contract.	No change in bid condition.
31	Architectural Finishing works	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(iii)	Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala. Structural work shall be done by the contractor of “NCB 2C-01”.	As per the clause mentioned, the Scope of work as mentioned in clause 2.1.2 under lumpsum scope should be in item rate scope as this is Architectural finishes work. Kindly Confirm that it will be paid as relevant schedule of item rate.	Please refer to addendum-02
32	Noise Barrier			As per the tender scope of works, there is no clarification at which location or stretch nosie barrier is to be provided. Hence ,we kindly request you to provide the Chainages where noise barrier will be required stating Chainages in sensitive stretces such as hospital, school etc,	No change in bid condition.

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Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
33	Mobilisation Advance	Section 8 Particular Conditions of Contract Advance Payment 14.2 Page no. Page 9 to 12	In respect of works costing more than Rs. 50.00 Crore (Rs. Fifty Crore) only the RMRC will, if provided in bidding document and requested by the Contractor to make mobilization advance, payment to the Contractor (at 9% per annum interest compounded annually basis) to assist in defraying the initial expenses that necessarily be incurred by the Contractor for mobilization. The total of such advance payments and the number & timing of instalments is stated here under- The total amount of Advance shall not be more than 10% of the "Original Contract Value as per Letter of Acceptance". Payment of Mobilization Advance shall be made in two equal instalments, out of these first instalment shall not be more than 5% of the "Original Contract Value as per Letter of Acceptance" and on compliance of the requisite conditions as stated in the bidding document, the remaining amount of 5% of "Original Contract Value as per Letter of Acceptance" shall be in second installment.	Bidder request authority to provide Interest free 10% mobilization advance of Original Contract value as per LOA. This will help Bidder to maintain the cash flow for the Project. Also, the minimum works costing Rs. 50 Crore criteria to be removed on request of Contractor. Additionally, bidder requests to allow mobilization advance against Insurety Bonds from a Nationalized or Scheduled Bank as declared by the RBI.	No change in bid condition.
34	Casting Yard	Part-2: Employer's Requirement Section-6C Clause 2.8 CONSTRUCTION DEPOT & DUMPING AREA	For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost. This land shall be made good for such offsite activities as needed by the Contractor at no extra cost to the employer	As per the bidder's analysis and based on previous project experience, the provision of 10 Ha land is found to be insufficient for accommodating both the casting yard, Office, RMC plant, dumping yard etc. Therefore, it is requested that the Authority kindly amend the relevant clause to provide a minimum of 13 Ha land to meet the project requirements. Additionally, the Contractor should get reimbursement for lead charges to and from Launching Site if the land provided by Client is more than 20 kms leads. Please confirm.	No change in bid condition.

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Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
35	Utility Shifting	Part-2: Employer's Requirement Section 6C Clause 2.1.5	Though Alignment plans (both vertical and horizontal) and pier locations are provided by the Employer to the Contractor. Contractor would however design the span configuration (only) based upon his proposal subject to obligatory requirements. Utility identification at all the foundation locations will be done by the Contractor before starting piling/excavation and in case utility(s) is encountered or obligatory requirements of Local Authorities are to be met out, the Contractor would modify the span configuration at such locations to save the utility(s) or to meet out the obligatory requirements within the accepted price. The shifting of the utility(s) would be undertaken only in exceptional circumstances where in the opinion of the Engineer no other option is available. Cost of such utility shifting except RCC drain will be paid separately under relevant item of BOQ. No claim as regard to delay on account of execution of utility diversion will be entertained. All temporary diversion of any utilities done to facilitate the construction activity shall also be the part of the lump sum quoted price.	As per the mention Clauses, it is understood that the Contractor will get the payment for shifting of charted utilities/uncharted utilities such as Storm water drain, Sewer line, Water line, Electrical cables,Optical Fibre cables, Telecom, Telephone poles etc. on measurement basis except RCC drain, please clarify	No change in bid condition.
36	Dumping Area	Part-2: Employer's Requirement Section-6C Clause 2.8 CONSTRUCTION DEPOT & DUMPING AREA	C&D Waste generated from construction depot, site, station during construction to be transported to the location designated for this purpose by RMRC within 30 km lead from the site and cost of the same is also included in lump sum cost of schedule A.	Bidder appreciates the authority will be providing C&D waste processing plant within 30km free of cost from Alignment. However, it is requested that if in case the C&D waste plant arranged by Employer/and/or Contractor is beyond 30km from alignment, the Contractor will get reimbursement for lead charges to and from Site. Please confirm	No change in bid condition.
37	Presence of Hoardings , Sign boards, highmasts etc. General	Part-2: Employer's Requirement Section 6D	Not specified	As there are presence of numerous Hoarding, Signboards, Highmast etc. in centre of alignment which will be required to be removed for construction activities. Location for restoration of the same to be provided by Authority. Bidder understands that the charges for removing and restoration of mentioned utilities will be paid by Employer seperately. Please confirm	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
38	Provision of supervision, emergency vehicles and inspection vehicles	Part-2: Employer's Requirement Pg 73 Appendix-16	The contractor will provide following vehicles under this contract in addition to the supervision of emergency vehicles and inspection vehicles mentioned under other sections of Employer's Requirements. (i) 1 nos. of air-conditioned vehicle (Scorpio or equivalent E-vehicle) with limit of 3000Km per month for engineer. (ii) 06 nos. of air-conditioned vehicle (Bolero or equivalent E-vehicle) with limit of 3000Km per month for Engineer. (iii) 1 nos. of air-conditioned vehicle (Scorpio or equivalent E-vehicle) with limit of 3000Km per month for Employer. (iv) 06 nos. of air-conditioned vehicle (Bolero or equivalent E-vehicle) with limit of 3000Km per month for Employer.	As per the mentioned clause, it is understood that the successful bidder will provide 14 number of Vehicles for the use of Employer which is very much high as compared to Client facilities to other metro projects. We request you decrease this requirement of vehicles to a suitable number (2 to 3 vehicles) which will reduce the overhead burden of Contractor for more competitve bid.	No change in bid condition.
39	Provision of supervision, emergency vehicles and inspection vehicles Notes	Part-2: Employer's Requirement Pg 73 Appendix-16	Notes 4. The above vehicles shall be provided for the entire duration of contract (including any time extensions) and the Defect liability period. 5. In the event of breakdown/non-reporting of any of the above vehicles, as per requirement, Engineer/ Engineer representative shall hire vehicle on his own, the amount of which shall be deducted from the contractor's bill along with an overhead expense of 30%.	4.We request the authority to amend Note 4, as the actual number of vehicles during the Defects Liability Period (DLP) will be less than 3 vehicles, considering that the scope of work is complete at this stage. 5. We request authority to delete this Note 5	No change in bid condition.
40	Portal Beam shape & Size	General		Is there any restriction in shape/size of portal beam, please confirm.	No change in bid condition.
41	Area for Crane setup	General		As the alignment passes through some densely populated areas, Beside Flyovers & Market, please confirm whether the crane development area will be provided by the authority or is in the contractor's scope.	No change in bid condition.
42	TYPICAL DETAILS OF TEMPORARY BARRICADING	Drawings		We request authority to provide details of Temporary Barricade of 2.5 x 2 and 2.5 x 1 m	Please refer to addendum-02

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS																																										
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43	Width of Stations - Type 1 - Government Hospital	Station Drawings	<table><tr><th colspan="4">STATION SCHEDULE (PACKAGE-3)</th></tr><tr><th>S.No.</th><th>Station Prototypes</th><th>STATION NAME</th><th>Rail Level Minimum (M)</th></tr><tr><td rowspan="4">1</td><td rowspan="4">TYPE 01 (80m X 22.5m)</td><td>Gandhinagar</td><td>431.6</td></tr><tr><td>Ram Bagh Circle</td><td>445.5</td></tr><tr><td>Narayan Circle</td><td>448.3</td></tr><tr><td>SMS Hospital</td><td>448.9</td></tr><tr><td rowspan="3">2</td><td rowspan="3">TYPE 03 (80m X 22.5m with PD)</td><td>Government Hostel</td><td>444.4</td></tr><tr><td>B2 Bypass Circle</td><td>438.300</td></tr><tr><td>Nehru Place</td><td>438.150</td></tr><tr><td rowspan="2">3</td><td rowspan="2">TYPE 04 (Double Height station with PD)</td><td>Ashok Marg</td><td>446.700</td></tr><tr><td>Khasa Kothi Circle</td><td>456</td></tr><tr><td rowspan="2">4</td><td rowspan="2">TYPE 06 (Elevated station, 80m X 15.03m)</td><td>Durgapura</td><td>418.7</td></tr><tr><td>Gopalpura</td><td>426.7</td></tr></table> 		STATION SCHEDULE (PACKAGE-3)				S.No.	Station Prototypes	STATION NAME	Rail Level Minimum (M)	1	TYPE 01 (80m X 22.5m)	Gandhinagar	431.6	Ram Bagh Circle	445.5	Narayan Circle	448.3	SMS Hospital	448.9	2	TYPE 03 (80m X 22.5m with PD)	Government Hostel	444.4	B2 Bypass Circle	438.300	Nehru Place	438.150	3	TYPE 04 (Double Height station with PD)	Ashok Marg	446.700	Khasa Kothi Circle	456	4	TYPE 06 (Elevated station, 80m X 15.03m)	Durgapura	418.7	Gopalpura	426.7	In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for Government Hospital Station - Type 1 shows the station width as 27 meters, whereas in attached table from Tender drawings- Type 1, the width is indicated as 22.5 meters, which appears to be contradictory. Therefore, we request the authority to kindly clarify the correct width of Government Hospital Station to ensure uniformity in design considerations.	Tender Architectural Drawings are to be referred for Station Dimensions.
STATION SCHEDULE (PACKAGE-3)																																												
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4	TYPE 06 (Elevated station, 80m X 15.03m)	Durgapura	418.7																																									
		Gopalpura	426.7																																									
44	Width of Stations - Type 3 - B2 Bypass Circle, Nehru Place, Ashok Marg				In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for B2 Bypass, Nehru Place, Ashok Marg Station - Type 3 shows the station width as 24 meters, whereas in attached table from Tender drawings- Type 3, the width is indicated as 22.5 meters, which appears to be contradictory. Therefore, we request the authority to kindly clarify the correct width of mentioned Station to ensure uniformity in design considerations.	Tender Architectural Drawings are to be referred for Station Dimensions.																																						
45	Width of Stations - Type 6 - Durgapura, Gopalpura				In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for Durgapura, Gopalpura Station - Type 6 shows the station width as 22 meters, whereas in attached table from Tender drawings- Type 6, the	Tender Architectural Drawings are to be referred for Station Dimensions.																																						

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
			 Art	width is indicated as 15.03 meters, which appears to be contradictory. Therefore, we request the authority to kindly clarify the correct width of Mentioned Stations to ensure uniformity in design considerations.	
46	Khasa Khoti Halt Station		 MEZZANINE LEVEL PLAN	Kindly confirm the type of Khasa Khoti Halt Station of Phase 1 and is it totally new station to be constructed. Also, the drawings shows the total length of Station to be constructed is 140 metres without any future provision. Please confirm.	No change in bid condition.
47	FOB to Khasa Khoti Halt Station	FOB Drawing - Site Plan		Kindly mention the width and total length of FOB to Khasa Khoti Halt Station	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
48	U Girder Span Length of 31 Meter	General		Considering the aspects of sustainability, optimization of resources, and the need to expedite construction activities, the bidder hereby requests the authority to permit the adoption of a 31-meter span for the U-Girder, However This modification will not only enhance construction efficiency by reducing the number of piers and associated foundation works but will also minimize on-site disruptions, material consumption, and overall project duration. Furthermore, it aligns with modern construction practices that emphasize sustainable design, cost-effectiveness, and timely execution.	No change in bid condition.
49	Mix Design Use of Fly ash and GGBS in RMC			Considering the sustainability and economics for the project and mix design as per IRS-CBC and/or CPWD specifications and/or MOST/MORTH specifications , bidder request to allow Contractor for use of Flyash and GGBS in mix design of Ready mix concrete for all grades. Please confirm	No change in bid condition.
50	General		Hydrological Data and Bathymetry survey data	We request the Authority to kindly provide the hydrological data for all rivers and nallahs falling along the project alignment. The data may please include the following parameters, if available with the Authority: High Water Level (HWL) Low Water Level (LWL) Likely Flood Level (LFL) Design Discharge Flow Velocity Scour Depth Tidal Variation (where applicable) This information is essential for accurate hydraulic and structural design considerations.	No change in bid condition.
51	Land Acquisition	Part-2: Employer’s Requirement Section 6C Clause 2.1.1	(vii) All Pier locations and span arrangement including of type of superstructure. There may be adjustment to alignment owing to requirement of Land-owning agencies with horizontal shifts which shall have to be undertaken without any financial Impact/cost. The Final location survey of the alignment and stations given in GAD to accommodate the statutory & other requirements including adjustments to horizontal alignment without any financial impact/cost. At some of the location tenderer may have to do cast-in situ construction for viaduct depending upon the site constraints.	Please provide status of land acquisition of permanent works, if any land acquisition is still pending kindly provide timescale in which it will be handed over to contractor. Also, we request you to provide timeline for handover of stretches to Contractor for access. If any major change in alignment or shift station location happens due to non availability of land acquisition, the difference of cost will be paid or not?.	No change in bid condition.

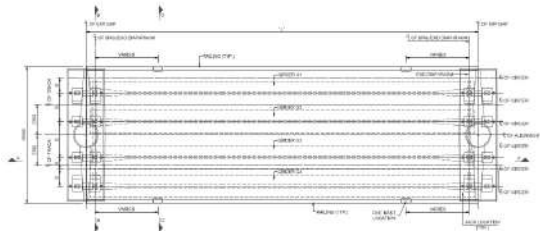
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
52	Police Headquarter Building and Toyota Showroom Land acquisition Status			During the Site Visit and Tender, it was observed that from PP718 Ch.25+160 to P273 Ch. 25+300 and from P727 Ch.25+420 to P729 25+460, there are various Police heaquarters, Private Building, Showrooms etc.and also encroachment at B2 Bypass station was observed through which Metro Alignment passes over, Kindly confirm the land acquisition status of these building and whether required to be demolished.	No change in bid condition.
53	Permissions from local Authorities	Part-2: Employer's Requirement Section 6C Clause 2.1.1	(xxxi) Necessary permission/ NOC from the Railway/ Road/ Forest department and other concerned regulatory authorities for block and working in such locations. Employer will facilitate in getting them permission from concerned regulatory authorities for working in such locations. Necessary document for tree cutting permission including land for compensatory forestation shall be ensured by Employer. Contractor shall facilitate/liaison with the respective department.	We request you to consider all necessary NOC, Permission from local authorities such as Railway, PWD, Police, Traffic Police and other concerned regulatory authorities for utilities, blocking services and working in such locations - to be in this Scope of Employer. (Since it is time taking process so to avoid such situation all necessary NOC/ Permits/ Permission from local Authorities / Statutory Authorities to be in the scope of Employer). Also, the cost of block required for Traffic on Road will be in scope of Employer or payable by Employer.	No change in bid condition.
54	Demolition of existing structures	Part-2: Employer's Requirement Section 6C Clause 2.1.1	(xxxi) Demolition/dismantling/Restoration of any structure: a) Demolition/dismantling of RCC/Framed/Steel structure buildings, masonry buildings, basement, ground and above floors as existing at site on the alignment and making provision of any utility infringing the pile cap area, without making damages to the adjacent structures/ utilities etc. including disposing off retrieved materials out of site. b) Demolition/dismantling & restoration of existing FOB's, Bus Shelters, Signages & traffic signals, drainage systems etc. Retrieved materials will be stored by contractor at casting yard.	Bidder requests authority to Provide details such KMZ File or Autocad Drgs to identify the Structure in ROW which are to be demolished and restored for competetive bidding and provide a list of structures to be demolished	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS																																																							
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55	Key dates Viaduct	- Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 23	(B) For complete Viaduct: <table><tr><th>Key date s no</th><th>Description of stage</th><th>Time to achieve (weeks) from MTP</th><th>Liquidity Damages for non-achieving the key dates</th></tr><tr><td>KD 1</td><td>Submission of construction programme</td><td>4</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 2</td><td>Commissioning of 1st Batching Plant (production of 1st batch of concrete)</td><td>10</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3</td><td>Submission of Definitive Design</td><td>12</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 4</td><td>Completion of 1st Formwork for precast girder element of production line for Engineer's approval</td><td>16</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD-5</td><td>Casting of first girder</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 5</td><td>Commissioning of 2nd Batching Plant</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 6</td><td>Completion of 1st working pile</td><td>16</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 7.1</td><td>Erection of 1st UBOX Girder</td><td>32</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 7.2</td><td>Erection of 1st UT-Girder</td><td>38</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>(i)</td><td>Partial Access of the Viaduct (minimum 3.0 Km in one stretch) to Track contractor for laying track</td><td>70</td><td>0.01% of total contract value per week of delay for the key date</td></tr><tr><td>(ii)</td><td>Partial Access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor for laying track</td><td>109</td><td>0.01% of total contract value per week of delay for the key date</td></tr><tr><td>(i)</td><td>Partial access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor For laying track</td><td>104</td><td>0.01% of total contract value per week of delay for the key date</td></tr></table> Section 8 Particular Conditions of ContractPage 23	Key date s no	Description of stage	Time to achieve (weeks) from MTP	Liquidity Damages for non-achieving the key dates	KD 1	Submission of construction programme	4	0.005% of total contract value per week of delay for the key date	KD 2	Commissioning of 1 st Batching Plant (production of 1 st batch of concrete)	10	0.005% of total contract value per week of delay for the key date	KD 3	Submission of Definitive Design	12	0.005% of total contract value per week of delay for the key date	KD 4	Completion of 1 st Formwork for precast girder element of production line for Engineer's approval	16	0.005% of total contract value per week of delay for the key date	KD-5	Casting of first girder	20	0.005% of total contract value per week of delay for the key date	KD 5	Commissioning of 2 nd Batching Plant	20	0.005% of total contract value per week of delay for the key date	KD 6	Completion of 1 st working pile	16	0.005% of total contract value per week of delay for the key date	KD 7.1	Erection of 1 st UBOX Girder	32	0.005% of total contract value per week of delay for the key date	KD 7.2	Erection of 1 st UT-Girder	38	0.005% of total contract value per week of delay for the key date	(i)	Partial Access of the Viaduct (minimum 3.0 Km in one stretch) to Track contractor for laying track	70	0.01% of total contract value per week of delay for the key date	(ii)	Partial Access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor for laying track	109	0.01% of total contract value per week of delay for the key date	(i)	Partial access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor For laying track	104	0.01% of total contract value per week of delay for the key date	We request authority that the mentioned key dates i.e (KD 2, KD 4, KD 5, KD 6, KD 7.1, KD 7.2, KD 8) for Viaduct are much early & insufficient to plan and complete the project effectively by the Contractor and thereby we request you to increase these original key date by atleast 8 to 10 weeks by keeping other key date same (for completion of entire works as per the Contract.	No change in bid condition.
Key date s no	Description of stage	Time to achieve (weeks) from MTP	Liquidity Damages for non-achieving the key dates																																																						
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56	Key dates Station	- Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 24	(B) For Stations: <table><tr><th>Key dates no</th><th>Description of stage</th><th>Time to achieve (weeks)</th><th>Liquidity Damages for non-achieving the key dates</th></tr><tr><td>KD 3</td><td>Partial access to system contractor in operational rooms i.e. Signalling room, Telecommunication room, ASS, UPS room, DG room, Pump room, U/G Water tank etc. along with permanent staircase (including finishing)</td><td></td><td></td></tr><tr><td>KD 3.1</td><td>For any two stations</td><td>110</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3.2</td><td>for any two stations (apart from KD 3.1)</td><td>115</td><td>0.05% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3.3</td><td>for any two stations (apart from KD 3.1 & 3.2)</td><td>120</td><td>0.005% of total contract value per week of delay for the key date</td></tr></table> Section 8 Particular Conditions of ContractPage 24 INTERNAL: This information is accessible to ADB Management and Staff. It may be shared outside ADB with appropriate permission.	Key dates no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates	KD 3	Partial access to system contractor in operational rooms i.e. Signalling room, Telecommunication room, ASS, UPS room, DG room, Pump room, U/G Water tank etc. along with permanent staircase (including finishing)			KD 3.1	For any two stations	110	0.005% of total contract value per week of delay for the key date	KD 3.2	for any two stations (apart from KD 3.1)	115	0.05% of total contract value per week of delay for the key date	KD 3.3	for any two stations (apart from KD 3.1 & 3.2)	120	0.005% of total contract value per week of delay for the key date	We request authority that the mentioned key dates i.e (KD 3, KD 4 & KD 5) for Stations with various additional levels are much early & insufficient to plan and complete the project effectively by the Contractor and thereby we request you to increase original key date by atleast KD 3 to KD 7 by atleast 20 weeks.	No change in bid condition.																																
Key dates no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates																																																						
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Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS																															
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57	For modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station:	Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 27	Section 8 Particular Conditions of Contract (c) For modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station: <table><thead><tr><th>Key date no</th><th>Description of stage</th><th>Time to achieve (weeks)</th><th>Liquidity Damages for non-achieving the key dates</th></tr></thead><tbody><tr><td>KD 1</td><td>Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 2</td><td>Completion of Foundation work (Pile/Pilecap) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+40</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3</td><td>Completion of Pier work of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+48</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 4</td><td>Completion of Piercap works of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+ 56</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 5</td><td>Completion of all Girder works(superstructure) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+ 66</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 6</td><td>Completion of civil works & handing over of Phase-1 section (including Khasa Kothi (Phase-1) station) to system contractor</td><td>D*+78</td><td>0.01% of total contract value per week of delay for the key date</td></tr></tbody></table> Minimum 1000000/-	Key date no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates	KD 1	Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)	20	0.005% of total contract value per week of delay for the key date	KD 2	Completion of Foundation work (Pile/Pilecap) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+40	0.005% of total contract value per week of delay for the key date	KD 3	Completion of Pier work of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+48	0.005% of total contract value per week of delay for the key date	KD 4	Completion of Piercap works of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+ 56	0.005% of total contract value per week of delay for the key date	KD 5	Completion of all Girder works(superstructure) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+ 66	0.005% of total contract value per week of delay for the key date	KD 6	Completion of civil works & handing over of Phase-1 section (including Khasa Kothi (Phase-1) station) to system contractor	D*+78	0.01% of total contract value per week of delay for the key date	We request authority to increase the Key date of Completion of Khasa Kothi Halt Station of Phase 1 to be increase to 30 months i.e 130 weeks from D* and treat it as single key date as it construction will be separate from other project.	No change in bid condition.
Key date no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates																														
KD 1	Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)	20	0.005% of total contract value per week of delay for the key date																														
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58	Type of Superstructure	Vol. 3/ Employer's Requirements/Construction (General)		Please confirm that the bidder is free to adopt type of superstructure i.e. PSC I girders, PSC Box girders, U girders etc based on the design requirements and erection feasibility effectively serving the intended functional requirements.	No change in bid condition.																												
59	Geotechnical investigation-Viaduct	Employer's Requirements/Construction (General)		Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every pier location, ER specifies GTI interval as 100m. Please review and confirm	No change in bid condition.																												
60	Type of Bearing	Employer's Requirements/Construction (General)		At some locations Elastomeric bearings is specified whereas at a few locations POT PTFE is specified. Please confirm that the bidder is free to choose the type of bearing as per design requirements	No change in bid condition.																												
61	Existing Bridge levels.	Employer's Requirements/Construction (General)		Bidder requests to provide FRLs of existing Flyover/bridge from Ch 15660 to Ch 16740 for clarity.	Please refer to addendum-02																												
62	60m Railway span	Section 6 Part2 & Tender Drawings		Kindly provide the GAD and cross sections of the 60 m railway span at chainage 19,307.87.	No change in bid condition.																												
63	Elastomeric Bearing	ODS	Code for design of Elastomeric bearings	ODS specifies use of EN 1337 for design of Elastomeric bearings. Bidder requests allowance of use of IRC 83 for the design	No change in bid condition.																												
64	Double Decker Structure	Employer's Requirements/Construction (General)	Double Decker Structure	Bidder request clear scope bifurcation to the last level of structural component in case of Double decker structure in the project. Exact Location chainage wise and pier wise to be located by Employer in Drawings and Employers requirement	Please refer to addendum-02																												

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Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
65	LWR Force	ODS	Minimum LWR force	Bidder requests allowance to use LWR force as per RSI analysis and requests not restructuring the value to 1.6 t/m.	No change in bid condition.
66	Alignment of metro viaduct	General	Alignment of metro viaduct	Bidder request confirmation on the centre line of metro viaduct whether it is concentric with the existing road median. If not existing road alignment may have to be realigned,Please confirm.	No change in bid condition.
67	Structural Drawings		Top width of Viaduct Structure	As per tender drawings, we have observed that no top width for Viaduct in U-girder is shown and track centre to centre spacing is also missing. We request authority to provide the same.	No change in bid condition.
68	Emergency cross overs	Section 6 Part2 Tender drawings		It is mentioned in the employer's requirements that four emergency crossovers are to be provided in the stretch, whereas the tender drawings show only one location. Kindly clarify the stretch where the remaining three crossovers are to be provided.	Please refer to addendum-02
69	Station drawings	Section 6 Part2 Tender drawings	Span lengths before and after the Station box ie. Future extension	As per the station drawings, the span lengths before and after the station box (highlighted in blue) of 30+30 m are not within the contractor's scope. Kindly confirm whether the substructure portion is included in the contractor's scope.	No change in bid condition.
70	Elevated Ramp	Section 6 Part2 Tender drawings	Backfill within the elevated ramp.	As per the ramp cross section, there is an indication of partial fill up to the ground level within the box. Kindly clarify whether it is mandatory to consider this backfill inside the box, or if it may be eliminated by alternative means.	No change in bid condition.
71	Station drawings	Section 6 Part3R	FOB length for stations	Kindly provide the length of FOBs connecting concourse level to entry exit structures for all stations	No change in bid condition.
72	Lghting Arrangements	Part-2:Employer's Requirement - Functional Section 6C	"Providing necessary anchors/bolts on both side of Viaduct for lighting arrangement as per bid drawing at approximately 14.0m interval or as per requirement of System contractor. ..."	Viaduct lighting arrangement drawing is not available in the tender drawing. Please provide	No change in bid condition.
73	PTM (pressurized trunk main)	Part-2:Employer's Requirement - Functional Section 6C 2.1.1 (XXIV)	Insert for fixing of PTM (pressurized trunk main) water line over viaduct to be provided	Please confirm the location and insert drawing for PTM (pressurized trunk main)	No change in bid condition.
74	Ground water recharging /Rain water harvesting (RWH)	Part-2: Employer's Requirement - Functional Section 6C 2.1.1 (XXV)	"Drainage for spans as per bid drawing. Ground water recharging /Rain water harvesting (RWH) systems in alternate span to cater all the spans as per guidelines of Central Ground Water Authority for rain water harvesting. The general arrangement of Rain water harvesting system (minimum size) is shown in the Tender drawing. ..."	No rainwater harvesting drawing is available in the tender drawings. Please provide the same.	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
75	Ground Water Table	Outline Design Specifications for Viaduct Clause 5.5	5.5 DESIGN GROUND WATER TABLE The Ground water table (Base value) shall be considered as maximum (in terms of RL) of Ground water table data published by (a) Central Ground water board (CGWB), (b) Ground water table reported in Geotechnical report provided by RMRC in tender documents, (c) Ground water table reported in Geotechnical report provided by Design & Build contractor.	CGWB groundwater table data/observation wells are not available along the corridor alignment, which may lead to differing interpretations of the ground water table among bidders. To ensure a common and consistent understanding for all bidders, it is requested that the design ground water table be provided prior to tender submission.	No change in bid condition.
76	SOIL PARAMETERS	Outline Design Specifications for Viaduct Clause 5.7	5.7 SOIL PARAMETERS The borehole, which provide lesser vertical & Horizontal capacity of pile or lesser SBC in case of open/Well foundation, shall be referred in design among 1 & 2 as referred below. For Pile foundation, in case one bore hole provide lesser Horizontal capacity and other provide lesser vertical capacity then lesser values of horizontal & vertical capacity obtained from two boreholes shall be referred. 1) As per soil investigation report in the tender document. 2) As per soil investigation done by contractor. The soil investigation report of Bore hole done by contractor shall be compared by soil investigation report of the nearest Bore hole given in the tender document.	Sub-soil stratification as per the Contractor's bore hole data may differ from that given in the tender document — e.g., a sand layer as per the tender bore hole may appear as a clay layer at the same depth as per the Contractor's bore hole. Such variations pose difficulty in finalizing the founding level. Guidelines are requested to address the resolution of such discrepancies.	No change in bid condition.
77	Prestressing Steel	ODS-Viaduct, Cl. 5.2 – Prestressing Steel For Tendons	"Prestressing steel shall be as per clause 4.6 of IRS-CBC. Characteristic strength of prestressing tendons shall be as per clause 16.2.4.3 of IRS-CBC. i) Prestressing Units (as per Table-2, Class-II of IS 14268) All Prestressing steel units shall be of 0.6" strands type (Nominal diameter =15.2mm, Area=140 mm2)."	Area of strands to be followed as per the tender document or from latest revision of IS 14268 ?	No change in bid condition.
78	SIDL	ODS-Viaduct, Cl. 6.1.1 SUPER IMPOSED DEAD LOAD (SIDL)	"*300Kg/m (i.e. 150kG/m on each parapet) additional weight for advertisement panels shall be considered in viaduct."	Additional advertisement load 300kg/m is to be considered as fixed type or variable type?	No change in bid condition.
79	Superstructure design	General	Superstructure design	It is understood that successful bidder shall design the superstructure and get it approved from GC / DMRC/ RMRC and no standard patentented drawings shall be provided by the authority, Please confirm.	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (1st Set)					
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
80	Centre to Centre Distance between track	Tender Station Drawings	7. THE MAX. C/C DISTANCE OF TRACKS FOR U-GIRDERS IS 4600MM DUE TO WHICH STATION WIDTH IS 22.5M. IF ANY OTHER GIRDER IN PLACE OF U-GIRDER IS USED, THEN THE STATION WIDTH WILL BE 22M AS THE C/C DISTANCE OF TRACKS WILL REDUCE. 	In the Station Drawings, this note mentions that due to the MAX. C/C DISTANCE OF TRACKS FOR U-GIRDERS IS 4600MM DUE TO WHICH STATION WIDTH IS 22.5M. Hence, the max C/C in Viaduct should be 4.6m only. However, in Tender drawings of I-girder Viaduct, the drawings displays C/C distance of track as 4.7m. Please confirm how much maximum c/c distance between track can be maintained.	No change in bid condition.

Reply to Pre-Bid Queries			
"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahlapura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"			
Bidder- H			
S.N.	Existing Tender Clause	Changes Suggested by Bidder	JMRC's Reply
1	Sub section "1.4.1 Contracts of Similar Size and Nature" of the Bid documents defines the 'Similar Work' for the said bid as well as the amount of 'One Single Work' and '2 (Two) Works' required to be "Successfully completed/Substantially completed" by the bidder for qualifying for the said bid.	Our humble submission in this regard is that the afore-said definition of 'Similar Work' and further stipulation that even in a JV / consortium, each Member has to fulfil the requirement of "Must have completed at least one such Similar Work* of Value of INR 3.33 Billion" is making this condition quite Restrictive in nature and preventing many capable, Competent and good Infrastructure companies, who have actually executed more complex and elaborate viaduct works in their projects of Roads and Expressways and other Civil Engineering Projects. While on the one hand this condition is favouring only a handful of companies (who only are actually working in Railway sector) while debarring other competent infrastructure companies to join the bidding process even as a JV partner and thus preventing the developments and nurturing of more and more competent players for the Elevated Metro Projects', which is so very Vital for Capacity Development of Indian companies. This condition is preventing many companies even from becoming a Partner in a Joint Venture / Consortium, and contribute in the Nation Building exercise by being part of the big infrastructure projects. We may understand and appreciate the departments' stand that the Lead Partner in the JV consortium may be required to have slightly more stringent stipulation of 'Similar work' containing work only from 'Metro Railways / High Speed Railways / Railways / RRTS' projects. but for development of Newer Players in Elevated Metro Projects for now and in future, the stipulations for participation as other 'substantial partner' in the JV / consortium shall be more 'Generic' in nature, covering other Civil Infrastructure Projects of Similar types and complexity so that they get a chance to participate in the bidding process and thus providing them with a Level playing field. In support of our submission above, we would like to bring to your kind Notice the following additional points: - 1) In an exactly similar 'Elevated Metro Project' of NOIDA Metro (the bids for which have been received by the authority on 03-07-2026) [E Tender No.: NMRC/Projects/NGNECC/2026/457 for CONTRACT NO: NGNECC-01: Part Design & Construction of Elevated Viaduct and 10 nos. of Elevated Stations for Extension Projects of NMRC'S Aqua Line from Botanical Garden to Noida Sec-142 (from Chainage (-) 383.959 to 12130.143) and from Depot Station to Boraki MMTH (Chainage 28678.253 to 31263.482)]; based upon the request of the bidders and appreciating the need for a wider participation of the strong and experienced EPC companies which are executing big Infrastructure projects of Elevated Viaducts, the Noida Metro Authority has modified the 'Eligibility Criterion' by means of Addendums, and thus creating an enabling and Level playing field for the prospective bidders who are executing the Elevated Structures. We are attaching the copies of the 'Eligibility Criterion' as given in the 'Original Bid' document of the said "Noida Metro" bid and also the copies of the relevant Addendums {Addendum-2 Pt-1 dated 02-06-2026 and thereafter Addendum-4 dated 12-06-2026 } for your ready references and review please (Annexure-1). Due to these enabling modifications, we were able to participate in the bidding process in Joint venture with a prominent PSU (RVNL). 2) As already elaborated above, we would also like to attach 2 of Our completion certificates demonstrating the 'Technical' and 'Executional' capacity, competency and proficiency of our company in successfully executing the complex Elevated Structures in challenging conditions. (Annexure-2 colli) 3) We would also like to refer to one of the earlier bid of IMRC / RMRC for Metro Phase-II (vide Contract No: NCB/ 2C-07: "Design and Construction of Elevated Viaduct and Ten Elevated Stations viz. Prahlapura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala (excluding Architectural finishing) from Chainage -600 m to 11400 m including spur line towards Depot of Jaipur Metro Phase II, MRTS); wherein the 'Similar Work' was defined as "Construction of Viaduct (which may include station along with viaduct/bridge/flyover (excluding approaches and embankments) having a Pre-stressed concrete super-structure" (Annexure-3)	Please refer to Addendum -04.
2	Sub Section "1.4.2 Construction Experience in Key Activities" dealing with the Technical Qualification requirement	Sub Section "1.4.2 Construction Experience in Key Activities" dealing With the Technical Qualification requirement in some of the Key Activities, The Key Activity (A) in the said sub-section is defined as "Completed Construction of Elevated Viaduct having sub-structure with pile/well/ open Foundations and RCC piers and superstructure with prestressed concrete or Steel structure for a length of 6 Kms or more (including station length in Case the work includes elevated station) for Metro Railways/High Speed Railways /Railways/ RRIS", and it is also stipulated for Joint venture that "Must meet requirement by each Partner in same proportions as their Percentage Share participation in JV", which obviously will result in the same Type of 'Restrictive' bidding participation for the very same reasons, which have been duly explained in Para-1 above. We would like to humbly state That this stipulation may also be changed to bring it 'In-line' with the stipulations for the key activities listed as (B) and (C) in said sub-section, Wherein the stipulation is simply "Must meet requirement by any JV Partner"; and therefore not putting any unreasonable restrictions on other EPC players in becoming a Partner in a JV / consortium.	No change in bid condition.

Reply to Pre-Bid Queries			
"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"			
Bidder- I			
S.N.	Existing Tender Clause	Changes Suggested by Bidder	JMRC's Reply
1	Section 3: Evaluation and Qualification Criteria (EQC) 1.4.2 Construction Experience in Key Activities (B) Completed construction of at least Five Elevated Station buildings for Metro Railways/High Speed Railways /Railways/ RRTS	As per the eligibility criteria stipulated under Clause 1.4.2(b), the bidder is required to have: "Completed construction of at least Five Elevated Station buildings for Metro Railways/High Speed Railways/Railways/RRTS." Further, the tender document provides that where a contract has been executed under a Joint Venture (JV), only the value of work shall be considered in proportion to the respective JV member's share. In this regard, we request the Authority to kindly clarify whether the above provision relating to apportionment applies only to the value of work and not to the physical technical requirements specified under Clause 1.4.2(b). We understand that where a bidder, as a JV member, has actually executed and successfully completed the construction of an Elevated Station building, the physical completion of the station should be considered in full for satisfying the technical eligibility requirement, and should not be reduced or apportioned based on the bidder's JV participation share, since the eligibility criterion is based on the number of completed Elevated Station buildings and not on their value. Kindly confirm whether our above understanding is correct.	Please refer to Addendum -04.

Reply to Pre-Bid Queries					
“Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS”					
Bidder- J (1st Set)					
S. No.	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
1.	Part-I	Section 4A	BOQ: Pg. no. (108/162)	Schedule A Head (V) & Head (S) Total of Head V and head (S) comes to 125% . Please check and reflect accordingly.	No Change in bid Condition
2.	Part-II	Employer's Requirement: 6A	1. SCOPE OF WORKS 1.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier . Pg. no. (425/1375)	Box girder drawing is not provided, request you to provide the same.	No Change in bid Condition
3.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6A	2.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): (xxiv) Insert for fixing of PTM (pressurized trunk main) water line over viaduct to be provided. Pg. no. (426/1375)	We understand that only inserts are required to be fixed for PTM waterline over viaduct, not to provide PTM waterline. Please clarify.	No Change in bid Condition
4.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6A	2.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): (xiv) The tentative General Alignment Drawings (GAD) and Track Plan is enclosed in the Tender Drawings. However, Contractor shall suitably modify/amend the General Alignment Drawings and Track with respect to approved Schedule of Dimensions, Site conditions etc. without any extra cost of Employer. Contractor shall also suitably modify the GAD and Track Plan to incorporate Total 2 Nos. of Sick Sidings and 4 Nos. of Emergency Crossovers at Suitable locations in whole package. The approximate length of each siding shall be 225 metres. Pg. no. (429/1375)	We request to share the chainage & location of the sick sliding and scope of work under this contract. Also share the location of crossover and elaborate the scope of construction work to be undertaken by civil contractor.	Please refer to Addendum -02
5.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6A	2.1.2 Architectural Finishing works Pg. no. (429/1375)	We request authority to please clarify the work mentioned in subject clause 2.1.2 is under Lumpsum contract.	Please refer to Addendum -02
6.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6A	2.1.4 Scope of work for regrading/modification of part operational corridor of Phase-1 near Khasa Kothi station and constructing an integrated station: Pg. no. (431-433/1375)	Request authority to provide chainage of work area for modification of Existing station (Khasa Kothi Halt station) and Scope of Work.	No Change in bid Condition
7.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6A	2.8 CONSTRUCTION DEPOT & DUMPING AREA For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost. Pg. no. (439/1375)	We request authority to share exact location/coordinate of the casting yard location & dumping site to desire lead for transportation. This will help to evaluate pricing cost estimation.	No Change in bid Condition
8.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL: 6D	DRAWING NUMBER: VID-JMRC-STR-TD-0701-017 (1-18) GAD of Alignment Pg. no. ((18-39)/178)	We request authority to provide Span Arrangement Details as well as share the AutoCAD Drawings of GAD.	No Change in bid Condition
9.	Part-II	Section 6	DRAWING NUMBER VID-JMRC-STR-TD-0701-017	Alignment of UP & Down line from 6500 to 7500 is shown in drawing is not mention in scope of work clause2.1, Employer's requirements – Functional Kindly clarify scope from ch 6500 to 7500	No Change in bid Condition
10.	Part-II	Section 6		Pier number is marked in Plan & profile drawings but span arrangement or chainage of pier is missing. Kindly Provide span arrangement table or provide us detailed GAD of structure.	No Change in bid Condition
11.	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL	Clause 2.1.4: Scope of work for regrading/modification of part operational corridor of phase-1 near khasa kothi station	Kindly provide us detail drawings of existing Pier/pile drawings at "khalsa kothi station (phase-1) for regrading and modification to meet the criteria mention in tender documents	Please refer to Addendum -04.
12.	Part-II	EMPLOYER'S REQUIREMENTS – FUNCTIONAL	Clause 2 ...Design and construction of 11 elevated staions Architectural finishing works of 10 stations	Kindly confirm how many metro stations are in scope of this project.	No Change in bid Condition

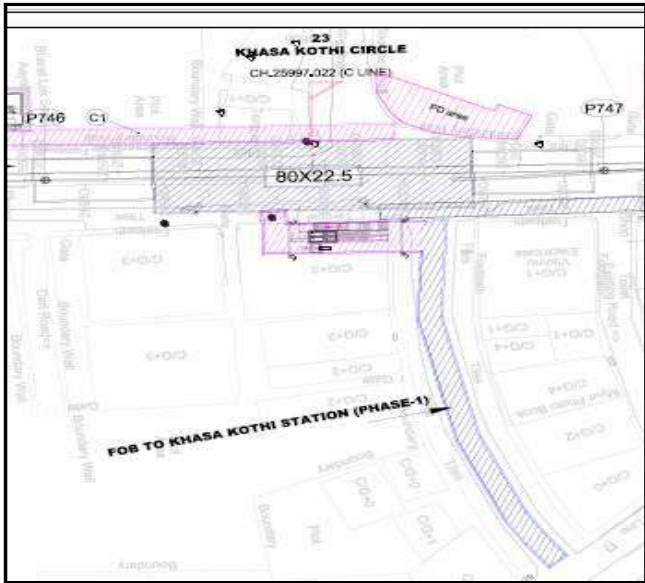
Reply to Pre-Bid Queries					
"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"					
Bidder- J (2nd Set)					
S. No.	Reference Volume	Reference Section	Reference to Bid document clause (Page No.)	Queries	JMRC's Reply
	Part-I	Section 4A	BOQ: Pg. no. (108/162)	Schedule A Head (V) & Head (S) Total of Head V and head (S) comes to 125% . Please check and reflect accordingly.	No Change in bid Condition
	Part-II	Employer's Requirement: 6A	1. SCOPE OF WORKS 1.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier. Pg. no. (425/1375)	Box girder drawing is not provided, request you to provide the same.	No Change in bid Condition
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6A	2.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): (xxiv) Insert for fixing of PTM (pressurized trunk main) water line over viaduct to be provided. Pg. no. (426/1375)	We understand that only inserts are required to be fixed for PTM waterline over viaduct, not to provide PTM waterline. Please clarify.	No Change in bid Condition
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6A	2.1.1 VIADUCT & VIADUCT IN STATION, ELEVATED RAMPS, SPECIAL SPANS AS SHOWN IN GENERAL ALIGNMENT & ARRANGEMENT DRAWING (GAD): (xiv) The tentative General Alignment Drawings (GAD) and Track Plan is enclosed in the Tender Drawings. However, Contractor shall suitably modify/amend the General Alignment Drawings and Track with respect to approved Schedule of Dimensions, Site conditions etc. without any extra cost of Employer. Contractor shall also suitably modify the GAD and Track Plan to incorporate Total 2 Nos. of Sick Sidings and 4 Nos. of Emergency Crossovers at Suitable locations in whole package. The approximate length of each siding shall be 225 metres. Pg. no. (429/1375)	We request authority to provide the foundations, pier details and scope of work of 2 Nos. of Sick Sidings and 4 Nos. of Emergency Crossovers.	Please refer to Addendum -02
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6A	2.1.2 Architectural Finishing works Pg. no. (429/1375)	The scope of this package includes the architectural works of 10 stations under Package ICB-2C-01. In the event of a delay by the ICB-2C-01 contractor in handing over any station for architectural works, kindly clarify whether the Contractor under ICB-2C-03 shall be eligible for issuance of the Completion Certificate for the balance completed works without being affected by such delay. Please clarify.	No Change in bid Condition
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6A	2.1.4 Scope of work for regrading/modification of part operational corridor of Phase-1 near Khasa Kothi station and constructing an integrated station: Pg. no. (431-433/1375)	Request authority to provide scope of the 660 m viaduct along with Khasa Kothi (Phase-1) Station, including the exact chainage/limits and associated works covered under this package. Further, kindly clarify the necessity of constructing Khasa Kothi (Phase-1) Station as part of the present scope. Considering the limited viaduct length of approximately 660 m, please confirm whether any alternate planning or staging option has been evaluated that could avoid or defer the construction of this station. The BOQ and bidding documents do not mention the Architectural and PEB works for Khasa Kothi (Phase-1) Station. Kindly clarify whether these works are included in the scope of this package. If included, please provide the relevant BOQ items, drawings, and technical specifications.	No Change in bid Condition
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6A	2.8 CONSTRUCTION DEPOT & DUMPING AREA For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost. Pg. no. (439/1375)	We request authority to share exact location/coordinate of the casting yard location & dumping site to desire lead for transportation. This will help to evaluate pricing cost estimation.	No Change in bid Condition
	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL: 6D	DRAWING NUMBER: VID-JMRC-STR-TD-0701-017 (1-18) GAD of Alignment Pg. no. (118-39)/178)	We request authority to provide Span Arrangement Details as well as share the AutoCAD Drawings of GAD.	No Change in bid Condition
9	ADDENDUM- 02	PART-II, Tender Drawings	Drawing at S.N. 82 to 102	We request authority to provide the exact chainage of PM7 to PM30 for reference in GAD.	No Change in bid Condition
10	PART-II	Employer's Requirement: 6D	DRAWING NUMBER: RMRC-KHK-TED-ARP-01 Pg. no. (93/178)	We request authority to provide length of FOB fromS Khasa Kothi Station (Phase II) to Khasa Kothi Halt Station (Phase I)	Please refer to Addendum -04.
11	PART-III	Section-7 General Conditions of Contract (GCC)	General Conditions of Contract (GCC)	We request authority to provide Yellow Book: FIDIC 2017 for understanding GCC	No Change in bid Condition
12	PART-I	BOQ: Pg. no. ((112-124)/162)	Schedule B & Schedule D	The item-wise quantities are not provided in Schedule B and Schedule D. In the absence of quantities, bidders are unable to quote appropriately against the Authority's amount in the bidding Excel. Kindly provide the item-wise quantities for transparent and accurate bidding.	No Change in bid Condition
13	Part-II	Section 6	DRAWING NUMBER VID-JMRC-STR-TD-0701-017	Alignment of UP & Down line from 6500 to 7500 is shown in drawing is not mention in scope of work clause2.1, Employer's requirements – Functional Kindly clarify scope from ch 6500 to 7500	No Change in bid Condition
# # #	Part-II	Section 6		Pier number is marked in Plan & profile drawings but span arrangement or chainage of pier is missing. Kindly Provide span arrangement table or provide us detailed GAD of structure.	No Change in bid Condition
# # #	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL	Clause 2.1.4: Scope of work for regrading/modification of part operational corridor of phase-1 near khasa kothi station	Kindly provide us detail drawings of existing Pier/pile drawings at "khalsa kothi station (phase-1) for regrading and modification to meet the criteria mention in tender documents	Please refer to Addendum -04.
# # # #	Part-II	EMPLOYER'S REQUIREMENTS - FUNCTIONAL	Clause 2 ...Design and construction of 11 elevated staions Architectural finishing works of 10 stations	Kindly confirm how many metro stations are in scope of this project.	No Change in bid Condition

Reply to Pre-Bid Queries					
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
Bidder-G (2st Set)					
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1	DWG drawing Format	PART II Requirements Section 6D: Tender Drawings	ALIGNMENT DRAWING GAD	Bidder request authority to provide Alignment, GAD including topographic survey details in editable CAD format on actual geo-coordinates. Also, please share Auto CAD drawings of all structural drawings.	No change in bid condition.
2	KMZ File	PART II Requirements Section 6D: Tender Drawings	KMZ	Bidder request authority to provide KMZ file on actual coordinates for understanding the alignment of project and actual terrain condition.	No change in bid condition.
3	Span Arrangement	PART II Requirements Section 6D: Tender Drawings		In GAD alignment drawings, pier markings are given, but span lengths are missing. Please update.	No change in bid condition.
4	Geotechnical Investigation Report	Section 6 - Part 2	Geotech report levels and chainages are missing	The borehole ground levels and chainages are not available in the geotechnical report. Kindly provide these details. In addition, please share the sample photographs, pile capacity curves, and the extent of the stretch where these boreholes are applicable for the proposed alignment.	Please refer to addendum-04
5	Geotechnical investigation-Viaduct	Part-2: Employer’s Requirement Section-6C Clause 2.1.3(i)		Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every pier location, ER specifies GTI interval as 100m. Please review and confirm.	No change in bid condition.
6	Geotechnical investigation-Stations	Part-2: Employer’s Requirement Section-6C Clause 2.1.3(i)		Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every station pier location, ER specifies only 2 GTI per Station. Please review and confirm.	No change in bid condition.
7	Completion period of the Work	Section 8 Particular Conditions of Contract Part A – Contract Data Page 2	1.1.86: Time for Completion - 36 Month	The tender scope of works involves major civil structural and associated works in Viaduct and Station including Civil, Associated Ancillary Structures, utility shifting etc. The total length of the project is also significantly large with 12 Metro Stations along with modification of existing phase 1 and miscellaneous Architectural and PEB works of Station. Analysing the vast scope of works, the proposed timeline of 36 months by Employer is considerably less to complete the project effectively by Contractor time, quality and cost wise. Hence, bidder request to the Authority to increase the timeline by another 6 months i.e. total project duration = 42 months and provide revised key dates accordingly.	No change in bid condition.
8	Performance Security	Section 8 Particular Conditions of Contract Part A – Contract Data Page 4	Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten per cent of the Contract value in types and proportions of currencies in which the Contract Price is payable either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India acceptable to the Employer. The Extension of time for submission of Performance Security beyond 30 (Thirty) days up to 60 days from date of issue of LOA may be given by the Authority who is competent to sign the Contract Agreement. However, a Penal Interest of 15% per annum shall be charged for the entire period.	Bidder request authority to reduce the Amount of Performance Guarantee to 5% of Contract Value to reduce the financial burden on Contractor and smooth cash flow for the project. Bidders also request Employer to allow Surety Bonds options to be made available alongng with Bank Gurantees.	No change in bid condition.

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9	Span Arrangement drawing of Existing Flyover	PART II Requirements Section 6D: Tender Drawings	Existing Flyover from Ch. 15+540 Km i.e P403 to Ch16+720 Km i.e P441	As mentioned, during the site visit we observed that there is Existing Flyover from Ch. 15+540 Km i.e P403 to Ch. 16+720 Km i.e P441 which infringes with the Elevated Metro Viaduct and Durgapura Station. 1. Hence, we request you to provide clarity of scope for this stretch including Durgapura Station with revised Employers requirement. We observed that the Viaduct of Metro passes through centre of this and Pier dowels above Deck level of about approx 3 m height has been left by Flyover Contractor. 2. We also request you to share the Existing Flyover drawings inclduing GAD and Structural Drawings with Section and flyover levels. 3. Also, in Gopalpura Station the Span arrangement of Station might change due to exisitng Piers. 4. During the Construction of Viaduct and Station, Kindly confirm whether the flyover will be operational or closed and necesssary cost for such block will be in scope of Employer. Kindly Clarify and provide the necessary documents.	Please refer to addendum-02	
10	Maximum Span for U Type of Superstructure	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(iii)	Design & Construction of super structure (any U/T/I/Box girder) of with suitable modification for emergency front evacuation system & deck slab span up to 37m for straight and for curves, Pier cap, suitable Bearing & Crash Barrier.	As per the mentioned clause, Please confirm whether the maximum length of 31 m U-girder will be allowed as Standard Span for Construction of Metro Viaduct. Also, Is it mandatory to do spans above 37m in steel or it can be done in concrete PSC girder?	No change in bid condition.	
11	Design and Construction of Special Spans	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(iii)	Design and construction of special spans: Special span locations and their tentative length are shown in GAD. Contractor is advised to visit the site and ensure these locations and lengths before bidding. Any difference in length of span up to 5 meters as compared to those given in tender will not attract positive/negative variation. a. One Special span from Ch 19307.87 m of approximately 60 metres. b. One Special span from Ch 25377.15 m of approximately 40 metres. c. One Special span from Ch. 26173.02 m of approximately 45 metres.	We request authority to mark the mentioned Speical Spans in GAD to avoid any misinterpretation and mismatch with Employers requirement clause The special span lengths mentioned in the alignment drawings do not match the lengths provided in the employer’s requirements. Kindly review the same.	No change in bid condition.	
12	Additional Special Spans	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(iii)	Two Special spans from 24720 m to 24760 m of approximately 40 metres each.	As per the project alignment GAD, from chainage 24,680 m to 24,760 m, there is a requirement for two additional special spans of approximately 40 m each. Kindly verify and confirm.	No change in bid condition.	
13	Solar Panels at Stations	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(xxix)	(xxix) Providing & Installing Solar Panels at stations as per tender drawings.	Kindly Confirm whether Providing & Installing Solar Panels at stations for 140m or 80m length is in scope of Lumpsum Contract.	Please refer to addendum-02	
14	Missing Plan & Profile	PART II Requirements Section 6D: Tender Drawings Sheet 1 of 18 & 2 of 18	From Ch. 15+160 Km to Ch. 15+380 Km, the profile & levels are missing from drawings	Please provide the profile & levels Ch. 15+160 Km to Ch. 15+380 Km which is missing in Tender Drawings.	Please refer to addendum-04	
15	Quantity missing in BOQ	BILL OF QUANTITIES	SCHEDULE-B - MISCELLANEOUS WORKS	In BOQ Schedule-B (Miscellaneous works), only rates and a lumpsum amount are provided, but quantities are not mentioned. Kindly provide the detailed quantities for these items to facilitate a better understanding of the scope and planning of the project.	No change in bid condition.	

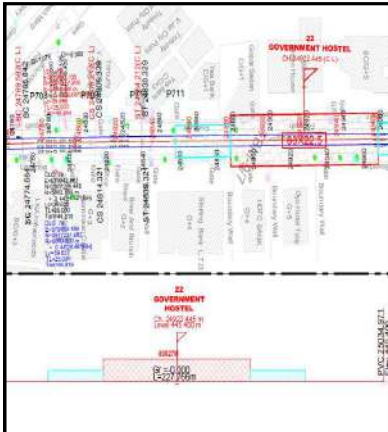
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
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17	Siding Lines	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(xxxix)Page 4	Design & construction of Sidings between B2 Bypass & Durgapura station and Nehru Place & Rambagh Circle station each of approximate length 225 metres as per tender drawings.	From the Employers Requirement, it is mentioned that there are 4 Siding lines at B2 Bypass, Durgapura, Nehru Place & Rambagh Circle SIDING (2 X 3 Car Train) 225m but in Tender Drawings Layout there is only two nos of Siding mentioned B2 Bypass to Durgapura and Nehru Place to Rambagh Circle. Hence, please confirm there are total 4 nos or 2 nos Siding lines of 225m. Also, Kindly provide the drawings of the sick sidings of 225m length for references.	Please refer to addendum-02
18	General		Chartered & Uncharted Utilities	Bidder requests authority to specifically provide the list of all charted utilities and also the utilities which cannot be diverted so as to consider the same for prebid design of span arrangement. Bidder also requires to share the drawing of utilties marked on GAD or topography drawings.Also, please confirm whether the uncharted utilities will also be paid as per relevant bill of schedule as per Contract.	No change in bid condition.
19	Typical Arrangement of Station	Section 6D: Tender Drawings	Station Drawings	Bidder requests authority to allow typical structural arrangement of all types of Station to be changed to other types like Precast Rectangular girders, Pi girders, RCC/PSC T girders, L-girders,l-girders etc. to suit best erection possibility as per site conditions in their proposals. Kindly confirm.	No change in bid condition.
20	Shape and Profile of Viaduct	Part-2: Employer’s Requirement Section-6C Clause 2.1.1 (xxvi) Page 4	Shape, profile and construction methodology of Piers including Cantilever piers, portal piers and portal beams is to be as per bid drawings.	Bidder requests authority to allow using other shapes, profile and design for Portal Beams as Given shape of portal beams is complicated for execution. Portal beam shape decision to be left to contractor as per design and site feasibility. Precast PSC or Steel composite beam resting on bearings may also be allowedsuch as precast U-profile with CIS deck, Hollow precast Box portal beam in his tender proposals. Please confirm	No change in bid condition.
21	Span Arrangement	ALIGMENT DRAWING GAD		In the Tender drawing From Pier no. 401 after B2 Bypass Circle Station Ch.15500 to P442 Ch. 16800, the alignment is passing through Centre of existing Flyover of approximate length 1200 metres. Kindly Clarify whether the flyover is required to be dismantled and new flyover is to be constructed in this stretch along with Metro.	Please refer to addendum-02
				In the GAD, it is observed that there is no span lengths mentioned for entire GAD spans. We request you to provide span length for all spans and mainly for Obligatory Spans. Also, obligatory spans are not clearly mentioned in Tender Drawings.	No change in bid condition.
				Please confirm that the bidder is free to adopt change in the span configuration based on the design & employers requirements satisfying the vertical clearances considering the proposed RTLs.	No change in bid condition.

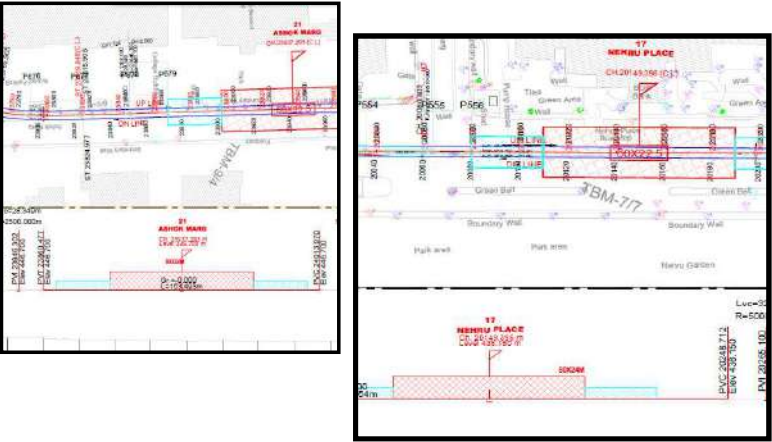
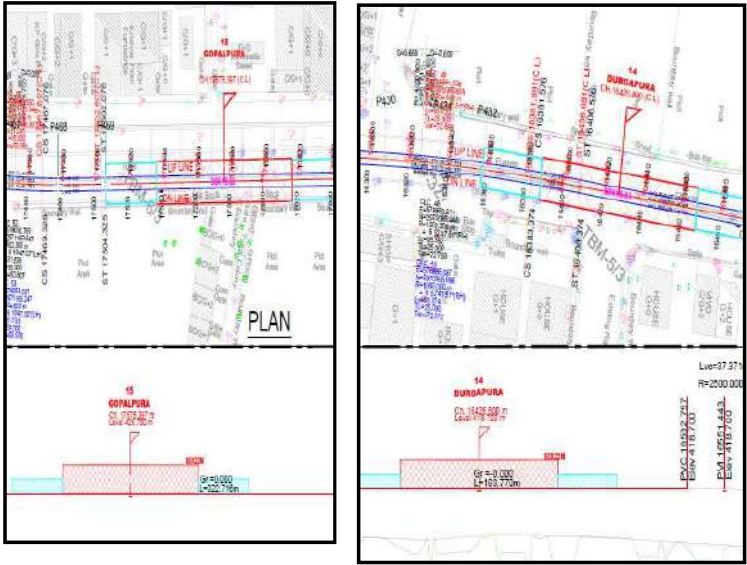
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22	Pier Marking	ALIGNMENT DRAWING GAD - Phase 1	Nomenclature of spur pier and span length of Modification of Phase 1 Not marked on Tender Drawing GAD.	Nomenclature, Pier Marking and span length of Phase 1 Modification stretch in the Tender drawing are missing, hence requested authority to mark the proper pier nomenclature for clarity to understanding the scope of work.	Please refer to addendum-04
23	Modification of Phase 1 Viaduct	Part-2: Employer’s Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	We request authority to kindly clarify the Contractor will need to demolish entire 660m Viaduct of existing Phase 1 and reconstruct it with permissible vertical gradient. Also, we request authority to provide exact Chainages, GAD and highlight the modification length in GAD and provide as built drawings of 660m. Please provide P&P alongwith As-built GAD of the existing Phase-1 line stretch to be taken up for regradation and new station construction. This should include structural GAD of existing stretch and also proposed station.	No change in bid condition.
24	Metro Traffic Block required for Modification of Phase 1 Viaduct	Part-2: Employer’s Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	We request Authority to kindly confirm that the Proposed Cost of Metro Traffic Block required to demolish and reconstruct this 660m Viaduct and Khasa Kothi Halt Station will be in scope of Employer or payable by Employer.	No change in bid condition.
25	Construction of Khasa Kothi Halt Station	Part-2: Employer’s Requirement Section-6C Clause 2.1.4 1 a.	Regrading/modification the existing gradient of the Phase-I viaduct at the proposed location as per tender drawing, which is approximately 0.8%. To accommodate a new Khasa Kothi station (Phase-1) of platform 140 m long, flattening of the gradient from 0.8% to permissible limits would require vertical realignment/regrading for a length of approx. 660m including all associated civil structures, superstructure elements, components, and metro system interfaces.	i) We request authority to confirm whether both levels i.e Platform and Concourse level are to be constructed for total 140m length. 2) At Khasa Kothi Halt station, we understand that viaduct profile regradation is to be done. And the new halting platforms on phase-1 will be constructed as independent structures. Please confirm. 3) Please share Architectural drawings of proposed Khasa-Kothi station on phase-1 line and also connection of same with phase-2 station.	No change in bid condition.

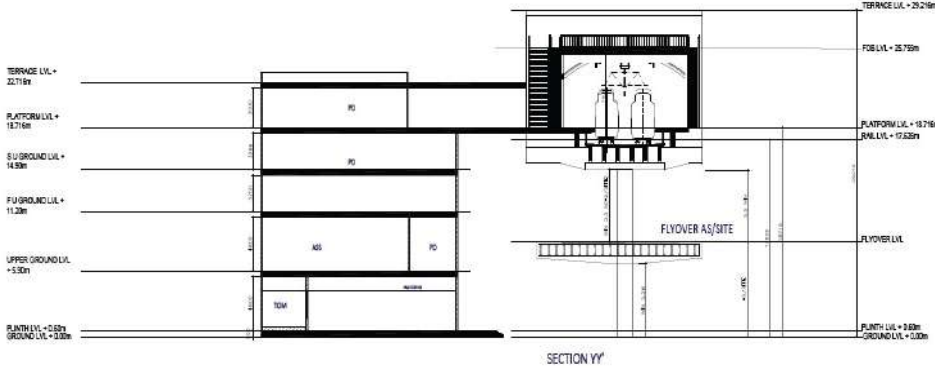
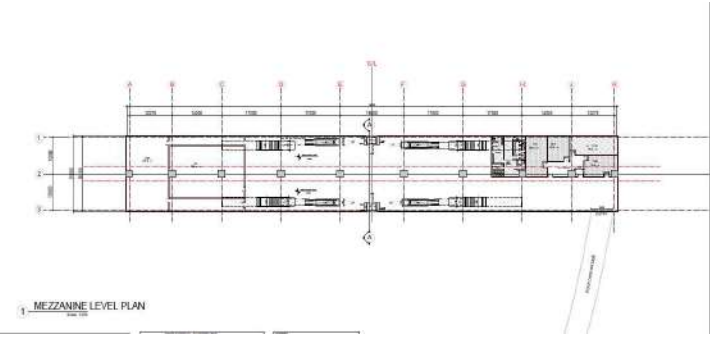
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26	FOB Connection from Khasa Khoti Circle to Khasa Khoti Halt Station	Section 6D: Tender Drawings		We request Authority to provide the length, width and height works for FOB works Connection from Khasa Khoti Circle to Khasa Khoti Halt Station Phase 1	Please refer to addendum-04
27	General		DPR Not Provided	Bidder requests authority to provide DPR	No change in bid condition.
28	Gandhinagar Station Ch. 18817 & Narayan Circle Station Ch. 22239		Presence of FOB	During the site visit, it was observed that there was presence of FOB in Gandhinagar Station, Kindly confirm whether this FOB needs to be demolished and new FOB is to be proposed or not.	No change in bid condition.
29	Fire and Ambulance Access		P530 Ch. 19400 to CP539 Ch. 19672 - Narrow stretch	During the site visit, it was observed that between P530 Ch. 19400 to CP539 Ch. 19672 - Narrow stretch it is difficult to provide fire and ambulance access in this stretch while construction and Contractor shall be indemnified from any such occurance and access is not possible.	No change in bid condition.
30	Working Hours			Kindly confirmt the Contractor will be allowed to work round the Clock for 24 hours in Entire stretch for constructing the project in specified timeline as per Contract.	No change in bid condition.
31	Architectural Finishing works	Part-2: Employer’s Requirement Section-6C Clause 2.1.1(iii)	Architectural Finishing works including Water Supply, Sanitary Installation, Drainage, Site development works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala. Structural work shall be done by the contractor of “NCB 2C-01”.	As per the clause mentioned, the Scope of work as mentioned in clause 2.1.2 under lumpsum scope should be in item rate scope as this is Architectural finishes work. Kindly Confirm that it will be paid as relevant schedule of item rate.	Please refer to addendum-02
32	Noise Barrier			As per the tender scope of works, there is no clarification at which location or stretch nosie barrier is to be provided. Hence ,we kindly request you to provide the Chainages where noise barrier will be required stating Chainages in sensitive stretces such as hospital, school etc,	No change in bid condition.

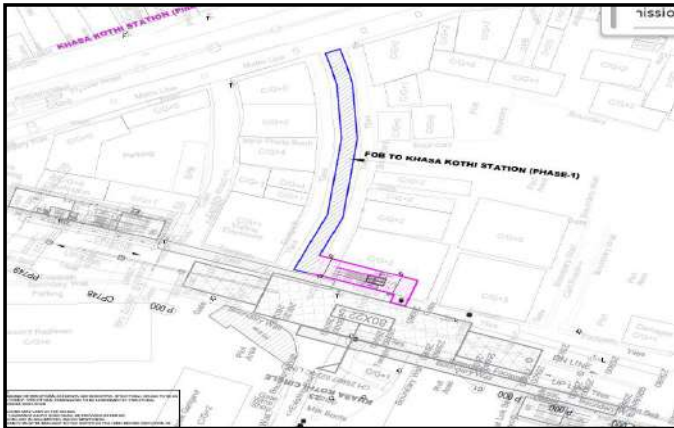
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33	Mobilisation Advance	Section 8 Particular Conditions of Contract Advance Payment 14.2 Page no. Page 9 to 12	In respect of works costing more than Rs. 50.00 Crore (Rs. Fifty Crore) only the RMRC will, if provided in bidding document and requested by the Contractor to make mobilization advance, payment to the Contractor (at 9% per annum interest compounded annually basis) to assist in defraying the initial expenses that necessarily be incurred by the Contractor for mobilization. The total of such advance payments and the number & timing of instalments is stated here under- The total amount of Advance shall not be more than 10% of the “Original Contract Value as per Letter of Acceptance”. Payment of Mobilization Advance shall be made in two equal instalments, out of these first instalment shall not be more than 5% of the “Original Contract Value as per Letter of Acceptance” and on compliance of the requisite conditions as stated in the bidding document, the remaining amount of 5% of “Original Contract Value as per Letter of Acceptance” shall be in second installment.	Bidder request authority to provide Interest free 10% mobilization advance of Original Contract value as per LOA. This will help Bidder to maintain the cash flow for the Project. Also, the minimum works costing Rs. 50 Crore criteria to be removed on request of Contractor. Additionally, bidder requests to allow mobilization advance against Insurety Bonds from a Nationalized or Scheduled Bank as declared by the RBI.	No change in bid condition.
34	Casting Yard	Part-2: Employer’s Requirement Section-6C Clause 2.8 CONSTRUCTION DEPOT & DUMPING AREA	For casting yard, batching plant and other activities a plot/s of land of upto 10 hectares will be made available by Engineer on as is where is basis within 20 Km from the work site free of cost. This land shall be made good for such offsite activities as needed by the Contractor at no extra cost to the employer	As per the bidder’s analysis and based on previous project experience, the provision of 10 Ha land is found to be insufficient for accommodating both the casting yard, Office, RMC plant, dumping yard etc. Therefore, it is requested that the Authority kindly amend the relevant clause to provide a minimum of 13 Ha land to meet the project requirements. Additionally, the Contractor should get reimbursement for lead charges to and from Launching Site if the land provided by Client is more than 20 kms leads. Please confirm.	No change in bid condition.

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35	Utility Shifting	Part-2: Employer’s Requirement Section 6C Clause 2.1.5	Though Alignment plans (both vertical and horizontal) and pier locations are provided by the Employer to the Contractor. Contractor would however design the span configuration (only) based upon his proposal subject to obligatory requirements. Utility identification at all the foundation locations will be done by the Contractor before starting piling/excavation and in case utility(s) is encountered or obligatory requirements of Local Authorities are to be met out, the Contractor would modify the span configuration at such locations to save the utility(s) or to meet out the obligatory requirements within the accepted price. The shifting of the utility(s) would be undertaken only in exceptional circumstances where in the opinion of the Engineer no other option is available. Cost of such utility shifting except RCC drain will be paid separately under relevant item of BOQ. No claim as regard to delay on account of execution of utility diversion will be entertained. All temporary diversion of any utilities done to facilitate the construction activity shall also be the part of the lump sum quoted price.	As per the mention Clauses, it is understood that the Contractor will get the payment for shifting of charted utilities/uncharted utilities such as Storm water drain, Sewer line, Water line, Electrical cables,Optical Fibre cables, Telecom, Telephone poles etc. on measurement basis except RCC drain, please clarify	No change in bid condition.
36	Dumping Area	Part-2: Employer’s Requirement Section-6C Clause 2.8 CONSTRUCTION DEPOT & DUMPING AREA	C&D Waste generated from construction depot, site, station during construction to be transported to the location designated for this purpose by RMRC within 30 km lead from the site and cost of the same is also included in lump sum cost of schedule A.	Bidder appreciates the authority will be providing C&D waste processing plant within 30km free of cost from Alignment. However, it is requested that if in case the C&D waste plant arranged by Employer/and/or Contractor is beyond 30km from alignment, the Contractor will get reimbursement for lead charges to and from Site. Please confirm	No change in bid condition.
37	Presence of Hoardings , Sign boards, highmasts etc. General	Part-2: Employer’s Requirement Section 6D	Not specified	As there are presence of numerous Hoarding, Signboards, Highmast etc. in centre of alignment which will be required to be removed for construction activities. Location for restoration of the same to be provided by Authority. Bidder understands that the charges for removing and restoration of mentioned utilities will be paid by Employer seperately. Please confirm	No change in bid condition.
38	Provision of supervision, emergency vehicles and inspection vehicles	Part-2: Employer’s Requirement Pg 73 Appendix-16	The contractor will provide following vehicles under this contract in addition to the supervision of emergency vehicles and inspection vehicles mentioned under other sections of Employer’s Requirements. (i) 1 nos. of air-conditioned vehicle (Scorpio or equivalent E-vehicle) with limit of 3000Km per month for engineer. (ii) 06 nos. of air-conditioned vehicle (Bolero or equivalent E-vehicle) with limit of 3000Km per month for Engineer. (iii) 1 nos. of air-conditioned vehicle (Scorpio or equivalent E-vehicle) with limit of 3000Km per month for Employer. (iv) 06 nos. of air-conditioned vehicle (Bolero or equivalent E-vehicle) with limit of 3000Km per month for Employer.	As per the mentioned clause, it is understood that the successful bidder will provide 14 number of Vehicles for the use of Employer which is very much high as compared to Client facilities to other metro projects. We request you decrease this requirement of vehicles to a suitable number (2 to 3 vehicles) which will reduce the overhead burden of Contractor for more competitve bid.	No change in bid condition.

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Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply																																		
39	Provision of supervision, emergency vehicles and inspection vehicles Notes	Part-2: Employer’s Requirement Pg 73 Appendix-16	Notes 4. The above vehicles shall be provided for the entire duration of contract (including any time extensions) and the Defect liability period. 5. In the event of breakdown/non-reporting of any of the above vehicles, as per requirement, Engineer/ Engineer representative shall hire vehicle on his own, the amount of which shall be deducted from the contractor’s bill along with an overhead expense of 30%.	4.We request the authority to amend Note 4, as the actual number of vehicles during the Defects Liability Period (DLP) will be less than 3 vehicles, considering that the scope of work is complete at this stage. 5. We request authority to delete this Note 5	No change in bid condition.																																		
40	Portal Beam shape & Size	General		Is there any restriction in shape/size of portal beam, please confirm.	No change in bid condition.																																		
41	Area for Crane setup	General		As the alignment passes through some densely populated areas, Beside Flyovers & Market, please confirm whether the crane development area will be provided by the authority or is in the contractor’s scope.	No change in bid condition.																																		
42	TYPICAL DETAILS OF TEMPORARY BARRICADING	Drawings		We request authority to provide details of Temporary Barricade of 2.5 x 2 and 2.5 x 1 m	Please refer to addendum-02																																		
43	Width of Stations - Type 1 - Government Hospital	Station Drawings	<table><caption>STATION SCHEDULE (PACKAGE-3)</caption><tr><th>S.No.</th><th>Station Prototypes</th><th>STATION NAME</th><th>Rail Level Minimum (M)</th></tr><tr><td rowspan="5">1</td><td rowspan="5">TYPE 01 (80m X 22.5m)</td><td>Gandhinagar</td><td>431.6</td></tr><tr><td>Ram Bagh Circle</td><td>445.5</td></tr><tr><td>Narayan Circle</td><td>448.3</td></tr><tr><td>SMS Hospital</td><td>448.9</td></tr><tr><td>Government Hostel</td><td>444.4</td></tr><tr><td rowspan="3">2</td><td rowspan="3">TYPE 03 (80m X 22.5m with PD)</td><td>B2 Bypass Circle</td><td>408.300</td></tr><tr><td>Nehru Place</td><td>438.150</td></tr><tr><td>Ashok Marg</td><td>446.700</td></tr><tr><td>3</td><td>TYPE 04 (Double Height station with PD)</td><td>Khasa Kothi Circle</td><td>456</td></tr><tr><td rowspan="2">4</td><td rowspan="2">TYPE 06 (Elevated station, 80m X 15.03m)</td><td>Durgapura</td><td>418.7</td></tr><tr><td>Gopalpura</td><td>426.7</td></tr></table> 	S.No.	Station Prototypes	STATION NAME	Rail Level Minimum (M)	1	TYPE 01 (80m X 22.5m)	Gandhinagar	431.6	Ram Bagh Circle	445.5	Narayan Circle	448.3	SMS Hospital	448.9	Government Hostel	444.4	2	TYPE 03 (80m X 22.5m with PD)	B2 Bypass Circle	408.300	Nehru Place	438.150	Ashok Marg	446.700	3	TYPE 04 (Double Height station with PD)	Khasa Kothi Circle	456	4	TYPE 06 (Elevated station, 80m X 15.03m)	Durgapura	418.7	Gopalpura	426.7	In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for Government Hospital Station - Type 1 shows the station width as 27 meters, whereas in attached table from Tender drawings- Type 1, the width is indicated as 22.5 meters, which appears to be contradictory. Therefore, we request the authority to kindly clarify the correct width of Government Hospital Station to ensure uniformity in design considerations.	Tender Architectural Drawings are to be referred for Station Dimensions.
S.No.	Station Prototypes	STATION NAME	Rail Level Minimum (M)																																				
1	TYPE 01 (80m X 22.5m)	Gandhinagar	431.6																																				
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Bidder-G (2st Set)					
					Annexure A
Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
44	Width of Stations - Type 3 - B2 Bypass Circle Nehru Place Ashok Marg			In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for B2 Bypass, Nehru Place, Ashok Marg Station - Type 3 shows the station width as 24 meters, whereas in attached table from Tender drawings- Type 3, the width is indicated as 22.5 meters, which appears to be contradictory. Therefore, we request the authority to kindly clarify the correct width of mentioned Station to ensure uniformity in design considerations.	Tender Architectural Drawings are to be referred for Station Dimensions.
45	Width of Stations - Type 6 - Durgapura Gopalpura			In Drawings Part of the tender document, the General Arrangement Drawing (GAD) for Durgapura, Gopalpura Station - Type 6 shows the station width as 22 meters, whereas in attached table from Tender drawings- Type 6, the width is indicated as 15.03 meters, which appears to be contradictory. Therefore, we request the authority	Tender Architectural Drawings are to be referred for Station Dimensions.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
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	Gopalpura			to kindly clarify the correct width of Mentioned Stations to ensure uniformity in	
46	Khasa Khoti Halt Station			Kindly confirm the type of Khasa Khoti Halt Station of Phase 1 and is it totally new station to be constructed. Also, the drawings shows the total length of Station to be constructed is 140 metres without any future provision. Please confirm.	No change in bid condition.

Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
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47	FOB to Khasa Khoti Halt Station	FOB Drawing - Site Plan		Kindly mention the width and total length of FOB to Khasa Khoti Halt Station	Please refer to addendum-04
48	U Girder Span Length of 31 Meter	General		Considering the aspects of sustainability, optimization of resources, and the need to expedite construction activities, the bidder hereby requests the authority to permit the adoption of a 31-meter span for the U-Girder, However This modification will not only enhance construction efficiency by reducing the number of piers and associated foundation works but will also minimize on-site disruptions, material consumption, and overall project duration. Furthermore, it aligns with modern construction practices that emphasize sustainable design, cost-effectiveness, and timely execution.	No change in bid condition.
49	Mix Design Use of Fly ash and GGBS in RMC			Considering the sustainability and economics for the project and mix design as per IRS CBC and/or CPWD specifications and/or MOST/MORTH specifications , bidder request to allow Contractor for use of Flyash and GGBS in mix design of Ready mix concrete for all grades. Please confirm	No change in bid condition.

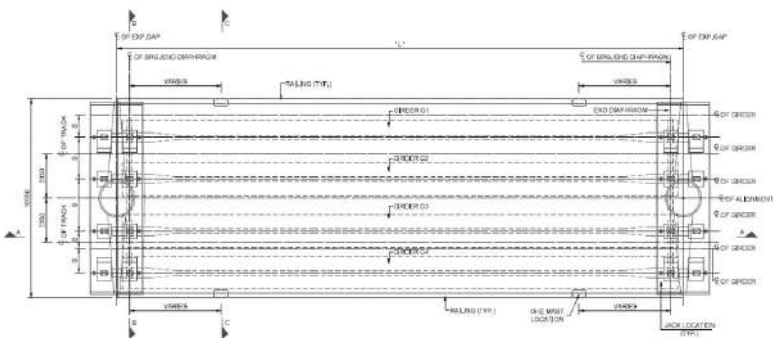
Name of the Work:		Project Name: ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS			
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Sr No	Title	Volume, Clause, Page no.	Existing Clause / Condition in Tender	Clarification / Amendment Sought	JMRC's Reply
50	General		Hydrological Data and Bathymetry survey data	We request the Authority to kindly provide the hydrological data for all rivers and nallahs falling along the project alignment. The data may please include the following parameters, if available with the Authority: High Water Level (HWL) Low Water Level (LWL) Likely Flood Level (LFL) Design Discharge Flow Velocity Scour Depth Tidal Variation (where applicable) This information is essential for accurate hydraulic and structural design considerations.	No change in bid condition.
51	Land Acquisition	Part-2: Employer’s Requirement Section 6C Clause 2.1.1	(vii) All Pier locations and span arrangement including of type of superstructure. There may be adjustment to alignment owing to requirement of Land-owning agencies with horizontal shifts which shall have to be undertaken without any financial Impact/cost. The Final location survey of the alignment and stations given in GAD to accommodate the statutory & other requirements including adjustments to horizontal alignment without any financial impact/cost. At some of the location tenderer may have to do cast-in situ construction for viaduct depending upon the site constraints.	Please provide status of land acquisition of permanent works, if any land acquisition is still pending kindly provide timescale in which it will be handed over to contractor. Also, we request you to provide timeline for handover of stretches to Contractor for access. If any major change in alignment or shift station location happens due to non availability of land acquisition, the difference of cost will be paid or not?.	No change in bid condition.
52	Police Headquarter Building and Toyota Showroom Land acquisition Status			During the Site Visit and Tender, it was observed that from PP718 Ch.25+160 to P273 Ch. 25+300 and from P727 Ch.25+420 to P729 25+460, there are various Police heaquarters, Private Building, Showrooms etc.and also encroachment at B2 Bypass station was observed through which Metro Alignment passes over, Kindly confirm the land acquisition status of these building and whether required to be demolished.	No change in bid condition.
53	Permissions from local Authorities	Part-2: Employer’s Requirement Section 6C Clause 2.1.1	(xxxi) Necessary permission/ NOC from the Railway/ Road/ Forest department and other concerned regulatory authorities for block and working in such locations. Employer will facilitate in getting them permission from concerned regulatory authorities for working in such locations. Necessary document for tree cutting permission including land for compensatory forestation shall be ensured by Employer. Contractor shall facilitate/liaison with the respective department.	We request you to consider all necessary NOC, Permission from local authorities such as Railway, PWD, Police, Traffic Police and other concerned regulatory authorities for utilities, blocking services and working in such locations - to be in this Scope of Employer. (Since it is time taking process so to avoid such situation all necessary NOC/ Permits/ Permission from local Authorities / Statutory Authorities to be in the scope of Employer). Also, the cost of block required for Traffic on Road will be in scope of Employer or payable by Employer.	No change in bid condition.

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54	Demolition of existing structures	Part-2: Employer’s Requirement Section 6C Clause 2.1.1	(xxxi) Demolition/dismantling/Restoration of any structure: a) Demolition/dismantling of RCC/Framed/Steel structure buildings, masonry buildings, basement, ground and above floors as existing at site on the alignment and making provision of any utility infringing the pile cap area, without making damages to the adjacent structures/ utilities etc. including disposing off retrieved materials out of site. b) Demolition/dismantling & restoration of existing FOB’s, Bus Shelters, Signages & traffic signals, drainage systems etc. Retrieved materials will be stored by contractor at casting yard.	Bidder requests authority to Provide details such KMZ File or Autocad Drgs to identify the Structure in ROW which are to be demolished and restored for competetive bidding and provide a list of structures to be demolished	No change in bid condition.																																																		
55	Key dates - Viaduct	Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 23	(A) For complete Viaduct: <table><tr><th>Key date S no</th><th>Description of stage</th><th>Time to achieve (weeks) from NTP</th><th>Liquidity Damages for non- achieving the key dates</th></tr><tr><td>KD 1</td><td>Submission of construction programme</td><td>4</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 2</td><td>Commissioning of 1st Batching Plant (production of 1st batch of concrete)</td><td>10</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3</td><td>Submission of Definitive Design</td><td>12</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 4</td><td>Completion of 1st Formwork for precast girder element of production line for Engineer's approval</td><td>16</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD-5</td><td>Casting of first girder</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 5</td><td>Commissioning of 2nd Batching Plant</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 6</td><td>Completion of 1st working pile</td><td>16</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 7.1</td><td>Erection of 1st U/BOX Girder</td><td>32</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 7.2</td><td>Erection of 1st U/T-Girder</td><td>38</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td rowspan="3"></td><td>(i) Partial Access of the Viaduct (minimum 3.0 Km in one stretch) to Track contractor for laying track</td><td>70</td><td>0.01% of total contract value per week of delay for the key date.</td></tr><tr><td>(ii) Partial Access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor for laying track</td><td>100</td><td>0.01% of total contract value per week of delay for the key date.</td></tr><tr><td>(i) Partial access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor For laying track</td><td>104</td><td>0.01% of total contract value per week of delay for the key date.</td></tr></table> Section 8 Particular Conditions of ContractPage 23	Key date S no	Description of stage	Time to achieve (weeks) from NTP	Liquidity Damages for non- achieving the key dates	KD 1	Submission of construction programme	4	0.005% of total contract value per week of delay for the key date	KD 2	Commissioning of 1 st Batching Plant (production of 1 st batch of concrete)	10	0.005% of total contract value per week of delay for the key date	KD 3	Submission of Definitive Design	12	0.005% of total contract value per week of delay for the key date	KD 4	Completion of 1 st Formwork for precast girder element of production line for Engineer's approval	16	0.005% of total contract value per week of delay for the key date	KD-5	Casting of first girder	20	0.005% of total contract value per week of delay for the key date	KD 5	Commissioning of 2 nd Batching Plant	20	0.005% of total contract value per week of delay for the key date	KD 6	Completion of 1 st working pile	16	0.005% of total contract value per week of delay for the key date	KD 7.1	Erection of 1 st U/BOX Girder	32	0.005% of total contract value per week of delay for the key date	KD 7.2	Erection of 1 st U/T-Girder	38	0.005% of total contract value per week of delay for the key date		(i) Partial Access of the Viaduct (minimum 3.0 Km in one stretch) to Track contractor for laying track	70	0.01% of total contract value per week of delay for the key date.	(ii) Partial Access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor for laying track	100	0.01% of total contract value per week of delay for the key date.	(i) Partial access of the Viaduct for next 3.0 Km (min.) in one stretch to Track contractor For laying track	104	0.01% of total contract value per week of delay for the key date.	We request authority that the mentioned key dates i.e (KD 2, KD 4, KD 5, KD 6, KD 7.1, KD 7.2, KD 8) for Viaduct are much early & insufficient to plan and complete the project effectively by the Contractor and thereby we request you to increase these original key date by atleast 8 to 10 weeks by keeping other key date same (for completion of entire works as per the Contract.	No change in bid condition.
Key date S no	Description of stage	Time to achieve (weeks) from NTP	Liquidity Damages for non- achieving the key dates																																																				
KD 1	Submission of construction programme	4	0.005% of total contract value per week of delay for the key date																																																				
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56	Key dates - Station	Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 24	(B) <u>For Stations:</u> <table><tr><th>Key dates no</th><th>Description of stage</th><th>Time to achieve (weeks)</th><th>Liquidity Damages for non-achieving the key dates</th></tr><tr><td>KD 3</td><td>Partial access to system contractor in operational rooms i.e. Signalling room, Telecommunication room, ASS, UPS room, DG room, Pump room, U/G Water tank etc. along with permanent staircase (including finishing)</td><td></td><td></td></tr><tr><td>KD 3.1</td><td>For any two stations</td><td>110</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3.2</td><td>for any two stations (apart from KD 3.1)</td><td>115</td><td>0.05% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3.3</td><td>for any two stations (apart from KD 3.1 & 3.2)</td><td>120</td><td>0.005% of total contract value per week of delay for the key date</td></tr></table> Section 8 Particular Conditions of ContractPage 24 INTERNAL: This information is accessible to ADB Management and Staff. It may be shared outside ADB with appropriate permission.	Key dates no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates	KD 3	Partial access to system contractor in operational rooms i.e. Signalling room, Telecommunication room, ASS, UPS room, DG room, Pump room, U/G Water tank etc. along with permanent staircase (including finishing)			KD 3.1	For any two stations	110	0.005% of total contract value per week of delay for the key date	KD 3.2	for any two stations (apart from KD 3.1)	115	0.05% of total contract value per week of delay for the key date	KD 3.3	for any two stations (apart from KD 3.1 & 3.2)	120	0.005% of total contract value per week of delay for the key date	riority that the mentioned key dates i.e (KD 3, KD 4 & KD 5) for ious additional levels are much early & insufficient to plan and ject effectively by the Contractor and thereby we request you to ey date by atleast KD 3 to KD 7 by atleast 20 weeks.	No change in bid condition.								
Key dates no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates																														
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KD 3.2	for any two stations (apart from KD 3.1)	115	0.05% of total contract value per week of delay for the key date																														
KD 3.3	for any two stations (apart from KD 3.1 & 3.2)	120	0.005% of total contract value per week of delay for the key date																														
57	For modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station:	Section 8 Particular Conditions of Contract Annexure – 1 to Part A – Contract Data KEY DATES (A) For complete Viaduct: Pg 27	Section 8 Particular Conditions of Contract: (c) <u>For modification of part operational condor of Phase-1 and constructing Khasa Kothi (Phase-1) station:</u> <table><tr><th>Key date no</th><th>Description of stage</th><th>Time to achieve (weeks)</th><th>Liquidity Damages for non-achieving the key dates</th></tr><tr><td>KD 1</td><td>Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)</td><td>20</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 2</td><td>Completion of Foundation work (Pile/Pilecap) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+40</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 3</td><td>Completion of Pier work of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+46</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 4</td><td>Completion of Piercap works of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+ 56</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 5</td><td>Completion of all Girder works(superstructure) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)</td><td>D*+ 66</td><td>0.005% of total contract value per week of delay for the key date</td></tr><tr><td>KD 6</td><td>Completion of civil works & handing over of Phase-1 section (including Khasa Kothi (Phase-1) station) to system contractor</td><td>D*+76</td><td>0.01% of total contract value per week of delay for the key date</td></tr></table> Khason and Khason Photos:	Key date no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates	KD 1	Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)	20	0.005% of total contract value per week of delay for the key date	KD 2	Completion of Foundation work (Pile/Pilecap) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+40	0.005% of total contract value per week of delay for the key date	KD 3	Completion of Pier work of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+46	0.005% of total contract value per week of delay for the key date	KD 4	Completion of Piercap works of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+ 56	0.005% of total contract value per week of delay for the key date	KD 5	Completion of all Girder works(superstructure) of Phase-1 section (including Khasa Kothi (Phase-1) station) (approximately 660 metres)	D*+ 66	0.005% of total contract value per week of delay for the key date	KD 6	Completion of civil works & handing over of Phase-1 section (including Khasa Kothi (Phase-1) station) to system contractor	D*+76	0.01% of total contract value per week of delay for the key date	We request authority to increase the Key date of Completion of Khasa Khoti Halt Station of Phase 1 to be increase to 30 months i.e 130 weejs from D* and treat it as single key date as it construction will be separate from other project.	No change in bid condition.
Key date no	Description of stage	Time to achieve (weeks)	Liquidity Damages for non-achieving the key dates																														
KD 1	Submission of construction programme along with proposed methodology for regrading/modification of Phase-1 section (approximately 660 metres)	20	0.005% of total contract value per week of delay for the key date																														
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58	Type of Superstructure	Vol. 3/ Employer's Requirements/Construction (General)		Please confirm that the bidder is free to adopt type of superstructure i.e. PSC I girders, PSC Box girders, U girders etc based on the design requirements and erection feasibility effectively servibg the intended functional requirements.	No change in bid condition.																												
59	Geotechnical investigation- Viaduct	Employer's Requirements/Construction (General)		Generally in Metros and bridges as per MORTH and IRC 78, GTI is conducted at every pier location, ER specifies GTI interval as 100m. Please review and confirm	No change in bid condition.																												

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60	Type of Bearing	Employer's Requirements/Construction (General)		At some locations Elastomeric bearings is specified whereas at a few locations POT PTFE is specified. Please confirm that the bidder is free to choose the type of bearing as per design requirements	No change in bid condition.
61	Existing Bridge levels.	Employer's Requirements/Construction (General)		Bidder requests to provide FRLs of existing Flyover/bridge from Ch 15660 to Ch 16740 for clarity.	Please refer to addendum-02
62	60m Railway span	Section 6 Part2 & Tender Drawings		Kindly provide the GAD and cross sections of the 60 m railway span at chainage 19,307.87.	No change in bid condition.
63	Elastomeric Bearing	ODS	Code for design of Elastomeric bearings	ODS specifies use of EN 1337 for design of Elastomeric bearings. Bidder requests allowance of use of IRC 83 for the design	No change in bid condition.
64	Double Decker Structure	Employer's Requirements/Construction (General)	Double Decker Structure	Bidder request clear scope bifurcation to the last level of structural component in case of Double decker structure in the project. Exact Location chainage wise and pier wise to be located by Employer in Drawings and Employers requirement	Please refer to addendum-02
65	LWR Force	ODS	Minimum LWR force	Bidder requests allowance to use LWR force as per RSI analysis and requests not restructuring the value to 1.6 t/m.	No change in bid condition.
66	Alignment of metro viaduct	General	Alignment of metro viaduct	Bidder request confirmation on the centre line of metro viaduct whether it is concentric with the existing road median. If not existing road alignment may have to be realigned, Please confirm.	No change in bid condition.
67	Structural Drawings		Top width of Viaduct Structure	As per tender drawings, we have observed that no top width for Viaduct in U-girder is shown and track centre to centre spacing is also missing. We request authority to provide the same.	No change in bid condition.
68	Emergency cross overs	Section 6 Part2 Tender drawings		It is mentioned in the employer's requirements that four emergency crossovers are to be provided in the stretch, whereas the tender drawings show only one location. Kindly clarify the stretch where the remaining three crossovers are to be provided.	Please refer to addendum-02
69	Station drawings	Section 6 Part2 Tender drawings	Span lengths before and after the Station box ie. Future extension	As per the station drawings, the span lengths before and after the station box (highlighted in blue) of 30+30 m are not within the contractor's scope. Kindly confirm whether the substructure portion is included in the contractor's scope.	No change in bid condition.
70	Elevated Ramp	Section 6 Part2 Tender drawings	Backfill within the elevated ramp.	As per the ramp cross section, there is an indication of partial fill up to the ground level within the box. Kindly clarify whether it is mandatory to consider this backfill inside the box, or if it may be eliminated by alternative means.	No change in bid condition.
71	Station drawings	Section 6 Part3R	FOB length for stations	Kindly provide the length of FOBs connecting concourse level to entry exit structures for all stations	Please refer to addendum-04

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72	Lghting Arrangements	Part-2:Employer’s Requirement - Functional Section 6C 2.1.1 (XXIII)	“Providing necessary anchors/bolts on both side of Viaduct for lighting arrangement as per bid drawing at approximately 14.0m interval or as per requirement of System contractor. ...”	Viaduct lighting arrangement drawing is not available in the tender drawing. Please provide	No change in bid condition.
73	PTM (pressurized trunk main)	Part-2:Employer’s Requirement - Functional Section 6C 2.1.1 (XXIV)	Insert for fixing of PTM (pressurized trunk main) water line over viaduct to be provided	Please confirm the location and insert drawing for PTM (pressurized trunk main)	No change in bid condition.
74	Ground water recharging /Rain water harvesting (RWH)	Part-2: Employer’s Requirement - Functional Section 6C 2.1.1 (XXV)	“Drainage for spans as per bid drawing. Ground water recharging /Rain water harvesting (RWH) systems in alternate span to cater all the spans as per guidelines of Central Ground Water Authority for rain water harvesting. The general arrangement of Rain water harvesting system (minimum size) is shown in the Tender drawing. ...”	No rainwater harvesting drawing is available in the tender drawings. Please provide the same.	No change in bid condition.
75	Ground Water Table	Outline Design Specifications for Viaduct Clause 5.5	5.5 DESIGN GROUND WATER TABLE The Ground water table (Base value) shall be considered as maximum (in terms of RL) of Ground water table data published by (a) Central Ground water board (CGWB), (b) Ground water table reported in Geotechnical report provided by RMRC in tender documents, (c) Ground water table reported in Geotechnical report provided by Design & Build contractor.	CGWB groundwater table data/observation wells are not available along the corridor alignment, which may lead to differing interpretations of the ground water table among bidders. To ensure a common and consistent understanding for all bidders, it is requested that the design ground water table be provided prior to tender submission.	No change in bid condition.
76	SOIL PARAMETERS	Outline Design Specifications for Viaduct Clause 5.7	5.7 SOIL PARAMETERS The borehole, which provide lesser vertical & Horizontal capacity of pile or lesser SBC in case of open/Well foundation, shall be referred in design among 1 & 2 as referred below. For Pile foundation, in case one bore hole provide lesser Horizontal capacity and other provide lesser vertical capacity then lesser values of horizontal & vertical capacity obtained from two boreholes shall be referred. 1) As per soil investigation report in the tender document. 2) As per soil investigation done by contractor. The soil investigation report of Bore hole done by contractor shall be compared by soil investigation report of the nearest Bore hole given in the tender document.	Sub-soil stratification as per the Contractor's bore hole data may differ from that given in the tender document — e.g., a sand layer as per the tender bore hole may appear as a clay layer at the same depth as per the Contractor's bore hole. Such variations pose difficulty in finalizing the founding level. Guidelines are requested to address the resolution of such discrepancies.	No change in bid condition.
77	Prestressing Steel	ODS-Viaduct, Cl. 5.2 – Prestressing Steel For Tendons	"Prestressing steel shall be as per clause 4.6 of IRS-CBC. Characteristic strength of prestressing tendons shall be as per clause 16.2.4.3 of IRS CBC. i) Prestressing Units (as per Table-2, Class-II of IS 14268) All Prestressing steel units shall be of 0.6” strands type (Nominal diameter =15.2mm, Area=140 mm2)."	Area of strands to be followed as per the tender document or from latest revision of IS 14268 ?	No change in bid condition.

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78	SIDL	ODS-Viaduct, Cl. 6.1.1.1 SUPER IMPOSED DEAD LOAD (SIDL)	"*300Kg/m (i.e. 150kG/m on each parapet) additional weight for advertisement panels shall be considered in viaduct."	Additional advertisement load 300kg/m is to be considered as fixed type or variable type?	No change in bid condition.
79	Superstructure design	General	Superstructure design	It is understood that successful bidder shall design the superstructure and get it approved from GC / DMRC/ RMRC and no standard patented drawings shall be provided by the authority, Please confirm.	No change in bid condition.
80	Centre to Centre Distance between track	Tender Station Drawings	7. THE MAX. C/C DISTANCE OF TRACKS FOR U-GIRDERS IS 4600MM DUE TO WHICH STATION WIDTH IS 22.5M. IF ANY OTHER GIRDER IN PLACE OF U-GIRDER IS USED, THEN THE STATION WIDTH WILL BE 22M AS THE C/C DISTANCE OF TRACKS WILL REDUCE. 	the Station Drawings, this note mentions that due to the MAX. C/C DISTANCE OF TRACKS FOR U-GIRDERS IS 4600MM DUE TO WHICH STATION WIDTH IS 22.5M. Hence, the max C/C in Viaduct should be 4.6m only. However, in Tender drawings of I-girder Viaduct, the drawings displays C/C distance of track as 4.7m. Please confirm how much maximum c/c distance between track can be maintained.	No change in bid condition.
81	Missing FRL's	ADDENDUM- 02 2.1.6. (i) 2C03CorrAddPart3 GAD	(i) Construction of the Metro Station and Viaduct as Double Decker arrangement including Special Spans at Durgapura flyover having tentative Span arrangement as 30.0mx5 + 57.0mx1 + 33.0mx2 + 57.0mx1 + 27.0mx1 + 33.0mx1 + 57.0mx1 + 33.0mx1 + 30.0mx2 + 33.0mx2 + 30.0mx2 + 33.0mx2 + 30.0mx15 (Appox. 1182m total length) over the existing Flyover level. Foundation and Piers up to Flyover Pier Arm level have already been constructed and Dowels for Metro Piers have been provided. (ii) Carryout site visits and surveys to ascertain actual span arrangement and existing Flyover Level and Redesigning of Tender GAD to match the required Span Arrangement and Flyover level.	We noticed that from the GAD drawings provided in Addendum 2 does not display any Levels of existing Durgapura flyover. Hence, Contractor is unable to determine the height of Metro Pier and Rail Level calculations. We request authority to provide the levels, FRL etc. of existing flyover as it is very difficult to ascertain and conduct survey by the bidder in such a short duration.	No change in bid condition.

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Bidder-G (2st Set)					
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82	Variation to be payable for repairs/rectification/changes	ADDENDUM- 02 2.1.6. (iii)	(iii) To Check the accuracy/veracity of Good for Construction Drawings of Existing Durgapura Flyover arrangement enclosed with the Tender documents and to carry out necessary surveys/testing including load test for balance details, wherever required. The Employer shall endeavor to provide balance details/drawings from Flyover owning agency, However, in case same is not available, Contractor shall prepare balance details/drawings through surveying, testing etc. by employing reputed institute/agency with the approval of Engineer/Employer at no extra cost. Design calculation shall be carried out by the Contractor to ensure fitness of these structures for Metro Viaduct and Station and Repair and Retrofitting works, required shall be carried out at no extra cost to employer.	We request authority to pay reasonable variation as per CPWD or district DSR for necessary repairs, retrofitting and or/changes in span arragments etc. as per the design conducted during the detailed design stage as the scope is not clear during prebid. Also, please clarify,whether adequacy check of existing flyover pier and foundation covered in scope of contractor's design?	No change in bid condition.
83	Variation to be payable for change in Station Location	ADDENDUM- 02 2.1.6. (iv)	(iv) To Construct the Durgapura Station at the location provided in Tender GAD. In case same is not feasible, the location of station platforms may be suitably shifted, however Entries/Exits to this station shall be provided at the same location and should be connected with adequate provision of FOB at no extra cost.	We request authority to pay reasonable variation as per CPWD or district DSR for changed in Station location and thus change in FOB length connecting entry exits etc. as per the shifting casused during the execution stage as the scope is uncertain during prebid. Also, For proposed Durgapura metro station location, please provide CAD drawing superimposed on the existing flyover alignment with span arrangement so as to check the feasibility as the Durgapura Span Arrangement of Station doesnt matches with exact existing arrangement	No change in bid condition.
84	Design Capacity Margin in Elevated Station	ADDENDUM- 02 Clause 2.13	2.13 Reserve Structural Capacity in Elevated Station An additional design margin shall be considered in the design to accommodate any future revision or modification in the structural arrangement at a later stage. The following additional design margins shall be adopted: 1) Structural Design Verification: An additional design margin of 10% shall be considered in all applicable structural verifications, including but not limited to, ULS checks (Moment, Shear, Torsion, bond etc.), SLS checks (stress, cracks, deflection, vibration etc.) and Equilibrium check (like overturning, uplifting etc.). 2) Geotechnical Design Verification: An additional design margin of 10% shall be considered in all applicable geotechnical verifications, including but not limited SBC, vertical load on pile, overturning, sliding checks, lateral deflection at pile,	From the clause introduced for design Structural capacity of Elevated Stations, it will cause a significant increase in quantities of Eleavted Station. Hence, we request authority to look into the clause and remove it or increase the lumpsum cost of Sch A as per the provision done.	No change in bid condition.

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Bidder-G (2st Set)					
Annexure A					
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85	Proposed Metro Superstructure Design	2C03CorrAddPart3 GAD		In the addendum drawings structural details of existing Durgapuri double decker, proposed superstructure design for metro seems to be PSC box. Can we adopt other type of superstructure like T-girder/I-girder/Steel etc.?	No change in bid condition.
86	Metro & elevated road at Durgapura	Corrigendum Part 1 to 6		Kindly provide the plan and profile drawings showing FRLs, as well as the horizontal and vertical alignment curves of the existing Durgapura flyover.	No change in bid condition.
87	Metro & elevated road at Durgapura	Corrigendum Part 1 to 6		Request the Authority to provide the CAD drawings based on actual geo-coordinates of existing Duragpura flyover	No change in bid condition.
88	Metro & elevated road at Durgapura - Foundation and Piers up to Flyover Pier Arm level have already been constructed and Dowels for Metro Piers have been provided	Addendum-2 Employer requirements - functional		Request the Authority to provide the details for extent of Metro pier dowels casted above the flyover pier arm.	No change in bid condition.
89	Start & end chainages of flyover	Addendum-2 Part 1 of 6		It has been observed from the metro drawings that the start of the Durgapura flyover is at chainage 15+540, whereas the as-built drawings of the existing flyover at Durgapura show the start chainage as 19+663. We request the Authority to kindly clarify this discrepancy.	No change in bid condition.
90	As-built drawings showing the details of metro pier, piercap dowels	Corrigendum Part 3 to 6 Dwg no. 2007003/SP/MDF/008		Kindly clarify whether the RC details provided in the as-built drawings for the Metro pier and pier cap are for reference only, or if the bidder is required to strictly adhere to the provided details.	No change in bid condition.
91	3 Special spans of 57m	Corrigendum Part 1 of 6		Kindly provide the details & type of superstructure to be adopted for 57m span	No change in bid condition.

Reply to Pre-Bid Queries						
"Contract ICB:2C-03; Design and Construction of Elevated Viaduct and 11 Elevated Stations (including Architectural finishing) viz. B2 Bypass Circle, Durgapura, Gopalpura, Gandhinagar, Nehru Place, Ram Bagh Circle, Narayan Circle, SMS Hospital, Ashok Marg, Government Hostel and Khasa Kothi (Phase-II), Architectural Finishing works of 10 Stations viz. Prahladpura, Manpura, Bilwa Kalan, Bilwa, Goner Mod, Sitapura, JECC, Kumbha Marg, Haldighati Gate and Pinjrapole Gaushala; modification of part operational corridor of Phase-1 and constructing Khasa Kothi (Phase-1) station under Jaipur Metro Phase- II MRTS"						
Bidder-B (3rd Set)						
Sr. No.	Reference Volume No.	Reference Section	Page No.	Reference to Bid Document Clause	Bidder's Queries	JMRC's Reply
1.	Addendum 2	Clause 2.1.6 of Employer's Requirement – Functional & Drawings	Elevated Viaduct near Durgapura Flyover	We understand the revision in lumpsum scope on durgapura flyover that metro piers to be constructed with the dowels left by the flyover owning agency and are in receipt of the GFC drawings of the same. However, metro pier numeration & rebar details for the piers supporting special spans (57m span) are not available, which is essential to verify the adequacy of the dowels left on these piers.	Please do confirm that any necessary change in the structural arrangement, dimensions, rebar, etc,... (planned during tender stage) owing to the non-availability of above details will be compensated as Variation / Change of scope during detailed design stage.	No change in bid condition.
2.	Addendum 2	Clause 2.1.6 (iii) of Employer's Requirement – Functional	Elevated Viaduct near Durgapura Flyover	Elevated Viaduct near Durgapura Flyover	It is mentioned that contractor to ensure fitness of these structures. Does it mean that the piers upto flyover pier arm and the foundation also to be verified for design adequacy. In such case, the following missing information is essential for the same. 1. Flyover levels (Plan & Profile) w.r.to the datum followed under this contract 2. Cross section of the flyover showing features 3. Rebar details of pile for all piers 4. Rebar details of pilecap for piers supporting special spans (57m span). 5. Loads to be considered for flyover 6. Latest approved DBR of the Flyover Please do confirm that any necessary change in the structural arrangement, dimensions, rebar, etc,... (planned during tender stage) owing to the non-availability of above details will be compensated as Variation / Change of scope during detailed design stage.	No change in bid condition.
3.	Addendum 2	Clause 2.1.6 (iv) of Employer's Requirement – Functional		Elevated Viaduct near Durgapura Flyover	Proposed location of Durgapura station is having a special span of 57m and it is also mentioned that station can be shifted (if not feasible) while retaining the entry/exit at the same location. The details of the piers supporting these special spans is not supplied to us and hence, the feasibility check is not viable. So, please let us know the maximum distance that the station can be shifted.	No change in bid condition.