MAHARASHTRA METRO RAIL CORPORATION LIMITED
Pune Metro Rail Project
Joint Venture of Govt. of India & Govt. of Maharashtra
CIN: U60100MH2015SGC262054
Maha Metro, Block No. A3, Food Grain Godown, Near Civil Court, Next to Kamgar Putala Vasahat, Shivajinagar, Pune 411005

Date: - 12 February 2026

CORRIGENDUM - I

Name of Work: Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.

Tender No.: P2-C02/2026 (ICB) dated 21 January 2026

Tender ID: 2026_MMRCN_1272058_1

Subject: Modified tender conditions, Addendum and Pre-Bid queries response

Reference: NIT dated 21.01.2026

The details of the Corrigendum – I are as follows:

1) **Addendum-1** (Page Nos. 1-2)
2) **Annexure – 1:** Modified clause no. 2.4.1 of Section III of Part 1 (Page Nos. 1-3)
3) **Annexure – 2:** Revised Appendix-24: Geotechnical Investigation data (Page Nos. 1-30)
4) **Annexure – 3:** Updated General Arrangement Drawings (GAD) in PDF, Auto CAD and KMZ format
5) **Annexure – 4:** Modified Form Fin-4: Financial Requirements for Current Contract Commitments (Page Nos. 1-2)
6) **Annexure – 5:** Reponses to Pre-Bid Queries (Page Nos. 1-46)

12/2/26

Executive Director (Procurement & Contracts),
Pune Metro Rail Project,
Maharashtra Metro Rail Corporation Limited

GAUTAM BIRHADE Digitally signed by GAUTAM BIRHADE

Addendum-1

Name of Work: Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.

Tender No.: P2-C02/2026

Sr. No	Part	Section	Clause No.	Existing Tender Condition	Modified Tender Condition
1	Part-1: Bidding Procedure	Section-III: Evaluation and Qualification Criteria	2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores; Notes: 1. *Substantial completion means completion of minimum 80% value of the Works as defined above. 2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both. 4. Each work experience shall be supported by Client certificate clearly mentioning extent of completion with amount of completed works, start & end dates and brief scope of work. 5. Foreign Member as a Single Entity/Lead member/Other member of JV/Consortium should have experience of works as defined under criteria (A) above in its home country. In addition to this(these) work(s), the foreign partner/entity must have also completed at least one work as defined under criteria (A) above equal to or more than INR 418 Crore outside its own home country.	Modified Evaluation and Qualification Criteria, 2.4 Specific Construction Experience, 2.4.1 Contracts of Similar Size and Nature -attached at Annexure-1
2	Part-1: Bidding Procedure	Section-III: Evaluation and Qualification Criteria	2.4.4 Qualification for Detailed Design Consultants (DDC)	b. DDC must have completed detailed design of flyover/ bridge/ elevated road works with Rib & Spine arrangement with Pre-Stressed Concrete superstructure and substructure in the past ten (10) years from one month prior to bid submission date.	b. DDC must have completed detailed design of flyover/ bridge/ elevated road works with Rib & Spine arrangement or with any other segmental arrangement with Pre-Stressed Concrete superstructure and substructure in the past ten (10) years from one month prior to bid submission date.
3	Part-2: Work Requirement	Annexure VII-3 Appendices	Appendix 24	Geotechnical Investigation Reports-Bore Logs	Appendix-24: Geotechnical Investigation Report is attached as Annexure-2.
4	Part-2: Work Requirement	Annexure-VII-9 Typical Drawing		Alignment Drawings	Updated General Arrangement Drawings (GAD) in PDF, Auto CAD and KMZ File are attached as Annexure-3.
5	Part-3: Conditions of Contract and Contract Forms	Section - VII: Contract Forms	Form FIN-4	Form FIN-4: Financial Requirements for Current Contract Commitments	Modified Form FIN-4 is attached as Annexure-4
6	Part-3: Conditions of Contract and Contract Forms	Section - IX: Particular Conditions of Contract (PCC)	21.16	The Contractor grants the Employer, the EIB and auditors appointed by either of them, as well as any authority or European Union Institution or body having competence under European Union law, the right to inspect and copy the books and records of the bidder, contractor, supplier or consultant in connection with any EIB-financed contract.	The Contractor grants the Employer, the ADB and auditors appointed by either of them, as well as any authority, the right to inspect and copy the books and records of the bidder, contractor, supplier or consultant in connection with any ADB-financed contract.

GAUTAM BIRHADE

Digitally signed by GAUTAM BIRHADE

Addendum-1

Name of Work: Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.

Tender No.: P2-C02/2026

Sr. No	Part	Section	Clause No.	Existing Tender Condition	Modified Tender Condition
7	Part-3: Conditions of Contract and Contract Forms	Section - IX: Particular Conditions of Contract (PCC)	19.2.3 Liability for breach of professional duty	Replace the sub-clause 19.2.3 (a) with the following the Contractor shall effect and maintain professional indemnity insurance against liability arising out of any act, error or omission by the Contractor in carrying out the Contractor's design obligations as follows, AOA (any one accident) limit equal to 6% of the contract value against Schedule B & F (Lump Sum Component) of Price Bid in respect of Design & Construct with AOY (any one year) limit of 2 incidents in a year. In the Professional Indemnity insurance Policy the deductible amount shall not be more than 5% AOA limit. All Policy shall be obtained within 28 days from 'date of commencement' and shall be submitted within 42 days from the commencement date. The policy shall valid for three years after date of issue of 'Performance Certificate' or five years after commencement of commercial train operations whichever is later. Wherever the Contractor submits policy for shorter period / annual renewable policy, the same shall be renewed before its expiry date. In such situation, the performance guarantee shall be retained till required validity period. The Contractor's submission of such shorter period / renewable policy shall be construed as their irrevocable consent for retention of the performance guarantee.	Replace the sub-clause 19.2.3 (a) with the following the Contractor shall effect and maintain professional indemnity insurance against liability arising out of any act, error or omission by the Contractor in carrying out the Contractor's design obligations as follows, AOA (any one accident) limit equal to 6% of the contract value against Schedule B & C (Lump Sum Component) of Price Bid in respect of Design & Construct with AOY (any one year) limit of 2 incidents in a year. In the Professional Indemnity insurance Policy the deductible amount shall not be more than 5% AOA limit. All Policy shall be obtained within 28 days from 'date of commencement' and shall be submitted within 42 days from the commencement date. The policy shall valid for three years after date of issue of 'Performance Certificate' or five years after commencement of commercial train operations whichever is later. Wherever the Contractor submits policy for shorter period / annual renewable policy, the same shall be renewed before its expiry date. In such situation, the performance guarantee shall be retained till required validity period. The Contractor's submission of such shorter period / renewable policy shall be construed as their irrevocable consent for retention of the performance guarantee.

Annexure-1

2.4 Specific Construction Experience

2.4.1 Contracts of Similar Size and Nature

Criteria	Compliance Requirements			Documents
Requirement	**Single Entity**	**Joint venture/Consortium (Existing or Intended)**		**Submission Requirements**
		All Partners Combined	**Other Member(s)**	**Lead Member**
A) Having completed or *****substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for works directly awarded by any Government agencies, PSUs or Companies listed in Stock exchange/s acting in the capacity of Employer ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement or with any other segmental arrangement of minimum 1 Km length **in one single contract of value** not less than **INR 836 Crores**; **or** b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement or with any other segmental arrangement of minimum 1 Km length **in two contracts combinedly** with value equal to or more than **INR 1046 Crores**; **or** c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement or with any other segmental arrangement of minimum 1 Km length **in three**	Must meet requirement	Must meet requirement	As per ***Other Member Experience	As per **Lead Member Experience	Form EXP-1 Form EXP-2

contracts combinedly with value equal to or more than **INR 1254 Crores**; **Notes:** 1. ***Substantial completion means completion of minimum 80% value of the Works as defined above. 2. ****Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length **or** flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement or with any other segmental arrangement of minimum 1 Km length or both. 3. *****Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length **or** flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement or with any other segmental arrangement of minimum 1 Km length or both. 4. Each work experience shall be supported by Client certificate clearly mentioning extent of completion with amount of completed works, start & end dates and brief scope of work. Regarding flyover/ bridge/ elevated road, Experience Certificate issued by Client should clearly mention execution of work with Rib & Spine arrangement or with any other segmental arrangement. 5. Bidder to also refer to Note under Clause 2: Scope of work- 2.0 General of Part-II: Work Requirement, Section-VII-B: Employer's Requirements – Functional. 6. Foreign Member as a Single Entity/Lead member/Other member of JV/Consortium should have experience of works as defined under criteria (A) above in its home country. In addition to this(these) work(s), the					

foreign partner/entity must have also completed at least one work as defined under criteria (A) above equal to or more than **INR 418 Crore** outside its own home country.					

5.4.2 FIELD WORK AND TESTS

5.4.2.1. TEST LOCATIONS

The locations of the Boreholes are provided in the below table:

TABLE 5-5: BOREHOLE LOCATIONS

S No.	Test Location	BHL No.	Coordinates	
			Northing	Easting
1	Ramwadi – Wagholi / Vitthalwadi	BHL - 1	2054826	393183
2		BHL - 2	2054710	392185
3		BHL - 3	2054378	391494
4		BHL - 4	2053645	390429
5		BHL - 5	2053645	389509
6		BHL - 6	2053645	389273
7		BHL - 7	2057062	395621
8		BHL - 8	2056583	394784
9		BHL - 9	2055752	394268
10		BHL - 10	2052836	388225
11		BHL - 11	2052770	386842
12		BHL - 12	2052665	386200
13	Chandani Chowk	BHL - 37	2046799	371509

5.4.2.2. ROTARY CORE DRILLING

Rotary Core drilling is done where the formation encountered is too hard to be sampled by any soil sampling methods. Primarily Casing was seated on bedrock or in a firm formation to prevent travelling of the borehole and to prevent loss of drilling fluid. The core drilling was carried out by an Nx-size Triple-tube swivel-type core barrel or any. Core drilling was continued until core blockage occurs or until the net length of the core barrel has been drilled in upto the requirement of engineer in charge. The core samples were obtained at regular interval of 1.5m/3.0m.

At the end of each run, the drill rod string with core barrel is extracted from the Borehole and core is recovered from the core barrel. The percentage of core recovery is recorded and the recovered core pieces were placed in the core box at appropriate spacing, with blocks. Soft or friable cores, or those which change materially upon drying, were wrapped in plastic film. The fractured, bedded and/or jointed pieces of the core were reassembled in the sequential order of their recovery before keeping the same in the core box. If conditions prevent the continued advance of core drilling, the hole were cemented and redrilled, reamed and cased, or cased and advanced with the next smaller-size core barrel. The core drilling observations were done in accordance with IS 5313: 1980, while the drilling information and core description were done in accordance with IS 4464: 1985.

5.4.2.3. DISTURBED AND UNDISTURBED SAMPLE

Disturbed and undisturbed soil samples were obtained depending upon the nature of soil from different depths in the bore hole. The undisturbed samples were collected in sampling tubes. The ends of the tubes are sealed with molten wax to prevent evaporation. These samples were subsequently tested in the laboratory so as to determine the various index and engineering proportion of various sub soil strata met in the bore holes.

5.4.2.4. STANDARD PENETRATION TESTS (SPT)

Standard Penetration Test (SPT) was conducted at different depths in all boreholes where soil was encountered. For shallow depths SPT was conducted at close intervals of 1.5m/3.0m as desired by engineer in charge. The standard split spoon sampler, attached to a string of drill rods was lowered to the bottom of the hole and allowed to rest under self-weight. The drill rods were connected to driving assembly which consisted of a hoisting equipment's, a drive weight (Hammer) of 63.5 Kg, and a guide to ensure a 75 cm free fall of hammer on an anvil. The number of hammer blows that were required to penetrate the sampler through three runs of 15 cm each were recorded as described in IS: 2131 - 1981.

First 15 cm penetration is considered as seating penetration. Initial driving of 15 cm was disregarded and the number of blows required to drive the sampler through the remaining 300 mm is called BLOW COUNT or PENETRATION NUMBER, N. After the bore hole is advanced to desired depth bottom is cleaned Samples from the SPT split spoon sampler were preserved in polythene covers and transported to the laboratory. One more polythene cover was provided to prevent the loss of moisture during the transit. At the end of the test, the sampler is withdrawn and the soil extracted for subsequent testing in the laboratory. When the number of blows exceeded 50 to penetrate the first or second 15 cm length of the Sampler, the SPT 'N' is regarded as more than 100 as described in IS: 2131 - 1981. SPT refusal is recorded when there is no penetration of the sampler at any stage and also when a rebound of the sounding system is recorded.

5.4.2.5. DYNAMIC CONE PENETRATION TEST (DCPT)

Dynamic Cone Penetration Tests are carried out in boreholes where Standard penetration test could not be conducted, either due to dense strata or due to presence of Granular Material. DCPT is conducted at required depth at suitable intervals by driving a standard cone of outside diameter 50 mm and having an apex angle of 600 attached to a string of drill rods using a hammer weighing 63.5 kg falling freely through a height of 75.0 cm. The total number of blows required for the 30.0 cm penetration is termed Cone Penetration Resistance or 'Ncd' value. Ncd value is correlated with SPT value, N as under:

Ncd= 1.5 N upto a depth of 4.0 m

Ncd= 1.75 N upto a depth of 4.0 m to 9.0 m

Refusal is deemed to have met if under 35 blows, penetration achieved is less than 10 cms. The above correlation is meant for sandy soils. In boulder deposit / rocky strata evaluation of strength and compressibility characteristics by using elaborate tests is uneconomical for a type of structure proposed to be constructed at site. As a conservative approach, the above correlation can be used such strata to arrive at a safe value of 'N' that takes care of the highly erratic vibrations of properties such strata. Once value of 'N' based on least Ncd value is known, then bearing capacity analysis can be performed as done in case of Sandy deposits.

5.4.2.6. CORRELATION OF 'N' VALUES

In case of sandy/cohesion-less soil, the observed SPT values, designated as 'N', are to be corrected to account for the following two effects:

a) Correction due to effect of overburden pressure: NN = CN X N
   CN' is overburden pressure correction and is calculated as CN = 0.77 $\log_{10}(200/\sigma 0)$.
b) Correction due to submerge effect (in case of fine sand and silt),
   Nc =15 + (NN -15)/2, provided NN>15. Else NC = NN
   Where ' Nc' is the final corrected value.

5.4.2.7. GROUND WATER TABLE

Subsurface explorations were carried out along the length of the proposed corridors. Bore holes were done at regular intervals. Determination of Ground Water Table and water depth from Existing Ground level is done using Steel tape with weigh. The depth of Ground water table is determined as per procedure laid in IS 6935-1973. However, at the time of Investigation at site, Ground Water Table was not encountered in any bore holes upto explored depth in the Month of December-January 2022. The summary of field work conducted is given in Table 5-6.

TABLE 5-6: SUMMARY OF FIELD INVESTIGATION

Borehole No.	Depth Of Borehole (M)	Depth Of Water Table Below Ground Level (M)	Soil/Rock At Termination
Line 2A: Vanaz to Chandani Chowk			
BH-37	5.0	Not Met	Amygdaloidal Basalt Rock
Line 2B: Ramwadi to Wagholi/Vitthalwadi			
BHL-1	7.5	Not Met	Amygdaloidal Basalt Rock
BHL-2	15.0	Not Met	Amygdaloidal Basalt Rock
BHL-3	15.0	Not Met	Amygdaloidal Basalt Rock
BHL-4	12.0	Not Met	Amygdaloidal Basalt Rock
BHL-5	10.5	Not Met	Amygdaloidal Basalt Rock
BHL-6	13.0	Not Met	Amygdaloidal Basalt Rock

Borehole No.	Depth Of Borehole (M)	Depth Of Water Table Below Ground Level (M)	Soil/Rock At Termination
BHL-7	15.0	Not Met	Amygdaloidal Basalt Rock
BHL-8	10.0	Not Met	Amygdaloidal Basalt Rock
BHL-9	12.0	Not Met	Amygdaloidal Basalt Rock
BHL-10	10.0	Not Met	Amygdaloidal Basalt Rock
BHL-11	8.0	Not Met	Amygdaloidal Basalt Rock
BHL-12	9.5	Not Met	Amygdaloidal Basalt Rock

5.4.3 LABORATORY TESTS

5.4.3.1. INDEX PROPERTIES (AS PER SP (PART – 1) – 1987)

All the relevant classification on the samples obtained from the bore holes were carried out in the laboratory. The index properties obtained from such classification tests at different depths in the bore holes are reported in the bore hole log sheets.

5.4.3.2. DISTURBED SOIL SAMPLES

Disturbed soil sample collected in field have been tested in laboratory and preparation of sample for the under mentioned tests have been done in accordance with IS 2720(Part I): 1983 (RA 2015). The following tests were conducted on selected soil:

a) Grain Size Analysis: The grain size analysis of different soil samples was done as per IS 2720 (Part – IV) and 1985 (RA 2015). These analyses of soil are used to classify the soil in various depths of boreholes.
b) Natural Moisture Content: The natural moisture content has been determined from different samples of different boreholes at different depths as per IS 2720 (Part – II) and 1973 (RA 2015).
c) Specific Gravity: The specific gravity of the soil samples has been determined at different levels as per IS 2720 (Part – III) and 1980 (RA 2016). It is used to determining void ratio, porosity, safe bearing capacity & settlement of foundation system as well. The results of specific gravity are shown in borehole sheet separately.

5.4.3.3. UNDISTURBED SOIL SAMPLES

Undisturbed Soil samples have been prepared in accordance with IS 2720(Part- I): 1983 (RA 2015) and tested as follows:

a) Wet and Dry Density: The field of soil samples has been determined by UDS or SPT samples at various depths. Dry density of soil has been determined by Proctor compaction test as per IS 2720 (Part – VII & VIII) and 1980 (RA 2016).

b) Unconfined Compressive Strength Test: The Unconfined compression or compressive strength test comes under IS 2720 (Part – X): 1991 (RA 2015). It determining the strength of clayey soil, UDS, remoulded or compacted, using at controlled rate of strain. It helps in to the calculation of shear parameters for safe bearing capacity.
c) Triaxial Compression Test: The Triaxial compression test under undrained unconsolidated test have been determined by IS 2720 (Part – XI):1993 (RA 2016). It describes the test for determination of compressive strength of a specimen of saturated cohesive soil in Triaxial compression apparatus under cell pressure.

Calculation of bearing capacity is governed generally by I.S. Specification No. 8009- (Part I)- 1976, I.S.No.2720- (Part – II) - 1980, I.S. No 6403-1981, I.S. 1904-1978 and I.S. 1080-1985 and other relevant I.S. Codes as well as based on assessment and latest developments.

5.4.3.4. DESIGN PARAMETERS OF RAIL CORRIDOR

Classification and identification are the pre–requisite of any site investigation report. The sub soil strata are classified on the basis of lab tests as per IS: 1498 -1978. Calculation of bearing capacity is governed generally by I.S. Specification No. 8009- (Part I)- 1976, I.S.No.2720- (Part – II) - 1980, I.S. No 6403-1981, I.S. 1904-1978 and I.S. 1080- 1985 and other relevant I.S. Codes as well as based on assessment and latest developments. The subsoil strata at proposed site on both the corridors is generally rocky. The engineering details (based on field test and laboratory test results) of the sub-soil strata are available separately in Geotechnical Investigation Report.

FOUNDATION PARAMETERS:

Allowable Bearing capacity values are based on the following parameters:

TABLE 5-7: FOUNDATION PARAMETERS

S No.	Type of Footing	Foundation Size	Foundation Depth
1.	Isolated Footing	3.0m x 3.0m 4.0m x 3.0m	1.0m, 2.0m, 3.0m, 4.0m, 5.0m, 6.0m & 7.0m

5.4.4 GEOTECHNICAL ASSESSMENT & FOUNDATION FEASIBILITY

By observing the nature of subsurface strata, the type of foundation for a given proposed structure, expected heavy loads on foundations, the following types of foundations can be recommended.

a) Shallow Foundations

For satisfactory performance of a foundation, the following criteria must be satisfied;

i. **The foundation must not fail in shear.**
Shear failure being catastrophic, an adequate factor of safety is applied to ultimate bearing capacity that can initiate this type of failure. BIS recommends a value of FOS = 2.5 to obtain the net safe bearing capacity qns by using the physical characteristics of the foundation and relevant shear strength parameters of soil.

ii. **The foundation should not settle by an amount more than the permissible settlement.**
Settlement analysis a net loading intensity qn is obtained by using the physical characteristics of the foundation and the relevant compressibility characteristics of the Underlying soil. The value so obtained ensures that the foundation shall not settle more than that which is permissible as per BIS recommendations. The permissible settlement depends upon the type of superstructure and the nature of supporting strata.

The smaller of the bearing pressure values obtained according to above (i) and (ii), is adopted as the allowable bearing capacity.

5.4.4.1. COMPUTATION OF ALLOWABLE BEARING CAPACITY FOR ISOLATED FOOTING IN SOIL SHEARING FAILURE ANALYSIS

Net Ultimate bearing capacity for general shear failure,

$q_{nu} = c\, N_c S_c D_c + q\,(N_q-1)\, S_q D_q + ½\, B\, \gamma\, N_\gamma S_\gamma D_\gamma\, W'$ ------- (1)

Net Ultimate bearing capacity for local shear failure,

$q_{nu} = 2/3\, c\, N_c S_c D_c + q\,(N'_q-1)\, S_q D_q + ½\, B\, \gamma\, N'_\gamma S_\gamma D_\gamma\, W'$ -------- (2)

Shape factors,

For Strip Footing $S_c = 1$; $S_q = 1$; $S_y = 1$

For Rectangle Footing Sc= 1+0.2 B/L; Sq= 1+0.2 B/L; Sy= 1-0.4 B/L

For Square Footing Sc= 1.3; Sq= 1.2; Sy= 0.8

For Circular Footing Sc= 1.3; Sq= 1.2; Sy= 0.6

Depth factors, dc = 1 + 0.2 x D/B Tan (45 + Φ/2); dq = dy = 1 + 0.1 x D/B Tan (45 + Φ/2)

(For Cohesive soil, Φ = 0)

Inclination Factors, $i_c = 1.0$; $i_q = 1.0$; $i_\gamma = 1.0$

OPEN/SHALLOW FOUNDATIONS IN GRAVEL-BOULER DEPOSIT/ROCK

Since in Boulder-Gravel Formation, soil is cohesion less, thereby assuming value of cohesion, c = 0 t/m2.

Net Ultimate bearing capacity for general shear failure,

q_{nu}= q (N_q-1) S_qD_q + ½ B γ $N_\gamma S_\gamma D_\gamma$ W'

As per Indian Railway Standard Code of practice for the Design of Sub-Structures and Foundations of Bridges (Bridge Sub-Structure and Foundation Code), Clause 5.7.1.8 where direct shear tests are nor done, values of ø for granular soil may be assumed as given below:

TABLE 5-8: VALUES OF Ø FOR GRANULAR SOIL

Material	Loose Strata	Dense Strata
Sand Coarse	33˚	45˚
Sandy Gravel	35˚	45˚
Silt and fine Sand	30˚	35˚

BIS recommends a value of FOS = 2.5 to obtain the net safe bearing capacity q_{ns} by using the physical characteristics of the foundation and relevant shear strength parameter of soil.

5.4.4.2. COMPUTATION OF ALLOWABLE BEARING CAPACITY FOR ISOLATED FOOTING ON ROCKY STRATA SHEAR FAILURE ANALYSIS

a) SAFE BEARING CAPACITY BASED ON ROCK MASS RATING (RMR)

Based on average Rock Mass Rating (RMR) below foundation level, net allowable settlement as per Table 3 of IS 12070 - 1987 for Raft foundation up to 6.0 m thickness shall have settlement less than 12 mm.

TABLE 5-9: SAFE BEARING CAPACITY BASED ON ROCK MASS RATING (RMR)

Classification No.	I	II	III	IV	V
Description of Rock	Very Good	Good	Fair	Poor	Very Poor
RMR	100-81	80-61	60-41	40-21	0-20
q_{ns} (t/m^2)	600-448	440-288	280-141	135-48	45-30

b) ALLOWABLE BEARING CAPACITY BASED UPON UNCONFINED COMPRESSIVE STRENGTH (AS PER CLAUSE 6 OF IS: 12070 – 1987)

The allowable bearing pressure based upon unconfined compressive strengths of undisturbed drill core samples for rock strata as per Clause 6 of IS: 12070-1987, using relationship as per equation: $q_a = q_cN_f$

where, q_s = gross safe bearing pressure

q_c = Uniaxial compressive strength of supporting rock strata in kg/cm2

N_f = empirical coefficient depending upon spacing of discontinuities. (Values from Table 4 of IS 12070 – 1987)

c) ALLOWABLE BEARING CAPACITY OF SHALLOW FOUNDATION ON BASES OF SPT 'N' VALUE

$Qs = 0.049\ N_{cor} \times F_{d2} \times S'$ for B < 1.2 m

$Q_s = 0.14\ (N_{cor} - 3) \times [(B + 0.3)/2B]^2 \times R_{W2} \times F_d \times S'$ for B > 1.2 m

where: q_s = net allowable bearing pressure in t/m2,
N_{cor} = corrected standard penetration value
R_{w2} = water table correction factor
F_d = depth factor = $(1 + Df/B) \leq 2$
F_{d2} = depth factor = $(1 + 0.2\ Df/B) \leq 1.2$
B = width of footing in meters
D_f = depth of foundation in meters
S' = Permissible Settlement in mm (From IS 13063– 1991 Table – 1 Clause 5.2.4)

Safe Bearing capacity for each borehole's location has been calculated in **Annexure 5.1.**

5.4.4.3. ESTIMATION OF LOAD CARRYING CAPACITY FOR DEEP FOUNDATION

Depending upon the type of soil, anyone of the following methods shall be used for computing pile capacity:

EVALUATION OF SAFE LOAD OF BORED CAST-IN-SITU PILE

The Safe load capacity Q_s is estimated from the following expression:

$Q_s = Q_u/FOS$ and $Q_u = Q_{pu} + Q_{su}$

Where;

Q_u = Ultimate Load

Q_{pu} = Ultimate Point Resistance

Q_{su} = Ultimate Skin Resistance

Depending upon the nature of strata, the above ultimate resistances are computed as under;

FOR COHESIVE SOIL

The ultimate bearing capacity (Qu) of Bored Cat In-Situ Piles in cohesive soil is given by following formula;

$Q_u = Q_{su} + Q_{pu} = \acute{\alpha}\ C_a A_S + A_P\ N_C\ C_P$

The following values of ά (reduction factor) may be taken depending upon the undrained shear strength of clay.

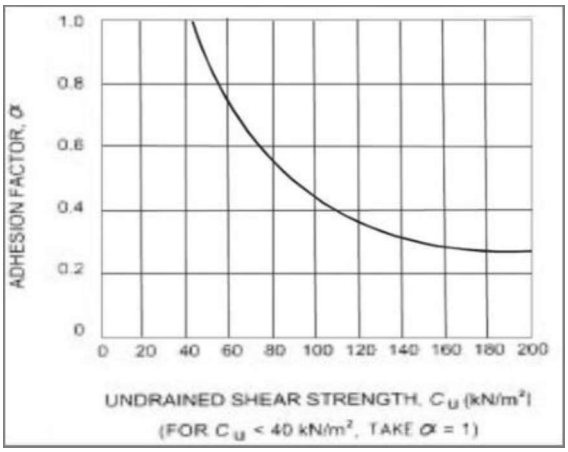
C_a = Average un-drained shear strength along the length of pile

A_s = Surface area of Pile Shaft

A_p = Cross sectional area of pile toe

C_p = Average un-drained shear strength at pile toe

N_c = Bearing capacity factor usually taken as 9



FOR COHESION LESS SOIL

The ultimate bearing capacity (Qu) of piles in granular soil is given by following formula;

$$Q_U = \sum_{i=1}^{n}[KP_{Di} \tan \delta A_{Si}] + [A_P (0.5 \times D \times \gamma N_\gamma + P_D \times N_q)]$$

P_{Di} = Effective overburden pressure for the i^{th} layer where i varies from 1 to n.

K = 1 to 1.5 for Bored piles in loose to dense sands.

δ = Angle of wall friction between Pile and soil, (May be taken equal to Ø for Concrete pile)

A_{si} = Surface area of Pile stem in the i^{th} layer where i varies from 1 to n.

A_P = Stem diameter

γ = Effective unit weight of soil at pile toe

P_D = Effective overburden pressure at pile toe

N_γ&N_q= Bearing capacity factors depending upon the angle of Internal friction 'Ø' at pile toe.

Note 1: N_γ factor can be taken for general shear failure as per IS: 6403-1981.

Note 2: For bored piles, the value of 'N_q' corresponding to 'Ø' are given in IS: 2911-1979.

PILES IN ROCKY STRATA

Based on Uniaxial Compressive Strength,

$Q_s = q_c N_j N_d A_p + q_c \sqcap D l_s \alpha ß$

where;

Q_u = Safe load capacity of pile, in tonnes

q_c = Uniaxial compressive strength of rock, t/m2

N_j = Values as per IS 12070: 1987 Clause 6.2

N_d = Depth factor = 0.8 + 0.2 ls/D, limited to 2

A_P = Cross sectional area of pile toe, m2

D = Diameter of pile, m

Ls = Socket length into the rock, m

α = Rock socket slide resistance reduction factor

ß = Rock socket correction factor

NET SAFE PILE CAPACITY

$Q_{ns} = Q_u / FOS$

BIS recommends a value of FOS = 2.5 to obtain the net safe bearing capacity q_{ns} by using the physical characteristics of the foundation and relevant shear strength parameters of soil and weathered rock respectively. **However, to be on conservative side in case of rocky strata, FOS = 5.0 is being adopted in present analysis considering Settlement of sub soil, joint orientation and Seepage in rock mass.**

PARAMETERS FOR DEEP FOOTING

Type of Pile = Bored Cast-In-Situ Pile

Diameter of Pile, D = 1000 mm

Rock Socket length of Pile = 2.00 m

Total length of Pile from G.L. = 6.00 m, 6.50 m, 7.50 m, 8.00 & 9.50 m

Rock Level from G.L. = 4.00 m, 4.50 m, 5.50 m, 6.00 m & 7.50 m

5.4.5 RECOMMENDATIONS

Recommended bearing capacity at various depths from NGL for Isolated Footing is as follows:

TABLE 5-10: RECOMMENDATION FOR BEARING CAPACITY

Type of foundation	Sections	Borehole Locations	Depth (m)	$(qa)_{net}$ (t/m²)	$(qa)_{gross}$ (t/m²)
Isolated Footing	Ramwadi – Wagholi / Vitthalwadi	BHL - 1	1	17.6	20.2
			2	27.3	32.46
			3	36.9	44.71
		BHL - 2	2	22.2	26.46
			3	30.1	36.46
			4	36	44.48
		BHL - 3	2	22.9	27.21

Type of foundation	Sections	Borehole Locations	Depth (m)	$(qa)_{net}$ (t/m^2)	$(qa)_{gross}$ (t/m^2)
			3	30.9	37.49
			4	36	44.72
			3	30	36.6
		BHL - 4	4	36	44.8
			5	36	47
		BHL - 5	3	30	36.36
			4	36	44.48
			5	36	46.6
		BHL - 6	2	21.8	25.97
			3	29.5	35.77
			4	37.3	45.58
		BHL - 7	1	14.4	16.35
			2	19.5	23.41
			3	28.1	34.05
		BHL - 8	2	26.9	32.08
			3	36	43.71
			4	36	46.28
		BHL - 9	3	31.1	37.66
			4	36	44.76
			5	36	46.95
		BHL - 10	3	37.5	45.21
			4	37.5	47.78
			5	37.5	50.35
		BHL - 11	3	30.8	37.32
			4	36	44.68
			5	36	46.85
		BHL - 12	4	36	45.96
			5	36	48.45
			6	36	50.94
			3	20	26.22
			4	23.4	31.74
Isolated Footing	Chandani Chowk	BHL - 37	1	31.8	34.4
			2	39.8	45
			3	47.8	55.6

TABLE 5-11: RECOMMENDATION FOR PILE CAPACITIES

Type of foundation	Borehole Locations	Dia of Pile	Rock Socket length of Pile	Total length of Pile from G.L.	Rock Level from G.L.	Net Safe Pile Capacity in Compression (t)	Net Safe Pile Capacity in Uplift (t)
Bored Cast-In-Situ Pile	BHL - 12	1000 mm	2.00 m	6.50	4.5	**588.1**	**272.6**
	BHL - 18	1000 mm	2.00 m	6.00	4.0	**760.8**	**328.8**
	BHL - 21	1000 mm	2.00 m	8.00	6.0	**796.5**	**328.9**

Type of foundation	Borehole Locations	Dia of Pile	Rock Socket length of Pile	Total length of Pile from G.L.	Rock Level from G.L.	Net Safe Pile Capacity in Compression (t)	Net Safe Pile Capacity in Uplift (t)
	BHL - 22	1000 mm	2.00 m	7.50	5.5	**316.1**	**131.5**
	BHL - 25	1000 mm	2.00 m	6.50	4.5	**699.1**	**273.4**
	BHL - 26	1000 mm	2.00 m	6.50	4.5	**538.6**	**213.2**
	BHL - 27	1000 mm	2.00 m	7.50	5.5	**551.3**	**219.7**
	BHL - 28	1000 mm	2.00 m	9.50	7.5	**547.1**	**221.6**
	BHL - 29	1000 mm	2.00 m	6.50	4.5	**453.9**	**181.4**
	BHL - 31	1000 mm	2.00 m	6.50	4.5	**526.3**	**208.6**

NOTE:

1. Sub Soil profile encountered in each borehole at each depth has been shown in Geological Logs attached in Annexure 5.2 in the report.
2. Water table was not encountered in any borehole up to entire explored depth. Exploration work was conducted in Month of December – January 2022.
3. Borehole wise Bearing capacity has been calculated in Annexure 5.1 for Isolated Footing resting on strata encountered.
4. The area under investigation falls under seismic zone – III as per India seismic code.
5. Due to non-availability of ground water, soil is not liable to liquefy.
6. It is recommended to provide minimum socket length 1.0 to 2.0 times the diameter of pile on rocky strata as per Table – 1 of IS 14593: 1998 (RA 2018).
7. Spacing of Piles should be as per IS 2911 for bored cast in-situ piles.
8. Minimum M-35 grade of concrete shall be used for construction of piles.
9. Cover and reinforcement requirement should be made according to IS 2911.
10. It is recommended to conduct pile load test before start of construction work for confirmation of pile capacity as per IS 2911 Part 4.
11. The Safe Bearing Capacity in Soil/Rock is given in Annexure 5.1.

ANNEXURE 5

ANNEXURE 5.1: SAFE BEARING CAPACITY IN SOIL/ROCK

TABLE 0-1: SAFE BEARING CAPACITY IN SOIL/ROCK – ISOLATED FOOTING (3.0 M X 3.0 M)

CALCULATION SHEET FOR SAFE BEARING CAPACITY IN SOIL/ROCK																																			
Bore Hole Location	Founding Strata	Size of Footing		Depth of Footing	Density	Cohesion Value	Angle of shearing resistance	Mobilized Angle of Shearing Resistance,	Bearing Capacity Factor			Shape Factor			Depth Factor			Water correction factor	Overburden Pressure	Terzaghi Shear Analysis			Based on UCS				Based ON RMR		Settlement Analysis				Safe bearing Capacity	Gross allowable bearing Capacity
																				Net ultimate bearing Capacity	Factor of Safety	Net Safe Bearing Capacity	Rock compressive Strenght, UCS	Empirical coefficient	Gross Bearing Capacity	Net Safe Bearing Capacity	Rock Mass Rating	Safe Bearing Capacity	N-value	Δ for Unit presure (10t/m²)	Net SBC for 40mm settlement	Net SBC for 12mm settlement		
		L	B	D	Y	C	Φ	Φ'	N'c	N'q	N'y	Sc	Sq	Sy	Dc	Dq	Dy	W'	q	qnu	FOS	qns	c	N_f	qg	qns	RMR	qns	N		qns	qns	qa	qg
		m	m	m	t/m³	t/m²	°	°	-	-	-	-	-	-	-	-	-	-	t/m²	t/m²	-	t/m²	t/m²		t/m²	t/m²	-	t/m²	-	mm	t/m²	t/m²	t/m²	t/m²
1	SOIL	3.0	3.0	1.0	2.60	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	2.60	57.5	3.0	19.2	4112	0.1	411.2	408.6	15	41	50	-	-	31.8	**19.2**	**21.8**
		3.0	3.0	2.0	2.60	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	5.20	87.7	3.0	29.2	4112	0.1	411.2	406.0	15	41	50	-	-	39.8	**29.2**	**34.4**
		3.0	3.0	3.0	2.60	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	7.80	117.9	3.0	39.3	4112	0.1	411.2	403.4	15	41	50	-	-	47.8	**39.3**	**47.1**
2	SOIL	3.0	3.0	2.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	4.24	71.5	3.0	23.8	0	0.1	0.0	-	0	30	50	-	-	39.8	**23.8**	**28.1**
		3.0	3.0	3.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.36	95.2	3.0	32.1	0	0.1	0.0	-	8	36	50	-	-	47.8	**32.1**	**38.4**
		3.0	3.0	4.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.48	120.8	3.0	40.3	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.5**
3	SOIL	3.0	3.0	2.0	2.18	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	4.36	73.5	3.0	24.5	0	0.1	0.0	-	0	30	50	-	-	39.8	**24.5**	**28.9**
		3.0	3.0	3.0	2.18	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.54	98.9	3.0	33.0	0	0.1	0.0	-	8	36	50	-	-	47.8	**33.0**	**39.5**
		3.0	3.0	4.0	2.18	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.72	124.2	3.0	41.4	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.7**
4	SOIL	3.0	3.0	3.0	2.20	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.60	99.8	3.0	33.3	0	0.1	0.0	-	0	30	50	-	-	47.8	**30.0**	**36.6**
		3.0	3.0	4.0	2.20	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.80	125.4	3.0	41.8	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.8**
		3.0	3.0	5.0	2.20	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	11.00	150.9	3.0	50.3	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**47.0**
5	SOIL	3.0	3.0	3.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.36	95.2	3.0	32.1	0	0.1	0.0	-	0	30	50	-	-	47.8	**30.0**	**36.4**
		3.0	3.0	4.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.48	120.8	3.0	40.3	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.5**
		3.0	3.0	5.0	2.12	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	10.60	145.4	3.0	48.5	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.6**
6	SOIL	3.0	3.0	2.0	2.08	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	4.16	70.2	3.0	23.4	0	0.1	0.0	-	0	30	50	-	-	39.8	**23.4**	**27.5**
		3.0	3.0	3.0	2.08	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.24	94.3	3.0	31.4	0	0.1	0.0	-	0	30	50	-	-	47.8	**30.0**	**36.2**
		3.0	3.0	4.0	2.08	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.32	118.5	3.0	39.5	0	0.1	0.0	-	12	39	50	-	-	47.8	**39.0**	**47.3**
7	SOIL	3.0	3.0	1.0	1.98	1.2	29	20.3	15.1	6.6	5.6	1.30	1.20	0.80	1.00	1.00	1.00	0.8	1.98	39.6	2.5	15.8	0	0.1	0.0	-	0	30	50	-	-	31.8	**15.8**	**17.8**
		3.0	3.0	2.0	1.98	1.2	29	20.3	15.1	6.6	5.6	1.30	1.20	0.80	1.00	1.00	1.00	0.8	3.96	52.9	2.5	21.2	0	0.1	0.0	-	0	30	50	-	-	39.8	**21.2**	**25.1**
		3.0	3.0	3.0	1.98	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	5.94	89.8	3.0	29.9	0	0.1	0.0	-	8	36	50	-	-	47.8	**29.9**	**35.9**
8	SOIL	3.0	3.0	2.0	2.57	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	5.14	86.7	3.0	28.9	0	0.1	0.0	-	8	36	50	-	-	39.8	**28.9**	**34.0**
		3.0	3.0	3.0	2.57	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	7.71	116.6	3.0	38.9	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**43.7**
		3.0	3.0	4.0	2.57	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	10.28	146.4	3.0	48.8	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.3**
9	SOIL	3.0	3.0	3.0	2.19	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.57	99.3	3.0	33.1	0	0.1	0.0	-	8	36	50	-	-	47.8	**33.1**	**39.7**

CALCULATION SHEET FOR SAFE BEARING CAPACITY IN SOIL/ROCK																																				
Bore Hole Location	Founding Strata	Size of Footing		Depth of Footing	Density	Cohesion Value	Angle of shearing resistance	Mobilized Angle of Shearing Resistance,	Bearing Capacity Factor			Shape Factor			Depth Factor			Water correction factor	Overburden Pressure	Terzaghi Shear Analysis			Based on UCS				Based ON RMR		Settlement Analysis				Safe bearing Capacity	Gross allowable bearing Capacity
																				Net ultimate bearing Capacity	Factor of Safety	Net Safe Bearing Capacity	Rock compressive Strenght, UCS	Empirical coefficient	Gross Bearing Capacity	Net Safe Bearing Capacity	Rock Mass Rating	Safe Bearing Capacity	N-value	Δ for Unit presure (10t/m²)	Net SBC for 40mm settlement	Net SBC for 12mm settlement		
		L	B	D	Υ	C	Φ	Φ'	N'c	N'q	N'y	Sc	Sq	Sy	Dc	Dq	Dy	W'	q	qnu	FOS	qns	c	N_f	qg	qns	RMR	qns	N		qns	qns	qa	qg
		m	m	m	t/m³	t/m²	°	°	-	-	-	-	-	-	-	-	-	-	t/m²	t/m²	-	t/m²	t/m²		t/m²	t/m²	-	t/m²	-	mm	t/m²	t/m²	t/m²	t/m²
		3.0	3.0	4.0	2.19	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.76	124.8	3.0	41.6	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.8**
		3.0	3.0	5.0	2.19	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	10.95	150.2	3.0	50.1	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**47.0**
10	ROCK	3.0	3.0	3.0	2.57	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	7.71	854.6	5.0	170.9	1956	0.1	195.6	187.9	10	38	50	-	-	47.8	**37.5**	**45.2**
		3.0	3.0	4.0	2.57	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	10.28	1049.5	5.0	209.9	1956	0.1	195.6	185.3	10	38	50	-	-	47.8	**37.5**	**47.8**
		3.0	3.0	5.0	2.57	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	12.85	1244.4	5.0	248.9	1956	0.1	195.6	182.8	10	38	50	-	-	47.8	**37.5**	**50.4**
11	SOIL	3.0	3.0	3.0	2.17	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	6.51	98.4	3.0	32.8	0	0.1	0.0	-	8	36	50	-	-	47.8	**32.8**	**39.3**
		3.0	3.0	4.0	2.17	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	8.68	123.6	3.0	41.2	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.7**
		3.0	3.0	5.0	2.17	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	10.85	148.9	3.0	49.6	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.9**
12	SOIL+ROCK	3.0	3.0	4.0	2.49	0	35	25.0	20.8	10.7	10.9	1.30	1.20	0.80	1.00	1.00	1.00	0.8	9.96	141.9	3.0	47.3	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.0**
		3.0	3.0	5.0	2.49	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	12.45	1205.7	5.0	241.1	2311	0.1	231.1	218.7	8	36	50	-	-	47.8	**36.0**	**48.5**
		3.0	3.0	6.0	2.49	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	14.94	1394.5	5.0	278.9	2311	0.1	231.1	216.2	8	36	50	-	-	47.8	**36.0**	**50.9**
37	ROCK	3.0	3.0	1.0	2.60	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	2.60	470.3	5.0	94.1	1588	0.1	158.8	156.2	24	48	50	-	-	31.8	**31.8**	**34.4**
		3.0	3.0	2.0	2.60	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	5.20	667.4	5.0	133.5	1588	0.1	158.8	153.6	24	48	50	-	-	39.8	**39.8**	**45.0**
		3.0	3.0	3.0	2.60	0	40	40.0	75.3	64.2	109.4	1.30	1.20	0.80	1.00	1.00	1.00	0.8	7.80	864.6	5.0	172.9	1588	0.1	158.8	151.0	24	48	50	-	-	47.8	**47.8**	**55.6**

TABLE 0-2: SAFE BEARING CAPACITY IN SOIL/ROCK – ISOLATED FOOTING (4.0 M X 3.0 M)

CALCULATION SHEET FOR SAFE BEARING CAPACITY IN SOIL/ROCK																																				
Bore Hole Location	Founding Strata	Size of Footing		Depth of Footing	Density	Cohesion Value	Angle of shearing resistance	Mobilized Angle of Shearing Resistance,	Bearing Capacity Factor			Shape Factor			Depth Factor			Water correction factor	Overburden Pressure	Terzaghi Shear Analysis			Based on UCS				Based ON RMR		Settlement Analysis				Safe bearing Capacity	Gross allowable bearing Capacity
																				Net ultimate bearing Capacity	Factor of Safety	Net Safe Bearing Capacity	Rock compressive Strenght, UCS	Empirical coefficient	Gross Bearing Capacity	Net Safe Bearing Capacity	Rock Mass Rating	Safe Bearing Capacity	N-value	Δ for Unit presure (10t/m²)	Net SBC for 40mm settlement	Net SBC for 12mm settlement		
		L	B	D	Υ	C	Φ	Φ'	N'c	N'q	N'y	Sc	Sq	Sy	Dc	Dq	Dy	W'	q	qnu	FOS	qns	c	N_f	qg	qns	RMR	qns	N		qns	qns	qa	qg
		m	m	m	t/m³	t/m²	°	°	-	-	-	-	-	-	-	-	-	-	t/m²	t/m²	-	t/m²	t/m²		t/m²	t/m²	-	t/m²	-	mm	t/m²	t/m²	t/m²	t/m²
1	SOIL	4.0	3.0	1.0	2.60	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	2.60	52.8	3.0	17.6	4112	0.1	411.2	408.6	15	41	50	-	-	31.8	**17.6**	**20.2**
		4.0	3.0	2.0	2.60	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	5.20	81.8	3.0	27.3	4112	0.1	411.2	406.0	15	41	50	-	-	39.8	**27.3**	**32.5**
		4.0	3.0	3.0	2.60	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	7.80	110.7	3.0	36.9	4112	0.1	411.2	403.4	15	41	50	-	-	47.8	**36.9**	**44.7**

CALCULATION SHEET FOR SAFE BEARING CAPACITY IN SOIL/ROCK

Bore Hole Location	Founding Strata	Size of Footing		Depth of Footing	Density	Cohesion Value	Angle of shearing resistance	Mobilized Angle of Shearing Resistance,	Bearing Capacity Factor			Shape Factor			Depth Factor			Water correction factor	Overburden Pressure	Terzaghi Shear Analysis		Based on UCS					Based ON RMR			Settlement Analysis			Safe bearing Capacity	Gross allowable bearing Capacity
		L	B	D	Y	C	Φ	Φ'	N'c	N'q	N'γ	Sc	Sq	Sγ	Dc	Dq	Dγ	W'	q	Net ultimate bearing Capacity	Factor of Safety	Net Safe Bearing Capacity	Rock compressive Strength, UCS	Empirical coefficient	Gross Bearing Capacity	Net Safe Bearing Capacity	Rock Mass Rating	Safe Bearing Capacity	N-value	Δ for Unit pressure (10t/m²)	Net SBC for 40mm settlement	Net SBC for 12mm settlement	qa	qg
		m	m	m	t/m³	t/m²	°	°	-	-	-	-	-	-	-	-	-	-	t/m²	t/m²	FOS	t/m²	t/m²	N_f	t/m²	qns	RMR	qns	N	mm	qns	qns	t/m²	t/m²
2	SOIL	4.0	3.0	2.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	4.24	66.7	3.0	22.2	0	0.1	0.0	-	0	30	50	-	-	39.8	**22.2**	**26.5**
		4.0	3.0	3.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.36	90.3	3.0	30.1	0	0.1	0.0	-	8	36	50	-	-	47.8	**30.1**	**36.5**
		4.0	3.0	4.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.48	113.9	3.0	38.0	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.5**
3	SOIL	4.0	3.0	2.0	2.18	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	4.36	68.6	3.0	22.9	0	0.1	0.0	-	0	30	50	-	-	39.8	**22.9**	**27.2**
		4.0	3.0	3.0	2.18	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.54	92.8	3.0	30.9	0	0.1	0.0	-	8	36	50	-	-	47.8	**30.9**	**37.5**
		4.0	3.0	4.0	2.18	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.72	117.1	3.0	39.0	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.7**
4	SOIL	4.0	3.0	3.0	2.20	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.60	93.7	3.0	31.2	0	0.1	0.0	-	0	30	50	-	-	47.8	**30.0**	**36.6**
		4.0	3.0	4.0	2.20	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.80	118.2	3.0	39.4	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.8**
		4.0	3.0	5.0	2.20	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	11.00	142.7	3.0	47.6	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**47.0**
5	SOIL	4.0	3.0	3.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.36	90.3	3.0	30.1	0	0.1	0.0	-	0	30	50	-	-	47.8	**30.0**	**36.4**
		4.0	3.0	4.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.48	113.9	3.0	38.0	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.5**
		4.0	3.0	5.0	2.12	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	10.60	137.5	3.0	45.8	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.6**
6	SOIL	4.0	3.0	2.0	2.08	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	4.16	65.4	3.0	21.8	0	0.1	0.0	-	0	30	50	-	-	39.8	**21.8**	**26.0**
		4.0	3.0	3.0	2.08	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.24	88.6	3.0	29.5	0	0.1	0.0	-	0	30	50	-	-	47.8	**29.5**	**35.8**
		4.0	3.0	4.0	2.08	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.32	111.8	3.0	37.3	0	0.1	0.0	-	12	39	50	-	-	47.8	**37.3**	**45.6**
7	SOIL	4.0	3.0	1.0	1.98	1.2	29	20.3	15.1	6.6	5.6	1.15	1.15	0.70	1.00	1.00	1.00	0.8	1.98	35.9	2.5	14.4	0	0.1	0.0	-	0	30	50	-	-	31.8	**14.4**	**16.3**
		4.0	3.0	2.0	1.98	1.2	29	20.3	15.1	6.6	5.6	1.15	1.15	0.70	1.00	1.00	1.00	0.8	3.96	48.6	2.5	19.5	0	0.1	0.0	-	0	30	50	-	-	39.8	**19.5**	**23.4**
		4.0	3.0	3.0	1.98	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	5.94	84.3	3.0	28.1	0	0.1	0.0	-	8	36	50	-	-	47.8	**28.1**	**34.1**
8	SOIL	4.0	3.0	2.0	2.57	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	5.14	80.8	3.0	26.9	0	0.1	0.0	-	8	36	50	-	-	39.8	**26.9**	**32.1**
		4.0	3.0	3.0	2.57	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	7.71	109.5	3.0	36.5	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**43.7**
		4.0	3.0	4.0	2.57	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	10.28	138.1	3.0	46.0	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.3**
9	SOIL	4.0	3.0	3.0	2.19	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.57	93.3	3.0	31.1	0	0.1	0.0	-	0	30	50	-	-	47.8	**31.1**	**37.7**
		4.0	3.0	4.0	2.19	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.76	117.7	3.0	39.2	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.8**
		4.0	3.0	5.0	2.19	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	10.95	142.1	3.0	47.4	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**47.0**
10	ROCK	4.0	3.0	3.0	2.57	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	7.71	796.5	5.0	159.3	1956	0.1	195.6	187.9	10	38	50	-	-	47.8	**37.5**	**45.2**
		4.0	3.0	4.0	2.57	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	10.28	983.3	5.0	196.7	1956	0.1	195.6	185.3	10	38	50	-	-	47.8	**37.5**	**47.8**
		4.0	3.0	5.0	2.57	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	12.85	1170.1	5.0	234.0	1956	0.1	195.6	182.8	10	38	50	-	-	47.8	**37.5**	**50.4**
11	SOIL	4.0	3.0	3.0	2.17	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	6.51	92.4	3.0	30.8	0	0.1	0.0	-	8	36	50	-	-	47.8	**30.8**	**37.3**
		4.0	3.0	4.0	2.17	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	8.68	116.6	3.0	38.9	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**44.7**
		4.0	3.0	5.0	2.17	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	10.85	140.8	3.0	46.9	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.9**
12	SOIL +RO	4.0	3.0	4.0	2.49	0	35	25.0	20.8	10.7	10.9	1.15	1.15	0.70	1.00	1.00	1.00	0.8	9.96	133.8	3.0	44.6	0	0.1	0.0	-	8	36	50	-	-	47.8	**36.0**	**46.0**

CALCULATION SHEET FOR SAFE BEARING CAPACITY IN SOIL/ROCK

Bore Hole Location		Founding Strata	Size of Footing			Depth of Footing	Density	Cohesion Value	Angle of shearing resistance	Mobilized Angle of Shearing Resistance,	Bearing Capacity Factor			Shape Factor			Depth Factor			Water correction factor	Overburden Pressure	Terzaghi Shear Analysis				Based on UCS				Based ON RMR		Settlement Analysis			Safe bearing Capacity	Gross allowable bearing Capacity
			L	B	D	D	γ	C	Φ	Φ'	N'c	N'q	N'γ	Sc	Sq	Sγ	Dc	Dq	Dγ	W'	q	Net ultimate bearing Capacity	Factor of Safety	Net Safe Bearing Capacity	Rock compressive Strength, UCS	Empirical coefficient	Gross Bearing Capacity	Net Safe Bearing Capacity	Rock Mass Rating	Safe Bearing Capacity	N-value	Δ for Unit pressure (10t/m²)	Net SBC for 40mm settlement	Net SBC for 12mm settlement		
			m	m	m	m	t/m³	t/m²	°	°	-	-	-	-	-	-	-	-	-	-	t/m²	nub	FOS	qns	c	N_γ	qg	qns	RMR	qns	N	mm	qns	qns	qa	qg
			4.0	3.0	5.0	5.0	2.49	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	12.45	1133.6	5.0	226.7	2311	0.1	231.1	218.7	8	36	50	-	-	47.8	**36.0**	**48.5**
			4.0	3.0	6.0	6.0	2.49	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	14.94	1314.6	5.0	262.9	2311	0.1	231.1	216.2	8	36	50	-	-	47.8	**36.0**	**50.9**
			4.0	3.0	1.0	1.0	2.60	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	2.60	427.9	5.0	85.6	1588	0.1	158.8	156.2	24	48	50	-	-	31.8	**31.8**	**34.4**
			4.0	3.0	2.0	2.0	2.60	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	5.20	616.9	5.0	123.4	1588	0.1	158.8	153.6	24	48	50	-	-	39.8	**39.8**	**45.0**
			4.0	3.0	3.0	3.0	2.60	0	40	40.0	75.3	64.2	109.4	1.15	1.15	0.70	1.00	1.00	1.00	0.8	7.80	805.8	5.0	161.2	1588	0.1	158.8	151.0	24	48	50	-	-	47.8	**47.8**	**55.6**
37		ROCK																																	

ANNEXURE 5.2: GEOLOGICAL LOG OF DRILL HOLE

TABLE 0-1: GEOLOGICAL LOG OF DRILL HOLE – BH 1

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/13/2021	**COMPLETED**	12/15/2021	**TOTAL DEPTH (M)**	7.5 m

Depth,m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	FILLING MATERIAL 0.00 M - 0.50 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	SPT	>100	BROWNISH GREY COLORED FILLED UP MATERIAL
1.5	AMYGDALOIDAL BASALT ROCK		MODERATELY WEATHERED/FRESH							41		0.0				-	-	GREYISH BROWN COLORED ROCK
3.0										49		0.0						
4.5			SLIGHTLY WEATHERED							77		21.3						
6.0										91		73.7						
7.5										86		53.0						

TABLE 0-2: GEOLOGICAL LOG OF DRILL HOLE – BH 2

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/17/2021	**COMPLETED**	12/18/2021	**TOTAL DEPTH (M)**	15.0 m

Depth,m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	FILLING MATERIAL 0.00 M-1.50 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	BROWNISH GREY COLORED FILLED UP MATERIAL
1.5										0		0.0				SPT	>100	
3.0	SOIL & BASALT ROCK MIXTURE 1.50 M - 6.00 M		COMPLETELY WEATHERED/ RESIDUAL SOIL							0		0.0				SPT	>100	GREYISH BROWN COLORED SOIL & ROCK MIXTURE
4.5										0		0.0						
6.0										0		0.0						
7.5	AMYGDALOIDAL BASALT ROCK 6.0 M - 15.0 M		HIGHLY WEATHERED/FRESH							<10		0.0						GREYISH BROWN COLORED ROCK
9.0										<10		0.0						
10.5										<10		0.0						
12.0			MODERATELY WEATHERED/FRESH							15		0.0						
13.5										18		0.0						
15.0										23		10.0						

TABLE 0-3: GEOLOGICAL LOG OF DRILL HOLE – BH 3

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/19/2021	**COMPLETED**	12/21/2021	**TOTAL DEPTH (M)**	15.0 m

Depth,m	Lithology: Description	Lithology: Log	Structural Conditions: Structural Description	Structural Conditions: Log	Core Recovery: 20	40	60	80	100	% Core Recovery	Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm: Test Section	Value	Special Observation and Interpretation
0.0	FILLING MATERIAL 0.00 M -1.50 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED FILLED UP MATERIAL
1.5										0		0.0				SPT	>100	
3.0	SOIL & BASALT ROCK MIXTURE 1.50 M - 6.00 M		COMPLETELY WEATHERED/ RESIDUAL SOIL							0		0.0				SPT	>100	GREYISH BROWN COLORED SOIL & ROCK MIXTURE
4.5										0		0.0						
6.0										0		0.0						
7.5	AMYGDALOIDAL BASALT ROCK 6.0 M - 15.0 M		HIGHLY WEATHERED/FRESH							<10		0.0						GREYISH BROWN COLORED ROCK
9.0										<10		0.0						
10.5										<10		0.0						
12.0			MODERATELY WEATHERED/FRESH							10		0.0						
13.5										14		0.0						
15.0										30		0.0						

TABLE 0-4: GEOLOGICAL LOG OF DRILL HOLE – BH 4

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/23/2021	**COMPLETED**	12/23/2021	**TOTAL DEPTH (M)**	12.0 M

Depth,m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	FILLED UP SOIL & BOULDER MIXTURE 0.00 M - 3.00 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED FILLED UP MATERIAL
1.5										0		0.0				SPT	>100	
3.0										0		0.0				SPT	>100	
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 12.0 M		HIGHLY WEATHERED/FRESH							0		0.0						GREYISH BROWN COLORED ROCK
6.0										0		0.0						
7.5										<10		0.0						
9.0			MODERATELY WEATHERED/FRESH							9		0.0						
10.5										25		0.0						
12.0										19		0.0						

TABLE 0-5: GEOLOGICAL LOG OF DRILL HOLE – BH 5

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/24/2021	**COMPLETED**	12/26/2021	**TOTAL DEPTH (M)**	10.5 M

Depth,m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	MOORAM SOIL & BOULDER MIXTURE 0.00 M - 3.00 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
1.5										0		0.0				SPT	>100	
3.0										0		0.0				SPT	>100	
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 10.5 M		HIGHLY WEATHE RED/FR							22		0.0						GREYISH BROWN COLORED ROCK
6.0			SLIGHTLY WEATHERED							53		0.0						
7.5										58		32.0						
9.0										59		20.3						
10.5										55		18.0						

TABLE 0-6: GEOLOGICAL LOG OF DRILL HOLE – BH 6

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/26/2021	**COMPLETED**	12/27/2021	**TOTAL DEPTH (M)**	13.0 M

Depth, m	Lithology: Description	Lithology: Log	Structural Conditions: Structural Description	Structural Conditions: Log	Core Recovery: 20	40	60	80	100	% Core Recovery	Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm: Test Section	SPT/DCPT Blows per cm: Value	Special Observation and Interpretation
0.0	MOORAM SOIL & BOULDER MIXTURE 0.00 M - 1.50 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
1.5										0		0.0				SPT	>100	
3.0	AMYGDALOIDAL BASALT ROCK 3.0 M - 13.5 M		HIGHLY WEATHERED/FRESH							13		0.0						GREYISH BROWN COLORED ROCK
4.5										26		0.0						
6.0										22		0.0						
7.5										25		12.0						
9.0										23		0.0						
10.5			MODERATELY WEATHERED/FRESH							33		19.7						
12.0										53		34.0						
13.0										84		71.0						

TABLE 0-7: GEOLOGICAL LOG OF DRILL HOLE – BH 7

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/27/2021	**COMPLETED**	12/29/2021	**TOTAL DEPTH (M)**	15.0 M

Depth,m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	SAND & GRAVEL MIXTURE 0.00 M - 3.00 M		MEDIUM DENSE								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	BROWNISH COLORED SOIL & FINE GRAVEL MIXTURE
1.5												-				SPT	8 10 12	
3.0												-				SPT	>100	
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 15.0 M		HIGHLY WEATHERED/FRESH							16		0.0						GREYISH BROWN COLORED ROCK
6.0										14		8.0						
7.5										13		0.0						
9.0										26		20.7						
10.5			MODERATELY WEATHERED/FRESH							23		10.0						
12.0										21		10.7						
13.5										25		17.3						
15.0										41		35.3						

TABLE 0-8: GEOLOGICAL LOG OF DRILL HOLE – BH 8

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	12/31/2021	**COMPLETED**	1/1/2022	**TOTAL DEPTH (M)**	10.0 M

Depth, m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	AMYGDALOIDAL BASALT ROCK 0.0 M - 10.0 M		MODERATELY WEATHERED/FRESH							-	IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED			GREYISH BROWN COLORED DISINTEGRATED ROCK
1.5										60		0.0						
3.0										52		0.0						
4.5										42		8.7						
6.0			SLIGHTLY WEATHERED							48		27.0						GREYISH BROWN COLORED ROCK
7.5										51		34.0						
9.0										38		38.7						
10.0										56		42.0						

TABLE 0-9: GEOLOGICAL LOG OF DRILL HOLE – BH 9

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	1/2/2022	**COMPLETED**	1/2/2022	**TOTAL DEPTH (M)**	12.0 M

Depth, m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core Recovery						Test Section	Value	
0.0	MOORAM SOIL & BOULDER MIXTURE 0.00 M - 3.00 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
1.5										0		0.0				SPT	>100	
3.0										0		0.0						
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 12.0 M		HIGHLY WEATHERED/FRESH							0		0.0						GREYISH BROWN COLORED ROCK
6.0										17		0.0						
7.5										17		7.3						
9.0			MODERATELY WEATHERED/FRESH							21		16.0						
10.5										27		10.7						
12.0										47		16.0						

TABLE 0-10: GEOLOGICAL LOG OF DRILL HOLE – BH 10

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	1/14/2021	**COMPLETED**	1/16/2021	**TOTAL DEPTH (M)**	10.0 M

Depth,m	Lithology: Description	Lithology: Log	Structural Conditions: Structural Description	Structural Conditions: Log	Core Recovery: 20	40	60	80	100	% Core Recovery	Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm: Test Section	Value	Special Observation and Interpretation
0.0	MOORAM SOIL & COBBLE MIXTURE 0.00 M - 3.00 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	
1.5										0		0.0				SPT	>100	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
3.0										0		0.0						
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 10.0 M		HIGHLY WEATHERED/FRESH							36		6.7						GREYISH BROWN COLORED ROCK
6.0										49		12.7						
7.5			MODERATELY WEATHERED/FRESH							48		30.7						
9.0										55		30.7						
10.0										65		41.0						

TABLE 0-11: GEOLOGICAL LOG OF DRILL HOLE – BH 11

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	**DRILLING METHOD**	ROTARY CORE DRILLING	**LOCATION**	WAGHOLI - RAMWADI ROAD
STARTED	1/30/2022	**COMPLETED**	1/30/2022	**TOTAL DEPTH (M)**	8.0 M

Depth, m	Lithology: Description	Lithology: Log	Structural Conditions: Structural Description	Structural Conditions: Log	Core Recovery: 20	40	60	80	100	% Core	Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm: Test Section	SPT/DCPT Blows per cm: Value	Special Observation and Interpretation
0.0	MOORAM SOIL & COBBLE MIXTURE 0.00 M - 3.00 M	FILLING	CRUSHED								IMPREGNATED DIAMOND CORE BIT	-	HX	HX	NOT ENCOUNTERED	-	-	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
1.5										0		0.0				SPT	>100	
3.0										0		0.0						
4.5	AMYGDALOIDAL BASALT ROCK 3.0 M - 8.0 M		HIGHLY WEATHERED/FRESH							21		0.0						GREYISH BROWN COLORED ROCK
6.0										33		16.0						
7.5			MODERATELY WEATHERED/FRESH							37		26.7						
8.0										50		23.3						

TABLE 0-12: GEOLOGICAL LOG OF DRILL HOLE – BH 12

GEOLOGICAL LOG OF DRILL HOLE

PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.

BEARING OF HOLE	VERTICAL	DRILLING METHOD	ROTARY CORE DRILLING	LOCATION	WAGHOLI - RAMWADI ROAD
STARTED	1/30/2022	COMPLETED	1/30/2022	TOTAL DEPTH (M)	9.5 M

Depth, m	Lithology: Description	Lithology: Log	Structural Conditions: Structural Description	Structural Conditions: Log	Core Recovery: 20	40	60	80	100	% Core	Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm: Test Section	SPT/DCPT Blows per cm: Value	Special Observation and Interpretation
0.0												-				-	-	
1.5	MOORAM SOIL & COBBLE MIXTURE 0.00 M - 4.50 M	FILLING	CRUSHED							0		0.0				SPT	>100	REDDISH BROWN COLORED SOIL & COBBLE MIXTURE
3.0										0		0.0						
4.5										0		0.0						
6.0	AMYGDALOIDAL BASALT ROCK 4.50 M - 9.50 M		HIGHLY WEATHERED/FRESH							35		0.0						GREYISH BROWN COLORED ROCK
7.5										48		0.0						
9.0			MODERATELY WEATHERED/FRESH							62		30.7						
9.5										70		9.3						

IMPREGNATED DIAMOND CORE BIT

HX

HX

NOT ENCOUNTERED

TABLE 0-13: GEOLOGICAL LOG OF DRILL HOLE – BH 37

GEOLOGICAL LOG OF DRILL HOLE																				
PROJECT : GEOTECHNICAL INVESTIGATION FOR PREPARATION OF ALTERNATIVE ANALYSIS REPORT (AAR) AND DETAILED PROJECT REPORT (DPR) FOR PUNE MRTS PHASE 2.																				
BEARING OF HOLE	VERTICAL				DRILLING METHOD					ROTARY CORE DRILLING			LOCATION				CHANDNI CHOWK			
STARTED	1/3/2022				COMPLETED					1/4/2022			TOTAL DEPTH (M)				5.0 M			
Depth, m	Lithology		Structural Conditions		Core Recovery						Type of Bit	R.Q.D. (%)	Size of Hole	Casing	Depth of Water Table	SPT/DCPT Blows per cm		Special Observation and Interpretation		
	Description	Log	Structural Description	Log	20	40	60	80	100	% Core						Test Section	Value			
0.0	AMYGDALOIDAL BASALT ROCK 0.0 M - 5.0 M		SLIGHTLY WEATHERED								IMPREGNATED DIAMOND CORE BIT		HX	HX	NOT ENCOUNTERED			GREYISH BROWN COLORED HARD ROCK		
1.5										59		16.0								
3.0										75		70.7								
4.5										83		80.0								
5.0										90		80.0								

Annexure-4

Form FIN- 4: Financial Requirements for Current Contract Commitments

Bidders (or each Joint Venture partner) should provide information on their current commitments on all contracts that have been awarded, or for which a letter of intent or acceptance has been received, or for contracts approaching completion, but for which an unqualified, full completion certificate has yet to be issued.

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

Bidder/ Joint Venture Partner: _____

I. Current Contract Commitments

	Current Contract Commitments								
No.	**Name of Contract**	**Employer's Contact (Address, Tel, Fax)**	**Contract Start Date**	**Stipulated Contract Completion Date**	**Extended Completion Date as per last approved EOT**	**Outstanding Contract Value (X) [a]**	**Remaining Contract Period in months (Y) [b]**	**Monthly Financial Resources Requirement (X/Y)**	**Commitment for the proposed contract period**
1									
2									
3									
4									
….n									
							Total	**INR……**	**INR……**

[a] Remaining outstanding contract values to be calculated from 28 days prior to the bid submission deadline (INR equivalent based on the foreign exchange rate as of the same date).

[b] Remaining contract period to be calculated from 28 days prior to bid submission deadline.

II. Bid Capacity

Bid Capacity Calculation of Single Entity or Members of Consortium/JV

S. No	Each Member Name	Maximum value of similar works executed in any one year during the last five years (Updated to 31.03.2025 price level)	Value of Price level, of existing commitments and ongoing works starting from 28 days prior to date for submission of Bid	No. of years prescribed for Completion of the works for which tenders are invited	Bid Capacity (Rupees in Crores)	Remarks
		A	B	N	(2*A*N) - B	
1						
2						
3						

Notes:

1) In addition to the bidders signature, the Bidder shall provide this Form attested by Statutory Auditor (with UDIN) certifying the above information at the time of submission of bid. If there is any change in Statutory Auditor, then bidder must submit letter confirming appointment of new Statutory Auditor.
2) All prices in foreign currency will be converted to Indian Rupees using the Exchange Rates for those currencies published by the Reserve Bank of India on 28 days prior (Base Date) to the day of Bid submission.

(Signature of the Authorised Signatory)
(Name and designation of the Authorised Signatory):
……..

Seal of Bidder.

Reponses to Pre-Bid Queries				
Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
Tender No.	P2-C02/2026 (ICB)			
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
1	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria	2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature		**Refer Addendum-I**
		a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores;	**Work of multiple viaducts executed for Highway/ expressways in ONE project** shall also be considered having Pre-Stressed/ Pre cast Concrete superstructure and agreegate length **(i.e. LHS & RHS)** of 3.5 kms length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure of minimum 1 Km length in one single contract of value not less than **INR 825 Crores.**	
		or	OR	
		b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores;	**Work of multiple viaducts executed for Highway/ expressways in ONE project** shall also be considered having Pre-Stressed/ Pre cast Concrete superstructure and agreegate length **(i.e. LHS & RHS)** of 3.5 kms length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores;	
		or	OR	
		c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	**Work of multiple viaducts executed for Highway/ expressways in ONE project** shall also be considered having Pre-Stressed/ Pre cast Concrete superstructure and agreegate length **(i.e. LHS & RHS)** of 3.5 kms length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1254 Crores;	
		1. *Substantial completion means completion of minimum 80% value of the Works as defined above.	1. *Substantial completion means completion of minimum 90% value of the Works as defined above.	
		2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	2. **Lead Member should have experience either in construction work of **multiple Viaducts executed for Highway/ expressways**/ Metro / High-speed railway / RRTS Viaduct **in ONE project** with Pre-Stressed Concrete superstructure of minimum **agreegate length (i.e. LHS & RHS)**of 3.5 Km or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure of minimum 1 Km length or both.	
		3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	3. ***Other JV/Consortium Member(s) should have experience either in construction work of **multiple Viaducts executed for Highway/ expressways**/ Metro / High-speed railway / RRTS Viaduct **in ONE project** with Pre-Stressed Concrete superstructure of minimum **agreegate length (i.e. LHS & RHS)** of 2 Km or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure of minimum 1 Km length or both.	
	Part-1: Bidding procedure	**2.4 Specific Construction Experience** **2.4.1 Contracts of Similar Size and Nature**	**2.4 Specific Construction Experience** **2.4.1 Contracts of Similar Size and Nature**	
		A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date.	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) **financial** years up to 1 (One) month prior to bid submission date.	
		a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length **in one single contract of value** not less than **INR 836 Crores**;	a) Work of Metro / High-speed railway/RRTS **/Highways/Expressways Viaduct(s)** with Pre-Stressed Concrete superstructure of minimum **cumulative** 3.5 Km length and flyover**(s)**/ bridge**(s)**/ elevated road**(s)/viaduct(s)** works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length **in one single contract of value** not less than **INR 836 Crores**;	
		or	**or**	
		b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length **in two contracts combinedly** with value equal to or more than **INR 1046 Crores**;	b) Work of Metro / High-speed railway/RRTS **/Highways/Expressways Viaduct(s)** with Pre-Stressed Concrete superstructure of minimum **cumulative** 3.5 Km length and flyover**(s)**/ bridge**(s)**/ elevated road**(s)/viaduct(s)** works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length **in two contracts combinedly** with value equal to or more than **INR 1046 Crores**;	

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
Tender No.	P2-C02/2026 (ICB)			
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
2	Section-III Evaluation and Qualification criteria Page No. 62 & 63	**or**	**or**	Refer Addendum-I
		c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length **in three contracts combinedly** with value equal to or more than **INR 1254 Crores**;	c) Work of Metro / High-speed railway/RRTS **/Highways/Expressways Viaduct(s)** with Pre-Stressed Concrete superstructure of minimum **cumulative** 3.5 Km length and flyover**(s)**/ bridge**(s)**/ elevated road**(s)/viaduct(s)** works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length **in three contracts combinedly** with value equal to or more than **INR 1254 Crores**;	
		Notes:	**Notes:**	
		1. *Substantial completion means completion of minimum 80% value of the Works as defined above.	1. *Substantial completion means completion of minimum 80% value of the Works as defined above.	
		2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS **/Highways/Expressways Viaduct(s)** with Pre-Stressed Concrete superstructure of minimum **cumulative** 3.5 Km length or flyover**(s)**/ bridge**(s)**/ elevated road**(s)/ viaduct (s)** works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length or both.	
		3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS**/ **Highways/Expressways Viaduct(s)** with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover**(s)**/ bridge**(s)**/ elevated road**(s)/ viaduct (s)** works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length or both.	
3	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria Page No. 62 & 63	Project Cost For 2.4.1 Contracts of Similar Size and Nature	Bidder requested that for completed works, value of work done shall be updated to last day of the month previous to the month of tender submission price level assuming 10% inflation for Indian Rupees every year.	Tender Conditions Prevail
4	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria Page No. 62 & 63	2.4.1 Contracts of Similar Size and Nature a)b) & c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length	Bidder understand that in case of works of construction of two separate viaducts provided on the same approach (one on the LHS and the other on the RHS) for Highways /Expressways, the lengths of both viaducts (LHS and RHS) are to be added together for the purpose of evaluation and qualification criteria for Pre-Stressed Concrete superstructure of minimum 3.5 Km length .Please confirm	Can be considered for Metro / High-speed railway / RRTS Viaduct with LHS & RHS having separate Foundations and Piers
5	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria Page No. 62 & 63	Pre-Stressed Concrete superstructure of minimum 3.5 Km length	Bidder request Authority to confirm whether the minimum viaduct length of 3.5 km specified under the Qualification Criteria may be satisfied by cumulative length of multiple viaducts with Pre-Stressed Concrete superstructure executed under a single project/contract, even if the viaducts are at scattered locations with intervening gaps, provided the total executed total length more than 3.5 km.	Yes, provided multiple viaducts are in single Contract.
6	Geotechnical Investigation Report -	-	**Kindly provide** detailed **Geotechnical Investigation Reports** for design of the foundation components.	Refer Addendum-I
7	Drawings -	-	**Kindly provide** alignment drawings in **Auto cad format.**	Refer Addendum-I
8	Major Utilities Part 2, Employers Requirements-Functional, Cl. 2.1.5, Pg. 187	The Contractor would modify the span configuration at such locations to save the utility(ies) or to meet the obligatory requirements within the accepted price.	We request you to **provide** the drawings indicating **Location and details** of the said **major utilities** in the subject clause.	Tender Conditions Prevail

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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9	Permission/ NOC from the railway, road, municipal and other concerned regulatory authorities Employers Requirements-Functional, Cl. 2.1.B, (xxxviii) Pg. 184	Obtaining NOC & Approval of schemes of diversion of utilities from the concerned regulatory/statutory/local authority is the responsibility of the contractor.	**MMRCL** being Government entity is in a better position to obtain NOC & approval of schemes of diversion of utilities from concerned regulatory authorities hence it is requested to shift the obligation of obtaining such permissions from contractor to Employer.	Tender Conditions Prevail
10	Right of Access PCC 2.1, - Pg No 1087	After award of the work, The Engineer shall grant the Contractor right of access to, and /or possession of, the Site progressively for the completion of Works. Such right and possession may not be exclusive to the Contractor. The Contractor will draw/ modify the schedule for completion of Works according to progressive possession / right of such sites. For any such delay in handing over of site, Contractors will be entitled to only reasonable extension of time Sub-Clause 8.4 [Extension of Time for Completion] and no monetary claims whatsoever shall be paid or entertained on this account.	**Kindly let us know** the status of land acquisition required for the project and provide the handing over schedule for right of access to the site. Similar to NHAI documents, please provide **90% ROW** land on commencement date and balance **10%** in another 6 months. Also, It is requested to consider the reimbursement of time and cost for any delays suffered due to delay in handing over of ROW.	Tender Conditions Prevail
11	Casting Yard Area ER 2.6, - Pg No192	No land for casting yard or offices/laboratories etc. will be provided by the employer. Contractor should make his own arrangements at his own cost which is deemed to be included in Lumpsum quoted price (Schedule "B&C") of this contract.	There are huge number of pre-cast elements to be cast in a very short duration. Therefore, it is requested to provide **casting yard of appx 80,000sqm.**	Tender Conditions Prevail
12	Part-2, Scope of Work -	-	**Please provide** the specifications and drawings for the **RE Wall** and the **Ramp.**	It is under Contractors D&B Scope.
13	Part-2, Scope of Work -	-	**Please clarify** in schedule B the exact chainage/location where the double-decker section starts.	These details are provided in Alignment Drawing in Addendum-I
14	Tender drawings -	-	The alignment starts from **Ch. 14991.619**, but in the GAD it starts from **Ch. 16540**. The GAD for the section between **Ch. 14991.619 and Ch. 16540 (1.5 Km)** is **missing. Please Provide the missing part drawings.**	These details are provided in Alignment Drawing in Addendum-I.
15	Tender drawings -	-	**Please provide** the GAD for the Spur Line at Viman Nagar and the Merging Line at Kharadi Bypass, and also **clarify** the length of the Spur Line.	These details are provided in Alignment Drawing in Addendum-I.
16	Plan & Profile of 1st Level of Viaduct -	-	**Kindly provide** Plan & Profile of 1st Level of Viaduct.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.
17	Mobilization Advance Part III PCC, Pg. No. 1148	Advance payment up to 10% of the Contract Price, and at the rate of Bank Rate with simple interest, and Interest will be payable and calculated using the reducing balance method	Interest cost will become part of bidder's estimate , will lead to increase in bid price, it is requested to provide all advances as "**Interest free**".	Tender Conditions Prevail

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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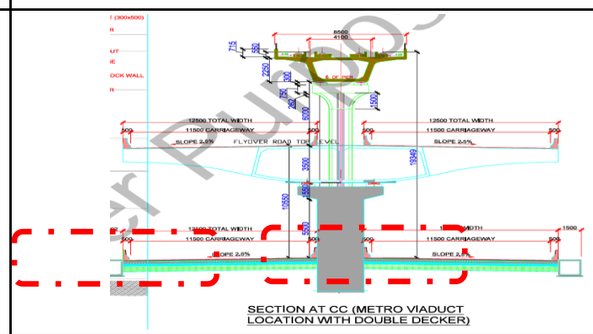
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
18	Professional indemnity insurance PCC, Part III, Pg. No. 1162	Replace the sub-clause 19.2.3 (a) with the following the Contractor shall effect and maintain professional indemnity insurance against liability arising out of any act, error or omission by the Contractor in carrying out the Contractor's design obligations as follows, AOA (any one accident) limit equal to 6% of the contract value against Schedule B & F (Lump Sum Component) of Price Bid in respect of Design & Construct with AOY (any one year) limit of 2 incidents in a year. In the Professional Indemnity insurance Policy the deductible amount shall not be more than 5% AOA limit. All Policy shall be obtained within 28 days from 'date of commencement' and shall be submitted within 42 days from the commencement date. The policy shall valid for three years after date of issue of 'Performance Certificate' or five years after commencement of commercial train operations whichever is later. Wherever the Contractor submits policy for shorter period / annual renewable policy, the same shall be renewed before its expiry date. In such situation, the performance guarantee shall be retained till required validity period. The Contractor's submission of such shorter period / renewable policy shall be construed as their irrevocable consent for retention of the performance guarantee.	**There is no Schedule F.** **As only schedule B & Schedule C** is on Design and construction mode, **kindly replace** following clause as Professional indemnity insurance against liability arising out of any act, error or omission by the Contractor in carrying out the Contractor's design obligations as follows, AOA (any one accident) limit equal to 6% of **Contract value of Schedule B & C** with AOY (any one year) limit of 2 incidents in a year	Refer Addendum-I
19	Price Variation PCC, Part III,	p= Cost Coefficient of Labour to the Total Cost = 0.20 q= Cost Coefficient of Steel to the Total Cost = 0.25 r= Cost Coefficient of Cement to the Total Cost = 0.17 s= Cost Coefficient of Fuel and Lubricant to the Total Cost = 0.05 t= Cost Coefficient of other Machinery and Machine Tools to the Total Cost = 0.18	**Request you** to modify the percentage component in line with actual proportion based on our past experience as below: p= Cost Coefficient of Labour to the Total Cost = **0.25** q= Cost Coefficient of Steel to the Total Cost = **0.30** 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 Machine Tools to the Total Cost = **0.10**	Tender Conditions Prevail
20	Typical cross section Drawing		We understand that at grade road below double decker structure is not on contractor's scope. If its in contractors's scope kindly add this in payment schedule. **Kindly revise BOQ and estimated cost** accordingly.	For at grade road work scope in this tender, please refer to Part-2:work requirements.
21	Extension of time for Pre-bid queries Part I Pg. No. 4	Last date of submission for pre- bid queries is 06/ 02/ 2026.	Tender documents were made available only on 29th January, 2026. we are still going through the documents, we **request** you to extend the Pre- bid queries submission date by at least **7** days i.e. upto **13th February, 2026.**	Tender Conditions Prevail
22	Extension of time Part I Pg. No. 4	Bid Submission on 4th March, 2026	Since it is a design & construct project tender, There are no. of inputs to be received from consultants. Request to extend bid submission atleast by **15 days,** i.e. upto **20th march, 2026.**	Tender Conditions Prevail

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
23	Key Dates Part 2, Employers Requirements-Section- VII, Annexure- VII- 3, Pg. no. 514	Key Dates Annexure 2B	Some of the key dates indicated are difficult to achieve. It is requested to revise the KD **without affecting** the **overall completion period of 42 months** as per **Annexure- 1.**	Tender Conditions Prevail
24	Bid Document (Part 1 to 4), page no. 63 and clause no. 2.4.1 (Note no. 3)	Other JV/Consortium Member(s) should have experience either in construction work of Metro/High-speed railway/RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover! bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Kindly change this clause as "Other JV/Consortium Member(s) should have experience either in construction work of Metro/Highspeed railway/RRTS Viaduct/Elevated Road with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both	Refer Addendum-I
25		The Bid Security/EMD amounting to INR 5,23,00,000/- (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of Bank Guarantee or as per procedure given in bid document.	Please allow The Bid Security/EMD amounting in the form of Insurance surety bond/ Bank Guarantee	Tender Conditions Prevail
26			We request an extension of the bid due date for study purposes, for a minimum of 15 days from the original bid due date.	Tender Conditions Prevail
27	Part -1 2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature (A)	Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during **last 7 (Seven) years up to 1 (One) month prior to bid submission date.**	Bidder request to kindly allow bidders to showcase works which were completed in last 15 years instead of 7 years. Therefore request to modify the clause as follows: Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during **last ~~7(Seven)~~ 15 (Fifteen) years up to 1 (One) month prior to bid submission date.**	Refer Addendum-I
28	Part -1 2.4.1 Specific Construction Experience (a)	Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum **1 Km length** in one single contract of value not less than INR 836 Crores; or	Rib & Span construction in a flyover involves specialized engineering, methodology, and execution expertise that is distinct from conventional flyover/bridge/elevated road works. In view of the specialized nature of this activity, the Bidder requests that a separate qualification clause be introduced for Rib & Span construction experience, without linking it to the overall value requirement. This will ensure that technically competent bidders with proven niche experience are able to participate, thereby enhancing competition while maintaining project quality standards. Accordingly, it is requested that the qualification criteria be modified to include a separate provision recognizing Rib & Span construction experience as an additional eligibility requirement, independent of the project value criteria. **Existing clause to be modified as follows:** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with ~~Rib & Spine~~ arrangement of minimum **1 Km length** in one single contract of value not less than INR 836 Crores; **or**	Refer Addendum-I

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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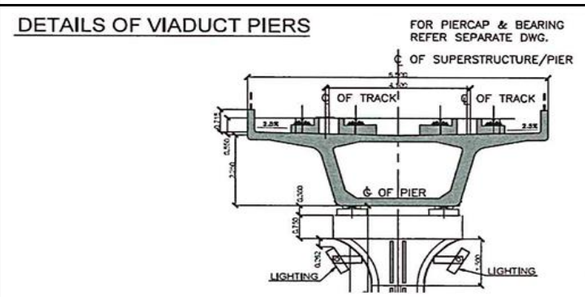
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
29	Part -1 2.4 Specific Construction Experience (b)	Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or	**With reference to our above request, following is the change proposed in the clause** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with **PSC Segmental construction superstructure** ~~with~~ ~~Rib~~ ~~&~~ ~~Spine~~ ~~arrangement~~ of **minimum 1 Km length** in two contracts combinedly with value equal to or more than INR 1046 Crores. One contract **can be viaduct project and other flyover project at different locations or same location** or	Refer Addendum-I
30	Part -1 2.4 Specific Construction Experience (c)	Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	**With reference to our above request, following is the change proposed in the clause** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with **PSC Segmental construction superstructure** ~~with~~ ~~Rib~~ ~~&~~ ~~Spine~~ ~~arrangement~~ of **minimum 1 Km length** in three contracts combinedly with value equal to or more than INR 1254 Crores. **These contracts can be two viaducts project and one flyover project or one viaduct project and two flyover projects at different locations or same locations.**	Refer Addendum-I
31	Part -1 2.4 Specific Construction Experience Additional Construction Experience to be added	No Clause	**Additional Construction Experience clause to be added can be as follows:** Bidder to have experience in construction of one flyover/bridge/elevated road with Rib & Spine or Spine & wings arrangements in super -structure completed **during last 15 (Fifteen) years upto 1 (One) month prior to bid submission.**	Refer Addendum-I
32	Escalation for Value	No Clause	The Bidder requests that a price escalation of 5% be considered to align the project value with prevailing market price levels, in line with the escalation provisions commonly allowed in metro project tenders across India.	Tender Conditions Prevail
33	KMZ file	-	Kindly provide KMZ file of project alignment.	Refer Addendum-I
34	Part-II Page No. 591	5.4 Geotechnical Investigations	Kindly note that only 1 no. of Bore log (i.e. Bore no 37, page 610) is given in document and also its location is outside of project alignment. Kindly provide the full report, for better understanding of Geotech data.	Refer Addendum-I
35	PartIIDrawing1		Can contractor use the U-Girder for superstructure in metro viaduct in place of Box girder?	Tender Conditions Prevail

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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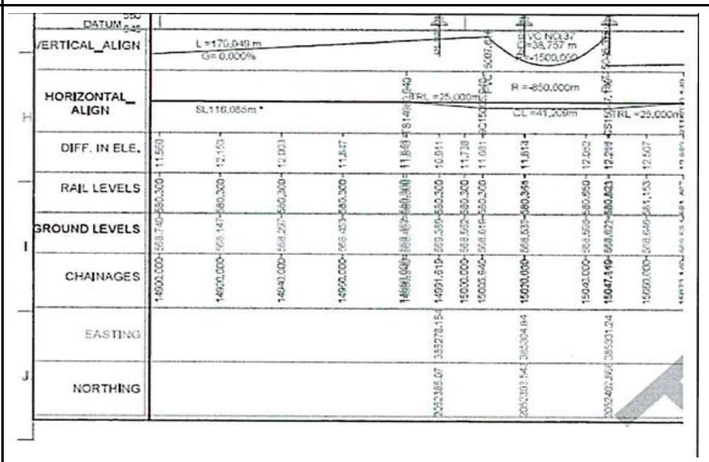
36	Part-II Section-VII-B	**EMPLOYER'S REQUIREMENTS - FUNCTIONAL** **Clause 2** Note - The 1st Level Six Lane Elevated Road including Ramp, shall be executed on a lump sum basis. The work shall be carried out with SPINE & Wings type of superstructure. The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing.	The note provided in employers requirement is not clear about type of superstructure in elevate road. Kindly clarify that, contractor can change the type of superstructure for elevated road or not?	Tender Conditions Prevail
37	Part-II Section-VII-B	**2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD:** (ii) It may be noted that alignment may contain certain special spans. No extra shall be paid for the construction of these spans.	Kindly provide the span length, type of superstructure & locations for certain special spans.	These details are provided in Alignment Drawing in Addendum-I.
38	PartIIDrawing1		The drawings have only rail levels, ground levels and chainages for project alignment. Kindly provide finished road levels for 1st level six lane elevated road including solid ramp.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
Tender No.	P2-C02/2026 (ICB)			
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
39	Part-1: Bidding Procedure Section-III: Evaluation and Qualification Criteria Page No. 62	**2.4.1 Contracts of Similar Size and Nature** A) Having completed or "substantially completed construction work contracts specified below as a Prime Contractor… a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; OR b) ...with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; OR c) ...with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	As per our understanding flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine Arrangement also have the same meaning as Spine & Wing Arrangement. Please confirm.	Your understanding is corrrect
40	Part II Drawing 1 General Arrangement: Plan and Profile	Road Level	The level for the first-level six-lane elevated road is not indicated in the L-section plan. Kindly provide the same.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.
41	Part II Drawing 1 General Arrangement: Plan and Profile	Plan and Profile with L- Section	The plan and profile drawings are missing for the stretch from CH 14991.619 (Pier Mrak-P433) to CH 16540 (Pier Mark-P482) in the tender documents. Kindly provide the same.	These details are provided in Alignment Drawing in Addendum-I.
42	Part II Section-VII-B, Clause 2.1.1, Page No. 179	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: It includes: - “The Elevated Metro Viaduct at Ramwadi CH: 14991.619 to Tuljabhavani CH: 19791.112 including Viaduct in Station Portion, Spur line at Viman Nagar and merging line at Kharadi By- Pass Station and 1st Level Six Lane **Elevated Road of length 4.700 kms** including solid Ramp.	Although the chainage difference from CH 14991.619 to CH 19791.112 is approximately 4.8 km, the relevant clause specifies the elevated road length as 4.7 km. Additionally, the Plan & Profile drawings do not clearly indicate the start and end chainages of the elevated road. Kindly clarify these discrepancies.	These details are provided in Alignment Drawing in Addendum-I.
43	Part II Section-VII-B, Clause 2.1.1, Page No. 179	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: It includes: - “The Elevated Metro Viaduct at Ramwadi CH: 14991.619 to Tuljabhavani CH: 19791.112 including Viaduct in Station Portion, **Spur line at Viman Nagar and merging line at Kharadi By- Pass Station** and 1st Level Six Lane Elevated Road of length 4.700 kms including solid Ramp.	The **scope of the spur line** is not clearly defined. Kindly confirm the length of the spur line along with the starting and ending chainages.	These details are provided in Alignment Drawing in Addendum-I.

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
44	Part II Section-VII-B, Clause 2.1.1, Page No. 179	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: It includes: - "The Elevated Metro Viaduct at Ramwadi CH: 14991.619 to Tuljabhavani CH: 19791.112 including Viaduct in Station Portion, Spur line at Viman Nagar and **merging line at Kharadi By- Pass Station** and 1st Level Six Lane **E**levated Road of length 4.700 kms including solid Ramp.	The **scope of the merging line** is not clearly defined. Kindly confirm the length of the merging line along with the starting and ending chainages.	These details are provided in Alignment Drawing in Addendum-I.
45	Part II Section-VII-B, Clause 2.1.1, Page No. 179	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: It includes: - "The Elevated Metro Viaduct at Ramwadi CH: 14991.619 to Tuljabhavani CH: 19791.112 including Viaduct in Station Portion, Spur line at Viman Nagar and merging line at Kharadi By- Pass Station and 1st Level Six Lane **E**levated Road of length 4.700 kms **including solid Ramp.**	The **length of the solid ramp** is not specified in the tender drawings. Kindly provide the chainages, length of the solid ramp, and the corresponding road levels.	These details are provided in Alignment Drawing in Addendum-I.
46	Part II Section-VII-B, Clause 2, (Note), Page No. 179	**2. SCOPE OF WORK** ..... Note - The 1st Level Six Lane Elevated Road including Ramp, shall be executed on a lump sum basis. The work shall be carried out with **SPINE & Wings** type of superstructure. The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing.	Request you to also permit alternative superstructure types such as T-girder, I-girder, etc., for the elevated road viaduct. Kindly confirm.	Tender Conditions Prevail
47	Part II Section-VII-B, Clause 2.1.1, Sub Clause 2. (iii), Page No. 180	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: ..... (iii) Alignment is running from Ramwadi to Tuljabhavani which includes Construction of Metro Viaduct including 1 No of Spur line at Viman Nagar and Merging line at Kharadi By-pass Station, 1st level six lane elevated road with solid ramp. Bidder is requested to quote the price against related Schedules considering the necessary/requisite arrangement as per the site conditions. Nothing extra shall be paid in the construction of foundation, substructure and superstructure of the **obligatory spans.**	As per the tender GAD, only one obligatory span of 55 m at Chainage 17800 is indicated. The bidder understands that no other obligatory spans are there under this contract. Kindly confirm.	There are two special spans. These details are provided in Alignment Drawing in Addendum-I.
48	Part II Section-VII-B, Clause 2.1.1, Sub Clause 2. (iii), Page No. 180	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: ..... (iii) Alignment is running from Ramwadi to Tuljabhavani which includes Construction of Metro Viaduct including 1 No of Spur line at Viman Nagar and Merging line at Kharadi By-pass Station, 1st level six lane elevated road with solid ramp. Bidder is requested to quote the price against related Schedules considering the necessary/requisite arrangement as per the site conditions. Nothing extra shall be paid in the construction of foundation, substructure and superstructure of the **obligatory spans.**	The bidder understands that if any additional obligatory spans are required to be constructed, the associated extra cost shall be paid separately. Kindly confirm.	There are two special spans. These details are provided in Alignment Drawing in Addendum-I.

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49	Part II Section-VII-B, Clause 2.1.1, Sub Clause 2. (xl), Page No. 184	2.1.1 FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: ..... **Demolition/dismantling** of RCC framed /steel structures/buildings, masonry buildings including basement, ground and above floors as existing at site on the alignment of viaduct as indicated in GAD without making damages to the adjacent structures, utilities, etc. including disposing off retrieved materials out of site of work. All these costs are **included in the lump sum price** quoted by the contractor. Nothing extra is payable for these demolition works.	As the estimation of dismantling work is difficult at the tender stage, kindly consider keeping this scope payable on a BOQ basis.	Tender Conditions Prevail
50	Part II Section-VII-B, Clause 2.6, Page No. 192	**2.6 Construction Depot & Dumping Yard.** No land for casting yard or offices/laboratories etc. will be provided by the employer. Contractor should make his own arrangements at his own cost which is deemed to be included in Lumpsum quoted price (Schedule “B&C”) of this contract.	As per present industry practice, the Employer provides the Work Areas for casting yard, batching plant, stores, offsite activity etc., within a distance reasonable from the alignment, free of cost, till the completion of the Project. Request to please consider the same.	Tender Conditions Prevail
51	Part II Section-VII-B, Clause 2.9, Page No. 193	**2.9 Scope Of Work under BOQ Items for Schedule A (General Works)** Note - The Contractor shall obtain all necessary permissions for tree cutting, tree transplantation, and tree trimming from the competent authorities. All applicable statutory charges/deposits with the concerned authorities for the same shall be borne by the Contractor, and no reimbursement shall be admissible on this account.	As the Employer is a government entity, obtaining the necessary permissions from the competent authorities would be more feasible at their end. Request that the scope of obtaining such permissions be kept under the Employer’s obligations.	Tender Conditions Prevail
52	Part II Section-VII-B, Clause 13, Page No. 210	**13. STRUCTURAL DESIGNS OF STATION PORTION** All structural drawings of station which includes Entry Exits, Girders & slabs at Concourse & Platform level, PEB’s , all FOB’s **shall be issued by Engineer/ Employer**, however track supporting beam/segmental girders within station area and associated slab/ parapet, pier arms/portals at concourse & platform level shall be the responsibility of contractor DDC.	The bidder understands that the Design and GFC drawings for Schedule ‘D’ Station Works, including Entry-Exit structures, girders and slabs at Concourse and Platform levels, etc. is in the scope of Employer. Kindly confirm.	Entry Exits, PEB’s and FOB’s are not in the scope of this tender. All Drawings under Schedule D shall be provided by the Employer.
53	Part II Section-VII Annexure-VII-3, APPENDIX 2C, Clause 1.1, Page No. 520	**SITE OFFICE** 1.1 Accommodation for the Employer/Engineer shall consist of One no. Air-conditioned **site office of 720 sqm** usable area in vicinity of the alignment anywhere between Ramwadi to Wagholi/Vitthalwadi which shall include separate cabins for Project-In-Charge of Maha- Metro, Other Officers of MAHA-METRO, Project Manager of GC, Other Engineers/staff of GC/Maha Metro, Conference Rooms, Visitor Room, Toilets etc. Layout of the office shall be finalised and approved by the Engineer.	The requirement of providing an air-conditioned site office of 720 sqm usable area appears to be on the higher side considering the functional needs and typical practices for similar metro projects. Provision and maintenance of such a large facility would also have significant cost implications for the Contractor. It is requested that the Employer may kindly review and consider rationalizing the required office area to a more practical size.	Tender Conditions Prevail
54	Part II Section-VII Annexure-VII-3, APPENDIX 2C, Clause 1.1, Page No. 520	SITE OFFICE 1.1 Accommodation for the Employer/Engineer shall consist of One no. Air-conditioned **site office of 720 sqm** usable area in vicinity of the alignment anywhere between Ramwadi to Wagholi/Vitthalwadi which shall include separate cabins for Project-In-Charge of Maha- Metro, Other Officers of MAHA-METRO, Project Manager of GC, Other Engineers/staff of GC/Maha Metro, Conference Rooms, Visitor Room, Toilets etc. Layout of the office shall be finalised and approved by the Engineer.	Bidder understands that, the land required for Employer/Engineer Site Office will be provided by employer at free of cost. Kindly confirm.	Tender Conditions Prevail

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55	Part Ill PCC, Clause 13.7, Page No 1140 to 1141	Add the following to Sub-Clause 13.7 of the GCC: ... Price variation is not applicable to Pricing Schedule A and E. Price variation shall be applicable on all other schedules.	However, Schedule 'A' covers general/ancillary works associated with the construction of the works, such as barricading, traffic diversion/management, median development, etc., which will be carried out throughout the contract period. Since these activities are spread over the entire project duration of 42 months and their costs may vary at the time of actual execution. Bidder request to consider Schedule A under Price Variation Clause.	Tender Conditions Prevail
56	Part Ill & Part IV PCC, Clause 13.7, Page No 1140 to 1141 & Preamble, Clause 8, Page No. 1403	Add the following to Sub-Clause 13.7 of the GCC: ... Price variation is not applicable to Pricing Schedule A and E. Price variation shall be applicable on all other schedules. & 8. Price Variation will not be applicable on Schedule – E. However latest version of CPWD/PWD/PMC/SSR-SOR on date of measurement will be applicable.	Schedule 'E' covers road works, utilities, and incidental/unforeseen works to be executed on BOQ basis, with rates derived from the latest version of CPWD/PWD/PMC/Maharashtra Jeevan Pradhikaran Schedule of Rates. As on date (Feb,2026), the latest available schedule of rates is upto the year 2023. Moreover, the actual execution of these works will take place over the entire construction period, during which the cost of materials, labour, and resources may vary. In view of the above, Bidder request to consider Schedule E under Price Variation Clause.	Tender Conditions Prevail
57	Part Ill PCC, Clause 13.7, Page No. 1141	**Add the following to Sub-Clause 13.7 of the GCC:** a) The rates as per the accepted Bill of Quantities / Pricing Document shall be applicable till the completion of the Works and will be varied only to the extent of permissible price variation under this clause. However, this adjustment shall be to the extent that full compensation for any rise or fall in costs to the Contractor is not covered by the Price Variation formula, the rates in the accepted Bill of Quantities / Pricing Document shall be deemed to include amounts to cover the contingency of such rise or fall in costs. The **"Adjustment for changes in cost"** shall be **limited to 20%** of the portion of the contract on which price variation is payable/applicable.	The clause specifies that the adjustment for changes in cost is capped at 20% of the portion of the contract where price variation is applicable. Considering the long construction period and potential volatility in input costs, this limitation may not adequately compensate actual cost variations. Request you to kindly consider to remove the 20% cap.	Tender Conditions Prevail
58	General	Project Location & KMZ	We request you to provide KMZ file for this project.	Refer Addendum-I
59	General	Span Arrangement & General Arrangement Drawings	During the Prebid Meeting, Bidder requested to provide the AutoCAD files for Span Arrangements and GADS and in the meeting it was told that these files uploaded in the website. However, the same files are not found in the website. Request to provide AutoCAD files of Span Arrangements and GADs of the project.	Refer Addendum-I
60	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.	Tender Conditions Prevail

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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
61	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria 2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature Criteria Compliance	2.4.1 Contracts of Similar Size and Nature C) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	We refer sub clause C wherein Substantial completed works through three contracts is allowed. If the required experience of Pre-Stressed Concrete superstructure of minimum 3.5 Km of Metro viaduct & 1 Km of flyover with Rib & Spine superstructure arrangement is met by the Bidder through two contracts then we request the authority to allow the bidder to show third contract of urban infrastructure work which includes bridges & Viaducts construction to meet the value of INR 1254 Crore combinedly in three contracts to meet the criteria. Kindly consider & Confirm	Refer Addendum-I
62	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria 2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature Criteria Compliance	Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length	We request to authority kindly modify the clause as below Pre-Stressed Concrete superstructure with Rib & Spine arrangement or **wing & spine** arrangement of minimum 1 Km length. Kindly Consider	Refer Addendum-I
63	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria 2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature Criteria Compliance		Many Authorities allow escalation of the completed project cost to the current price level. Accordingly, we request the Authority to kindly permit updation of the Completed contract value to the price level as of 31 March 2025, assuming an inflation rate of 10% for the INR portion and 2% for the foreign currency portion, calculated on a compounded annual basis.	Tender Conditions Prevail

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64	Part-1, Section III, Cl No 2.4.1.A,	Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre- Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct with Pre- Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct with Pre- Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	**Bidder request you to kindly amend the said clause as under :** Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct **(which may include structural work for station work)** with Pre- Stressed Concrete superstructure of minimum 3.5 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct **(which may include structural work for station work)** with Pre- Stressed Concrete superstructure of minimum 3.5 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct **(which may include structural work for station work)** with Pre- Stressed Concrete superstructure of minimum 3.5 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores; **AND** flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with **Wing & Spine arrangement** of minimum 1 Km length **OR** Bidder request that the experience of Metro/RRTS viaduct works (3.5 km, as per Clause a/b/c) and Flyover/Bridge/Elevated Road works with PSC **Wing & Spine arrangement** (1 km) may be considered separately, and need not necessarily be executed under the same contract, provided both are completed within the stipulated period. **Further Wing and Spine arrangement will be considered in place Rib & Spine arrangement.**	Refer Addendum-I
65	General	Auto CAD drawings	We request you to kindly provide the AutoCAD drawings of the alignment and General Arrangement Drawings (GAD), including detailed topographic survey data and the exact coordinates of all piers. Access to these files is essential for accurate assessment, planning, and preparation of our bid, as it will enable a clearer understanding of the alignment and site conditions.	Refer Addendum-I
66	General	KMZ File	We kindly request you to provide the KMZ file containing the actual coordinates of the project alignment. This will greatly assist in understanding the precise alignment and actual terrain conditions, which are difficult to accurately assess through the provided GAD drawings in PDF format, however availability of the KMZ file will enable better evaluation and planning, ensuring a more comprehensive understanding of the project scope and site conditions.	Refer Addendum-I
67	Drawings	FRL levels	In the Tender GAD drawings we have observed that there are no Flyover Road Levels provided (FRL) for each pier, Hence it is difficult to asses the heights. Hence we request you to provide Revised GAD with FRLS and its difference with Ground level.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.
68	RW-TB-LOT1-GAD-DETAIL 'A', Notes clarification	Portal Piers from PPVN01 to PP468, the segmental box girder, and the I-girders from PP464 to PP468 along with the RCC deck Slab are within the scope of the Design and Build Contractor on a lumpsum basis. The I-girder Superstructure from PP464 to PP467 is excluded from the current scope.	Please clarify and confirm that the Cross over portion of I-girder superstructure from PP464 to PP467 is excluded from the current scope of Contractor in this tender.	Cross over portion is in the scope of this tender.
69	General	Entry Exits	Please confirm that the Entry Exits of Station is excluded from the scope of this tender/contract.	Your understanding is correct

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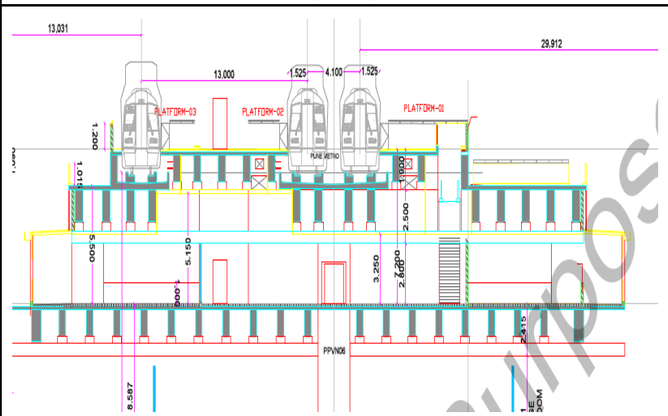
70	Portal Section Cantilever at Platform in Viman Nagar Station : Cross Section at EE		As per the Section EE, there is cantilever portion with I-girders and Deck slab shown in Viman Nagar Station Spur line in Right hand side. What is the purpose of this provision. Kindly Clarify	There is spur line provision for connnection to Pune Airport.
71	13.7 Adjustments for changes in cost (Price Variation) 13.7 13.7 a) & h) Pg 1141 & 1144	The “Adjustment for changes in cost” shall be limited to 20% of the portion of the contract on which price variation is payable/applicable. In case the indices increase above the indices applicable to a bill made on the last date of original completion period or the extended period under Sub-Clauses 8.5 & 8.6 of GC, the price adjustment for the period of extension under Sub-Clause 8.6 of GC will be limited to the amount payable as per the indices applicable to a bill made on the last date of the original completion period or the extended period under Sub- Clauses 8.5 & 8.6 of GC as the case may be. In case the indices fall below the indices applicable to a bill made on the last date of the original or extended period of completion, then the lower indices will be adopted for Price Adjustment for the period of extension under Clause 8.5 & 8.6 of GC unless the extension has been granted due to Contractor's fault.	We appreciate that the Authority has made provisions for Price Variation in the tender considering the volatile market rates of Materials and labour. However, we request authority to remove the mentioned limit of 20% for price variation and to be paid at actuals. Also, for price variation during the extended period of Completion due to unavoidable circumstances, the base indices applicable to be considered as the per for the month preceding the month in which the last date prescribed for the receipt of the tender falls instead of bill made on the last date of original completion period or the extended period	Tender Conditions Prevail.
72	Part-3: Section - IX: PCC Performance Security Clause 4.2 Pg 1078	Performance Security (as percentages of the Accepted Contract Price/ Amount in Currencies): 10% of the Contract Price as per respective Quoted Currencies. Validity of PBG shall be DLP plus 84 days.	We respectfully request the Authority to amend the Performance Security clause to 5% of the Accepted Contract Price/Amount. This revision will significantly reduce the financial burden on cash flow and facilitate smoother project execution in terms of progress and resource management.	Tender Conditions Prevail

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73	Part-3: Section - IX: PCC 14.2.1 Mobilization Advance a) Pg 1147	14.2.1 Mobilisation Advance The Employer shall make an advance payment, as an interest bearing loan for mobilization and cash flow support, when the Contractor submits a guarantee in accordance with this Sub-Clause. The total advance payment, the number and timing of instalments (if more than one), and the applicable currencies and proportions detailed as under. (a) Mobilization Advance: Interest bearing Mobilization advance shall be 10% of original contract value payable in two equal instalments of 5% (Five Percent) each in the currencies and proportions of the Accepted Contract Amount. Rate of interest shall be charged at “RBI Bank Rate” with simple interest prevailing on the date of advance and published on RBI Web Site separately under "Policy Rates". Interest will be chargeable and calculated on reducing balance method.	We kindly request authority to provide Interest free mobilization advance as provided in Earlier Metro Contracts of Pune, Nagpur Metro. This revision will significantly reduce the financial burden on cash flow and facilitate smoother project execution in terms of progress and resource management.	Tender Conditions Prevail
74	Part-3: Section - IX: PCC 14.2.1 Amortization / Repayment of Advance Payment (Mobilization advances and advance against plant & Machinery) d) Pg 1149	The recovery of the Advance Payment shall be done in respective currencies and shall commence when 20% of the original contract value of the work has been paid in respective currencies (in addition to the Mobilization Advance) and shall be recovered by deduction of 25% of the amount of each Interim Payment, until the total of the Mobilization Advance is recovered before payment of 75% of contract price or before the expiry of original contract period (or any extension as approval for recovery advance) whichever earlier.)	The recovery of Advances shall commence when 20% of the original contract value of the work has been paid and it will be completed by the time 75% of the Original / revised Contract Value has been paid or the original / revised completion date whichever is later. We request authority to keep recovery of advances shall be limited to 15% of an account bill to avoid cash flow problem to the Contractor.	Tender Conditions Prevail

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75	Part II- Work Requirement Section-VII Annexure-VII-3 5.4 GEOTECHNICAL INVESTIGATIONS	Summary of Borehole reports provided	Due to the limited time provided for the pre-bid stage by Employer, it is not feasible to carry out adequate soil investigations at this point. In light of the above, we respectfully request the Authority to specify a common foundation level across the project. This will enable all prospective bidders to quote on a uniform basis, thereby minimizing the risk of unbalanced bids and ensuring fairness in the bidding process. Additionally, we request the inclusion of a clause in the tender stating: "Any variation in the depth of foundation with respect to the common foundation level specified in the tender documents shall be paid on the basis of the actual linear length variation, as per the prevailing CPWD SOR or current DSR rates." Alternatively, the following clause may be adopted, as has been done in earlier metro projects: "For any difference in the depth of piles from the common founding level, adjustments shall be made for the increased volume of concrete at the rate of ₹25,000 per cubic meter. This rate shall be inclusive of reinforcement and all other associated processes and activities." We believe this provision will ensure transparency, mitigate risk, and promote equitable competition among bidders.	Tender Conditions Prevail
76	General	FOB	During the site visit, it was observed that an existing Foot Over Bridge (FOB) lies across the proposed alignment. However, the tender documents do not mention the coordinates of the foundation, nor do they specify whether the FOB is to be demolished or will remain unaffected. We kindly request you to provide clarification regarding the status of the FOB (i.e., whether it is to be dismantled or retained), so that the same may be appropriately considered in our costing.	There is no existing FOB in proposed alignment under scope of this tender.
	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Functional Pg 196	Reinstatement of services (such as street lighting, signalling system, bus stand, footpath including kerb stone, boundary wall, horticulture work and any other work to bring the site to original position) within barricading area as per current standards with new materials (except electrical/signal post which may be reused if they are usable) is the responsibility of the contractor and shall be payable as per relevant schedule.		

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77	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Construction REINSTATEMENT PUBLIC ROADS AND FOOTPATHS Pg 237	II. The contractor shall submit his design for the reinstatement to the relevant authorities and obtain their prior approval to carrying out the work. Reinstatement works shall include: Parking bays Footpath and kerbs Road Signage Street Lighting Landscaping Traffic Lights and Control Cable Road painting	During the Site Visit it was observed that as there are presence of considerable Street lightning poles, high masts, HT Lines & towers of higher KVA and its cable, foothpath,Kerb Stone, Paver blocks, boundary wall in centre of alignment within barricade area, outside barricade area and side of existing roads which will be required to be removed/shifted for construction as well as for Erection/launching activities. From the mentioned Clause, it is understood that the shifting of these existing utilities is in scope of Contractor. However, bidder request authority to shift towers, high masts etc. before award of work and in coordination with the utility owners as it very time taking activity and will take at least 6 to 12 months for shifting as per our analysis. Also, please confirm that the payment of shifting of these mentioned utilities if kept in scope of Contractor will be paid in relevant head of Schedule E of BOQ.	Overhead HT lines and Towers of higher KVA will be shifted by Maha Metro under separate Contract. Payment for shifting other utilitis shall be payable under Schedule E.
	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Construction Pg 237	Demolition /dismantling of road, footpath, kerb stone, central verge, boundary wall, etc. Tenderer must visit the site and ascertain actual magnitude of quantum of work involved for footpaths, kerb stone, central verge, boundary wall, etc. and nothing shall be payable on this account. Retrieved materials obtained from demolition/dismantling shall be disposed off with due consultation of Local Authorities/Concerned Agencies. Acquiring and evacuation of the properties will be done by the concerned authorities.		
78	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Functional FOR VIADUCT AND 1st LEVEL ELEVATED ROAD: Clause 2.1.1	GAD furnished to the contractor as a part of the tender/bid documents contains tentative span configuration proposed by the Employer. However, contractor shall put forward his proposed span configuration. Engineer shall review and approve the same in consultation with Maha Metro Indicative spans are 19m, 22m, 25m, 28m, 31m. Standard span configuration of 28m or 31m shall be adopted where the alignment is either straight or radius of horizontal curvature is 700m and above. Suitable span configuration of 19m, 22m, 25m shall be adopted if the radius of horizontal curvature in alignment is sharper than 700m. If the radius of horizontal curvature in the alignment is 150 m or sharper, then top width of deck slab in superstructure of viaduct shall be ensured as per the guidelines issued with tender documents at Appendix 20.	From the mentioned clause, it is understood that the Standard Span configuration of 28 m or 31m is to be adopted in either straight or radius of horizontal curvature is 700m and above. However, can contractor adopt 34m span as a standard span which has been adopted in Earlier Phase of Pune Metro.	Tender Conditions Prevail
79	TABLE 1.1: SUMMARY OF BORE HOLES	Geotech Report	From the attached Geotechnical reports, it has been observed that only 1 complete borehole report has been attached, hence we request authority to Kindly provide the Geotechnical report for the complete stretch	Refer Addendum-I
80	General	Shape of Pier Cap	Kindly clarify if an alternative option to the pier cap shape as given in the tender documents can be opted for.	Tender Conditions Prevail
81	General	Shape and Pier Size	Please specify the minimum and maximum limits of pier size, if any. Also, is the contractor allowed to adopt Circular Shape in Viaduct/Station and Flyover Piers. Kindly confirm	Tender Conditions Prevail. Circular Shape pier is not allowed.

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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
82	Part-1: Bidding Procedure Section-III: Evaluation and Qualification Criteria 2.6.3. Requirements of the core design team for the project (In-house / DDC) Pg 70	PMRP Phase-2 Tender No. P2-C02/2026 Part-1: Bidding Procedure Section-III: Evaluation and Qualification Criteria **S. No. / Key Personnel / Minimum Educational Qualifications / Nos. / Total Experience since minimum qualifications (Yrs) / Stationed at / Envisaged Requirement for the project** 2 / Senior Design Engineer / M. Tech. (Structures) / 2 / 12 / One at Pune* and One at Designer's HQs / 100% 3 / Assistant Design Engineer / M. Tech. (Structures) / 4 / 5 / Two at Pune* and Rest at Designer's HQs / 100% 4 / Draughtsman / Diploma (Civil) / 4 / 3 / Two at Pune* and Rest at Designer's HQs / 100% * Deployment of design team at Pune shall be for a minimum duration of 36 months or more as required. Penalty for non-deployment/ delayed deployment as per deployment schedule shall be INR 1 Lakh for Design head position and INR 0.25 Lakh per person per month for all other positions. **Note:** 1) Details and CV's for Key Personnel at Sr. No. 1 & 2 for each proposed DDC meeting the criteria requirement shall be mandatorily submitted with the bid as per details given in form TP-1 (Form PER-1 & Form PER-2) along with copies of educational qualification certificates and to be approved on award. 2) CV's for Key Personnel at sr. no. 3 & 4 above need not be submitted along with the bid. The same shall be submitted and got approved on award. 3) Not more than 25% of proposed CV's from the above list in bid document shall be allowed for substitution at the time of deployment. The substituted CV's shall meet the minimum qualifying criteria or shall be better qualified than the minimum qualification criteria. Explanation for each change in Key Staff shall be submitted by the bidder. All changes after award shall be done with prior approval of Engineer. Not more than one change per position in first year (subject to limit of 25% as defined above) shall be allowed. If change in CV's exceeds 25% and more than one change in first year, penalty of INR 0.50 Lakh per personnel per change shall be applicable.	We request authority to remove the requirement of Design Team to be stationed at Pune and allow DDC team to work from their HO as allowed by other Clients/Authorities subject to attend required meetings called by Client/GC in month for duration specified in mentioned clause.	Tender Conditions Prevail
83	DPR	DPR Not Provided	Bidder requests authority to provide DPR	DPR is uploaded on Maha Metro's website.
84	Tender Document -Part-2_V1_1_to_11, Clause 2.1.13 Page - 166 of 1227	The contractor has to get necessary permission/ NOC from the Railway, PWD, PMC, PCMC, PMRDA, NHAI, Police, Traffic Police and other concerned regulatory authorities for blocking services and working in such locations and extension of permissions. Maha Metro will only assist the contractor (e.g. Issuance of letter to concerned departments) for getting the permission from concerned regulatory authorities for working in such locations. No additional extension of time and cost will be paid in case of delays in obtaining permissions.	We request you to consider all necessary NOC, Permission from local authorities such as railway, PWD, PMC, PCMC, PMRDA, NHAI, Police, Traffic Police and other concerned regulatory authorities for blocking services and working in such locations - to be in this Scope of Maha Metro. (Since it is time taking process so avoid such situation all necessary NOC/ Permits/ Permission from local Authorities / Statutory Authorities to be in the scope of Maha Metro). Also, we request authority for Extension of time and suitable cost compensation may be granted in case of substantial delay in getting permission from the above-mentioned regulatory authorities in case of reasons of delay not attributed to the Contractor.	Tender Conditions Prevail
85	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Functional Construction Depot & Dumping Yard. Clause 2.6 Pg 192	No land for casting yard or offices/laboratories etc. will be provided by the employer. Contractor should make his own arrangements at his own cost which is deemed to be included in Lumpsum quoted price (Schedule "B&C") of this contract. Satisfactory and suitable tyre washing arrangements shall have to be made by the contractor for all the vehicles leaving the depot/casting yard to avoid the spillage on the connecting roads.	For bidder, it is very difficult to arrange such huge area required for Casting yard land in the nearby vicinity at one place due to maximum private land owners in vicinities. Hence, it is requested to authority to arrange and provide Government land for Casting yard of required area at nominal rates of 1rs/sqmtr to successful Contractor. Also, it is requested that if the Contractor gets Casting yard beyond 20km from alignment, the Contractor will get reimbursement for lead charges to and from Launching Site if the land provided by Client is more than 20 kms leads	Tender Conditions Prevail

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86	Part-II, Section-VII-B Work Requirement, Employer's Requirements – Functional FOR VIADUCT AND 1st LEVEL ELEVATED ROAD:. Clause 2.1.1 Pg 184	Demolition/dismantling of RCC framed /steel structures/buildings, masonry buildings including basement, ground and above floors as existing at site on the alignment of viaduct as indicated in GAD without making damages to the adjacent structures, utilities, etc. including disposing off retrieved materials out of site of work. All these costs are included in the lump sum price quoted by the contractor. Nothing extra is payable for these demolition works.	Bidder requests authority to Provide details such KMZ File or AutoCAD Drawing to identify the Structure in ROW which are to be demolished and restored for competitive bidding and provide a list of structures to be demolished and to be indicated in GAD.	Refer Addendum-I
87	Part-2- Work Requirement Section-VII-E, Employer's Requirements, General Planning Criteria Clause 5.3 Noise Abatement Pg 259	Structures shall be designed to reduce noise to locally acceptable levels by provision of low vibration track forms, resilient base plates and also design of parapet walls and treatment of their track side surfaces. They can be supplemented by providing sound elimination material on sides of the viaduct superstructures. Noise Barrier as required in some lengths of viaducts and bridges passing through sensitive residential or hospital zones will be decided by the Engineer/Employer. Noise barrier details shall be provided to successful bidder, if required. The choice of type of Noise Barrier and their disposition along the parapet railing is also closely related to aesthetics of the structure.	We request authority to share the locations marked in GAD or provide Chainages where to provide noise barriers for such sensitive places along the alignment as the cost impact of providing and fixing of noise barrier is very high.	Noise barriers are not in the scope of this tender.
88	General	Portal Beam shape & Size	Is there any restriction in shape/size of portal beam, please confirm.	Circular shape is not allowed.
89	General	Area for Crane setup	As the alignment passes through densely populated areas & Market, please confirm whether the crane development area will be provided by the authority or is in the contractor's scope.	Tender Conditions Prevail
90	DDC Prequalifications: Part-1: Bidding Procedure Section-III: Evaluation and Qualification Criteria	b. DDC must have completed detailed design of flyover/ bridge/ elevated road works with Rib & Spine arrangement with Pre-Stressed Concrete superstructure and substructure in the past ten (10) years from one month prior to bid submission date.	We request you to modify this criteria of specific Rib and spine arrangement and instead include a criteria requiring designer's expertise in design of prestressed concrete box girders in general.	Refer Addendum-1
91	Part II- Work Requirement Section-VII Annexure-VII-3 Appendix – 24 Geotechnical Data	Geotechnical Data	We request you the authority to provide Borelog details for all the borelogs. Presently borelog for only BH 37 is provided which pertains to Chandani Chowk area and far away from the project.	Refer Addendum-1
92	Part II- Functional requirements	Spur line and Merging line	Scope of Merging line and Spur Line in terms of start and end chainage is requested for clarity of scope.	These details are provided in Alignment Drawing in Addendum-I.
93	DBR Viaduct and Stations	LWR Forces	Since no specific value or minimum value of LWR force is mentioned in the DBR it is understood that the successful bidder carry out RSI analysis adopt the LWR force valuse based the analysis. Please clarify.	Refer Part-2- Work Requirement, Section-VII-E, Employer's Requirements, General Planning Criteria, Clause: 5.2 (d)
94	DBR Viaduct and Stations	Slenderness effects	Slenderness effects in design of piers shall be considered only in ULS cases. Pl. confirm.	Refer Part-2- Work Requirement, Section-VII-E, Employer's Requirements, General Planning Criteria, Clause: 5.2 (e)
95	DBR Viaduct and Stations	DBR for Flyover	DBR for elevated flyover is requested for clarity on loading to be considered and other basic design aspects.	MORTH specifications & IRC latest codes to be followed.
96	DBR Viaduct and Stations	SPV and Congestion factor for Flyover	We request you to clarity on loads to be considered on elevated flyover. Is special Vehicle loading and Congestion factor applicable?	Tender Conditions Prevail

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97	DBR Viaduct and Stations	Design code for Flyover	We request you to clarity on design codes to be adopted for design of elevated flyover. Shall IRC be applicable for only design of superstructure of flyover, bearings of flyover and pier cap of flyover and rest all components be designed as per IRS? Pl. Clarify.	Your understanding is corrrect.
98	DBR Viaduct and Stations and GAD	Elevated flyover	We request you to clarity spacing of expansion joints in the elevated flyover	Within the scope of D&B contract. Bidder has liberty to design the spacing of expansion joints
99	DBR Viaduct and Stations	Sesimic Codes	Generally components of station are designed as per IS 1893, is the latest version of IS 1893-2025 applicable to this contract? This shall have considerable impact on the cost estimate of the project. Clarity on applicability of IS 1893-2025 with regards which structures i.e. stations, viaduct and flyovers is requested in the DBR.	Design of station components (like entry exit structures, PEB, platform & concourse girders etc) are not in the scope of the D&B contract. Latest IRS Seismic code is applicable for Seismic Design of Metro Viaduct & its sub structure. Relevant IRC Seismic codes is applicable for Flyover
100	Part II - Drawings	Type of superstructure in Stations	Some cross sections show Rectangular/I girders below the deck supporting the metro tracks in the station portion. Bidder requests clarity if Segmental box girder can be adopted instead of the proposed arrangement?	Yes.
101	Part1. Bidding Procedures All financial forms	Financial Forms Statutory Auditor's certificate required to be enclosed with bid. The certificate must be with UDIN	Bidder requests to also consider Chartered Accountant's certificate as well in addition to Statutory Auditor's certification for financial forms. The certificate will be with UDIN.	Tender Conditions Prevail
102	Part1. Bidding Procedures Bid Security (EMD) (page 4 to 156)	The Bid Security / EMD amounting to INR 5,23,00,000/- (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of Bank Guarantee or as per procedure given in bid document.	The bidder requests to kindly allow Insurance Surety Bond as well for Bid Security / EMD as mandated by Ministry of Finance, Government of India.	Tender Conditions Prevail
103	Part1. Bidding Procedures Performance Security & Advance Bank Guarantee	Performance Security & Advance Bank Guarantee	The bidder requests the Client to kindly accept an Insurance Surety Bond as well for Performance Security and Advance Security as mandated by Ministry of Finance, Government of India.	Tender Conditions Prevail
104	Part1. Bidding Procedures Form FIN- 4: Financial Requirements for Current Contract Commitments (page 144 to 156)	Form FIN- 4: Financial Requirements for Current Contract Commitments	Kindly note that the Completion Period for the project is 42 months, whereas in Form FIN-4 (Financial Requirements for Current Contract Commitments) it is shown as 27 months. The bidder requests to review the form and make the necessary correction vide addendum.	Refer Addendum-1
105	Part1. Bidding Procedures	Contract Estimate	Mostly in MMRCL (Nagpur & Thane Metro), UPMRCL, MPMRCL, DMRC tenders approximate Contract Estimate is given in the Tender document. It is requested to provide the approximate Contract Estimate of the Project.	Tender Conditions Prevail
106	Part1. Bidding Procedures	Site Visit	It is requested to arrange joint site visit by MMRCL accompanied by its Engineer for all the interested bidders to visit the site and understand the project	Refer Clause 7.1 of Part-1: Bidding Procedure Section-I: Instructions to Bidders (ITB).
107	Part1. Bidding Procedures	Submission Date	We request you to provide minimum 3 weeks of time for bid submission after final release of pre-bid clarifications and addendum and extend the bid due date accordingly.	Tender Conditions Prevail
108	2.4 Specific Construction Experience 2.4.1 Contracts of Similar Size and Nature	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date.	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date.	

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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
109		a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; OR b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; OR c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement / Segmental Box Girder of minimum 1 Km length in one single contract of value not less than INR 836 Crores; OR b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement / Segmental Box Girder of minimum 1 Km length in two contracts separately (i.e. Metro/ High-speed railway / RRTS in one contract and flyover / bridge/ elevated road in separate contract) combinedly with combined value of both contracts equal to or more than INR 1046 Crores; OR c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement / Segmental Box Girder of minimum 1 Km length in three contracts separately (in case of three contracts atleast one contract shall be of Metro/ High-speed railway / RRTS and two contracts of flyover / bridge/ elevated road) combinedly with combined value of three contracts equal to or more than INR 1254 Crores;	Refer Addendum-1
110		Notes: 2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Notes: 2. **Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement / Segmental Box Girder of minimum 1 Km length or both. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement / Segmental Box Girder of minimum 1 Km length or both.	Refer Addendum-1
111	2.4.4 Qualification for Detailed Design Consultants (DDC)	b. DDC must have completed detailed design of flyover/ bridge/ elevated road works with Rib & Spine arrangement with Pre-Stressed Concrete superstructure and substructure in the past ten (10) years from one month prior to bid submission date.	b. DDC must have completed detailed design of flyover/ bridge/ elevated road works with Rib & Spine arrangement / Segmental Box Girder with Pre-Stressed Concrete superstructure and substructure in the past ten (10) years from one month prior to bid submission date.	Refer Addendum-1
112	Bid Document, clause no. 2.4.1.A, page no. 62.	Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date.	We understand that similar work executed for a State Government Authority under a tripartite agreement between the Govt client- Prime Contractor and Subcontractor is also acceptable. Completion Certificate issued by Govt. authority will be considered for the same. Kindly confirm. This contractual structure is common in large metro rail civil projects and does not dilute the fact that the Employer has duly certified our executed scope of work, quantities, performance.	Refer Addendum-1
113	2.4.1 Contracts of Similar Size and Nature	As per Other Member Experience & As per Lead Member Experience	We understand that there is a Ambiguity between mentioned clause and the subsequent notes 2 & 3, Kindly confirm.	Refer Addendum-1

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114	Bid Document, clause no. 2.4.1. Notes page no. 63.	Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct with Pre Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with pre stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	We request authority to consider the requirement of pre-stressed Concrete superstructure with or without Rib & Spine arrangement of minimum 1 Km length or both. OR Any one of the JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct with Concrete Pre-Stressed superstructure of minimum 2 Km length or flyover/bridge/ elevated road works with pre-stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Refer Addendum-1
115	2.4.2 General Construction Experience	Minimum experience under construction contracts in the role of Prime Contractor (Single Entity or JV/Consortium member) for completed/ ongoing works during any year/ years in last Seven (7) years ending up to One (1) month prior to the Bid submission date.	We understand that the requested construction contracts shall be for any civil works and irrespective of similar works. Kindly confirm.	Your understanding is correct.
116	General		Kindly provide the AutoCAD drawings which help bidder to estimate the tender bill of Qtys.	Refer Addendum-1.
117	Earnest Money Deposit Part 1_4	Earnest Money Deposit (EMD) (In Rs] : 5,23,00,000 Forms of Earnest Money Deposit: EMD to be paid in BG	Kindly allow submission of EMD in the form of Insurance Surety Bond. Prestigious government organizations like NHAI have already allowed the same.	Tender Conditions Prevail.
118	Drawings General	Drawings in Pdf format are provided	Kindly provide drawings in Autocad format for ease and accuracy in working.	These details are provided in Alignment Drawing in Addendum-I.
119	Performance Security Part 3_1078, 1091	Amount of Performance Security: 10% of the Contract Price in Insurance Surety Bond/Bank Guarantee Validity of PBG shall be DLP plus 84 days	We hereby request you to kindly keep valtdity till DLP only.	Tender Conditions Prevail.
120	Defects Liability Period Part 3/1077	Defects Notification Period (DNP) / Defect Liability Period (DLP): 24 Months from the date of issue of last taking over certificate for the whole of the Works and not part thereof.	We request you to kindly consider DLP of 1 year as practised by many government organisation complete project.	Tender Conditions Prevail.
121	Mabilizations Advance Part 3/1079, & 1148 & 1149	(a) Mobilization Advance: Interest bearing Mobilization advance shall be 10% of original contract value payable in two equal instalments of 5% (Five Percent) each in the currencies and proportions of the Accepted Contract Amount. Rate of interest shall be charged at "RBI Bank Rate" with simple interest prevailing on the date of advance and published on RBI Web Site separately under "Policy Rates", Interest will be chargeable and calculated on reducing balance method.	Interest charged for mobilization advance is going to be the part of contract price and will attract GST. In view of this, we request you to provide intrest free mobilization advance which will not only reduce the contract price but also will reduce tax burden.	Tender Conditions Prevail.
122	Plant & Machinery Advance Part 3_1080	Plant & machinery advance: Not Applicable	We request you to provide Interest Free plant & machinary Advance @ 10% of Contract Value.	Tender Conditions Prevail.
123	CAR POLICY & Workmen Compensation Part 3_108l, 1162	c) The Contractor shall obtain Comprehensive All Risk (CAR) insurance policies taking in to consideration of all risk involved in the contract duly covering “Marine/Transit (if applicable)“ & others risks described in Contract and perceived by contractor as per nature nf work for values equivalent to the 100Wo Contract value price within 28 days from the date of commencement and shall submit all relevant policies within 42 days from the Commencement Date. The insurance coverage shall cover the Employer and the Contractor against all loss or damage until the end of the Defects Notification Period plus three months.	We hereby request you to kindly keep CAR policy and WC policy validity till upto completion period only. Kindly clarrify.	Tender Conditions Prevail.

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124	Professional Indemnity Insurance Part 3/1162	the Contractor shall effect and maintain professional indemnity insurance against liability arising out of any act, error or omission by the Contractor in carrying out the Contractor's design obligations as follows, AOA (any one accident) limit equal to 6% of the contract value against Schedule B & F (Lump Sum Component) of Price Bid in respect of Design & Construct with AOY (any one year) limit of 2 incidents in a year. In the Professional Indemnity insurance Policy the deductible amount shall not be more than 5No AOA limit. AII POlÎCy shall be obtained within 28 days from 'date of commencement' and shall be subniitted within 42 days from the commencement date. The policy shall valid for three years after date of issue of 'Performance Certificate' or five years after commencement of commercial train operations whichever is later.	wc hereby request you to kindly reduce the validity of Professional Indemnity Insurance till completion of work. As it will serve no purpose once the work is completed as per design.	Tender Conditions Prevail.
125	Bonus /încentive General	The clauses regarding to advances are not mentioned.	Kindly incorporate an equitable clause for incentive /bonus for early completion fo the work	Tender Conditions Prevail.
126	Land for Batching plant & Labour camp Part 3_1104	lt shall be the responsibility of the Contractor to provide at his own cost the required sheds, store houses, and yards for both Permanent and Temporary Works	Kindly allow set up of batching plant, labour camps / temporary residence facilities at site . This will save cost and time	Tender Conditions Prevail.
127	Liquidated Damages Part 3_1079	Not exceed 109c of the Contract Price. 0.01% of price quoted in Schedule per week delay	We hereby request you to kindly reduce the maximum ceiling of liquidated damages to 5% as practised by most of the government organizations .	Tender Conditions Prevail.
128	Material Advance/ Secured Advance Part 3_1080,1149	(c) Secured Advance for material: Interest free secured advance for material shall be provided to the Contractor with the following requirements: 1. It shall be given fur Reinfnrcement and High Tensile Strength Strands nnly. 4. It shall be given up to a maximum of 809c of the Invoice value or the cost of Reinforcement and High Tensile Strength Strands as derived by the Engineer. 6. Maximum amount of material advance at a time shall be limited to 1.She of the contract value.	We hereby request you to kindly remove the maximum ceiling tif Secured Advance for material.	Tender Conditions Prevail.
129	Delay Payment Part 3/1080	No financing charges shall be payable due to delayed payment under Cl. 14.8	We request you to kindly review the clause as practised by reputed government in this clause for paying to contractor for any delay in payments.	Tender Conditions Prevail.
130	Price Adjustment Part 3_1141, 1143	Escalation applicable as per WPI to Sch- B, C and D not applicable to Pricing Schedule A and E. The "Adjustment for changes in cost" shall be limited to 20% of the portion of the contract on which price variation is payable/applicable. No price variatinn clause shall be applicable to any extra item / new items/NS Items	We request you to kindly consider escalation payment for Schedule A & E also.	Tender Conditions Prevail.

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	Tender Clause No.	Bid Condition	Bidder's queries	Reply to Bidder's queries
131	Page No. 62 Section-III: Evaluation and Qualification Criteria / Clause 2.4.1 Contracts of Similar Size and Nature	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	We respectfully submit that the existing eligibility condition mandating specific experience exclusively in Metro / High-speed Railway / RRTS Viaduct projects may inadvertently restrict participation of competent and experienced infrastructure contractors who have successfully executed large-scale elevated structures such as flyovers, bridges, and elevated roads of similar technical complexity and magnitude. It is pertinent to mention that construction methodologies, engineering challenges, and structural systems involved in Pre-Stressed Concrete elevated road/bridge/flyover works are substantially comparable to those adopted in metro viaduct construction. Hence, contractors with such experience possess equivalent technical capability and execution competence. In order to enhance wider participation and ensure healthy competition without compromising quality, we kindly request the Authority to consider revising the PQ criteria to include the following: Proposed Amendment: a). Work of Metro / High-speed railway / RRTS/ Viaduct / flyover / bridge / elevated road works with Pre-Stressed Concrete superstructure of minimum 3.5 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS/ Viaduct / flyover / bridge / elevated road works with Pre-Stressed Concrete superstructure of minimum 3.5 Km length in one single contract of value not less than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS/ Viaduct / flyover / bridge / elevated road works with Pre-Stressed Concrete superstructure of minimum 3.5 Km length in one single contract of value not less than INR 1254 Crores; Further we also submit that the condition stipulating experience in Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length is highly specific in nature and may unnecessarily restrict participation of otherwise competent and experienced contractors. It is pertinent to note that the structural configuration of Rib & Spine arrangement represents only one of several design alternatives adopted for elevated viaducts/flyovers/bridges. The engineering principles, construction methodology, launching techniques, pre-stressing operations, and quality control requirements for other PSC superstructure systems (such as segmental box girder, U-girder, I-girder, or spine girder systems) are technically comparable and demand similar expertise and resources. Therefore, insisting on experience in a particular configuration does not materially enhance technical capability but may limit fair competition. In the interest of wider participation and competitive bidding, we kindly request the Authority to consider deletion of the said clause and allow broader eligibility as Above:	Refer Addendum-1

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	Tender Clause No.	Bid Condition	Bidder's queries	Reply to Bidder's queries
132	Page No. 62-63 Section-III: Evaluation and Qualification Criteria / Clause 2.4.1 Contracts of Similar Size and Nature/ Notes: 3	Other JV/Consortium Member(s) should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	We respectfully request the Authority to kindly modify the eligibility clause for Other JV/Consortium Member(s) by permitting experience in execution of Metro / High-speed railway / RRTS Viaduct / flyover / bridge / elevated road works with Pre-Stressed Concrete superstructure of minimum 2 km length, irrespective of the specific Rib & Spine configuration. Such a modification will broaden participation by enabling technically competent and experienced contractors to qualify, while fully maintaining the required technical capability, quality standards, and overall project objectives envisaged under the tender.	Refer Addendum-1
133	Bidding documents Part – I, Section-III : Evaluation and Qualification Criteria, 2.4.1 (A) (b)	Work of Metro / High speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores;	We understand that the bidder shall be considered eligible if the required experience is fulfilled as under: 1. One completed contract comprising PSC Metro / High speed railway / RRTS viaduct work of minimum 3.5 km length, and 2. Another completed contract comprising PSC flyover / bridge / elevated road work with Rib & Spine arrangement of minimum 1.0 km length, with the combined value of the above two contracts being INR 1,046 Crores or more.	Your understanding is correct. However, refer Addendum-1.
134	Bidding documents Part – I, Section-III : Evaluation and Qualification Criteria, 2.4.1 (A) (c)	Work of Metro / High speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	We understand that the bidder shall be considered eligible if the required experience is fulfilled as under: 1. Two completed contract comprising PSC Metro / High speed railway / RRTS viaduct work of minimum 3.5 km length, and 2. Another completed contract comprising PSC flyover / bridge / elevated road work with Rib & Spine arrangement of minimum 1.0 km length, with the combined value of the above two contracts being INR 1,254 Crores or more.	Your understanding is correct. However, refer Addendum-1.

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
135	2.4.1/ Pg.No. 62	Contractors must have completed contracts of similar size & nature criteria : A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 years up to 1 month prior to bid submission date. a) In one single contract of value not less than INR 836 Crores; OR b) In two contracts combinedly with value equal to or more than INR 1,046 Crores; OR c) In three contracts combinedly with value equal to or more than INR 1,254 Crores **Similar work: Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length.** Substantial completion means completion of minimum 80% value of the Works as defined above.	As per clause 2.0, Pg.No. 62, 2, Part II, Sect-VII-B, it is mentioned that "The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing." Accordingly, prior PQ experience specifically in rib/wing and spine configurations is does not stands mandatory requirement, since the tender conditions allow alternative superstructure types. Hence, we request below modification for the definition of similar works, as any of below options : **Option-1 :** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and/ **or** flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length. **Option-2 :** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length **and any other independent structure such as** flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length. **Option-3 :** Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure **in double decker (Road flyover at level 1 and metro viaduct on level 2)** ~~**with Rib & Spine arrangement**~~ of minimum 1 Km length.	Refer Addendum-1.
136	2.1/ Pg.No. 1078	After award of the work, The Engineer shall grant the Contractor right of access to, and /or possession of, the Site progressively for completion of Works.	The Project involves scope of works involving, cast-in-situ works such as Foundations & substructures & Precast segmental works, I Girder casting transportation & erection. We will have to take up work simultaneously at multiple fronts, that will have resource allocations and will govern the cost. Hence, we request to please provide chainage wise & week-wise breakup's of site that will be made available to Contractor. Please confirm.	Tender Conditions Prevail.
137	2.0/ Pg.No. 62	The 1st Level Six Lane Elevated Road including Ramp, shall be executed on a lump sum basis. The work shall be carried out with SPINE & Wings type of superstructure. **The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing.**	As per Vol-1, Part 1, Sect-III, Clause no 2.7, page no 71, Launching Gantry capable of erecting both Elevated Road (Spine) and Metro Viaduct Segment = 2nos. Since its not binding on the Contractor to mandatorily provide Wing & Spine arrangement for Level1 flyover,, hence we understand having Equipment for wing and spine erection [LG-2nos], is also not mandatory. Request to please remove mandatory requirement of Launching Gantries for level 1 flyover.	Tender Conditions Prevail.
138	2.6/ Pg.No. 192	**Construction Depot & Dumping Yard :** No land for casting yard or offices/laboratories etc. will be provided by the employer. Contractor should make his own arrangements at his own cost	The Project involves casting of Precast elements of Metro as well as Flyover which are huge in numbers and will also require adequate arrangements for stacking. Also as per the Milestones. We request authority to look into and please provide any available land, near the project alignment, to contractor for construction period.	Tender Conditions Prevail.
139	Notes under summary of BOQ. Pg.No. 1406	It is mentioned that "Bidder shall submit scanned copy of the filled up financial bid on its Letter Head."	Since the bid is to be submitted online, we consider that only Excel file of BOQ needs to be uploaded and no hard copy of price bid needs to be submitted. Please confirm.	Bidder to submit signed & stamped PDF copy of complete Part-4 and excel file provided on E-tender Portal

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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
140	Appn 2B Pg.No. 514	KD-5 : Setting of Casting Yard and readiness for casting of 1st Metro Viaduct Segment = **21weeks = 4.8months**	We request to kindly relax this Key date by at least **6 months [I.e. 26 weeks from LOA]** as, land availability in Pune is very limited and at least 6 months will be required for scouting, liasioning and setting up all the resources into the casting yard. Please confirm.	Tender Conditions Prevail.
141	Notes under summary of BOQ. Pg.No. 1406	Submission of Part IV- Price bid.	We request clarification on mode of submission. This annexure is to be submitted online in excel for or hard copy submission? If it is to be submitted online, we request to please modify BOQ excel file of price bid accordingly.	Bidder to submit signed & stamped PDF copy of complete Part-4 and excel file provided on E-tender Portal
142	Vol 1, Page 152	Schedule of Payment Currencies. Foreign currencies, its conversion rate and final bid amount in INR equivalent is to be submitted by contractor.	We consider that this format is to be filled in financial bid. We request clarification on mode of submission. This annexure is to be submitted online in excel for or hard copy submission? If it is to be submitted online, we request to please modify BOQ excel file of price bid accordingly.	Bidder to submit signed & stamped PDF copy of complete Part-4 and excel file provided on E-tender Portal
143	-	AutoCAD Drawings & Alignment on Google Earth	Please provide AutoCAD formatted drawings and KMZ file for the alignment. This will help bidders for preparation of technical submittals for the bids.	Refer Addendumm-1.
144	-	Span arrangement	Since it is EPC basis, we consider that span arrangement given is not mandatory and bidder has freedom to change the spans. Please confirm.	Refer Clause 2.1.1, 2 (4) of Part-II, Section-VII-B Work Requirement, Employer's Requirements – Functional.
145	-	Geotechnical details are not provided in the tender document	Please provide Geotech details for the project.	Refer Addendum-1.
146	-	Last Date & Time for seeking Clarification @ 04.02.2026 up to 06.00PM (IST)	We request client to allow Additional Queries last date as 13.02.26. Please allow.	Tender Conditions Prevail.
147	-	Existing BRTS corridor	We consider that the BRTS corridor is not in operational and will not be revived / opened in future, further the existing BRTS lanes will be handed over to contractor along with notice to proceed. Please confirm.	Yes.
148	-	Client's estimated cost is not mentioned in the tender document.	Please clarify the client's estimated cost for the project.	Tender Conditions Prevail.
149	Cl 4.2, Page 1077	Performance bank guarantee is mentioned as 10 % of CV.	We request to change the % of Performance BG to 3% of CV. Kindly confirm.	Tender Conditions Prevail.
150	2.4, 2.4.1	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work ofMetro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores;	With reference to the concerned clause, wherein work of Metro / High-Speed Railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 km length is specified, we request that Bridges over River also be included under this clause. Construction of bridges over rivers involves significantly higher complexity due to hydraulic considerations, foundation challenges, working in flowing water conditions, and environmental constraints. Inclusion of bridges over rivers would therefore enhance and appropriately broaden the scope of qualification, while remaining aligned with the intent of assessing technically capable and experienced bidders. We request you to kindly consider the inclusion of Bridges over River under the said clause and confirm the same. Hence we request you to kindly include the following a) Work of Metro / High-speed railway / RRTS Viaduct/Bridge over River with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine or Segmental construction arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores;	Refer Addendum-1.

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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
151	2.4, 2.4.1	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work ofMetro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores;	In reference to the concerned clause, wherein ribs and spine are specified, we request that PSC segmental box girders also be included. PSC segmental box girders do not require heavy staging, allow for faster construction, and have comparatively low maintenance requirements. Considering these advantages, inclusion of PSC segmental box girders would be appropriate and beneficial under the scope of this clause. We request you to kindly consider and confirm the inclusion of the same.	Refer Addendum-1.
152	2.4, 2.4.1	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work ofMetro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores;	With reference to Clause 2.4.1(a), it is stated that a single contract of value not less than INR 836 crores will be considered. While we understand the requirement specified in the clause, we would like to request you to kindly consider Statutory auditor certificate along with TDS/26AS Certificate for 100% work execution in JV as proof for payments received against the said contract. We request you to kindly confirm the same.	Tender Conditions Prevail.
153	2.4.1 Contracts of Similar Size and Nature	**Notes:** 1. *Substantial completion means completion of minimums 80% value of the Works as defined above. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspced railway / RRTS V iaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works wilh Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum I Km length or both.	Considering the scope of work, i.e., Elevated Road and **Metro Viaduct,** and our vast experience in similar nature of works such as Elevated Roads, and in order to ensure better competition, we request you to kindly allow the Elevated Road experience and amend the clause mentioned below accordingly. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Higlis'peed railway / RRTS Viaduct/E1ev:ited Road with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-S tressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Refer Addendum-1.
154	Key details	The Bid Security / EM D aiiiounting to **INR 5,23,00,000/** (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of B»n k Guarantee or as per procedure given in bid document.	Please allow EMD/B id Security in the form of an **insurance surety bond/ ban** k gurantee, same as allowed for performance security.	Tender Conditions Prevail.
155	Key details	Date & Time ot submission of Tender - Dt. **04/03/2026** at 16.00 Hrs.	As this is an lurnpsum tender and the quantum of work is substantial, we request the Authority to kindly grant an extension of the bid due date by a minimum of 15 days from the original bid due date to allow sufficient time for detailed study and preparation.	Tender Conditions Prevail.
156	Clause 2(b) Viaduct designed	Whole length of the viaduct has to be designed for double line standard gauge track as shown in the GAD. System is planned with end evacuation and 25 KV AC OHE traction. Some spans will have to be designed to accommodate thc crossovers with Deck continuity.	Please confirm whether future track expansion / third line provisions are to be considered in design.	Tender Conditions Prevail.

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157	Clause 2C	Station pier arms to be designed by D&B contractor; station girders by Maha-Metro DDC	Station girders and slabs are designed by Maha-Metro appointed DDC, while foundations and pier arms are by Contractor, So please clarify and required clarity on interface and coordination responsibility.	Tender Conditions Prevail.
158	Clause 2.1.1(xiii)	Erection of Segment/ PSC I -Girder for viaduct work, Spine and Wings Segment for 1st level Six lane Elevated Road in position on the piers by suspended type by launching Girders. Only In case of restricted area on case to-case basis under slung type/GSS launching system may be permitted. Nothing extra will be payable for cast in-situ spans and no deductions will be made either.	Please confirm whether under-slung / GSS launching is allowed at all locations with prior approval.	Tender Conditions Prevail.
159	Clause 2. 1.1(xvii)	Thickening of parapet for OHE masts as required by OHE layout plan (LOP) shall be implemented. However, the bidder should consider one additional pedestal (on both parapets at mid span) in every span in addition to the pedestals at both ends in his quoted price. Minimum 3 pedestals (on each side) in one span will be **required** and need to be **adjusted as** per **LOP.** For 1st level Six Lane Elevated Road, foundation on superstructure, Insert, anchor Bolts to be provided for Electrical pole/ Elevated Gantries/ Signage and any other requirement to be provided and for the same nothing will be paid extra.	Please clarify whether additional RCC pedestals, if required due to changes in OHE layout (LOP) beyond the minimum specified pedestals per span, will be measured and paid separately, or shall be deemed included in the quoted price.	Tender Conditions Prevail.
160	RFP	The Bid Security / EMD amounting to INR 5,23,00,000/- (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of Bank Guarantee or as per procedure given in bid document.	Please allow Insurance surety bond/ Bank Guarantee. For Bid security	Tender Conditions Prevail.
161		Date & Time of submission of Tender - Dt. 04/03/2026 at 16.00 Hrs.	We request authority to give date extention of bid due date for study purpose for mi numum 15 days from orignal bid due date.	Tender Conditions Prevail.

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
Tender No.	P2-C02/2026 (ICB)			
Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
162	2.4.1 Contracts of Similar Size and Nature	***Other JV/Consortium Member(s) should have experience either in construction work of Metro/ Highspeed railway / RRTS Viaduct with Pre-Stressed Concrete super structure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Please change this clause as "***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct/Elevated Road with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both."	Refer Addendum-1.
163	Section-III: Evaluation and Criteria. 2.4 Qualification Construction Experience 2.4.1 Specific Contracts of Similar Size and Nature of	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or	Request you to kindly consider to modify. A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct/Flyover, with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete segmental type superstructure of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct/ Flyover, with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete segmental type superstructure of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct/ Flyover, with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete segmental type superstructure of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254Crores; Under "Note of Clause no 2. SCOPE OF WORK - 2.0 GENERAL of Work Requirement,	Refer Addendum 1

Name of Work	Design & Construction of Elevated Metro Viaduct of Length 4.8 Km and 1st Level Six Lane Elevated Road of length 4.7 Km including Solid Ramp along with structural work of four Elevated Stations from Ramwadi to Tuljabhavani as a part of Corridor-2B: Ramwadi to Wagholi / Vitthalwadi of Pune Metro Rail Project Phase-2.			
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Sr. No.	**Tender Clause No.**	**Bid Condition**	**Bidder's queries**	**Reply to Bidder's queries**
	PART-1	b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	Employer's Requirements - Functional of Vol-2" it is mentioned as. "The work shall be carried out with SPINE & Wings type of superstructure. The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing." Pre-stressed concrete segmental superstructure is a globally accepted and proven system for Metro, RRTS, flyover and elevated road projects. Rib & Spine arrangement is only one form of PSC segmental superstructure. In view of the above, it is respectfully requested to include Pre-Stressed Concrete segmental type superstructure, which is technically equivalent, widely adopted and aligns with current industry practices, thereby ensuring wider participation without diluting the quality, safety and execution capability required for the project. Kindly Consider.	
164	Notes: Join Venture Clause Qualification Section-III: Evaluation and Criteria. 2.4 Qualification Construction Experience 2.4.1 Specific Contracts of Similar Size and Nature of PART-1	2**Lead Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both. 3. ***Other JV/Consortium Member(s) should have experience either in construction work of Metro / Highspeed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 2 Km length or flyover/ bridge/elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Request you to kindly consider as below and make suitable amendments in the Pre-Qualification criteria. 2 ** ANY Member should have experience either in construction work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length or flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length or both.	Refer Addendum 1
165	Section-I: Instructions to Bidders (ITB) Bid Security (EMD)	The Bid Security / EMD amounting to INR 5,23,00,000/- (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of Bank Guarantee or as per procedure given in bid document.	The Authority is requested to consider Insurance Bond Security also for the Bid Security / EMD. Kindly consider.	Tender Conditions Prevail.
166	Clause 2.1.1 (1)	Detailed Survey of the alignment for viaduct (including station locations), soil investigation at every pier location, utility checking	Geotechnical Investigation shall be done at Alternative Pier, to expedite the work faster. (If the Report by Client indicates fairly uniform sub soil strata)	Tender Conditions Prevail.
167	Clause 2.1.1 (2) (xxxii)	Shape and appearance of Piers shall be as decided by Maha Metro from aesthetic point of view	Please allow the bidder to choose/propose design shape and aesthetic view of Piers and Pier Caps	Tender Conditions Prevail.
168	Clause 2.1.1 (2) (xxxix)	For Metro Viaduct, Omega type and for 1st level six lane elevated road, Strip seal Type expansion joint to be provided. Nothing extra shall be paid.	Contractors shall be given the liberty to choose the type of Expansion Joint as per design.	Within the scope of D&B contract. Bidder has liberty to decide type of expansion joints. However, the approval of Engineer is required.
169	Clause 2.1.1 (2) (xxv)	Utilities maybe verified by bidder physically at site.	It's highly difficult for bidder to assess the utilities to be shifted in the short span of time, so Please provide Underground and Overhead Utility Details E.g. Water pipeline, sewer line, gas lines, electrical signaling, telecom cables. Also provide details of HT lines. Also provide Utility owning agency for mentioned utilities as is the prefer in other infra project bids.	Utility diversion is payable as per actual under Schedule E

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170	Clause 2.1.1 (2) Note-2	Pile cap/open foundation area to be backfilled with proper compaction with sand only. This shall be deemed to be included in Lump Sum price.	The Bidder shall be given the liberty to use suitable backfill material for Pile Cap/Open foundation as per specification.	Tender Conditions Prevail.
171	Clause 2.1.1 (2) (xlii)	All debris that includes concrete blocks, pile heads bricks etc. may have to be disposed of by the contractor at nominated places (to be identified by contractor in consultation with local civic bodies) including all lead and lift. However, Maha-Metro's preferred choice is that contractor convert them into useable tiles/bricks so as to ensure that the dumping of such unwanted materials does not harm flora and fauna.	Please specify the location for dumping of all types of debris during the execution of Project. Please provide the details of restricted area within the Alignment of the Project.	Tender Conditions Prevail.
172	Clause 2.6	2.6 Construction Depot & Dumping Yard. No land for casting yard or offices/laboratories etc. will be provided by the employer. Satisfactory and suitable tyre washing arrangements shall have to be made by the contractor for all the vehicles leaving the depot/casting yard to avoid the spillage on the connecting roads. Contractor should make his own arrangements at his own cost which is deemed to be included in Lumpsum quoted price (Schedule "B&C") of this contract.	As it is very difficult to arrange land for casting yards in the nearby vicinity, due to maximum private landowners in vicinities. So, we Request you to provide government land for Casting yard of required area at nominal rates.	Tender Conditions Prevail.
173	5.3 Noise Abatement. Part-2- Employer's Requirements Section-VII-E, Planning Criteria Employer's Requirements, General	Noise Barrier as required in some lengths of viaducts and bridges passing through sensitive residential or hospital zones will be decided by the Engineer/Employer.	Please provide the details of location of Noise barriers that has to be provided in Project location.	Noise barriers are not in the scope of contract
174	2.1.8 TRAFFIC MANAGEMENT Part-II, Section-VII-B Work Requirements, Employer's Requirements - Functional	The Contractor shall prepare the detailed traffic diversion plans in consultation with Pune Traffic Police.	Please provide Traffic survey data within the alignment of Project for purpose of traffic diversion and widening of existing pavement.	Minimum two lane of traffic on either side must be ensured as clause no. 2.1.8 of Part 2 Section VII-B
175	2.1.5 (b) Work Requirements, Employer's Requirement-Functional	b. Site clearance and dismantling of obstructions etc., before commencement of work as specified or as directed.	Please provide details of religious structure within the ROW of Project.	Refer alignment drawing
176	Common Clause	General Information	Please provide AutoCAD drawings and KMZ file of the project. Please provide ROW coordinates and encroachment details within the ROW. Please provide AutoCAD file, Structural and Architectural drawings of Elevated station at 4 locations as per Scope of Work. Kindly clarify whether project alignment passes through forest area, defense area. Bid documents does not clarify the widening of Existing carriageway and construction of Footpath cum drain at location of Elevated Metro Station. Please clarify the same.	Refer Addendum 1
177	Part 1 Bidding Procedures Form FIN-1,2,3,4	In addition to the bidder’s signature, the Bidder shall provide this Form attested by Statutory Auditor certifying the above information.	We request employer to allow certification by Chartered Accountant of the Bidder.	Tender Conditions Prevail.

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178	Part 1 Bidding Procedures BOARD RESOLUTION FORMAT	BOARD RESOLUTION FORMAT	Bidder understands that in case the bidder is participating as a single entity and has an existing official Board Resolution, he does not need to submit the board resolution in the tender format. Please confirm.	Tender Conditions Prevail.
179	Part 1 Bidding Procedures 2.1 Source of Funds	2.1 The Borrower or Recipient (hereinafter called “Borrower”) indicated in the BDS has applied for or received financing (hereinafter called “funds”) from the Asian Development Bank (hereinafter called “ADB”) toward the cost of the project named in the BDS. The Borrower intends to apply a portion of the funds to eligible payments under the contract(s) for which this Bidding Document is issued.	Bidder requests to provide the details of portion of funds from the ADB (Funding Agency) and other funding sources.	All fundinng from ADB only.
180	Part-3: Conditions of Contract and Contract Forms PCC 13.7 Adjustments for changes in cost (Price Variation)	a) The “Adjustment for changes in cost” shall be limited to 20% of the portion of the contract on which price variation is payable/applicable.	We request employer to delete this clause.	Tender Conditions Prevail.
181	Part-3: Conditions of Contract and Contract Forms PCC 13.7 Adjustments for changes in cost (Price Variation)	b) The price variation will be payable only on the Indian currency component (no adjustment for foreign currency component) of the Contract Price	We request employer to allow price variation adjustment also for the foreign currency component of the Contract Price	Tender Conditions Prevail.
182	Part-3: Conditions of Contract and Contract Forms PCC 4.2.1	Contractor shall submit additional Performance Guarantee for over and above 25% variation of the Contract value and subsequently thereafter for every incremental/additional 5% variation of the original Contract value including changes in cost due to change in legislation, if any.	Please confirm whether price adjustment on account of change in law / legislation is payable.	Tender Conditions Prevail.
183	Part 2 Work Requirement Section-VII Annexure-VII-3 APPENDIX 2B Key Dates and Completion	13) The Penalties levied for not achieving the intermediate key dates are non-refundable even if work as a whole in completed in time. 14) These penalties shall not relieve the Contractor from his obligation to complete the works or from any other obligations and liabilities under this contract.	Bidder requests to refund the Liquidated damages levied for intermediate key dates on achievement of successive key date.	Tender Conditions Prevail.
184	Part 3 Sec. IX: Particular Conditions Contract Data	1.1.27 Defects Notification Period (DNP) / Defect Liability Period (DLP): 24 Months from the date of issue of taking over certificated	Bidder requests to reduce the Defects Notification Period (DNP) from 24 months to 12 months from the date of issue taking over certificate.	Tender Conditions Prevail.
185	Part 3 Sec. IX: Particular Conditions Contract Data	2.1 after receiving the Letter of Acceptance, the Contractor shall be given right of access to all or part of the Site within: After award of the work, The Engineer shall grant the Contractor right of access to, and /or possession of, the Site progressively for the completion of Works.	Bidder requests to provide details of schedule of access to Site and details land acquisition of the Project. 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.	Tender Conditions Prevail.
186	Part 3 Sec. IX: Particular Conditions Contract Data	4.2 Performance Security (as percentages of the Accepted Contract Price/ Amount in Currencies): Percent: 10% of the Contract Price.	Bidder requests to reduce the Performance Guarantee from 10% to 5% of the Contract Price.	Tender Conditions Prevail.

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187	Part 3 Sec. IX: Particular Conditions Contract Data	8.8 maximum amount of Delay Damages: 10% of the Contract Price	Bidder requests to reduce the maximum amount of Delay Damages from 10% to 5% of the Contract Price.	Tender Conditions Prevail.
188	Part 3 Sec. IX: Particular Conditions Contract Data	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 Cl. 14.8	Bidder requests to Provide interest on delayed payment.	Tender Conditions Prevail.
189	Part 3 Sec. IX: Particular Conditions 1.5	The priority of the documents shall be as follows: (a) the Contract Agreement (On appropriate Stamp Paper). (b) the Letter of Acceptance (LOA) (c) Accepted Financial Bid & Bill of Quantities (d) Corrigendum / Addendum/ Clarifications (e) the Particular Condition of Contract (PCC) (f) the General Conditions (GC) (g) the Work Specification & Employer's Requirement, (h) the Drawings, (i) Contractor's Submissions (j) and any other reference documents forming part of the Contract If an ambiguity or discrepancy is found in the documents, the Employer shall issue any necessary clarification or instruction by approval of competent authority.	Bidder requests to include the Contractor's Pre-Bid Proposals, In between the (b) the Letter of Acceptance and (c) Accepted Financial Bid & Bill of Quantities.	Tender Conditions Prevail.
190	Part 3 Sec. IX: Particular Conditions 1.6	The costs of stamp duties and similar charges (if any) imposed by law and as per Stamp Duty Act (amended from time to time) of state in which the work is executed, in connection to entering 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."	Tender Conditions Prevail.
191	Part 3 Sec. IX: PC Special Provisions 2.1 Right of Access	[…] For any such delay in handing over of site, Contractors will be entitled to only reasonable extension of time Sub-Clause 8.4 [Extension of Time for Completion] and no monetary claims whatsoever shall be paid or entertained on this account.	Bidder requests employer to provide cost compensation in case of any delay in Right of access to site by the Employer.	Tender Conditions Prevail.
192	Part 3 Sec. IX: Particular Conditions 4.2.3 Return of the Performance Security	2. The balance amount of performance security shall be released to the Contractor within 45 days from the date of issue of performance Certificate.	Bidder requests to release the performance security balance amount within 21 days from the date of issue of performance Certificate.	Tender Conditions Prevail.

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193	Part 3 Sec. IX: Particular Conditions 4.6 Co-operation	(b) […] A copy of this joint written statement shall be provided to the Engineer within 7 days of the end of the said design co- ordination period. Unless and until copies of all relevant and necessary design co-ordination statements have been submitted to the Engineer, the Engineer shall be entitled to suspend any review or further review of the Contractor's or the other contractor's design submissions. Such suspension shall not be grounds for the Contractor to claim nor shall be entitled to receive an extension of time or additional payments. (g) If the Contractor shall suffer delay by reason of failure by any Designated/Interfacing Contractor to meet the specified installation interfacing and co-ordination, completion dates, which delay shall be caused otherwise than by fault of the Contractor, or, if compliance with sub-clause (f) herein shall involve the Contractor in delay beyond that which could be reasonably foreseen by an experienced contractor at the time of tender, then the Engineer shall take such delay into account in determining any extension of time to which the Contractor is entitled under the Contract.	Bidder requests to provide EOT and Cost in case of delays not attributable by Contractor. Bidder requests to provide Cost in case of delays attributable by any Designated/ Interfacing Contractor.	Tender Conditions Prevail.
194	Part 3 Sec. IX: Particular Conditions 4.6 Co-operation	(h) […] If any act or omission of the Contractor whether directly or indirectly results in the delay in the execution of the works of a Designated/Interfacing Contractor, the Contractor, in addition to his liability in respect of liquidated damages if they become due, shall pay to the Employer, or the Engineer may deduct from Interim Payment Certificates such amount as the Employer/Engineer shall have certified in respect of additional payments or costs to the Designated/Interfacing Contractor in respect of such delay	Bidder request to confirm the following: (a) LD is the only remedy for the Employer to recover the damages or losses due to any delays. (b) The maximum “Delay Damages” applicable should not exceed 5% of amount of Accepted Contract Amount. (c) If the Contractor achieved the subsequent milestone dates on time or during or within the extended period of time, then the withheld LD should be released to the Contractor. (d) The Claim by other Contractors has no bearing to the Contractor account.	Tender Conditions Prevail.
195	Part 3 Sec. IX: Particular Conditions 5.3 Contractor’s undertaking	[…] No claim for additional payment or extension of time shall be entertained and/or the Contractor shall not be relieved from any obligation/liability under the Contract, for any delay, suspension, impediment to or adverse effect upon the progress of the Works due to any mistake, inaccuracy, discrepancy or omission in or between the Contractor’s, the Definitive Design and the final design, or any failure by the Contractor to prepare any Design Data or submit the same to the Employer/Engineer in due time and the Contractor shall promptly make good any such defect at his own cost.	Bidder requests deletion of the proposed clause and retention of the corresponding clause as provided in the FIDIC Yellow Book 2017. “The Contractor undertakes that the design, the Contractor’s Documents, the execution of the Works and the completed Works will be in accordance with: (a) the Laws of the Country; and the documents forming the Contract, as altered or modified by Variations.”	Tender Conditions Prevail.
196	Part 3 Sec. IX: Particular Conditions 6.2 Rates of Wages and Conditions of Labour	The Contractor shall make himself aware of all labour regulations and their impact on the cost and build up the same in the Contract Price. During the Contract Period no extra amount in this regard shall be payable to the Contractor, for whatsoever reason including any revision of rates payable to the labour due to revision of rates payable in Minimum Wages Act.	Bidder requests to provide the revision rates for labour during the execution period of Contract.	Tender Conditions Prevail.

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197	Part 3 Sec. IX: Particular Conditions 8.3 Programme	Within 28 days of the date of the letter of acceptance, the Contractor shall submit to the Engineer, for consent, the Detailed Works Programme in the form and content prescribed in the Bidding Documents.	Bidder requests to modify “Within 28 days of the date of the letter of acceptance, the Contractor shall submit to the Engineer, for consent, the Detailed Works Programme” to “Within 28 days of the date of the letter of acceptance, the Contractor shall submit to the Engineer, for consent, the Initial Programme”.	Tender Conditions Prevail.
198	Part 3 Sec. IX: Particular Conditions 8.5 Extension of Time for Completion	2. However, 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 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-year cycle and d. the Contractor not fulfilling his obligations under Sub- Clause 4.6.	Bidder requests to provide the EOT in such a, b, c, d and in the event of the Pandemic and Epidemic Event conditions.	Tender Conditions Prevail.
199	Part 3 Sec. IX: Particular Conditions 8.10 Consequences of Suspension		Bidder requests to provide the EOT and Cost in case of Suspension Period is Up to 14 days and, The cost in the case of the Suspension Period is 15-30 days.	Tender Conditions Prevail.
200	Part 3 Sec. IX: PC Special Provisions 11.4 Failure to remedy Defects	Emergency defect rectification If any defect or damage is requiring immediate attention from safety, environmental or operational viewpoint and the contractor could not attend the same immediately, the Employer/Engineer has the authority to proceed with rectification in any manner suitable and the Employer shall be entitled to payment by the contractor of the cost incurred by the employer.	Bidder requests that any damage or defect attributable to the Contractor shall be rectified by the Contractor with prior notification by the Employer.	Tender Conditions Prevail.
201	Part 3 Sec. IX: PC Special Provisions 13 Variation and Adjustment	[…] 3(v) If the Engineer withdraws the request for an Employer's Variation, the Contractor shall have no claim of any kind whatsoever arising out of or in connection with any of the proposals made or any failure to reach agreement. In case the Employer’s Variation involves omission of part of the Works, the agreement shall address the issue of reduction in the Contract Price.	Bidder requests the Employer shall not get the omitted work executed by any other Contractor and the Contractor shall be compensated for any cost incurred due to such omission.	Tender Conditions Prevail.

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202	Part 3 Sec. IX: PC Special Provisions 14.2 Advance Payment	(a) Mobilization Advance: interest bearing Mobilization advance shall be 10% of original contract value payable in two equal instalments of 5% (Five Percent) each in the currencies and proportions of the Accepted Contract Amount. Rate of interest shall be charged at “RBI Bank Rate” with simple interest prevailing on the date of advance and published on RBI Web Site separately under "Policy Rates". Interest will be chargeable and calculated on reducing balance method. Mobilization advance shall be paid against acceptable Bank Guarantee issued from a Scheduled Commercial Indian Bank or Schedule Commercial Foreign Bank (Except Cooperative Bank) having business offices in India. The value of Bank Guarantee taken towards security of “Advance Payment” / “Mobilization Advance” shall be 110% of the advance amount requested by the Contractor and valid for 60 Days beyond scheduled completion time. The validity of Advance Bank Guarantee shall be extended as per extended time of contract plus 60 days, if the Advance Amount is not recovered completely. […] The second installment shall be paid on production of statement of effective and 100% proper utilization of the first installment along with supporting documents duly accepted and certified (with or without modification) by the Engineer. The Contractor shall be required to submit the ‘Utilization Certificate’ of 1st installment along with Bank Guarantee @ 110% of 2nd installment, with his letter of request. The Contractor, once the 50% of mobilization advance has been recovered, shall have a onetime option to reduce the Bank Guarantee for the mobilization advance by the proportion to the amount recovered.	Bidder requests to provide the Interest -Free advance and reduce the Bank Guarantee from 110% to 100% Advance Payment for Mobilization Advance.	Tender Conditions Prevail.
203	Part 3 Sec. IX: PC Special Provisions 14.2 Advance Payment(d)	The recovery of the Advance Payment shall be done in respective currencies and shall commence when 20% of the original contract value of the work has been paid in respective currencies (in addition to the Mobilization Advance) and shall be recovered by deduction of 25% of the amount of each Interim Payment, until the total of the Mobilization Advance is recovered before payment of 75% of contract price or before the expiry of original contract period (or any extension as approval for recovery advance) whichever earlier.)	Bidder requests to recover the Advance payment from 20% of the original contract value of the work and before payment of 90% of contract price or before the expiry of original contract period (or any extension as approval for recovery advance) whichever earlier.)	Tender Conditions Prevail.
204	Part 3 Sec. IX: PC Special Provisions 14.17 Recovery of Money due to the Employer	All damages (including, without limitation, liquidated damages), costs, charges, expenses, debts, or sums for which the Contractor is liable to the Employer under any provision of the Contract may be deducted 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 not so deducted from monies due to the Contractor under any other contract between the Employer and the Contractor	Bidder requests to delete this condition.	Tender Conditions Prevail.

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205	Part 3 Sec. IX: PC Special Provisions 15.2 Termination for Contractor's Default	Part-Termination/ Descoping of Work In case the Contractor fails to adhere to the agreed programme of work by margin of 10% of the stipulated period or 21 days, whichever is earlier, or fails to complete the Works or parts of the Works within the stipulated or extended period of completion, or is unlikely to complete the whole Work or part thereof within time because of poor record of progress, the Employer at its sole discretion may terminate only part / limit the scope / de-scope part of the work of the contract also by taking out some part of the total scope of work and may complete or arrange for any other entity through the process of Open/ Limited/ Single Tender/ by calling quotations or any other manner as deemed fit at the risk and cost of the contractor. In such case, the additional financial implications (if any), shall be debited/ recovered from the any monies due to Contractor and/or performance security. The Contractor shall not be entitled for any claim in this regard whatsoever.	Bidder requests to delete this condition.	Tender Conditions Prevail.
206	Part 3 Sec. IX: PC Special Provisions 15.4 Payment after Termination for Contractor's Default	[…] The balance amount further if any to be recovered, may be deducted by the Employer from any monies then due or which, at any time thereafter, may become due to the Contractor alone or jointly under this or any other Contract or otherwise.	Bidder requests to delete "any other Contract or otherwise." this portion of condition.	Tender Conditions Prevail.
207	Part 3 Sec. IX: PC Special Provisions 18.7 Resumption of Work	Resumption of Work The obligations under the Contract shall be resumed as soon as practicable after the event has come to an end or ceased to exist. In case of doubt or dispute, whether a particular occurrence should be considered an "event" as defined under this clause, the decision of the Engineer shall be final and binding.	Bidder requests that the decision should be taken on mutual agreement between the Engineer and Contractor.	Tender Conditions Prevail.
208	Part 3 Sec. IX: PC Special Provisions Negotiation	(i) Negotiation (Engineer and the Contractor) (ii) Amicable Settlement / Conciliation Arbitration	Bidder requests to provide the duration for the Negotiation, Amicable Settlement/ Conciliation and Arbitraion.	Tender Conditions Prevail.
209	Part 3 Sec. IX: PC Special Provisions 29.1 Arbitration and Conciliation	[…] The place of arbitration and conciliation shall be Pune. The arbitration and conciliation shall proceed in accordance with Annexure-IX-B.	Bidder requests to provide the missing Annexure-IX-B in Part 3 of tender document (Pg: 102 of 328).	Annexure-IX-B of Part-3 is already provided at Pg: 1221 to 1226 of tender document.
210	PCC 1.5, Priority of documents	(j) and any other reference documents forming part of the Contract.	We seek deletion of "and any other reference documents forming part of the Contract."	Tender Conditions Prevail.
211	PCC 1.6, Contract Agreement	The Parties shall enter into a Contract Agreement within 28 days after the Contractor receives the Letter of Acceptance, unless the Particular Conditions establish otherwise	We seek restoration of FIDIC clause.	Tender Conditions Prevail.

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212	PCC 1.12 Confidentiality	The following is added at the end of the second paragraph: “The Contractor shall however be permitted to disclose such particulars if required to establish its qualifications to compete for other projects.” “or” at the end of (b) is deleted. “or” at the end of (c) is added. The following is then added as (d): “is required to be provided to the Bank.”	We seek that under the bank shall also be bound under this Confidentiality clause under this contract.	Tender Conditions Prevail.
213	PCC 2.1 Right of Access	For any such delay in handing over of site, Contractors will be entitled to only reasonable extension of time Sub-Clause 8.4 [Extension of Time for Completion] and no monetary claims whatsoever shall be paid or entertained on this account.	We seek that the Contractor shall be entitled to both extension of time and recovery of costs incurred on account of such delay in handing over of site.	Tender Conditions Prevail.
214	PCC 4.1 Contractor’s General Obligations	The following is added as (g); and the current (g) and (h) of the Sub-Clause are then renumbered as (h) and (i) respectively. (g) “if so stated in the Specification, the Contractor shall: (i) design structural elements of the Works taking into account climate change considerations; (ii) apply the concept of universal access (the concept of universal access means unimpeded access for people of all ages and abilities in different situations and under various circumstances; (iii) consider the incremental risks of the public’s potential exposure to operational accidents or natural hazards, including extreme weather events; and (iv) any other requirement stated in the Specification.	We seek clarity regarding this clause with references to sub clauses (a) to (f).	Tender Conditions Prevail.
215	PCC 4.6 (b) Co-operation	Unless and until copies of all relevant and necessary design co-ordination statements have been submitted to the Engineer, the Engineer shall be entitled to suspend any review or further review of the Contractor's or the other contractor's design submissions. Such suspension shall not be grounds for the Contractor to claim nor shall be entitled to receive an extension of time or additional payments.	We seek that the Contractor shall be entitled to Extension of time or additional payment if such design co-ordination statement could not be submitted due to the delays attributable to other contractor(s).	Tender Conditions Prevail.
216	PCC 4.6 (g) Co-operation	If the Contractor shall suffer delay by reason of failure by any Designated/Interfacing Contractor to meet the specified installation interfacing and co-ordination, completion dates, which delay shall be caused otherwise than by fault of the Contractor, or, if compliance with sub-clause (f) herein shall involve the Contractor in delay beyond that which could be reasonably foreseen by an experienced contractor at the time of tender, then the Engineer shall take such delay into account in determining any extension of time to which the Contractor is entitled under the Contract.	We seek that if there is any delay in case of act or omission of the Designated/Interfacing Contractor, the contractor shall be entitled to both Extension of time and additional payment.	Tender Conditions Prevail.
217	PCC 4.24 Assignment of Contractor’s and Sub-contractor’s Obligations	If a Subcontractor’s obligations extend beyond the expiry date of Defects Liability Period then the Contractor shall assign the benefits of such obligations to the Employer.	We seek 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	Tender Conditions Prevail.
218	PCC 5.9 Intellectual Property Rights and Royalties	In the event of the Contractor failing to act at the Employer/Engineer notice, the Employer shall be at full liberty to deduct any such amount of pending claim from any amount due to the Contractor under this Contract or any other Contract.	We seek deletion of this clause.	Tender Conditions Prevail.

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219	PCC 7.10 Cost of Uncovering Work Already Covered up	The decision of the Engineer in this regard shall be final and binding on the Contractor.	We seek deletion of this condition	Tender Conditions Prevail.
220	PCC 8.5 Extension of Time for Completion	2 c. inclement weather conditions, other than 1 in 50 year cycle	We request removal of the highlighted text	Tender Conditions Prevail.
221	PCC 13.3	3 (v) If the Engineer withdraws the request for an Employer's Variation, the Contractor shall have no claim of any kind whatsoever arising out of or in connection with any of the proposals made or any failure to reach agreement.	We seek that the Engineer shall withdraw such request for an Employer's variation prior to the commencement of works by the Contractor.	Tender Conditions Prevail.
222	PCC 13.3	3 (v) In case the Employer's Variation involves omission of part of the Works, the agreement shall address the issue of reduction in the Contract Price.	We seek clarity on the limit of omission that may be instructed by the Employer. In case of any such omission, the Contractor shall be entitled to the loss of expected profit.	Tender Conditions Prevail.
223	PCC 13.3	PCC 13.3, Variation	We seek that the Contractor shall be entitled to extension of time and adjustment of Contract price on account of any change to the Works including (i) changes to the quantities of any item of work included in the Contract; (ii) changes to the quality and other characteristics of any item of work; (iii) changes to the levels, positions and/or dimensions of any part of the Work; (iv) the omission of any Work; (v) any additional or extra work, or (vi) changes to the sequence or timing of the execution of the Works."	Tender Conditions Prevail.
224	PCC 14.1 The Contract Price	The decision of the Employer shall be final and binding.	We seek deletion of this condition.	Tender Conditions Prevail.
225	PCC 14.16 Production of Vouchers	The Engineer's decision on the question of relevancy of any documents, information or returns shall be final and binding on the parties.	We seek deletion of this condition	Tender Conditions Prevail.
226	PCC 14.17 Recovery of money due to the Employer	the Employer shall have the power to recover any balance not so deducted from monies due to the Contractor under any other contract between the Employer and the Contractor.	We seek deletion of this condition	Tender Conditions Prevail.
227	PCC, 14.21 Omissions	14.21 Omissions	We seek clarity on the limit of omission that may be instructed by the Employer. In case of any such omission, the Contractor shall be entitled to loss of expected profit.	Tender Conditions Prevail.
228	PCC 15.2.5 Part-Termination/ Descoping of Work	In case the Contractor fails to adhere to the agreed programme of work by margin of 10% of the stipulated period or 21 days, whichever is earlier, or fails to complete the Works or parts of the Works within the stipulated or extended period of completion, or is unlikely to complete the whole Work or part thereof within time because of poor record of progress, the Employer at its sole discretion may terminate only part / limit the scope / de-scope part of the work of the contract also by taking out some part of the total scope of work and may complete or arrange for any other entity through the process of Open/ Limited/ Single Tender/ by calling quotations or any other manner as deemed fit at the risk and cost of the contractor. In such case, the additional financial implications (if any), shall be debited/ recovered from the any monies due to Contractor and/or performance security. The Contractor shall not be entitled for any claim in this regard whatsoever.	We seek that the contractor shall be given the opportunity to catch up the work progress before the employer part – terminate/ descope the work.	Tender Conditions Prevail.

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229	PCC 15.4 Payment after Termination for Contractor's Default	The balance amount further if any to be recovered, may be deducted by the Employer from any monies then due or which, at any time thereafter, may become due to the Contractor alone or jointly under this or any other Contract or otherwise.	We seek modification of the clause as "The balance amount further if any to be recovered, may be deducted by the Employer from any monies then due to the Contractor alone under this Contract".	Tender Conditions Prevail.
230	PCC CL 16.2 Termination by Contractor	"(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."	We seek restoration of FIDIC clause.	Tender Conditions Prevail.
231	PCC 16.2 Termination by Contractor	In the event the Bank suspends the loan or grant from which part or whole of the payments to the Contractor are being made, if the Contractor has not received the sums due to him upon expiration of the 14 days referred to in Sub-Clause 14.7 [Payment] for payments due under Interim Payment Certificates, the Contractor may, without prejudice to the Contractor's entitlement to financing charges under Sub- Clause 14.8 [Delayed Payment], take one of the following actions: (i) suspend work or reduce the rate of work under Sub-Clause 16.1 above, or (ii) terminate the Contract by giving Notice to the Employer, with a copy to the Engineer, such termination to take effect 14 days after the giving of the Notice."	If the Contractor suffers delay and/or incurs Cost during the above period of 14 days, the Contractor shall be entitled to EOT and/or payment of such Cost Plus Profit	Tender Conditions Prevail.
232	PCC 16.5	In case of the failure of the Contractor to do so, the Employer will be entitled to recover their cost from the Contractor from the amount becoming due to the Contractor or from any other money due in any other contracts.	We seek deletion of this condition	Tender Conditions Prevail.
233	PCC 16.5	The decision of the Engineer of the amount to be recovered will be final decision and full credit at rates initially charged to the Contractor shall be allowed for such materials.	We seek deletion of this condition	Tender Conditions Prevail.
234	PCC 18.7 Resumption of Work	In case of doubt or dispute, whether a particular occurrence should be considered an "event" as defined under this clause, the decision of the Engineer shall be final and binding.	We seek deletion of this condition.	Tender Conditions Prevail.
235	PCC 20.1 Claims	Add to sub-clause 20.1: d. Claims for amounts not insured by the contractor e. Claims for amounts not recovered from insurers f. Claims for the damage caused to interfacing contractors, third parties, employers / engineer's property.	We seek clarity on whether claims for these circumstances will be raised by the Employer.	Tender Conditions Prevail.

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236	PCC CL 21.9	Arbitration and Conciliation	We seek that both Arbitration and Conciliation proceedings shall be in accordance with the Arbitration and Conciliation Act 1996. In case of failure of resolving any dispute(s) by Conciliation, all dispute(s) shall finally be resolved by Arbitration We seek that the Arbitration proceedings shall happen in the following manner : We seek that the arbitration proceedings shall be conducted as per the provisions of Arbitration and Conciliation Act 1996. The arbitrators will be appointed mutually by the parties. There shall be three arbitrators and each party shall nominate one arbitrator of its choice and the two appointed arbitrator shall appoint the presiding arbitrator. The costs pertaining to the Arbitrator shall be borne equally by both the parties. In case of failure to appoint the arbitrator, the appointment shall be as per the procedure set out in Arbitration & Conciliation Act 1996. If the Arbitrator so appointed dies, resigns, becomes incapacitated or withdraws for any reason from the proceedings, then the Arbitrator shall be appointed as stated earlier in accordance with the provisions of the Arbitration and Conciliation act 1996 The Arbitration shall take place in Pune and the Arbitration proceedings shall be in English.	Tender Conditions Prevail.
237	PCC 21.10	Arbitration Fees The cost of arbitration shall be borne by the respective parties. The cost shall, inter alia, include the fees of the Arbitrator(s) as per rates fixed by the Employer	We seek that the cost of Arbitration shall be decided by both the parties.	Tender Conditions Prevail.
238	PCC 21.16	The Contractor grants the Employer, the EIB and auditors appointed by either of them, as well as any authority or European Union Institution or body having competence under European Union law, the right to inspect and copy the books and records of the bidder, contractor, supplier or consultant in connection with any EIB-financed contract.	We seek deletion of this clause.	Refer Addendum-1.
239	PCC 22.1	c) Violation of Contractual clauses and not obeying Employers/ Engineers instructions.	We seek deletion of this clause	Tender Conditions Prevail.
240	Contract Form-2 Contract Agreement	2 (i) and any other reference documents forming part of the Contract.	We seek deletion of this clause	Tender Conditions Prevail.
241	PCC 21.5 Obtaining Dispute Board's Decision	If the DB has given its decision as to a matter in dispute to both Parties, and no Notice of Dissatisfaction has been given by either Party within 28 days after it received the DB's decision, then the decision shall become final and binding upon both Parties.	We seek deletion of the highlighted condition.	Tender Conditions Prevail.
242	PCC 21.6 Failure to Comply with Dispute Board's Decision	In the event that a Party fails to comply with a final and binding DB decision, then the other Party may, without prejudice to any other rights it may have, refer the failure itself to arbitration under Sub-Clause 20.9 [Arbitration]. Sub Clause 20.5 [Obtaining Dispute Board's Decision] and Sub- Clause 20.6 [Amicable Settlement] shall not apply to this reference.	We seek deletion of the highlighted condition	Tender Conditions Prevail.
243	Part II, Work Requirement Section VII Annexure – VII-3A	Geotechnical Investigation Report	Contractor understands that a total of 5 no. of boreholes (BH-5, 6, 10, 11, & 12) are relevant for the subject package. However, borehole logs, field and lab results are missing in the tender documents. Kindly provide these details.	Refer Addendum-1.

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244	Part II, Section VII-F Work Requirements – Technical Specifications 9.4	Contractor shall conduct at-least one Plate Load Test for each type of shallow Foundation.	Kindly clarify the classification criteria for shallow foundations for arriving at the number of plate load tests to be performed on each type of shallow foundation.	It is covered under D&B scope of this tender.
245	Part-II, Section- VII-F Work Requirement – Technical Specification S.02: EARTHWORK 2.15	For open foundation resting on rock, if the sound rock is located at very shallow depth, the contractor is required to cut the rock (of all type or strength) to a depth so that open foundation with a minimum earth cushion of 500mm can be accommodated.	The contractor understands by earth cushion of 500mm that for the open foundations resting on rock, the founding depth shall be such that there is 500mm of overburden cover available above the top of footing. Please confirm if contractors' understanding is correct.	Your understanding is correct.
246	Part IIA GAD	RW-TB-LOT1-GAD-3 of 23	Please provide the as-built drawing and foundation details of the subway structure at Ch 15660m.	Drawing will be provided to the successful bidder.
247	Part-II, Section- VII-F Work Requirement – Technical Specification 8.6 (d)	For the purpose of socketing of end bearing pile in hard rock, the following criterion shall be satisfied: ▫ When the crushing strength of the rock is more than characteristic strength of pile concrete, the rock encountered should be deemed as hard rock as per clause No.B7 of Annex-B, IS 2911- Part1/ Sec-2). ▫ Rock will classify as hard rock if RQD > 75%. Minimum Socketing depth in hard rock shall be as per approved drawing or as directed by the Engineer-In-Charge.	The hard rock criteria of RQD > 75% seems too stringent as per general practice and codal requirements. Request to revisit the same.	Relevant codal provisions to be followed.
248	Part-II, Section- VII-F Work Requirement – Technical Specification 8.5 (B-vii)	The piles shall be founded on hard rock or other suitable `strata as approved by the Engineer.	The contractor understands that the pile can be terminated in strata other than hard rock. Please confirm if the contractors' understanding is correct.	Your understanding is correct.
249	Part-II, Section- VII-F Work Requirement – Technical Specification 8.13	Integrity test	As per the referred clause, the contractor understands that 75% of total piles to be tested with Dynamic integrity test and other 25% by Cross hole sonic logging. In such scenario, contractor understands that the type of test on each pile will be selected in prior. Kindly clarify if contractor's understanding is correct.	Tender Conditions Prevail.
250	Part-II, Section- VII-F Work Requirement – Technical Specification 8.4 b	Number of bore holes for determining termination shall vary depending on the site condition and as decided by the Engineer. Generally, one borehole shall be done at each Pier location.	We seeks clarification if the spacing of the boreholes can be increased by conducting geophysical survey.	Tender Conditions Prevail.
251	Part IIA & Part IIDrawing1, General arrangement drawing GAD	RW-TB-LOT1-GAD-1 to 11 of 23	ROW details are not provided. Contractor requests the Engineer to provide the ROW details.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.
252	Part IIDrawing1, General arrangement drawing GAD	RW-TB-LOT1-GAD-10 of 23	Please provide the hydrological data/ cross section details for the Nala crossing between pier P576 and P577.	Details will be provided to the successful bidder.
253	Part II Drawings	Viaduct Drawings	Kindly provide AutoCAD drawings for alignment/Span configuration (*.dwg files)	These details are provided in Alignment Drawing in Addendum-I.
254	Part II Drawings	Viaduct Drawings	Kindly provide alignment in google earth file (*.xml files)	Refer Addendum-1.
255	Part II Drawings-1	Station Drawings	Can Grid layout and span length betweens grids of station be modified?. Kindly confirm	Tender Conditions Prevail.

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256	Part II Section – VII B Work Requirement, Employer's Requirements-Functional	The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing.	Can U – Girder Superstructure be proposed for metro viaduct? kindly confirm	Tender Conditions Prevail.
257	Part II Section – VII B Work Requirement, Employer's Requirements-Functional	The Contractor has the liberty to use another type of superstructure keeping the shape of superstructure sacrosanct as shown in the tender drawing.	Can Spine and Wings Segment can be replaced with any other superstructure type at Highway level?	Tender Conditions Prevail.
258	Part II Section – VII B Work Requirement, Employer's Requirements-Functional	Loads due to Platform screen door (PSD) Loads due to escalator / lift will be considered as per manufacturer's detail.	Kindly confirm if provision for PSD is required, If yes Please provide Load due to PSD and its arrangement Also, provide loads for Lift & Escalator.	Details will be provided to the successful bidder.
259	Part II Drawings	Station Drawings	Please provide Actual Load and equipment arrangements in UPS room, ASS Room if available.	UPS load - 20 KN/sqm ASS load - 10 KN/sqm
260	Part II	Super Imposed Dead Load for Roof structure	Kindly provide solar panels loads to be considered in the design.	Solar load - 30 kg/ sqm
261	Part II Drawings	Station Drawings	Kindly provide the fixing arrangement details of roof along the station.	Will be issued to succesful bidder
262	Part II DBR- Viaduct	Double decker Viaduct substructure & Foundation is integrated of Highway at first level & metro structure at second level.	Load combination defined in DBR for viaduct is specified only for IRS. However, due to the vehicular loadings IRC load combinations are to be followed. Kindly confirm the combination for double decker viaduct	All relevant codes of IRS & IRC shall be followed & designer to account for worst combination of both Highway & Metro loadings
263	Part II Drawings	Viaduct Drawings	Obligatory span of 55m is proposed near CH 17773 Can the contractor modify the span as per site condition?	Contractor is free to propose the span as per site condition, however this shall be acceptable to Engineer
264	Part II Section-VII-F Work Requirement – Technical Specification	The seismic design of all structures shall be carried out as per the provisions specified in IS-1893 latest codes	Kindly provide the return period to be considered in the seismic design as per Table 1 of IS-1893 part 1 – 2025.	Seismic design of viaduct shall be as per latest IRS seismic codes
265	Part II Section-VII-F Work Requirement – Technical Specification	The seismic design of all structures shall be carried out as per the provisions specified in IS-1893 latest codes	In the absence of the latest "IS-1893 Part 3 – Bridges" code. Kindly specify the values for importance factor and Response reduction factor to design the structures as per Clause 8.2.2 and 8.2.3 of IS-1893 part 1 – 2025.	Seismic design of viaduct shall be as per latest IRS seismic codes
266	Part II Drawings	Viaduct Drawings	Kindly clarify the end of scope for the Spur line.	These details can be extracted from Auto CAD Alignment Drawings provided in Addendum-I.
267	Part II DBR- Viaduct Annexure -1	EUDL loading for Metro Viaduct	kindly clarify if the EUDL Load or the moving load of Metro configuration is required for the analysis of substructures and foundations?	Moving load to be followed
268	Part II DBR- Viaduct	In substructure system, the shape of pier shall be Rectangular or Oblong Type Pier	Please confirm whether the circular shape of pier can be used for viaduct.	No
269	Part II DBR- Viaduct	Double decker - DBR	It is understood that the DBR of Viaduct is provided with the tender document. Kindly provide DBR for Double decker document	MORTH specifications & IRC latest codes to be followed.
270	Part II DBR- Viaduct	SIDL	Kindly provide the SIDL loads such as Plinth, cables, Parapet, hand-rail, OHE mast, Cable trough, Signal Equipment, technical rooms in stations for detailed analysis	Will be issued to succesful bidder, however Contractors DDC to assume suitable loadings for bid submission

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271	Part II DBR- Viaduct	The value of Braking & Traction load to be decided by Pune Metro.	Kindly confirm the value of braking & Traction loads to be used for metro load.	Will be issued to succesful bidder, however Contractors DDC to assume suitable loadings for bid submission
272	Part II DBR- Viaduct	Elastomeric bearings shall be in Accordance with EN 1337 Part 1 & Part 3	Kindly confirm the Elastomeric bearings shall be in designed with IRC 83 Part-2.	Yes
273	General		We request employer to provide the Google Earth kmz file for the alignment	Refer Addendum-1.
274	General		Alignment drawings from Ch:16532 onwards have been provided along with the tender documents. Requesting to provide the entire alignment drawing for the stretch in scope from Ch:14991.619 (P433) to Ch:19791.112.	Refer Addendum-1.
275	General		We request employer to provide as-built detail drawings of the Phase-1 metro line that continues to the Phase-2 alignment.	Will be issued to succesful bidder
276	General		We request employer to provide the AutoKMZ files of the Tender drawings.	Refer Addendum-1.
277	General		We request employer to provide the Utility detailed list along with the Utility drawings for the alignment.	Will be issued to succesful bidder
278	Part1. Bidding Procedures Section-I: Instructions to Bidders (ITB).	Site Visit	Request to kindly provide the coordinates of the Officer to seek assistance for Site Visit & Procedure	Refer Clause 7.1 of Part-1: Bidding Procedure Section-I: Instructions to Bidders (ITB).
279	Part1. Bidding Procedures Bid Security (EMD) (page 4 to 156)	The Bid Security / EMD amounting to INR 5,23,00,000/- (INR Five Crore Twenty Three Lakhs only) shall be submitted in the form of Bank Guarantee or as per procedure given in bid document.	Bid Security be accepted in the form of Insurance Bond instead of Bank Guarantee.	Tender Conditions Prevail.
280	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria Clause 2.4 Specific Construction Experience	A) Having completed or *substantially completed construction work contracts specified below as a Prime Contractor (Single Entity or JV/Consortium member) for any Government agencies, PSUs or Companies listed in Stock exchange/s ending during last 7 (Seven) years up to 1 (One) month prior to bid submission date. a) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract of value not less than INR 836 Crores; or b) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in two contracts combinedly with value equal to or more than INR 1046 Crores; or	The criteria as presently specified appear ambiguous. Under the current wording, an agency that has completed a Single Lane Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in one single contract would qualify, whereas an agency that has executed a Two/Double Lane/Three Lanes etc., of Similar nature of works for min 1.75 km length would not be considered eligible. This creates an inconsistency, as the scale and complexity of multi-lane structures are inherently greater than single-lane works, yet the criteria do not account for this distinction. In view of the above, it is requested that the eligibility requirements be explicitly specified for Single Lane completed structures. Further, in case of Two/Double Lane/Three Lane structures, the completed length may be multiplied by the number of lanes to determine the qualifying length of the structure.	Refer Addendum-I

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		c) Work of Metro / High-speed railway / RRTS Viaduct with Pre-Stressed Concrete superstructure of minimum 3.5 Km length and flyover/ bridge/ elevated road works with Pre-Stressed Concrete superstructure with Rib & Spine arrangement of minimum 1 Km length in three contracts combinedly with value equal to or more than INR 1254 Crores;	Note: Single Lane is considered equivalent to 3.75m Width for a Road Bridge & Equivalent for Railway/Metro Bridges	
281	Part-1: Bidding procedure Section-III Evaluation and Qualification criteria Clause 2.4.4 Qualification for Detailed Design Consultants (DDC)	The Bidder shall submit in the Technical package Form-TP1A a list of a maximum of THREE Detailed Design Consultants (DDC) who have experience in detailed design of activities as mentioned in the table below. The successful bidder will be obliged to appoint a DDC from the list submitted during the bidding stage and as approved by the Employer. The approval given by the Employer for the chosen DDC would be communicated after award of contract in due course of time so as to not to affect any design activity.	The Bidder shall submit in the Technical package Form-TP1A a list of a maximum of THREE Detailed Design Consultants (DDC) who have experience in detailed design of activities as mentioned in the table below. The successful bidder will be obliged to appoint a DDC from the list submitted during the bidding stage OR propose a suitable DDC of Equal or Superior Experience after the award of work and as approved by the Employer. The approval given by the Employer for the chosen DDC would be communicated after award of contract in due course of time so as to not to affect any design activity.	Tender Conditions Prevail.

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