

Circular No. (5)

Reference: TENDER 04/2016 – Construction of Road Nos. 1 & 5 and Drainage System at Duqm Port

Tender Documents Collection: 25th
Apr 16.

Site Visit: 10th May 2016.

Submission date: 24th May 2016.

1st Revised Submission Date: Tue/21st June
2016.

2nd Revised Submission Date: Tues/12th Jul
2016.

Subject: Tender Queries/Clarifications

Dear Bidders,

See attached.

IMPORTANT NOTES:

- 1- Any queries and/or clarifications are to be officially submitted to SEZAD Tenders, email: sezadtenders@duqm.com.
- 2- All Bidders are to endorse this circular and attach it as part of their tender submission.
- 3- Bidders are advised that **the last date** for any further queries shall be **26th Jun 2016**.
- 4- 2nd Revised Submission (Closing) Date of Tender: **Tues/12th Jul 2016; Muscat Time, 12.00pm**

Yours Sincerely,



SEZAD Tenders and Contracts Department



TENDER No. 4/2016
Construction of Road Nos. 1 & 5 and Drainage Systems at Duqm Port
Tender Queries / Responses

No.	Query	Reply
1	Please refer to given SLD of Substation Drg. No CI_SL_777_01_10_007 and BOQ Item no 15 3 6(1) Package substation, As per Substation SLD 200A Feeder pillar not itemized in the BOQ of package substation. Please clarify.	The Feeder pillar inside the substation is included in the package Substation under item No. 15 3 6 (i). Refer to <u>Addendum No.2</u> .
2	1. As per received addendum no 1, Please refer to BOQ for Road lighting and Electrical installation, there is no separate item for, a. Supply and installation of Street lighting panel (Street lighting feeder pillar). b. Supply and laying of Electrical cables.	Refer to <u>Addendum No 2</u>
3	2. Please refer to given Street lighting Layout plan, it involves Proposed 11KV Packaged substation with 1No RMU, 1No 100KVA Transformer and 200A Feeder Pillar, While in BOQ item no 15 3 6(i) for Package substation, 200A Feeder pillar not mentioned in description and no separate item in the BOQ. Please clarify.	The Feeder pillar inside the substation is included in the package Substation under item No. 15.3 6 (i). Refer to addendum No.2.
4	Addendum-Page33- Notes With regard to the newly introduced connecting section of Road No. 32 in Addendum 1 please confirm whether this particular section of road is to be included in the mile stone of 12 months completion for road 1.	Proposed Improvements to Road No. 32 is not included in the mile stone of 12 months completion for Road No. 1. But a connection must be provided when required between Road No. 1 and Existing Road No. 32 as per Engineers instruction.
5	Further to the above, if road 32 should be included in the road 1 completion period, sabkha works and a traffic diversion will be required, for which no provision in terms of time have been made. Please advise.	Refer to # 4 Response
6	Addendum Page7/2-15.7.6(i)a and b 15.7 The 25mm ² and 95mm ² main electrical cables have been removed from the BoQ. Without these the street lighting will not be operational. Please clarify.	Refer to <u>Addendum No.2</u> .
7	CI_RD_103_01_03_014 The ground level of the proposed roundabout at the end of Road No. 5 is below sea level during high tides. Please advise under which item protection works, and what protection (such as sheet piling) are required.	Refer to Tender <u>Addendum No.2</u> .
8	The slope protection on the dykes consists of precast tongue-and-groove concrete slabs. From our previous experience differential settlement in sabkha areas will lead to an uneven undulated surface of the dyke crown over a period of time, which will displace the concrete slabs and will allow water to penetrate resulting in an erosion of the embankment. Please confirm whether these settlements have been taken into account during the design and whether the structure as shown on the drawings will suffice to arrest settlement. If this should not be the case please clarify what measure the Contractor will have to consider, to be acceptable to the Engineer. Since the ground risk cannot be assessed at this stage, please provide a uniform pricing base, through introduction of items, units and quantities, so that all tenders can be evaluated on a level scale. Further please confirm that the Contractor will not be held responsible for any long-term future settlements and resulting unevenness of the surface, or if this should not be acceptable to which high above final level the dykes need to be constructed to take settlement effects into account.	Refer to Drawing Nos. CI_SD_777_01_10_006 and CI_SD_777_01_10_007. The pre-cast tongue-and-groove concrete slabs is only an option. The Bill of Quantities covers Option 2 for Channels 1, 5-1 and 5B. Weep holes have been provided to allow free drainage of the embankment, and geotextile is provided to prevent fines from being washed out of the embankment.
9	Due to the short contract period and the need to protect the dyke embankments from flooding slope protection works will have to be commenced as early as possible, which means prior to achievement of 85% settlement. Please confirm that resulting damages to slope protection and dyke will be compensated new works, since the settlement (or lack of pre-loading) is not Contractors responsibility.	The construction of dyke embankment shall be completed before placing gabion mattresses. Settlement that may occur during construction, if any, shall be monitored before placement of gabion mattresses. If any settlement or undulation is observed, it shall be rectified before placing gabion mattresses. The additional material required for compensating undulation or settlement shall be measured for payment under existing item for embankment. If any temporary protection is required during construction to prevent contractor's works from flood events, this shall be contractor's responsibility.



10	The alignment of Road 1 & Road 5 passes through deep sabkha, with a maximum foundation width of 120 meters. The basal reinforcement will not provide enough resistance to prevent an uneven transversal settlement, which will result in a concave surface over time. Please advise how these long term settlements will be compensated during the construction with reference to the Engineer's design, e.g. overfilling of the center-portion, and how acceptance testing and approval will be carried out considering future settlements.	The properties of sabkha is considered in the design of basal reinforcement. The expected short term and long term settlements have been verified. If the contractor wants to monitor the settlement, we suggest the use of settlement gauges in the center line of the embankment and at the shoulder.
11	As the compensation for settlement quantities on Road 1 and Road 5 are not foreseen in the BoQ, we request you to provide quantified items, so allow all tenderers to price evenly.	Refer to the specifications. For the rock fill, the actual volume of the stock pile shall be measured based on the survey points of the stock pile before laying on the road surface. This shall be applicable only wherever the actual quantity cannot be determined according to the method of measurement specified in the Contract Specifications for embankment fill.
12	Please advise, if any excavated material from other SEZAD contracts, which are left over could be provided by the Employer to make use of it in the sabkha area.	At this juncture and for tendering, deemed as 'not provided'. At execution stage, where considering the site situations, SEZAD may consider and allow; with fair and reasonable computation of costs and adjustments from Contractor's pricing.
13	The drawings show a top surface indicated by final levels for the roads as well as for the dykes. Please confirm that undulation on the surface due to the settlement will be acceptable to the Employer. If not, please clarify the measures the contractor shall foresee to ensure an even surface.	According to the design, the basal reinforcement will significantly reduce differential settlement. Minimum short term uniform settlement is expected. If contractor wants to monitor the settlement, we suggest the use of settlement gauges in the center median and at the shoulder. Refer to clarification under item 8 above for dykes.
14	Tender queries reply.1- No.62 We notice that no separate item in the BoQ of Addendum 1 has been introduced for payment of tests that need to be performed by an approved independent laboratory. Please provide an updated BoQ.	No separate payment will be made for the tests need to be performed by an approved independent laboratory. The payment for sampling and testing shall be considered as incidental to the various items of work.
15	Taking into account the changes and additions introduced through Addendum 1, issued on 06-06-2016, we request you to extend the tender queries submission date by another two weeks and to extend the tender submission date by six (6) weeks.	Circular 4 has been issued with new revised (2nd extension) of Submission/Closing Date to Tue/12th Jul 2016.
16	With reference to Tender Drawing No. CI_EN_777_01_10_002 received in addendum-1 dated on 6 th June 2016 " Package Substation foundation details". We believe that embankment filling, slope protection & concrete key wall shall be paid separately in the respective BOQ items, please clarify.	The additional filling, slope protection & key wall will be measured and paid separately.
17	With reference to Bill No. 7 "Road Lighting" issued in Addendum No. 1 revised BOQ, the items for supply & install of feeder pillar and street lighting cables are missing. We presume that these are not in our scope and if the same is required, kindly provide us the BOQ items.	Refer to <u>Addendum No.2</u> .
18	With reference to Addendum No. 1, kindly provide us the detailed design drawing & specification of "decorative pole" for pricing the BOQ item 15.8.6 (ii)a.	The decorative pole is GI type and the specification of GI is provided. The indicative design is provided with <u>Addendum No. 1</u> .
19	Refer to Drawing # CI-SD-777-01-10-005 Note # 4 (attached herewith), we are unable to find the structural drawings for culvert inlet / outlet. Please provide the structural drawing for culvert.	Refer to <u>Addendum No.2</u> , structural details shall be as given in Oman Highway Design Standard HDS 2010
20	As per latest BOQ received, item no. 15.6.6(i) Feeder Pillars had been deleted. Please confirm the scope of supply and Install the Feeder Pillars had been deleted or not. If not, please provide us with the amended BOQ.	Refer to <u>Addendum No.2</u> .
21	As per latest BOQ received, item no. 15.7.6 (i)a and 15.7.6 (i)b Electrical cables had been deleted. Please confirm the scope of supply and Install the electrical cables had been deleted or not. If not, please provide us with the amended BOQ.	Refer to <u>Addendum No.2</u> .



22	<p>Volume IV – Tender Drawings CI_RD_107_01_001 - Ground Improvement and Pavement section details</p> <p>In the referenced drawing for the construction of road embankments a capping layer is to be directly placed on top of the rock fill. This solution will, in our opinion, cause fine material be absorbed over time into the voids of the rocks, resulting in a unpredictable and uneven settlement. This in turn will cause an undulated road surface. In our opinion it is essential to add a layer of geogrid combined with geotextile on top of the rock fill before proceeding with the capping layer, please confirm our understanding and if you deem necessary introduce new BOQ items, or confirm that an undulated road surface will be acceptable to Engineer and Employer.</p>	<p>Refer to the Specifications for construction of rock fill layer which states that "materials shall be carefully placed so that all large stones will be well distributed and the voids completely filled with smaller earth, sand or gravel to form a solid embankment". The rock fill layers shall not leave voids which may cause migration of fine particles from the top layers.</p>
23	<p>Volume IV – Tender Drawings- CI_RD_107_01_001 CL_SD_777_01_10_006- Dyke detail</p> <p>In the referenced drawing for the construction of dyke embankments "top soil [is] to be stripped (depth to be confirmed by the Engineer) and to be replaced by compacted fill".</p> <p>Please clarify under which item this quantity-variable work will be paid.</p> <p>Further, this fill as per the specs shall be compacted to a density of 98%, which under the ambient conditions, particularly on top of deep Sakha seems impossible to achieve. Comparing this to the construction of road embankments it is evident that the dyke is prone to settle by a substantial amount, which will invalidate the flood protection scheme.</p> <p>Please inform how the desired compaction can be achieved and, if you deem these works to be required, include a revised BoQ incorporating adequate measures and remeasurable quantities to allow embankment construction over sabkha.</p>	<p>The material to be removed will be paid under the item of Unclassified excavation. All fill material for dyke and roadway embankment including capping layer will be measured under BOQ item for "Borrow excavation to embankment, Dykes & utilities". The rock fill will be measured under BOQ item for "Rock fill to embankment". Refer to the Specifications for method of measurement and basis of payment. If the existing ground is loose where the required compaction of soil layer cannot be achieved, the Engineer may decide to use rock fill as the first layer. This rock fill material shall be measured for payment under existing BOQ item for rock fill.</p>
24	<p>Addendum 3- Commercial Loan</p> <p>The Contract is as per our understanding re-measurable, whereas the requested loan arrangement is supposedly a lumpsum "equal to the Tender Sum as submitted in the tender". The quantities under the remeasurable contract may change by a significant amount, which would leave room for unfunded payment obligations. We would propose to increase the loan amount by a fixed contingency to foresee such increments. Please clarify if the proposed loan shall be raised, and if so by what amount.</p>	<p>SEZAD noted this aspect. Do PROVIDE under ADDENDUM 3's submission of a FIXED CONTINGENCY SUM (for loan disbursements in view of re-measurable Quantities of Works), amount OMR 500,000.000.</p>
25	<p>We acknowledge the receipt of addendum No.3</p> <p>Please be informed that it is very essential receive Addendum No.2 at the earliest, as the tender submission date is approaching near and as mentioned in your circulars there will be no further extension.</p> <p>Please provide the Addendum No.2 ASAP.</p>	<p>Addendum No. 2 will be issued</p>
26	<p>Addendum No 1 (main works) BOQ page 7/1 item 15.3.6 (ii)</p> <p>Please provide the MAKE and details of the RMU.</p>	<p>The RMU make is LUCY switchgear, UK</p>
27	<p>Addendum No 1 (main works) BOQ page 7/1 item 15.3.6 (ii)</p> <p>Please provide the MAKE and details of the RMU but not the cables. Please clarify.</p>	<p>Refer to # 26 Response</p>
28	<p>As per latest BOQ received, item no. 14.1.7(viii) (Supply and erect new flag poles including foundation as per Special Specification). Please provide the detailed drawing and specifications for the above mentioned item.</p>	<p>Refer to section 2.2.2.12 of special specifications. The specification will be applicable for the new poles also.</p>



