

राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
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BHARATMALA
ROAD TO PROSPERITY



NHIDCL
BUILDING INFRASTRUCTURE - BUILDING THE NATION
CIN: U45400DL2014GOI269062

सार्वजनिक क्षेत्र का उपक्रम

A PUBLIC SECTOR UNDERTAKING

Corrigendum-4

No. - NHIDCL/Nagaland/Civil Work/KJ/Pkg2

Date: 28.01.2020

To,

All prospective bidders

Subject: Construction of two lane with hard shoulder of Kohima-Jessami Road on NH-29 (Old NH-150) From existing km 30.474 (near Kidwema road Chakahabama) to existing km 53.220 (near Kikruma Village) [Design Km 29.6 to design Km 51.5] [Design Length - 21.90 Km] in the state of Nagaland under Bharatmala Pariyojna on EPC Mode (Package II)

Sir,

1. The bid for the subject projects were invited on 26.12.2019 with bid due date being 07.02.2020 (1100 Hrs).
2. Further corrigendum related to the above project is as below

A. Annex-I Schedule B

Para 5.3: stands amended and shall be read as under:

Design requirements

Design requirement for the flexible pavement shall be in accordance with IRC: 37-2018. Flexible pavement for new pavement or for widening and strengthening of the existing pavement shall be designed for a minimum design period of 20 years. Stage construction shall not be permitted.

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for minimum design traffic of 5 million standard axles BC & DBM and 20 million standard axles for granular base and sub-base courses. VG 40 grade of bitumen shall be used for BC and DBM layers. However, in no case the pavement thickness shall be less than as given below;

Pavement Composition	Pavement Type	Thickness (mm)
BC	Flexible pavement with granular base and sub-base layers	30
DBM		50
WMM		250
GSB		200

Para 2.4 stands amended and shall be read as under:

Type of Shoulders

- a) In built-up sections, footpaths/fully paved shoulders shall be provided in accordance with para 2.10 of Annexure I of Schedule B above.
- b) In open country, Hard Shoulder shall be provided with cementitious base as shown in typical cross-section given in para 2.10 of Annex-I of Schedule B.
- (c) Earthen shoulder shall be covered with 150 mm thick compacted layer of granular material as shown in typical cross-section given in para 2.10 of Annex-I of Schedule B..

Para 6: stands amended and shall be read as under:

ROAD SIDE DRAINAGE

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per section 6 of the Manual.

The longitudinal drain shall be provided as given below;

- (i) Catch Water Drain – 19186 m (includes both side)
- (ii) Open Drain - 19186 m (includes both side)
- (iii) Covered Drain – 2670 m (includes both side)

Note: Above length of the Catch Water Drain/Open Drain/Covered Drain is indicative and minimum specified. The actual length of the Catch Water Drain/Open Drain/Covered Drain shall be determined by the Contractor in accordance with the IRC:SP:73 requirements with approval from the Authority's Engineer. Any increase in the length specified in this Clause of Schedule-B shall not constitute a Change of Scope, save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 13.

Para 7.1.1 stands amended and shall be read as

7.1.1 The Project road from existing km 30.474 (near Kidwema road Chakahabama) to existing km 53.220 (near Kikruma Village) [Design Km 29.6 to design Km 51.5] [Design Length - 21.90 Km] includes provision of 124 box culverts. All culverts and other structures shall be designed and constructed in accordance with section 7 of the Manual and shall conform to the cross-sectional features and other details specified therein. New culverts shall be constructed wide enough to accommodate the adjacent road cross section as given in this Schedule-B. The details of existing culverts are given in Schedule-A.

B. Schedule H

The Schedule H is amended and revised schedule H is placed at Annexure-I

C. NIT & RFP

The Ministry of Road Transport & Highways through National Highways & Infrastructure Development Corporation Limited (NHIDCL) is engaged in the development of National Highways and as part of this endeavour, it has been decided to undertake Construction of two-Lane with hard shoulders of

Changtongya Longleng Road in Nagaland through an Engineering, Procurement and Construction (EPC) Contract.

May be read as

The Ministry of Road Transport & Highways through National Highways & Infrastructure Development Corporation Limited (NHIDCL) is engaged in the development of National Highways and as part of this endeavour, it has been decided to undertake Construction of two-Lane with hard shoulders of Kohima Jessami Road in Nagaland through an Engineering, Procurement and Construction (EPC) Contract.

D. RFP

Para 1.1.1

Name of the National Highway	Length in Km	Estimated Project Cost (In Rs. cr.) ¹	No of Years for completion of work ⁵
Construction of two-Lane with hard shoulders of Changtongya Longleng Road on EPC basis from existing Km 0.0 to Km 16.592 [Design Km. 0+000 to Km. 18+779] (Design Length – 18.779 Km) in the state of Nagaland (Pkg-1)” under NH (O) Plan	21.900	248.83	3 years

May be read as as

Name of the National Highway	Length in Km	Estimated Project Cost (In Rs. cr.) ²	No of Years for completion of work ⁵
Construction of two lane with hard shoulder of Kohima-Jessami Road on NH-29 (Old NH-150) From existing km 30.474 (near Kidwema road Chakahabama) to existing km 53.220 (near Kikruma Village) [Design Km 29.6	21.900	248.83	2 years

to design Km 51.5] [Design Length - 21.90 Km] in the state of Nagaland under Bharatmala Pariyojna on EPC Mode (Package II)			
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3. All bidders are requested to follow the above corrigendum-4 regarding the subject project.


A.K.Jha
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