Corrigendum - 7

RESPONSE TO POST PREBID BID QUERIES **22.01.2026**

C2/PACKAGE – 2

"NAME OF WORK: "Design & Construction of formation in embankments, cutting including blanketing, Major bridges, Minor bridges, RuB, ERS/retaining wall, sacrificial retaining wall, drains, boundary wall ,fencing works and Station boxes of Nagawara & Kanakanagar for at-grade section of length 11.569 km (Ch: -0.964km to Ch -0.675 km & Ch -0.050km to Ch 4.700km & Ch 4.700km to Ch 11.230km) for BSTP Corridor and also (Ch 4.700km to Ch 10.800km) 6.10 km (approximate) for IR corridor and other related infrastructural works (balance works) from Bennigenahalli to Banaswadi & Banaswadi to Hebbal including validation of design and stability check wherever applicable for works executed by previous contractor (excluding station buildings) of Corridor - 2 of Bengaluru Suburban Transport Project (BSTP)".

TENDER NO: KRIDE/BSTP/C2/PACKAGE-2/2025 **TENDER ID: 2025_KRIDE_254253_1**

S. No	Clause No., Section & Pg. No.	Original Clause in the Tender	Query by the bidder	Employer Response
1.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-001 & Clause 4 DETAILS OF EXISTING STRUCTURES AND PROPOSED STRUCTURES (FOR BSTP).	It is observed that **ramp** profile from Km -0+908 to Km -0+705 is designed with gradient of 1 in 36, to keep station gradient at 1 in 425 . However this section under discussion is not defined in the Contract documents /drawings whether construction: i) would be embankment with side slopes ii) would be a solid embankment with retaining wall/RE walls or iii) would be with Viaduct Ramp Kindly clarify.	From Km -0+908 to Km -0+701 is designed with gradient of 1 in 34.20 shall be embankment with Retaining wall/ RCC U Ramp.
2.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-001 & Clause 4 DETAILS OF EXISTING STRUCTURES AND PROPOSED STRUCTURES (FOR BSTP).	Subsequent to above query. this section under **station Bennigenahalli** (Km -0+705 to Km -0+240) under discussion is not defined in the Contract documents /drawings whether construction: i) would be embankment with side slopes ii) would be a solid embankment with retaining wall/RE walls or iii) would be with Viaduct Ramp Kindly clarify.	Not included in the scope of this tender.
3.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-001	What is CR-2 and CR-4 and what are stages for CR-2 and CR-4	CR–2 : Corridor 2 CR–4 : Corridor 4 Both Corridor–2 and Corridor–4, from Chainage Km –0.964 to Km –0.675, are included in the scope of this tender and shall be executed simultaneously. Refer S.no 10 of Corrigendum-02.

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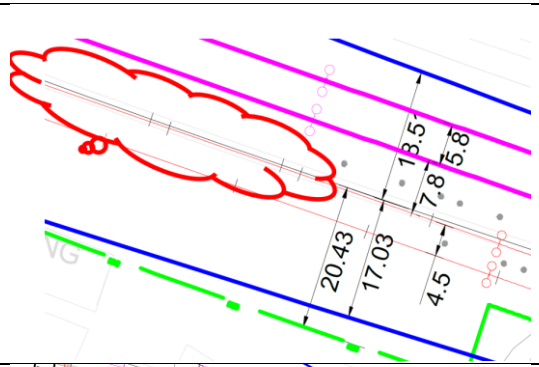
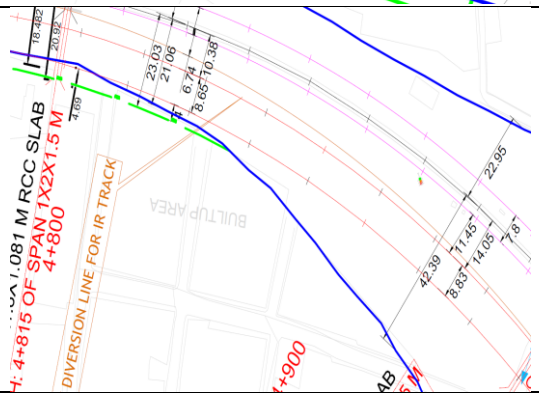
4.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-001 & Clause 4 DETAILS OF EXISTING STRUCTURES AND PROPOSED STRUCTURES (FOR BSTP).	Subsequent to above query. Subsequent to the above query, for the ramp section from Km(-) 0+240 to Km 1+000 (the Alignment Plan & Profile from Km 1+000 to Km 2+000 is missing), the contract documents/drawings do not define the type of construction. i) would be embankment with side slopes ii) would be a solid embankment with retaining wall/RE walls or iii) would be with Viaduct Ramp Kindly clarify.	From Ch (-)0.675km to (-)0.050 km (elevated viaduct section) is not in the scope this tender. The alignment plan and profile from Km 1+000 to Km 2+000 are attached herewith. The EPC Contractor shall design all at-grade sections suitable and compatible with the site conditions and in accordance with the applicable design standards.
5.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules, Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-004		IR Track & BSTP Track is overlapping to each other (as highlighted with Red cloud), please Clarify.	At this location, the existing IR track is to be slewed to the 1st Magenta track (Proposed IR Track). Tracks laying and slewing is not in the scope of present tender. Retaining wall and formation to be constructed as per the Tender drawing and Employers requirement by the successful bidders of this tender.
6.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules, Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-006		Temporary diversion of IR track construction phase with reference to BSTP and Future IR track construction phase may please be clarified.	The temporary diversion of IR track is a part of this agreement as per the Method statement enclosed.

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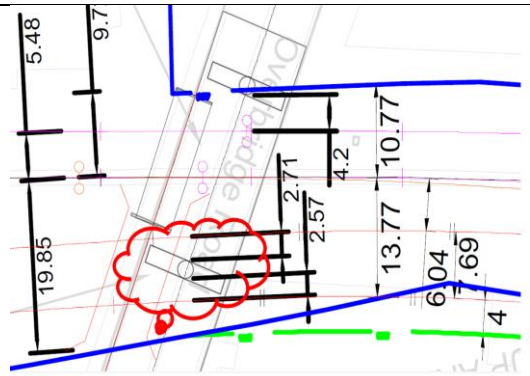
7.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules, Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-006		Pier cap of Existing ROB is infringing with the SOD of BSTP Tracks (as highlighted with Red cloud), please Clarify as the existing RoB is proposed to be retained. In this case please provide the revised alignment to clear the SoD of BSTP.	The existing ROB is not infringing with BSTP tracks.
8.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	Clause 1 s.no. 4, drawing No: 0 2 2 0 7 7 C-R-TR-PP-006 to 0 2 2 0 7 7 C-R-TR-PP-0012	This section under from Km 4+800 to Km 10+300 discussion is not defined in the Contract documents /drawings whether construction: i) would be embankment with side slopes ii) would be a solid embankment with retaining wall/RE walls or iii) would be with Viaduct Ramp Kindly clarify.	Please refer reply S.No 06 above.
9.	Section VIII – Vol 2 – Employer's Requirement General Information and Scope of Work, Schedules,	4. DETAILS OF EXISTING STRUCTURES AND PROPOSED STRUCTURES (FOR BSTP). 4.1 **Major Bridges:** The Site includes the following Major Bridge | Sl. No.	Existing	Proposed			
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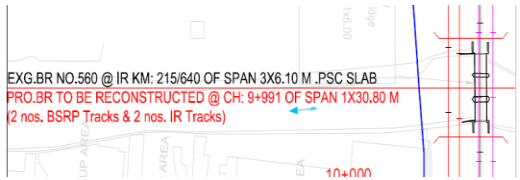
	Bridge No. and location (km)	Type of Structure			No. of Spans with span length (m)
		Foundation	Sub-structure	Superstructure	
1	Bridge No 560 @Ch: 9.989	Pile Foundation	RCC abutment	COMPOSITE STEEL GIRDER	4X30.5 (two spans for BSTP tracks and two spans for IR tracks) | 	With reference to Bridge No. 560 at Ch. 9.989, kindly clarify whether the contractor is required to reconstruct the existing IR bridge or if the existing structure is to be retained.	Yes. The existing IR bridge is to be dismantled. The contractor needs to provide new bridge for BSRP & IR track (the bridge should carry 4 tracks: 2 for BSRP and 2 for IR) However, GAD is attached herewith.

<table>
<tr><th>S. No</th><th>Clause No., Section & Pg. No.</th><th>Original Clause in the Tender</th><th>Query by the bidder</th><th>Employer Response</th></tr>
<tr><td>10.</td><td>Cl. 3.2 c, Sec - 2 - Instructions to tenderer

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3.9
Eligibility Criteria Table / Matrix:</td><td>c) The intending tenderer / Joint Venture should have executed all the components (mentioned below) in the five financial years (FY 2020-21 to FY 2024-25) and till the last day of the month previous to the month of bid submission:

<table><tr><th>Component No.</th><th>Nature of Work</th><th>Minimum Component of work</th></tr><tr><td>1</td><td>Earthwork in cutting and embankment</td><td>6,30,000 Cum</td></tr><tr><td>2</td><td>Cement concrete work (RCC and PSC)</td><td>40,000 Cum</td></tr><tr><td>3</td><td>Supply, fabrication, transportation and erection of structural steel span more than 45m for Open web girder/BOW string/Composite steel girder</td><td>1 nos</td></tr></table></td><td>In this connection we would like to draw your kind attention that in Railway Tenders Length of Span is not mentioned as one of the Eligible Criteria. Further we are herewith showing the tenders invited by Construction Organization of the following Railways with the definition of similar work incorporated in their Tenders for reference.
SOUTH CENTRAL RAILWAY (CONSTRUCTION)
"Definition of Similar Work: Any" Railway /Metro/Road Bridge work having Steel /Composite/Bowstring girder and / or PSC girder in super structure".
SOUTHERN RAILWAY (CONSTRUCTION)
"Definition of Similar Work: Any Bridge work involving Bow string girder/composite steel girder of required value and Predominant category as Structural steel works of value Rs.1719.03 lakhs".
SOUTH WESTERN RAILWAY (CONSTRUCTION).
"Definition of Similar Work: Any Bridge work involving RCC work and other Misc. works (Value of work: Rs.23.35 Cr.) (AND) Any Bridge work involving superstructure with structural steel having span of 12.20 m or more (Value of structural steel component in superstructure is Rs.4.79 Cr.)".
In view of the above, we request your good self to kindly consider our submissions and to modify the eligibility criteria of Structural Steel Spans which will provide for better participation of tenderers and shall have good response</td><td>Tender conditions prevails.</td></tr>
<tr><td>11.</td><td>Clause 3.2 d) Section-2: Instruction to Tenderers (ITT)</td><td>c) The intending tenderer / Joint Venture should have executed all the components (mentioned below) in the five financial years (FY 2020-21 to FY 2024-25) and till the last day of the month previous to the month of bid submission:

<table><tr><th>Component No.</th><th>Nature of Work</th><th>Minimum Component of work</th></tr><tr><td>1</td><td>Earthwork in cutting and embankment</td><td>6,30,000 Cum</td></tr></table></td><td>As per clause 3.2 d) of ITT, it is understood that the intending tenderer/Joint Venture should have executed minimum component of work i.e Earthwork in Cutting and Embankment of 6,30,000 Cum in relation to any kind of Civil Engineering works. Please clarify.</td><td>Please refer S.no 1 of Corrigendum-08.</td></tr>
<tr><td>12.</td><td>As per Schedule 8A Volume 1 , Page no 4 and point no : I</td><td>Design and Construction of fencing approximately 11.00 Km in between BSTP line and Indian Railway line and some of the fencing</td><td>1.Whether 11 km fencing is only applicable</td><td>Pls refer S.no 05 of Corrigendum 08 for drawings enclosed.</td></tr>
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		at Railway Boundary as mentioned in the drawing.		1) 11Km fencing is required In between BSRP & IR side. Please refer the enclosed drawing Typical Integrated Cross section of BSRP and IR. 2) 11km Precast panel wall (9.8km above ERS wall on BSRP side and 1.2 km on screw pile where free slope 2:1 of formation are provided on BSRP side) is required along with the RCC Column for fixing the cable tray hangers and provisions for solar panel. (solar panel frame only). Please refer the enclosed Typical integrated cross section of BSRP and IR. 3) ERS is required to be provided towards IR track side at locations where IR land availability is restricted in providing 2:1 formation slope. 4) The Contractor also needs to complete OHE foundations (Up & Down track) for proposed BSRP track as well as OHE foundations for IR doubling (Ch 4.70 to Ch 11.23 for Up & Down track)

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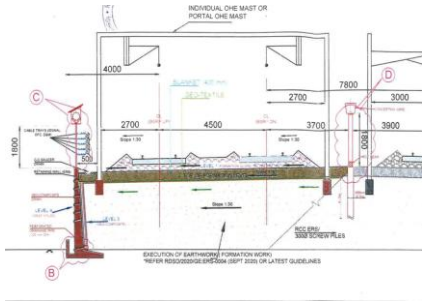
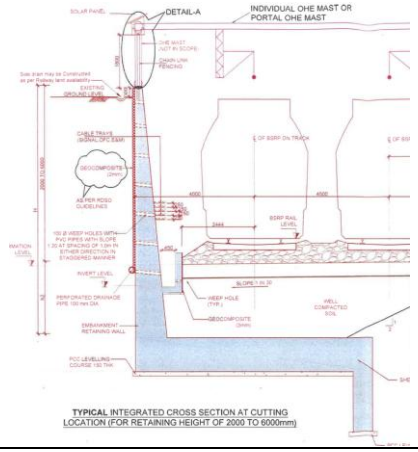
13.	Tender Drawing No:KRIDE/BSRP/CS/001		1.The typical cross-section drawing shown as both side fencing is consider. It is required both side or only in IR side is required.	Please refer reply to S.no 12 above.
14.	Tender Drawing No:KRIDE/BSRP/CS/003		1.The Typical cross section drawing shows the height of the retaining wall from the existing Ground level as 300mm.	The typical cross section of the ERS at the cutting locations where 300mm depth is envisaged above ground level of cutting sections.
15.	General		Some of the minor bridges and RUB works are executed partially. Whether the executed structure dimensions and lengths are to be as per tender drawings.	For dimensions and size of MIB & RUB are detailed. Refer "**Annexure 1 of schedule of site" Section** 8A- Vol 2 Employer requirement.

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<tr><td>16.</td><td>SECTION VIII - VOL-2 - EMPLOYER'S REQUIREMENTS page 76 4.1 4.3 Road Under Bridges (RUB)</td><td>4.3 Road Under Bridges (RUB): The Site includes the following RUB (Road Under Railway line)
4.3(a) : Part Barrel Length:
<table><tr><th rowspan="2">Sl. No</th><th colspan="2">Existing</th><th colspan="2">Proposed</th><th rowspan="2">Balance Barrel Length to be executed (m)</th></tr><tr><th>Chainage (km)</th><th>Bridge No.</th><th>Type of Structure</th><th>Span (Nos. × length) (m)</th></tr><tr><td>1.</td><td>5.411</td><td>RUB-2</td><td>RCC Box</td><td>1No X 9.5 M X 3.95</td><td>34.25</td></tr><tr><td>2.</td><td>6.265</td><td>LC No-140</td><td>RCC box</td><td>1 No X 9.5 M X 3.95M</td><td>24.00</td></tr><tr><td>3.</td><td>6.512</td><td>RUB-1</td><td>RCC Box</td><td>1 No. X 5.5M X 2.65M</td><td>13.13</td></tr><tr><td>4.</td><td>6.650</td><td>LC No-141</td><td>RCC box</td><td>1No. X 9.5M X 4.65M</td><td>17.918</td></tr><tr><td>5.</td><td>7.430</td><td>LC No-143</td><td>RCC box</td><td>1no (9.5x4.65) RCC Box/ New construction</td><td>25.83</td></tr><tr><td>6.</td><td>8.760</td><td>LC No-144A</td><td>RCC box</td><td>1no (9.5x4.65) RCC Box/ New const.</td><td>50.000</td></tr><tr><td></td><td colspan="4">Total Barrel Length (m)</td><td>165.128</td></tr></table></td><td>RUB BSRP ch 6.512 Bridge No RUB -1 there is a discrepancy in balance barrel length to be constructed between RFP document and Tender drawings. Which is to be considered.</td><td>The balance barrel length to be constructed by the bidder is 13.13m for the RUB BSRP Ch 6.512 Bridge No RUB -1</td></tr>
<tr><td>17.</td><td>General</td><td>`</td><td>Whether the details of Floor Apron, Curtain wall, Drop wall, Toe wall are to be as per RFP GA drawings.</td><td>Yes.
It is to be provided as indicated in the tender drawings.</td></tr>
<tr><td>18.</td><td>General</td><td>Stations</td><td>Whether both Nagawara and Kanakanagar stations are identical and similar in structural arrangements</td><td>Please refer S.no 04 of Corrigendum-08.</td></tr>
<tr><td>19.</td><td>General</td><td>Viaduct</td><td>Pretension Girders are indicated in Tender drawings. Considering the small length of viaduct, can post tensioned Girders be considered.</td><td>Agreed to.</td></tr>
<tr><td>20.</td><td>General</td><td>Viaduct</td><td>For substructure and foundation, GFC drawings are given as Tender drawings. Whether these are to be considered for construction.</td><td>Wherever GFCs have been attached in the tender drawing, work can be carried out accordingly.
For other structure where GFC drawings are not available design and drawing by DDC and proof checking agencies need to be submitted for issue of GFC by GC/BiRIDE.</td></tr>
<tr><td>21.</td><td>General</td><td>Viaduct</td><td>For Kanakanagar & Nagawara station structural drawings are given as Tender drawings. Whether these are to be considered for construction.</td><td>Please refer S.no 04 of Corrigendum 08.</td></tr>
<tr><td>22.</td><td>General</td><td>Viaduct</td><td>What is the minimum diameter of pile to be considered.</td><td>The minimum diameter of the pile to be adopted in the design is 1.2m.</td></tr>
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23.	General	Kanakanagar Station	The c/c of piers between Grids C6 and C8 is different in different Tender drawings.	For Grid spacing. Please refer drawing no O2077-BSRP-CR2-C-UB-0-10-1307 provided in Corrigendum-03
24.	Ref. Cl. 1.1, Detailed scope of the work, Section-8A, Employers requirement-1	Station building including structural Nagawara and Kanakanagar	Detailed scope of the work is not available for the stations. Pl. specify the detailed scope of the work to be considered along with the loading standard to be adopted for the design.	Please refer S.no 04 of Corrigendum 08.
25.			Pl provide the DBR for the stations	For SoD & DBR, Refer KRIDE website: https://kride.in/sub-urban-rail-project/
26.			Uploaded station drawing shows structural steel roof work is not included in scope, please clarify	Structural steel roof work is not included in the scope of this tender. However, the same shall be suitably interfaced with the respective DDC of the respective station Contractor.
27.			What are the works to be carried out in station building, please clarify	Please refer S.no 04 of Corrigendum 08.
28.			Whether IR track will be diverted to elevated station track till the completion of elevated IR track commissioning ,please clarify If IR track diverted to the station track ,the pier for elevated station track to be designed for IR track load ?	Methodology for execution of work at LC raising location. Please refer S.no 02 of Corrigendum 08.
29.			1) Whether pile foundation to be considered for the station, as the station comes near to existing nalla about 5.0 m depth and also with filled up weak soil as per soil report.(uploaded drawing shows open foundation)	Please refer S.no 04 of Corrigendum 08.

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30.	Annexture-1A, Section-8A, Employers requirement-2, Statement of Part Works executed by earlier Contractor in Corridor-2.	MIB, RUB,R OB, MJB, Retaining wall, etc.	Since the work is continuation of part work executed by previous contractor, Pl. provide the approved dimensional and reinforcement drawings for all the structures listed under Annexture-1A.	Please refer the drawing are enclosed herewith. Pls refer S.no 05 of Corrigendum 08 for drawings enclosed.
31.		Fencing	There are two types of drawings uploaded in tender, I. Fencing with structural steel column and chain link fencing, Fencing with precast wall panels (Drawing No KRIDE/BSRP/C1A /TD/1002,1003) Please clarify which type of fencing to be adopted. 1. Between IR & BSRP track 2. Above ERS in filling for BSRP track 3. Above ERS in cutting for BSRP track 4. At-grade for BSRP track side 5. In elevated sections, whether fencing required over ERS on IR track side also?	1) & 4) Please refer the drawing Integrated Cross section of BSRP and IR. Detail A 2) & 3) Please refer the drawing Integrated Cross section of BSRP and IR. Detail B 5) no fencing is required. Pls refer S.no 05 of Corrigendum 08 for drawings enclosed.
32.		CABLE TRAY	Whether cable tray required for IR track side ERS?	Not covered in present tender
33.		CABLE TRAY	Any standard cable tray drawings recommended.	Cable tray is not covered in the present tender. However, "Cable tray brackets/Hanger" need to be provided as indicated in the tender drawings. Tentative drawing of "Cable tray brackets/Hanger" attached.