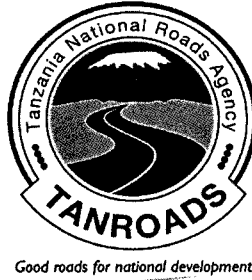


TANZANIA NATIONAL ROADS AGENCY



P.O. Box 11364,
3rd Floor,
10 Shaaban Robert
Road / Garden Avenue Junction
Dar es Salaam.

Date: 17th August 2020.

Our Ref: TRD/HQ/GEN/1199/01

To: All Prospective Bidders

RE: CONSTRUCTION OF DAR ES SALAAM BUS RAPID TRANSIT (BRT) INFRASTRUCTURE-PHASE 3, Lot 1: road works (23.33 KM) AND BUS STATIONS ALONG THE ROAD, TENDER NO. AE/001/2019-20/HQ/W/03

Sub: Clarification No. 2 to the Bidding Documents

Please refer to the above subject.

Pursuant to Sub-Clause 7.0 of the Instructions to Bidders (ITB) of the Bidding Documents, TANROADS issues the attached **Clarification No. 2** to the Bidding Documents.

Yours Sincerely

Eng. Patrick A. L. Mfugale
CHIEF EXECUTIVE

Encl: As stated

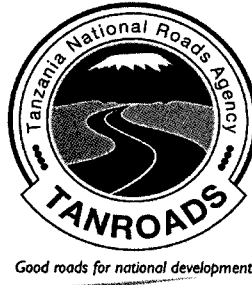
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TANROADS is an Executive Agency of the Ministry of Works, Transport and Communication, Tanzania, established under the Executive Agencies Act, 1997

TANZANIA NATIONAL ROADS AGENCY



CONSTRUCTION OF DAR ES SALAAM BUS RAPID TRANSIT (BRT) INFRASTRUCTURE – PHASE 3: LOT 1 – ROAD WORKS (23.33KM)

TENDER NO. AE/001/2019-20/HQ/W/03

Clarification No. 2

Date: 17th August 2020

S/No.	Issues/Questions	Clarifications/Responses
1.	<p>Section II. Bid Data Sheet ITB 15.1</p> <p>'(b) The rates of exchange to be used by the Bidder in arriving at the local currency equivalent and the percentage(s) mentioned in (a) above shall be specified by the Bidder in the Appendix to Bid - Table C, and shall apply for all payments under the Contract so that no exchange risk will be borne by the successful Bidder.</p> <p>'We presume that since no exchange risk is borne by the bidder, the rate of exchange for all the payments in Foreign Currency under the Contract shall be at the exchange rate in that particular month, in which the work is carried out and not the exchange rate mentioned in the Appendix to Bid- Table C. Please clarify.</p>	<p><i>Bidders are required to abide to the requirements of the Bidding Documents.</i></p>
2.	<p>Section III. Evaluation and Qualification Criteria 3. Qualification</p> <p>'4. Experience 4.2a - Specific Construction & Contract Management Experience (i) A minimum number of similar contracts specified below that have been satisfactorily and substantially completed as a prime contractor, joint venture member, management</p> <p>'We as a Company have worked on BRT Project in India for a length of 16.05 km and approx. project value - USD 27.5 Mn. within last 10 years; however we have completed Highway Projects worth more</p>	<p><i>Please refer to Item No. 9 of Clarification No. 1 dated 7th August 2020</i></p>

S/No.	Issues/Questions	Clarifications/Responses
	<p>than USD 200 Mn. which suffice the requirement of specific quantities, we request you to kindly clarify whether above projects combined can be considered under similar experience and qualify us under the specific requirement.</p>	
3.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 1000: General</p> <p>Item no. ss12.07 - Fabrication and mounting of Road Project Sign Boards as directed by the Engineer</p> <p>'Request Authority to kindly provide quantity of Project sign boards as the same is missing in the BOQ</p>	<p><i>Clarification will be issued in due course.</i></p>
4.	<p>Section IV. Bidding Forms Bill of Quantities 'Bill 1000: General</p> <p>item no. 14.01 - Accommodation for the engineer for renting in Dar es Salam</p> <p>'Request Authority to kindly provide typical drawings of Accommodation for the Engineer (Type I, II, III and Multiple accommodation)</p>	<p><i>Please refer to Item No. 34 of Clarification No. 1 dated 7th August 2020</i></p>
5.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 6000A: Box Culverts 'Bill 1000: General</p> <p>item no. 14.01(e) - Provide fully furnished and equipped temporary accommodation and offices for the Engineer</p> <p>'We presume the temporary accommodation and offices for the Engineer under this item no. 14.01 (e) are for 3 months only during mobilization period, please clarify.</p>	<p><i>Temporary accommodation and offices for the Engineer under this item no. 14.01 (e) are for 3 months only during mobilization period.</i></p> <p><i>It is expected that the Contractor should be able to provide the Engineer with accommodation and offices for the entire duration of the project after three months from the project commencement date.</i></p>
6.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 1000: General</p> <p>item no. 14.01(f) - (i) - Maintain and pay all rents and municipal services for rented house fully furnished and equipped for the Engineer - 36 (house unit x month)</p> <p>'The Project duration as per document is 20 months, out of which 3 months is mobilization period. Considering 17 months Construction Period + 12 months DLP, the total months will be 28 months.</p> <p>Request Authority to kindly clarify how the payment will be made for 36 months for each type of house unit.</p>	<p><i>The Project period is 20 Calendar Months plus 12 calendar months of Defects Notification Period.</i></p> <p><i>The BOQ Items No. 14.01(f) - (i) have been adjusted accordingly.</i></p> <p><i>Please refer Item No. 1 of Clarification No. 1 issued on 7th August 2020.</i></p>
7.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 1000: General</p>	<p><i>The Project period is 20 Calendar Months plus 12 calendar months of Defects Notification Period.</i></p>

S/No.	Issues/Questions	Clarifications/Responses
	<p>item no. 14.02(b)/ 14.05(b)/ 14.06(b)/ 14.07(b)/ 14.08(b)/ 14.09(b) - Offices/ Vehicles/ Survey equipment/ Laboratory</p> <p>'The Project duration as per document is 20 months + 12 months DLP, the total months will be 32 months. Request Authority to kindly clarify how the payment will be made for 36 months for each type of house unit.</p>	<p><i>The BOQ items No. 14.02(b)/ 14.05(b)/ 14.06(b)/ 14.07(b)/ 14.08(b)/ 14.09(b) have been adjusted accordingly.</i></p> <p><i>Please refer Item No. 1 of Clarification No. 1 issued on 7th August 2020.</i></p>
8.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 1000: General</p> <p>Item no. 14.05(b) & (c), 14.06(b) & (c) and Specification volume 2A-1 2A-2 Work Requirement (i) By rates per vehicle month, SUBITEM (b). Such rates shall include for the first 4,500 km per vehicle travelled in any calendar month. Should a vehicle be used for less than 4,500 km in a particular month, then the unused distance shall be offset against months when the distance travelled exceeds 4,500 km. (ii) By a rate per km, SUBITEM (c), over and above the first 4,500 km per vehicle travelled in any one calendar month, subject to the condition mentioned in (i) above</p> <p>'As per item no. 14.05(b) & (c), 14.06(b) & (c) the average vehicle km stated is 3000 km/month; however, clause 1412 of specification volume 2A-1 2A-2-page 34 note (i) and (ii) the average vehicle km stated is 4500 km/month.</p> <p>Both the statements are contradictory, request Authority to kindly clarify what shall be the average km/ month considered.</p>	<p><i>The average vehicle-kilometre is 3000 km/month as provided in BOQ Item no. 14.05(b) & (c), 14.06(b) & (c).</i></p> <p><i>Section 1412 of Special specifications volume 2A-1 2A-2-page 34 note (i) and (ii) the average vehicle km should read 3000 km/month instead of 4500 km/month.</i></p>
9.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 2000: Drainage Works</p> <p>Item no. 22.02 (c) - Backfilling - Extra over Sub items 22.02 (a) and (b) for soil cement backfilling (4% cement)</p> <p>'We presume that the rate shall include cost of cement and mixing only, cost of imported selected material is already considered under item no. 22.02 (a) and (b). Please confirm.</p>	<p><i>BOQ item no. 22.02(a), (b) and (c) - Backfilling should be read in conjunction with Series 2000 of Standard Specifications for Road Works-2000.</i></p> <p><i>The rate for BOQ item 22.02 (c) - Extra over Sub items 22.02 (a) and (b) for soil cement backfilling includes all costs for providing materials, processing and compaction and other incidentals.</i></p>
10.	<p>Section IV. Bidding Forms- Bill of Quantities 'Bill 2000: Drainage Works</p> <p>Item no. 23.12 (c) - Welded steel fabric A252</p> <p>'Request Authority to kindly clarify where Welded steel fabric A252 shall be used</p>	<p><i>BOQ Item no. 23.12 (c) - Welded steel fabric A252 should be read in conjunction with Series 2000 of Standard Specifications for Road Works-2000.</i></p> <p><i>The welded steel fabric A252 is minimum reinforcement intended for cast insitu concrete lining for open drains under Item 23.08(a).</i></p>

S/No.	Issues/Questions	Clarifications/Responses
11.	<p>Section IV. Bidding Forms- Bill of Quantities</p> <p>'Bill 3000: Earthworks and Pavement Layers item no. 36.02 (b) - Improved subgrade layer as specified in the Drawings to require minimum G7 quality material item no. 36.02 (c) - Fill as specified in the Drawings to require minimum G3 quality material</p> <p>'Request Authority to kindly clarify where will be the G7 and G3 material used, as the same is not shown in any cross sections.</p>	<p><i>Please refer to Item No. 7 of Clarification No. 1 dated 7th August 2020</i></p>
12.	<p>Section IV. Bidding Forms- Bill of Quantities</p> <p>'Bill 6000A: Box Culverts</p> <p>Section 6400: Concrete for Structures Item no. 64.01 (a) and (b) - Class of 20/20 for blinding and Class of 25/20 structural concrete respectively.</p> <p>'The grade of concrete mentioned in the BOQ does not match with the grade of concrete mentioned in general design and construction notes. In construction notes the grade of concrete for blinding concrete is grade 15/20 and box culvert grade 30/20. Please clarify which grade to be considered.</p>	<p><i>Clarification will be issued in due course.</i></p>
13.	<p>Section VII. Requirements Volume 2A-1 2A-2 Work requirements</p> <p>'1: Scope of Works</p> <p>Construction of 23.33 km of asphalt concrete surfaced roads including 6.70 km of service roads and paving blocks surfaced non-motorized lanes on the periphery of the motor lanes, together with associated storm water sewer system.</p> <p>'As per the Cross-section Schedule and Plan & Profile the total BRT length is 23.197 km excluding 400m length which is under BRT phase 2 and Service road + Feeder Road length is 6.8 km excluding existing service road. Please Confirm.</p>	<p><i>The construction corridor is 23.33Km including 6.70 km of service roads.</i></p> <p><i>The Contract is admeasurement. Therefore, actual executed works will be measured at site and paid for accordingly.</i></p>
14.	<p>Section VII. Requirements Volume 2A-1 2A-2 Work requirements</p> <p>'1. Scope of Works Major Quantities - Bus Stations, Feeder Stations and Terminals Sheds: 40 Nos.</p> <p>'Following is the count of total number of Bus Stations, Feeder Stations and Terminal Sheds as per the BOQ - 1. Bus Station A - 8 Nos.</p>	<p><i>Original Scope was 40 sheds. However, the Employer decided to exclude 4 sheds, which will be implemented under a separate arrangement. Therefore, the following is the scope of bus sheds to be constructed under this project:</i></p> <p><i>1. Bus stations A – 8Nos</i></p>

S/No.	Issues/Questions	Clarifications/Responses
	<p>2. Bus Station B - 24 Nos. 3. Feeder Stations (Jet Club, Mombasa, Gongo la Mboto) - 3 Nos. 4. Terminal Sheds - (Airport, Gongo la Mboto) - 2 Nos.</p> <p>----- Total = 37 Nos.</p> <p>Please provide locations of the other balance Bus Stations/ Feeder Stations/ Terminal Sheds</p>	<p>2. <i>Bus Stations B – 24Nos</i> 3. <i>Feeder Stations - 3Nos (Jet Club, Mombasa and Gongolamboto)</i> 4. <i>Terminal Sheds – 1No (Gongolamboto).</i></p> <p>Sub/Total (1) = 36Nos.</p> <p><i>Excluded bus sheds are:</i></p> <ol style="list-style-type: none"> 1. <i>Gongo la Mboto Depot (1No) – excluded</i> 2. <i>Rozana Feeder Station (1No) - Omitted</i> 3. <i>Banana Feeder (1No) - excluded</i> 4. <i>Airport Terminal Shed (at JKNIA Terminals 2 & 3) (1No) - excluded</i> <p>Sub/Total (2) = 4 No</p> <p>Grand Total 40Nos</p> <p>Therefore, Sub-total (1) =36 are the ones that will be implemented under this project.</p>
15.	<p>Section VII. Requirements Volume 2A-1 2A-2 Work requirements</p> <p>'Clause 1224 - THE HANDING OVER OF THE SITE In accordance with Supplement No. 4 of 23rd January 2009 to the Roads Act, 2007, the width of road reserve is 60 meters i.e. 30 meters either side of the road centreline, however, acquired land for Corridor of Impact (Col) is 45 m i.e. 22.5 meters either side of the road centreline. The handing over of the Site will in general include the land within these right-of-way limits. However, any property found within the road reserve shall be preserved by the Contractor unless it will be affected by the permanent works in which case the Contractor shall notify the Engineer at the earliest possible time. Any work affecting such property may only be started after obtaining the Engineer's authorization.</p> <p>'- As per the site visit video, it is observed that at many places the available land width is less than 17m from centre line on either side; however the clause states that the land acquired for Col is 45m. Request Authority to kindly clarify, whether the RoW available to Contractor will 60m or 45m and till date how much land is acquired and till when the complete RoW will be handed over.</p>	<p><i>The corridor for construction of BRT infrastructure has been acquired by the Employer. However, there might be an encounter of some few obstructions in the course of implementing the works, which will be dealt with accordingly.</i></p>

S/No.	Issues/Questions	Clarifications/Responses
16.	<p>"Section VII. Requirements Volume 2A-1 2A-2 Work requirements"</p> <p>'1500 ACCOMMODATION OF TRAFFIC</p> <p>1. The Contractor will be given possession of the BRT Phase 2 corridor on the Commencement Date 2. relocation of existing services that, in certain instances, can be relocated only after the Contractor has advanced sufficiently. The Contractor's programme of works must allow sufficient time for relocation of such existing services</p> <p>'1. We presume the corridor is BRT Phase 3 instead of BRT Phase 2</p> <p>2. To keep sufficient time for relocating utilities, we request Authority to kindly increase the Construction Period from 20 months to 36 months.</p>	<p>1. Yes. The corridor is BRT Phase 3 instead of BRT Phase 2</p> <p>2. <i>Please refer to Item No. 51 of Clarification No. 1 dated 7th August 2020</i></p>
17.	<p>Volume 3A Bidding Documents: Drawings - Road Works</p> <p>"Standard Drawings, Drg No. BRT3/TCS/001 Detail ""C"" Type IV - 150mm Service Pipe"</p> <p>The service pipe of 150mm to be laid in improved upper SG layer (G15) shall be encased or laid without encasing, considering chances of damage during laying cement stabilized course above, please clarify.</p>	<p><i>Please refer to Series 2000 of Standard Specifications for Road Works-2000.</i></p>
18.	<p>Volume 3A Bidding Documents: Drawings - Road Works</p> <p>"Standard Drawings, Drg. No. BRT3/TCS/001</p> <p>Detail ""D"" Type III - reinforcement below Kerb (Y12 500mm long @ 300mm c/c and bedding below Kerb"</p> <p>"As shown in detail ""D"" please clarify following:</p> <p>1. what is the bedding below Kerb and item no. in BOQ</p> <p>2. Reinforcement below Kerb i.e. Y12 500mm long@ 300mm c/c is considered under which BOQ item and is there any longitudinal bar required or to be provided to keep the reinforcement in place.</p> <p>3. does the reinforcement to be provided below all Kerbs and throughout the project length"</p>	<p>1. <i>Class of Concrete for bedding to be used has been indicated on BOQ Item 23.01 and 23.02. The rates for BOQ items 23.01 and 23.02 include bedding and all other incidentals.</i></p> <p>2. <i>Reinforcements under the kerb stones will not be provided.</i></p> <p>3. <i>Refer to Item 18(2) of Clarification No. 2 above.</i></p>
19.	<p>Volume 3A Bidding Documents: Drawings - Road Works</p> <p>"Standard Drawings, Drg No. BRT3/TCS/001 Detail ""B"" - Manhole".</p> <p>Request Authority to kindly clarify the bedding below Manhole, as the same is not shown in standard drawings</p>	<p><i>Please refer to BOQ Item 22.07.</i></p>

S/No.	Issues/Questions	Clarifications/Responses
20.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/TCS/003 Tazara Flyover Section"</p> <p>Request Authority to kindly provide width of BRT lane below Tazara flyover, as the same is not shown in the standard drawings</p>	<p>3.5m lanes off station on both directions have been considered.</p> <p>An overtaking lanes of 3.5m have been considered at station bringing the busway to 7m on both directions.</p>
21.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/TCS/005 New Construction for BRT, Service Roads"</p> <p>Request Authority to kindly clarify, which crust to be considered for Service Road, whether as per details provided in drg no. BRT3/TCS/005 or as per detail "A" type 2 details provided in drg. No. BRT3/TCS/018</p>	<p>Pavement structure for Service Road:</p> <ul style="list-style-type: none"> - 50mm surfacing (SP12.5) - 150mm SP37.5 - 150mm CRR - 150mm C1 - 150mm G15
22.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/TCS/005 New Construction for BRT, Service Roads"</p> <p>As per the crust details shown in the drawing for Service Road the sub base is to be done with cement stabilized soil (CM) material; however, there is no such item mentioned in the BOQ. Request Authority to kindly clarify</p>	<p>Cement stabilized soil (CM) material is not applicable.</p> <p>The applicable pavement structure is as indicated in Clarification No. 21 above.</p>
23.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/TCS/007 Typical cross section at Gongo la Mboti terminal approaching road "</p> <p>The cross Section at Gongo la Mboti terminal approaching road shall be 20.15m instead of 19.15m as shown in the drawing, considering the kerb width (0.5m) on both sides between mixed traffic and BRT.</p>	<p>The cross section from Kisarawe approach road to Gongolamboto Bus Terminal is 20.15m when summing up the dimensions in the given typical cross section. The quantities of works included in the BOQ considered full width of 20.15m.</p>
24.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings from Drg no. BRT3/TCS/007 to Drg no. BRT3/TCS/017 Typical Cross sections"</p> <p>"The chainages mentioned in the tables of the respective cross sections are getting overlapped at few locations for eg: Maktaba/ Azikiwe Street - C/s 1-1-1 from 0+000 to 0+500 and C/s 1-2-1 from 0+475 to 0+610 Nyerere Road - C/s 2-2-2 from 0+915 to 1+051 and C/s 2-4-2 from 1+025 to 1+425 and C/s 2-2-2 from 1+419 to 1+492 etc. Request Authority to kindly revise the same".</p>	<p>The given chainages on typical cross sections are for respective roads, chained independently.</p>
25.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings from Drg no. BRT3/TCS/007 to Drg no. BRT3/TCS/017 Typical Cross sections"</p>	<p>The referred drawings are not missing but are transitions with tapering width e.g. Drawing No. BRT3/TCS/017</p>

S/No.	Issues/Questions	Clarifications/Responses
	<p>"1. There are few sections on Nyerere Road where the chainages are not mentioned in any cross sections for e.g: km 11+175 to km 11+195, km 12+475 to km 12+660 etc.</p> <p>2. As per the table given in the respective cross sections the Nyerere road ends at km 17+923; whereas as per the Plan and Profile the road ends at km 18+147.</p> <p>Please clarify"</p>	<p><i>tapers from 49m width at Km11+175 to 45m width at Km 11+950 etc.</i></p>
26.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings from Drg no. BRT3/TCS/008 Typical Cross sections"</p> <p>The typical cross section shows the roadway width as 20.65m, whereas the table shows the roadway width as B=21.50m. There are few other cross sections as well where the width is not matching, please clarify.</p>	<p><i>Please refer to response to Question No. 23 above.</i></p>
27.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings Drg no. BRT3/TCS/018 Typical Pavement Cross Section Type 1"</p> <p>We presume that the Pavement crust to be considered for Pavement Type 1 and Type 2 shall be accordingly to the Detail "A" mixed traffic as provided in drg. No. BRT3/TCS/018. Kindly confirm.</p>	<p><i>Pavement Type-1 is for mixed traffic lanes and Pavement Type-2 is for BRT traffic lanes.</i></p>
28.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/TCS/018 Typical Pavement Cross Section Type 1"</p> <p>As per Crust details for mixed traffic detail "A", there is no Prime Coat/ Tack Coat mentioned between binder course and DBM base course. Kindly confirm</p>	<p><i>Prime Coat and Tack Coat though not indicated in the drawings shall be applied as required.</i></p> <p><i>Respective Quantities of Prime Coat and Tack Coat have been considered under BOQ Items 41.01 and 42.03 respectively.</i></p>
29.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings Drg no. BRT3/TCS/019 Typical Pavement Cross Section Type 2"</p> <p>The total thickness mentioned in Detail "G" for BRT Stations (Type 2) drawing no. BRT3/TCS/019 is 750mm; however, the Crust details below shows 600mm. Request Authority to kindly clarify exact crust thickness to consider</p>	<p><i>The reason that the crust shows total pavement depth of 600mm, is that the G7 (150mm) material layer is not included in the detail.</i></p> <p><i>The total pavement depth is 750mm including the G7 layer.</i></p>
30.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/RC/001 Railway Crossing Details 1"</p> <p>"- The general layout of railway crossing shows safety boom gate only for vehicles; however, there is no provision shown for people using walkway - Please provide distance between median opening at railway crossing</p>	<p><i>The Boom gates at railway crossing have been provided on both carriageways (i.e. both directions and both sides).</i></p>

S/No.	Issues/Questions	Clarifications/Responses
	- From Safety point of view we presume the boom gate shall be provided on both directions and on both sides"	
31.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Standard Drawings, Drg no. BRT3/RC/002 Railway Crossing Details 2"</p> <p>Request Authority to kindly provide more specific details for items like Steel 100 x 100 and Anchor D22</p>	<p><i>Details within the railway line is beyond the scope of this project. Bidders are only required to tie-in the road to existing railway in order to provide a crossing with a smooth riding using materials provided under the Contract i.e. cement concrete, kerb stones and asphalt concrete.</i></p>
32.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Plan and Profile, Nyerere / Bibi Titi Mohammed Road STA. 17+500 ~ 18+147.01, Drg. No. BRT3/PP/028"</p> <p>At Km 17+700 on Nyerere Road there is a Bus Stop shown in P&P; however the same is not mentioned in Bus Station details in drg. no. BRT/ BS/ 001 (Bus Station Type) and in any Typical Cross Sections. Please clarify.</p>	<p><i>The indicated bus station on the Plan and Profile at Km 17+700 on Nyerere Road is actually Gongolamboto Bus Terminal and not a normal bus station.</i></p> <p><i>The Bus Terminal will be built at the median of the carriageways.</i></p>
33.	<p>Volume 3A Bidding Documents: Drawings - Road Works "Plan and Profile, Kitunda Road to JCT to Banana Feeder Station, Drg. No. BRT3/ PP/ 21-1"</p> <p>Request Authority to kindly provide BOQ for Banana Feeder Station. As the same is missing in the provided BOQ</p>	<p><i>Please refer to response to Question No. 14 above.</i></p> <p><i>Banana Feeder Station is not within the scope of this project.</i></p>
34.	<p>Volume 3A Bidding Documents: Drawings - Road Works Feeder Station Details</p> <p>Request Authority to kindly provide detail drawings, plans/ elevations/ sections, structure details for Feeder Stations at Jet Club, Banana and Mombasa</p>	<p><i>Please refer to Items No. 6, 54 and 58 of Clarification No. 1 dated 7th August 2020</i></p>
35.	<p>General Terminal Shed</p> <p>"1. Request Authority to kindly provide detail drawings, plans/ elevations/ sections, structure details for Terminal Sheds at Airport and Gongo la Mboto</p> <p>2. Is terminal shed proposed at pedestrian footpath at Tazara, if yes, kindly provide BOQ for the same."</p>	<p><i>Please refer to response to Question No. 14 above.</i></p> <p><i>1. Terminal Shed within Airport is not within the scope of this project.</i></p> <p><i>2. Drawings for Gongolamboto and bus station shed at TAZARA, Please refer to Items No. 6, 54 and 58 of Clarification No. 1 dated 7th August 2020.</i></p>
36.	<p>General Existing Service Road</p> <p>Request Authority to kindly clarify, whether is there any provision of overlay with wearing course on existing service roads. If yes, please provide crust details and length of existing service road.</p>	<p><i>There is no provision for overlay on existing Service roads.</i></p>

S/No.	Issues/Questions	Clarifications/Responses
37.	<p>General Existing Road Details</p> <p>"Request Authority to kindly provide existing road details such as a. width of road b. crust of road etc."</p>	<p><i>Width of the road and pavement details have been provided. Refer Drawings No. BRT3/TCS/001 to BRT3/TCS/020.</i></p>
38.	<p>General Maintenance of existing road during Construction Period</p> <p>As there is no provision in BOQ, we presume that maintenance of existing road during Construction Period is not under the scope of Contractor. Please confirm</p>	<p><i>Refer to Section 1500 – Accommodation of Traffic in the BOQ and Standard Specification for Road Works 2000.</i></p>