

Re: "Uherský Brod Transport Terminal – Stage III"
Additional information no. 5

Question No. 17:

In the bill of quantities for the structure SO 01-17_1 Railway track 1, under item 17 (item number 965116) Removing track on concrete sleepers - removal of disassembled parts (from the point of disassembly or mounting base) for disposal in the amount of 679,325 t.km, it is considered that the transport of the track panels is within 8 km. The specification of the item contains a calculation 140m x 0.60654t/m x 8km. Should the contractor allow for the transport of all the material from track panels (as well as the steel parts of the disassembled track panels) within 8 km despite the clarification from Annex F.1 (Organization of construction_Technical report) that "the steel parts of track panels will be transported to a scrap yard in agreement with the client"?

Answer:

The budget of the contractor must allow for the transport of all the material, since it is impossible to fully anticipate the extent of steel parts which will still be usable by the client.

Question No. 18:

In the bill of quantities for the structure SO 01-17_2 Railway track 2, under item 24 (item number 965116) Removing track on concrete sleepers - removal of disassembled parts (from the point of disassembly or mounting base) for disposal in the amount of 2,731,856 t.km, it is considered that the transport of the track panels is within 8 km. The specification of the item contains a calculation 563 m x 0.60654t/m x 8km. Should the contractor allow for the transport of all the material from track panels (as well as the steel parts of the disassembled track panels) within 8 km despite the clarification from Annex F.1 (Organization of construction_Technical report) that "the steel parts of track panels will be transported to a scrap yard in agreement with the client"?

Answer:

The budget of the contractor must allow for the transport of all the material, since it is impossible to fully anticipate the extent of steel parts which will still be usable by the client.

Question No. 19:

In the bill of quantities for the structure SO 01-17_2 Railway track 2, under item 26 (item number 965126) Removing track on wood sleepers - removal of disassembled parts (from the point of disassembly or mounting base) for disposal in the amount of 339,080 t.km, it is considered that the transport of the track panels is within 70 km. The specification of the item contains a calculation 17.3 m x 0.28 t/m x 70 km. Should the contractor allow for the transport of all the material from track panels (as well as the steel parts of the disassembled track panels) within 70 km despite the clarification from Annex F.1 (Organization of construction_Technical report) that "the steel parts of track panels will be transported to a scrap yard in agreement with the client"?

Answer:

The budget of the contractor must allow for the transport of all the material, since it is impossible to fully anticipate the extent of steel parts which will still be usable by the client.

Question No. 20:

In the bill of quantities for the structure SO 01-17_3 Railway track 3, under item 14 (item number 965126) Removing track on wood sleepers - removal of disassembled parts (from the point of

disassembly or mounting base) for disposal in the amount of 352,800 t.km, it is considered that the transport of the track panels is within 70 km. The specification of the item contains a calculation 18 m x 0.28 t/m x 70 km. Should the contractor allow for the transport of all the material from track panels (as well as the steel parts of the disassembled track panels) within 70 km despite the clarification from Annex F.1 (Organization of construction_Technical report) that "the steel parts of track panels will be transported to a scrap yard in agreement with the client"?

Answer:

The budget of the contractor must allow for the transport of all the material, since it is impossible to fully anticipate the extent of steel parts which will still be usable by the client.

Question No. 21:

In the bill of quantities for the structure SO 01-17_3 Railway track 3, under item 15 (item number 965-R001) Removing track on steel sleepers to track panels with transport to a mounting base with subsequent transport of disassembled parts for disposal within 5 km in the amount of 203,0 m, it is considered that the transport of the track panels is within 5 km. Should the contractor allow for the transport of all the material from track panels (as well as the steel parts of the disassembled track panels) within 5 km despite the clarification from Annex F.1 (Organization of construction_Technical report) that "the steel parts of track panels will be transported to a scrap yard in agreement with the client"?

Answer:

The budget of the contractor must allow for the transport of all the material, since it is impossible to fully anticipate the extent of steel parts which will still be usable by the client.

Question No. 22:

In the tender documentation Part B, file B.1 "Summary Technical Report", the building procedure no. 0 is proposed in the duration of 7 days. In Part F, file F.3 "Timetable of works", the building procedure no. 0 is proposed in the duration of 6 days. We ask the contracting authority for clarification or update of the duration of the building procedure no. 0.

Answer:

The correct duration is 6 days.

Question No. 23:

Access of passengers to a provisional platform will be via a provisional foot level crossing with two mechanical gates. Mechanical gates will be operated by the foot level crossing supervisor, who will use the gates to control the movement of passengers across the foot level crossing. In addition to the foot level crossing supervisor, should the mechanical gates be controlled by the contractor?

Answer:

The foot level crossing supervisor is to be provided as part of the construction, i.e. by the contractor. The supervisor is not an employee of the contracting authority (SŽDC), but an employee of the contractor with the appropriate qualifications (medical and technical = appropriate training).

Question No. 24:

The bill of quantities for the structure SO 01-16 Railway substructure 1, 2, 3 envisages temporary sheet pile walls from metal components. Can the contracting authority further specify where the use of sheet pile walls is envisaged (completion of the technical specifications and cross sections).

Answer:

Based on the questions of the contractor, this item is supplemented to include the disassembly of sheet pile walls to the same extent. These sheet pile walls are included in the bill of quantities in case of

unforeseen facts found on the construction site (the part of the budget for the organization of construction).

Question No. 25:

The bill of quantities for the structure SO 01-17_2 Railway track 2 contains item

- No. 11 (item number 549330-R) ESTABLISHMENT OF CONTINUOUS WELDED RAIL ON EXISTING SECTIONS IN THE RAIL. . . 439.0 m

According to the specification for that item, it does not envisage any welds. After a recalculation of the proposed number of welds for rail 49E1 under item:

No. 3 (item number 528352) RAIL 49 E1, DIFF. "U" CONTINUOUS WELDED RAIL, CON. SLEEP. BASEPLATELESS, EL. FASTENING . . 575.70 m

or No. 12 (item number 549331-R) ESTABLISHMENT OF CONTINUOUS WELDED RAIL ON NEW SECTIONS IN THE RAIL. . . 575.90 m

we believe that the proposed number of rail welds is insufficient. Can the contracting authority specify the item in which it envisages the necessary number of welds for item No. 11 Establishment of continuous welded rail?

Answer:

This is okay, it concerns re-clamping of the existing rails, where adjacent 50m and current switches will be subject to directional and height adjustment, with the need to loosen fasteners.

See the TR:

“Track No. 1 will be provided with a CWR from the tip of switch No. 14 to the tip of switch No. 3, and will connect to the existing CWR. Approximately in the middle of the section, there will be 1 pair of closure welds.

“Track No. 2b will be provided with a CWR from the tip of switch No. 12 to the tip of switch No. 8, and will connect to the existing CWR. Approximately in the middle of the section, there will be 1 pair of closure welds.

In track No. 3 with the directional and height adjustment (particularly vertical alignment of camber) and a local stress change, and since the operation could have anyway led to changes in clamping temperature, CWR will be re-established from the tip of switch No. 15 to km 0.290 538 (50m after the end of directional and height adjustment). Approximately in the middle of the section, there will be 1 pair of closure welds.”

In addition to one pair of closure welds, no other welding is to be done, only the fasteners are to be loosened to establish a closure weld.

Conversely, on the safe side, there is one duplicate directional and height adjustment as part of the item for the establishment of CWR.

Question No. 26:

The bill of quantities for the structure SO 01-17_2 Railway track 2 contains item

- No. 7 (item number 543331) REPLACEMENT OF RAIL 49 E1, INDIVIDUALLY. . . 14.60 m

According to the specification for the item, the material may be delivered as new, renovated or recoverable. According to the technical report, the construction does not envisage the use of recoverable, renovated material. Will the rails for replacement therefore be delivered as new material?

Answer:

Unless otherwise provided by the administrator, new material is envisaged, which would be desirable given that the rails are replaced in the place of joint sleepers after switches, and there should be continuity with the adjoining sections of the newly built track. Unless otherwise provided by the administrator, new material is envisaged, which would be desirable given that the rails are replaced in the place of joint sleepers after switches, and there should be continuity with the adjoining sections of the newly built track.

Question No. 27:

The bill of quantities for the structure SO 01-17_3 Railway track 3 contains item

- No. 7 (item number 549330-R) ESTABLISHMENT OF CONTINUOUS WELDED RAIL ON EXISTING SECTIONS IN THE RAIL. . . 133.0 m

According to the specification for that item, it does not envisage any welds. After a recalculation of the proposed number of welds for rail 49E1 under item:

No. 3 (item number 528352) RAIL 49 E1, DIFF. "U" CONTINUOUS WELDED RAIL, CON. SLEEP. BASEPLATELESS, EL. FASTENING . . 224.30 m

or No. 8 (item number 549331-R) ESTABLISHMENT OF CONTINUOUS WELDED RAIL ON NEW SECTIONS IN THE TRACK. . . 224.50 m

we believe that the proposed number of rail welds is insufficient. Can the contracting authority specify the item in which it envisages the necessary number of welds for item No. 7 Establishment of continuous welded rail?

Answer:

See answer to question No. 25

Question No. 28:

The bill of quantities for the structure SO 01-17_3 Railway track 3 contains item

- No. 5 (item number 543331) REPLACEMENT OF RAIL 49 E1, INDIVIDUALLY. . . 7.30 m

According to the specification for the item, the material may be delivered as new, renovated or recoverable. According to the technical report, the construction does not envisage the use of recoverable, renovated material. Will the rails for replacement therefore be delivered as new material?

Answer:

See answer to question No. 26

Question No. 29:

Bill of quantities for the structure SO 15-01 Platform shelter is not identical with the technical specification. There is an item missing in the bill of quantities

(item number from technical specifications 272366) REINFORCEMENT OF FOUNDATIONS BY WELDED WIRE MESH 0.192 T

Also, concerning the below items, there are different amounts in the bill of quantities and the technical specification:

No. 1 (item number 13283) MAKING GROOVES OF UP TO 2M WIDE, WITH / WITHOUT TIMBERING, CLASS II

Bill of quantities 17.608 M3

Technical specification 24.011 M3

No. 2 (Item No. 13283B) trenching Sir TO 2M Paz I NEPAŽ CPP. II – TRANSPORT

Bill of quantities 140.864 M3KM

Technical specification192.088 M3KM

No. 3 (item number 17120) SAVE loose material embankments and landfill without compacting

Bill of quantities 17.608 M3

Technical specification24.011 M3

No. 5 (item number 272314) FOUNDATIONS FROM PLAIN CONCRETE UP TO C25/30 (B30)

Bill of quantities 12.902 M3

Technical specification19.518 M3

No. 7 (item number 015112) waste disposal fees uncontaminated -

17 05 04 EXCAVATED SOIL AND ROCK – II. CLASS OF DIFFICULTY OF EXTRACTION

Bill of quantities 33.455 T

Technical specification45.621 T

We ask the contracting authority for supplementation and further specification of the bill of quantities and the technical specification.

Answer:

This is an administrative mistake. The correct quantities are those according to the technical specification. These were also provided in the bill of quantities for this SO. A modified list of works is attached.

Question No. 30:

In the bill of quantities of SO 16-01_2 Railway substructure, item No. 22 contains lime-cement stabilization in the amount of $1374.2 \times 0.42 + 1374.2 \times 0.42 = 1,154.328 \text{ m}^3$. The Technical Report states that the thickness of stabilization will be 42cm, which amounts to $577,164 \text{ m}^3$ if the plain area is $1,374.2 \text{ m}^2$. We believe that this item is contained twice in the bill of quantities. A similar discrepancy can also be found in SO 16-01_1 item No. 16 and SO 16-01_3 item No. 15.

Please state which of these values applies.

Answer:

The areas are fine. The adjustment of the plane (paraplane) will be made only in the case of replacement of soil where it is not possible to use a mixing machine. Since it is considered with a theoretical ration of 50:50 of improved soil (from the centre: on site), the adjustment of (para)plain is assumed only for 50% of the total area of improved soil. Adjusting the ground plane (upper surface of improved soil) is not required in this case, since the requirements for the execution of structural layers from improved soil are more stringent than the requirements for the adjustment of natural plain of earth.

Question No. 31:

The bill of quantities of SO 01-16-01 contains an item Complete pothole repair, asphalt of pavement surface – assumption of up to 10% of the area.

SO 01-16-01_1 Item no. 20 area of 540.8 m^2

SO 01-16-01_2 Item no. 20 area of $1,539.2 \text{ m}^2$

SO 01-16-01_3 Item no. 19 area of $1,040.0 \text{ m}^2$

Do these areas already represent 10% of the repaired areas?

Answer:

No, this is the total affected area. From these values, assume 10 percent. The final area will be approved by the contracting authority based on the real situation. The unit price should correspond to execution $54 + 154 + 104 \text{ m}^2$.

In accordance with Section 147(8) of Act No 137/2006 Sb., on public procurement, the contracting authority has made adjustments in the published notice. Corrected Contract Notice – public services has been published on the web portal www.vestnikverejnychzakazek.cz (published under registration number VZ 631309).

Given that the contracting authority has made adjustments in the procurement specifications, the contracting authority acts in accordance with Section 40(3) of the Act and extends the time limit for receipt of tenders from 24 August 2016 to 25 August 2016, i.e. by 1 calendar day. The following dates therefore change in the Corrected Contract Notice – public services:

The following dates therefore change in the Corrected Contract Notice – public services:

Section IV. 3.3): the date 24/08/2016 at 2.00pm is cancelled and replaced by 25/08/2016 at 2:00pm,
Section IV. 3.4): the date 24/08/2016 at 2.00pm is cancelled and replaced by 25/08/2016 at 2:00pm,
Section IV. 3.7): the date 24/08/2016 at 2.00pm is cancelled and replaced by 25/08/2016 at 2:00pm.

Annexes:
list of works