

North – South Commuter Railway (NSCR) Project (Malolos – Tutuban) Package CP01: Elevated Structures, 7 Stations and Depot			
ITEM NO.	REFERENCE CLAUSE/ SECTION	CLARIFICATION REQUEST	RESPONSE
Volume I, Part 1 – Bidding Procedures			
1	Section III, EQC	For Major Items of the Works requiring specialist subcontractors, if a local subcontractor does not have the required length of experience, but its international parent company does (have the required length of experience), can we enter into a subcontract agreement with the subsidiary local company, assuming the international parent company issues a letter of assurance for technical and financial support? ‘ Please specify.	The Bidder’s request would be acceptable only if the Bidder, as the prime contractor or lead partner in a JV, names the International Parent Company in its Bid as the specialist subcontractor in the Form ELI-2: Bidder’s Party Information Form; and that the International Parent Company meets the Specific Experience requirements of EQC 2.5.4.2(b) last paragraph, which stipulates “The specialist subcontractor must satisfy experience requirement of the same as prime contractor or subcontractor specified in Criteria Item No. 2.5.4.1.” (General Experience).
2	Section IV, Page BF-19, Appendix 7: Bid Index	<u>Reference:</u> <i>Technical Bid Item 4 states:</i> “Documentary Evidence establishing the Bidder’s eligibility and qualifications to perform the contract Forms ELI-1, ELI-2, CON, FIN-1, FIN-2, FIR-1, FIR-2)” It seems Form EXP-1, EXP-2(a), EXP-2(b) are omitted. <u>Proposed Text:</u> “Documentary Evidence establishing the Bidder’s eligibility and qualifications to perform the contract (Forms ELI-1, ELI-2, CON, FIN-1, FIN-2, FIR-1, FIR-2, EXP-1, EXP-2(a), EXP-2(b))”	Yes, Appendix 7: Bid Index is amended as follows: “Documentary Evidence establishing the Bidder’s eligibility and qualifications to perform the contract (Forms ELI-1, ELI-2, CON, FIN-1, FIN-2, FIR-1, FIR-2, EXP-1, EXP-2(a), EXP-2(b))” Appendix 7: Bid Index has also been renumbered to match the numbering of the Appendices in Table of Forms Contents of Bid and is attached as Annex “B” to this General Bid Bulletin (GBB).
3	Section IV, Page BF-19, Appendix 7: Bid Index	<u>Reference:</u> <i>Technical Bid Item 5.5 states: “Proposed Subcontractors/ Manufacturers for Major Items of Plant and Installation Services (Forms SUB)”</i> The title of Item 5.5 is different from the title of Form SUB.	Yes, Appendix 7: Bid Index is amended as follows: “Proposed Subcontractors for Major Items of the Works (Form SUB)” A copy of the revised Appendix 7: Bid Index is attached as Annex “B” to this GBB.

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		<u>Proposed Text:</u> “Proposed Subcontractors for Major Items of the Works (Form SUB)”	
4	Section IV, Page BF-22, Letter of Price Bid	Please clarify if the Bidder shall include or exclude the value-added tax for the total price of Bid to be stated in item (c).	<p>Yes, the Value Added Tax (VAT) should be added in the Total Bid Price. In accordance with the Bureau of Internal Revenue (BIR) Revenue Memorandum Circular (RMC No. 8-2017 Article 1., the VAT-registered suppliers and subcontractors of the Japanese companies, shall bill and pass on the twelve percent (12%) to the Japanese companies/contractors. In turn, the Japanese contractors shall include in their billing and pass on the 12% VAT to the concerned executing agency (DOTr). Therefore, VAT (excluding that on imports) shall be incorporated into the Local Unit Prices (PhP) and Local Amounts (PhP) of the Bid Price.</p> <p>However, in accordance with RMC No. 8-2017 Article 2., it will be the responsibility of the Japanese Contractor to file the prescribed VAT returns on gross receipts derived from the Project, claim their input taxes from their purchase of goods, properties and services from their suppliers or subcontractors and shall pay the output tax or VAT thereon, after offsetting the creditable or allowable input taxes, considering that the amount intended for payment of the VAT has already been collected and received by the Japanese contractors or nationals from the executing agency (DOTr) as part of the total billing/invoice price.</p>
5	Section IV, Page BF-25, Schedule 2: Schedule of Adjustment Data	<u>Reference:</u> The last paragraph states: “Column “(e) Bidder’s related currency amount” is the Peso amount of the Total of column (e) (A+ B+ C+D) multiplied by the Bidder’s weighting within	A revised Schedule of Adjustment Data is attached as Annex “C” to this GBB.

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		<p><i>the ranges shown in column (f) for each Index Code.”</i></p> <p>The title of column (e) is not “Bidder’s related currency amount” but “Bidder’s Proposed Weighting”.</p> <p>Please clarify the meaning of this paragraph.</p>	
6	Section V, Page ESC-1, Eligible Source Country(ies) for Procurement of Goods and Services	If Billet-Steel Bars for Concrete Reinforcement are procured from Japan, then rebars are made by a non-Japanese manufacturer in the Philippines, can Billet-Steel Bars be regarded and counted as Japanese origin? Please confirm.	<p>The cost of procuring Billet-Steel Bars from a Japanese supplier in Japan, including the transportation expense from Manila Port to the premises of the local (Non-Japanese) reinforcement manufacturer, can be counted as Japanese origin.</p> <p>However, all subsequent costs of the non-Japanese manufacturer in the Philippines such as milling, detailing, fabrication, delivery to site etc., cannot be counted as Japanese origin. In such case, the Bidder shall separate the imported raw material from the fabricated materials price for purposes of computing the Japanese content.</p>
Volume IA, Part 1 – Bill of Quantities			
7	Section VI, 3. Drawings, Page CP01-B4-000 as typical for each Book, Book 4 of 11 Stations, Si. No. 7 as typical for each Book	<p><u>Reference:</u> <i>PVC conduits for Earthing and Grounding shall be imbedded in all pier locations of viaduct along NSCR alignment except locations in the waterway. Details of the same shall be interfaced with E&M Contractor and approved by the Engineer.</i> <i>All related shop drawings and construction work for this modification shall be incorporated and carried out by the Contractor during the construction stage.</i></p> <p>Please kindly provide us with detailed design drawings for these PVC conduits, and indicate which BOQ will be applied</p>	Please refer to GS 100, Clause 126 Interface Management and Appendix 4.

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		for this item. If design drawings are not available, please let us know the contact details of E&M Contractor. Please note that we are unable to estimate costs for which details are unknown.	
8	Section VI, 3. Drawings, Page CP01-B4-006, 007, 008 009 & 010 as typical for each station, Book 4 of 11 Stations as typical for each station	The suite of drawings of drainage shows catch basin and drainage channel made of reinforced concrete. Please advise us which BOQ will be applied for these items, and while we understand the items above ground level, namely dia. 150mm S/S storm drain pipes etc. should be included in 618(1) Sanitary Works for each station.	The catch basin and drainage channel made of reinforced concrete are indicated under BOQ No. 5: Drainage. Other items above ground level, namely dia. 150mm are included in 618(1) Sanitary Works BOQ No. 3: Station.
9	Section VI, 3. Drawings, Page CP01-B4-014 as typical for each station, Book 4 of 11 Stations as typical for each station	<u>Reference:</u> <i>08 Site Work</i> <i>Walkway: Interlocking concrete block paver</i> While interlocking concrete block paver is specified for walkway, BOQ specifies "Sidewalk with wire mesh (t=100)" Please clarify which is correct.	Please refer to items 9 and 12 of Annex "B" of GBB No. 04, and TS500 Clause 504.
10	Section VI, 3. Drawings, Page CP01-B4-016 as typical for each station, Book 4 of	The drawing shows areas for "Concrete pavement / Curb & gutter / Side-walk / Drainage / Lighting". Please provide us with details of each item, such as plan, cross sections and profile etc.	The detail of the station plaza will be finalized with the relevant authorities in the future. This is not part of the Scope of Work of the Contractor.

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	11 Stations as typical for each station	Also, BOQ does not exist for the above items except for side-walk. Please clarify.																	
11	Section VI, 3. Drawings, Page CP01-B4-135 as typical for each station, Book 4 of 11 Stations as typical for each station	<p>The drawing shows Expansion Joint (EJ) between the columns of C1A and C4A. Is this to be paid by BOQ No. 505(1) Expansion Joint?</p> <ul style="list-style-type: none"> – If yes, how should it be measured? Should each face EJ be measured separately? Or counted as one? – If no, in which BOQ should it be included? 	<p>Please refer to TS 500 Clause 507.</p> <p>The following items in the Bill of Quantities are revised as follows:</p> <p>Page BOQ-24</p> <table> <tr> <td>50750 5</td><td>507505(1) }</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m.f. m-</td><td>135.49 53 9.00</td></tr> </table> <p>Page BOQ-41</p> <table> <tr> <td>50750 5</td><td>507505(1) }</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m.f. m-</td><td>123.60 57 8.00</td></tr> </table> <p>Page BOQ-56</p> <table> <tr> <td>50750 5</td><td>507505(1) }</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m.f. m-</td><td>192.07 43 6.00</td></tr> </table>		50750 5	507505(1) }	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m.f. m-	135.49 53 9.00	50750 5	507505(1) }	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m.f. m-	123.60 57 8.00	50750 5	507505(1) }	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m.f. m-	192.07 43 6.00
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			Page BOQ-71 <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>122.0734 7.00</td></tr> </table>		50750 5	507505 4)	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m. m.	122.0734 7.00
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			Page BOQ-87 <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>125.0342 6.00</td></tr> </table>		50750 5	507505 4)	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m. m.	125.0342 6.00
50750 5	507505 4)	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m. m.	125.0342 6.00					
			Page BOQ-102 <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>204.2856 8.00</td></tr> </table>		50750 5	507505 4)	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m. m.	204.2856 8.00
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			Page BOQ-117 <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>298.8243 6.00</td></tr> </table>		50750 5	507505 4)	Expansion Joint and Cover assemblies (all types for floors, walls and roofs)	s.m. m.	298.8243 6.00
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			<p>Page BOQ-158</p> <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Joint Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>300.76 292.00</td></tr> </table> <p>Page BOQ-186</p> <table> <tr> <td>50750 5</td><td>507505 4)</td><td>Expansion Joint and Joint Cover assemblies (all types for floors, walls and roofs)</td><td>s.m. m.</td><td>51.50 50.00</td></tr> </table>		50750 5	507505 4)	Expansion Joint and Joint Cover assemblies (all types for floors, walls and roofs)	s.m. m.	300.76 292.00	50750 5	507505 4)	Expansion Joint and Joint Cover assemblies (all types for floors, walls and roofs)	s.m. m.	51.50 50.00
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12	Section VI, 3. Drawings, Page CP01-B4-136 as typical for each station, Book 4 of 11 Stations as typical for each station	The drawing shows Isolation Joint (IJ), Dowelled Joint (DJ) and Dowelled Expansion Joint (DEJ). Please clarify in which BOQ to include these items.	Please refer to TS400 Clause 405.9.2.											
13	Vol. IA, Part 1, Section IV, Page BOQ-5, Summary of Total Bid Price	<p><u>Reference:</u></p> <p>Note 3) * The Employer shall pay, directly to the revenue Department, the commercial tax [...] (b) the Contractor shall pay all taxes, duties and fees required to be paid by him under the Contract [...] The Employer shall be responsible for</p>	<p>Note 3) shall be worded as follows:</p> <p>"Note 3) *The Employer shall pay the Bid Price Amount and the Value Added Tax (VAT) in compliance with the Exchange of Notes between the Republic of the Philippines and the Government of Japan for OECF-Funded Projects ("Exchange of Notes") subject</p>											

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	Vol. IV, Part 3, Section VII, GC, GC-45, 14.1 The Contract Price Vol. IV, Part 3, Section VIII, PC-16, 14.7 Payment	<p><i>payment of the value added tax to the Contractor in accordance with the Law of the Country.</i></p> <p>There seem to be inconsistencies on tax issues: is it not that the Employer shall pay to the Contractor the BoQ Price plus the Value added tax as indicated in the interim billings?</p> <p>If so, then Note 3) should be worded as shown on the right.</p> <p>Is our understanding correct?</p> <p><u>Proposed Text:</u> <i>Note 3) *The Employer shall pay, in addition to the BoQ Price, the Value added tax in compliance with the Exchange of Notes and the existing BIR Revenue Memorandum Circular.</i></p>	<p><i>to the existing Bureau of Internal Revenue (BIR) Revenue Memorandum Circular (RMC) No. 8-2017 dated January 9, 2017".</i></p>
Volume II, Part 2 – Work Requirements			
14	Section VI, GS 100, Page GS-11, 103 Mobilization	<p><u>Reference:</u> <i>The Employer shall give the Contractor right of access to, and possession of, all parts of the Site within the time (or times) stated in the Contract Data</i></p> <p>As the Right of Way is unclear from the Drawings, could you please provide clearer ROW drawings?</p>	<p>For information on the Right of Way, please refer to all Viaduct General Arrangement Drawings (GADs).</p> <p>The Parcellary Survey shall be provided after contract award and when access to, and possession of the Site is given to the Contractor.</p>
15	Section VI, GS 100, Page GS-26, 109 Works in the Vicinity of Existing Operating PNR	<p>An existing operating PNR railway line runs between Valenzuela and south of Solis. Alignment of existing railway relative to NSCR alignment is unclear, but they seem to overlap. If they do overlap, unless the existing line is relocated before commencement of the Works, construction will be very difficult, with a great impact on the construction period. Could you please provide more information?</p>	<p>Please refer to GS 100, Clause 103.</p>

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16	Section VI, GS 100, Page GS-38, 112 Surveying, Setting Out the Works and Staking, 112.1 Reference Benchmarks	<p><u>Reference:</u> <i>The Contractor shall reference the construction setting out of the Works to the established survey reference bench marks on site, details of which are identified in the Topographic Survey Report.</i></p> <p>Since the Topographic Survey Report is included in the Site data, and Site data is provided to the Contractor for information purposes only, it does not form part of the Contract. When will official survey data be submitted to the Contractor after commencement date?</p> <p>Please clarify.</p>	<p>The official survey data has been provided in the Site Data.</p> <p>Please be advised that in accordance with GS100, Clause 112.1 (par. 2), “the Contractor shall satisfy itself that...and the right of way limits.” Also, please refer to GS 100 Clause 112.2 for the survey.</p>
17	Section VI, GS 100, Page GS-41, 113 Utility Treatment / Utilities Relocation and Protection	<p><u>Reference:</u> <i>The Employer shall manage the relocation of all known utilities necessary for the establishment of the Permanent Works prior to the Contractor taking possession of the Site.</i></p> <p>Could you kindly provide more information about the utility relocation area done by the Employer?</p> <p>Does this mean the Employer will complete this relocation for the whole Site before the Commencement Date?</p>	<p>Please refer to Volume V, Part 4 – Site Data, Utility Survey Report and GS 100, Clause 113.</p>
18	Section VI, GS 100, Page GS-57 GS-235, 118.3 Contractor's Environmental Management and	<p>According to Annex B - Impacts Management Plan, in "Removal of trees and other vegetation" and "Development of Depot site", the "Contractor" is mentioned as Responsible Entity. Whose scope of works are these? If they are the Contractor's scope, could you provide more information on where to relocate the trees? We believe these works will affect the Key Dates of Depot.</p>	<p>The “Responsible Entity” column in Page GS-235 of the “Removal of Trees and Other Vegetation” and “Development of Depot Site” rows are revised as follows:</p> <p style="text-align: center;">“Employer DOTC-PMO Contractor”</p>

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	Monitoring Plan	Please clarify.	
19	Section VI, GS 100, Page GS-75, 120.3.1 The Engineer's Response Period	<p><u>Reference:</u> <i>The Engineer's response to the Submission will be made within twenty-eight (28) calendar days of receipt of the submission</i></p> <p>Due to the very tight construction schedule, could you kindly revise it as "within 14 calendar days"?</p> <p><u>Proposed Text:</u> <i>The Engineer's response to the Submission will be made within fourteen (14) calendar days of receipt of the submission</i></p>	No. The Engineer will endeavor to respond to the Submission as soon as possible, however "...within twenty-eight (28) calendar days of receipt of the submission." shall remain, which is in accordance with FIDIC General Conditions Sub-Clause 3.1 (d).
20	Section VI, GS 100, Page GS-72, 119 Document and Drawing Submittals and Reviews 119.1 General	<p><u>Reference:</u> <i>The Contractor shall use an Electronic Document Management System (EDMS), which is compatible with the Employer's EDMS, to coordinate and control the document flow (create, process, storage, retrieval and distribution) of electronic and paper documents in a secure and efficient manner.</i></p> <p>Please provide information on the Employer's EDMS, such as name of software and version.</p>	The Employer's EDMS is built in-house and will provide a Web interface to the Contractor to coordinate and control the document flow.
21	Section VI, TS 200, Page TS200 - 43, 202.3.2 Removal of Existing Bridges, Culverts, Concrete Box Culverts, and other Drainage	There are existing structures within the ROW, such as old PNR Abutments and Piers executed by another contractor. Some of these structures are in the river: does the design assume these do not interfere with the new NSCR structures? Since the structures in the river and underground are unknown, they cannot be investigated even if we perform Site investigation. If these structures do interfere, that will significantly affect the construction schedule. Could you please provide drawings of the existing structures?	<p>The drawings shall be provided to the winning Bidder. Also, please refer to GS 100, Clause 113.1.</p> <p>The design of the NSCR Project was carried out to minimize interference with existing structures.</p> <p>In case of any infringement, the same should be informed to the Engineer as soon as possible so that construction works shall not be affected.</p>

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	Structures		
22	Section VI, TS 200, Page TS200 -52, 203.4.3.2 Time of Removal	Could you kindly advise the meaning of “Minimum Time” in the table? Even when concrete has attained the percentage of specified design strength shown in the table, do we have to follow the “Minimum Time” to remove forms and supports?	Minimum Time shall be as specified in TS200.
23	Section VI, TS 200, Page TS200 - 101, 205.4.2 Geotextile Installation, Figure 205.4.2-1 Wrapping geotextile layer around gabions	<p>The horizontal dimension of Gabion shown on the section and related drawings (NSCR-DWG-VIA02-RR-0000~) is all 300mm.</p> <p>On the other hand, a similar section in the Japanese manual for RRR shows 350mm.</p> <p>Doesn't the shorter length affect the stability of embankment before facing? Have they been well-tested on site? We assume that in case of problems, the Designer will be responsible.</p> <p>Please clarify.</p>	<p>The size of gabion is based on the Japanese manual for Reinforced Railroad Rigid Facing-Method (RRR).</p> <p>The length of gabion in the cross section (perpendicular to the facing) is 300mm, while the longitudinal length of gabion (parallel to the facing) is 350mm.</p>
24	Section VI, TS 200, Page TS200 - 103, 205.4.3 Spreading Backfill Soil, 3) Gabion installation	<p><i>Reference Text:</i> <i>In general, C-40 classification should be used as gabion.</i></p> <p>Is it possible to read this as "C-40 or equivalent"? Please clarify.</p>	No. The quality specification and grading property will be confirmed with the Engineer before the material is used.
25	Section VI, TS 200, Page TS200 - 106, 205.5 Approach Block	<p><i>Reference:</i> <i>Well-graded crushed stones shall conform to the Japanese Industrial Standards JIS A 5001 “Crushed Stone for Road Construction,” M-40, M-30, or M-25. Quality specifications and grading properties are listed in Table 205.5 1 and Table</i></p>	No. The quality specification and grading property will be confirmed with the Engineer before the material is used.

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	1) Well-graded crushed stones	205.5 2. Is it possible to read this as "M-40, M-30, or M-25 or equivalent"? Please clarify.	
26	Section VI, TS 200, Page TS200 -106, 205.5 Approach Block 2) Stabilizing agent	<u>Reference:</u> <i>Ordinary Portland cement (JIS R 5210), blast furnace cement (JIS R 5211), or fly ash cement (JIS R 5213) shall be used as a standard stabilizing agent</i> Is it possible to read this as "JIS R 5210 or equivalent", "JIS R 5211 or equivalent", "JIS R 5213 or equivalent"? Please clarify.	No. The quality specification and grading property will be confirmed with the Engineer before the material is used.
27	Section VI, TS 200, Page TS200 -108-109, 205.6 Construction Control of Backfill 205.6.1 Compaction Control of Backfill 205.6.1.1 Compaction Control for Performance	<u>Reference:</u> <i>The maximum dry density p_{dmax} used to determine the degree of compaction shall be obtained by compaction tests that conform to the Japanese Industrial Standards JIS A 1210 "Test Method for Soil Compaction using a Rammer" using the E-method.</i> Is it possible to read this as "JIS A 1210 or equivalent"? Please clarify.	Yes, however the Contractor must demonstrate the equivalency to the satisfaction of the Engineer.

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	Rank I 1) Top fill a) Control target values		
28	Section VI, TS 200, Page TS200 -110, 205.6 Construction Control of Backfill 205.6.1 Compaction Control of Backfill 205.6.1.1 Compaction Control for Performance Rank I 2) Bottom fill a) Control target values	<u>Reference:</u> <i>The maximum dry density p_{dmax} used to determine the degree of compaction shall be obtained by compaction tests that conform to the Japanese Industrial Standard JIS-A1210 (Soil compaction tests by tamping) using the E-method.</i> Is it possible to read this as "JIS A 1210 or equivalent"? Please clarify.	Yes, however the Contractor must demonstrate the equivalency to the satisfaction of the Engineer.
29	Section VI, TS 200, Page TS200 -111, 205.6 Construction Control of Backfill	<u>Reference:</u> <i>The maximum dry density p_{dmax} used to determine the degree of compaction shall be obtained by compaction tests that conform to the Japanese Industrial Standard JIS-A1210 (Soil compaction tests by tamping) using the E-method.</i> Is it possible to read this as "JIS A 1210 or equivalent"?	Yes, however the Contractor must demonstrate the equivalency to the satisfaction of the Engineer.

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	205.6.1 Compaction Control of Backfill 205.6.1.2 Compaction Control for Performance Rank II 1) Top fill a) Control target values	Please clarify.	
30	Section VI, TS 200, Page TS200 -112, 205.6, Construction Control of Backfill 205.6.1 Compaction Control of Backfill 205.6.1.2 Compaction Control for Performance Rank II 2) Bottom fill a) Control target	<u>Reference:</u> <i>The maximum dry density p_{dmax} used to determine the degree of compaction shall be obtained by compaction tests that conform to the Japanese Industrial Standard JIS-A1210 (Soil compaction tests by tamping) using the E-method.</i> Is it possible to read this as "JIS A 1210 or equivalent"? Please clarify.	Yes, however the Contractor must demonstrate the equivalency to the satisfaction of the Engineer.

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	values		
31	Section VI, TS 200, Page TS200 -112, 205.6.2 Cement Mixing Control	<p><u>Reference:</u> <i>Unconfined compression tests shall refer to the Japanese Industrial Standards JIS A 1216.</i></p> <p>Is it possible to read this as "JIS A 1216 or equivalent"?</p> <p>Please clarify.</p>	Yes, however the Contractor must demonstrate the equivalency to the satisfaction of the Engineer.
32	Section VI, TS 200, Page TS200 -129, 206.5.9 Mass Concrete	Could you kindly provide the definition of Mass Concrete?	Please refer to the International Codes/Standard for the definition of Mass Concrete. The definition of Mass Concrete mentioned in ACI301-10 Clause 1.2 may be referred.
33	Section VI, TS 200, Page TS200 -172, 206.16.6.2.6 Removal Forms and Falsework	<p>Same as the above request.</p> <p><i>[Could you kindly advise the meaning of “Minimum Time” in the table? Even when concrete has attained the percentage of specified design strength shown in the table, do we have to follow the “Minimum Time” to remove forms and supports?](Question Repeated by Procuring Agent)</i></p>	Minimum Time shall be as specified in TS200.
34	Section VI, TS 200, Page TS200 -212, 208.10.1.1 Concrete Strength	<p><u>Reference Text:</u> <i>[...] cast-in-place concrete for other than segmentally constructed bridges shall not be post-tensioned until at least ten days after the last concrete has been placed in the member to be post-tensioned.</i></p> <p>This requirement significantly affects the construction schedule of cast-in-situ balanced cantilever bridges: it makes it difficult for the Contractor to achieve the Key Dates, and it increases the cost to construct them. Has the Engineer used the same</p>	Key Dates shall be followed with all the relevant conditions in the Contract Documents.

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		condition to presume the schedule and cost? Is it strictly necessary to follow this clause? Please clarify.	
35	Section VI, TS 200 TS 400, page TS200 -183, 207. Reinforcing Steel TS400 -44, 403. Reinforcing Steel	Rebars to be used for Bridge & Viaduct are specified to be of Grade 75 steel. A stable delivery of materials is indispensable to avoid delays in the construction period, but as Grade 75 is not common in the Philippines, we are concerned of its procurement. As a result, we need to import rebars, but will the Philippine Standard Certification Mark Schemes apply to the imported steel? We would like to ask for cooperation in the import of rebars, so we can successfully complete the Works within the construction period.	Please refer to TS200, Clause 207.2.1.
36	Section VI, TS 400, Page TS400-75, 405.5.1.4 Mixing	<u>Reference:</u> <i>The time elapsing between the introduction [...] and placing [...] shall not exceed 60 minutes [...] and 45 minutes [...]</i> Could you please kindly revise text to “shall not exceed 1.5 hours”, same as in 206.7 Handling and Placing Concrete (on page TS200 - 133)? <u>Proposed Text:</u> <i>[...] shall not exceed 1.5 hours [...]</i>	Please follow the specifications.

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ITEM NO.	REFERENCE CLAUSE/ SECTION	CLARIFICATION REQUEST	RESPONSE																												
37	Section VI, 3. Drawings, Page CP01-B1-028, Book 1 of 11 Viaduct	Discrepancy in Table 2-Pilecap Type 5B-2 Dimensions: Pier No. PR1-16, 21, 97. Please clarify.	Column L2 of Table 2 of Drawing No. NSCR-DWG-VIA00-ST-0307 (Page CP01-B1-028 of Book 1 of 11) shall be read as follows: <table><tr><th>PIER No.</th><th>L2</th></tr><tr><td colspan="2">xxx</td></tr><tr><td>PR1-16</td><td><u>3595</u>3429</td></tr><tr><td>PR1-21/PRI-21R</td><td><u>3569</u>3383</td></tr><tr><td colspan="2">xxx</td></tr><tr><td>PR7-97</td><td><u>3383</u>3377</td></tr></table>	PIER No.	L2	xxx		PR1-16	<u>3595</u> 3429	PR1-21/PRI-21R	<u>3569</u> 3383	xxx		PR7-97	<u>3383</u> 3377																
PIER No.	L2																														
xxx																															
PR1-16	<u>3595</u> 3429																														
PR1-21/PRI-21R	<u>3569</u> 3383																														
xxx																															
PR7-97	<u>3383</u> 3377																														
38	Section VI, 3. Drawings, Page CP01-B1-029, Book 1 of 11 Viaduct	Discrepancy in Table 1-Pilecap Type 5B-3 Dimensions: Pier No. PR7-110, 111, 112, 113. Please clarify.	Columns L3, L4 and L5 of Table 1 of Drawing No. NSCR-DWG-VIA00-ST-0308 (Page CP01-B1-029 of Book 1 of 11) shall be read as follows: <table><tr><th>PIER No.</th><th>L3</th><th>L4</th><th>L5</th></tr><tr><td colspan="4">xxx</td></tr><tr><td>PR7-110</td><td>13256</td><td><u>1750</u> 3500</td><td><u>1750</u> 3500</td></tr><tr><td>PR7-111</td><td>13186</td><td><u>1785</u> 3500</td><td><u>1785</u> 3500</td></tr><tr><td>PR7-112</td><td>13150</td><td><u>1803</u>3500</td><td><u>1803</u>3500</td></tr><tr><td>PR7-113</td><td><u>13150</u>+1350</td><td><u>1750</u>3500</td><td><u>1750</u>3500</td></tr><tr><td colspan="4">xxx</td></tr></table>	PIER No.	L3	L4	L5	xxx				PR7-110	13256	<u>1750</u> 3500	<u>1750</u> 3500	PR7-111	13186	<u>1785</u> 3500	<u>1785</u> 3500	PR7-112	13150	<u>1803</u> 3500	<u>1803</u> 3500	PR7-113	<u>13150</u> +1350	<u>1750</u> 3500	<u>1750</u> 3500	xxx			
PIER No.	L3	L4	L5																												
xxx																															
PR7-110	13256	<u>1750</u> 3500	<u>1750</u> 3500																												
PR7-111	13186	<u>1785</u> 3500	<u>1785</u> 3500																												
PR7-112	13150	<u>1803</u> 3500	<u>1803</u> 3500																												
PR7-113	<u>13150</u> +1350	<u>1750</u> 3500	<u>1750</u> 3500																												
xxx																															

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39	Section VI, 3. Drawings, Page CP01-B1-029, Book 1 of 11 Viaduct	Discrepancy in Table 2-Pilecap Type 5B-4 Dimensions: Pier No. PR3-53, PR4-19. Please clarify.	Column 4 of Table 1 of Drawing No. NSCR-DWG-VIA00-ST-0308 (Page CP01-B1-029 of Book 1 of 11) shall be read as follows: <table><tr><th>PIER No.</th><th>L4</th></tr><tr><td colspan="2">xxx</td></tr><tr><td>PR3-53</td><td><u>30463051</u></td></tr><tr><td>PR4-19</td><td><u>31943186</u></td></tr><tr><td colspan="2">xxx</td></tr></table>	PIER No.	L4	xxx		PR3-53	<u>30463051</u>	PR4-19	<u>31943186</u>	xxx	
PIER No.	L4												
xxx													
PR3-53	<u>30463051</u>												
PR4-19	<u>31943186</u>												
xxx													
40	Vol. IA, Part 1, Section IV, Page BOQ-15, BOQ No.2, T/S NO. 208 Vol. II, Part 2,Section VI, 3. Drawings, Page CP01-B1-169, Book 1 of 11 Viaduct	Discrepancy in Prestressing Steel size between drawing and BOQ: in 2. Permanent Works Tendons on drawing CP01-B1-169, the Nominal Diameter is 15.7mm, but in BOQ No.2 it is 15.2mm. Please clarify.	Please refer to GC Clause 1.5 Priority of Documents for any discrepancies in the Bidding Documents. The specified dimension in the drawings shall be followed.(Nominal Diameter is 15.7mm) The following items in Page BOQ-15 is revised as follows: <table><tr><td>208(1)a</td><td>Prestressing Steel, <u>15.7</u>15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u>pre-tensioned)for Cast-in-situ Superstructure on Falseworks</td></tr><tr><td>208(1)b</td><td>Prestressing Steel, <u>15.7</u>15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u>pre-tensioned)for Cast-in-situ Balanced Cantilever Superstructure</td></tr><tr><td>208(1)c</td><td>Prestressing Steel, <u>15.7</u>15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u>pre-tensioned)for Segmental Box Girder</td></tr></table>	208(1)a	Prestressing Steel, <u>15.7</u> 15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u> pre-tensioned)for Cast-in-situ Superstructure on Falseworks	208(1)b	Prestressing Steel, <u>15.7</u> 15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u> pre-tensioned)for Cast-in-situ Balanced Cantilever Superstructure	208(1)c	Prestressing Steel, <u>15.7</u> 15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u> pre-tensioned)for Segmental Box Girder				
208(1)a	Prestressing Steel, <u>15.7</u> 15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u> pre-tensioned)for Cast-in-situ Superstructure on Falseworks												
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208(1)c	Prestressing Steel, <u>15.7</u> 15.2 HTS, 1860 MPa (Supplied, Delivered, Installed and Post <u>tensioned</u> pre-tensioned)for Segmental Box Girder												
41	Section VI, 3. Drawings, Page	Missing detailed dimensions for parapet wall. Could you please provide them?	The Drawing sets the minimum requirements. Shop drawings may be developed in consideration of TS 200 Clause 229.										

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	CP01-B1-180, Book 1 of 11 Viaduct								
42	Section VI, 3. Drawings, Page CP01-B1-182, Book 1 of 11 Viaduct	Missing position and number of OCS poles. Could you please provide them?	Please refer to GS 100 Clause 126 and Appendix 4.						
43	Section VI, 3. Drawings, Page CP01-B1-198, Book 1 of 11 Viaduct	Missing position and number of track bed supports. Could you please provide them?	Please refer to GS 100 Clause 126 and Appendix 4.						
44	Section VI, 3. Drawings, Page CP01-B2-011, Book 2 of 11 Cast In- Situ Constr. Bridge	Discrepancy between Y2 and Y3. Please clarify.	Table 3 of Drawing No. NSCR-DWG-BR01-ST-0042 (Page CP01-B2-011 of Book 2 of 11) shall be read as follows: <table><tr><th colspan="2">DUCT & SPACING (mm)</th></tr><tr><td>Y1</td><td>400</td></tr><tr><td><u>Y2</u>Y3</td><td>300</td></tr></table>	DUCT & SPACING (mm)		Y1	400	<u>Y2</u> Y3	300
DUCT & SPACING (mm)									
Y1	400								
<u>Y2</u> Y3	300								
45	Section VI, 3. Drawings, Book 2 of 11, Book 3 of 11	For Cast In-Situ Construction Bridge and Embankment Works, it is important to confirm them in 3D (not only in 2D sections) for detailed planning of method statement. Could you please provide relevant structural drawings done by others?	Please refer to GS 100 Clause 121. 3D drawings are not available.						
46	Section VI, 3. Drawings, Page CP01-B4-000 as typical for each Book, Book 4 of	<u>Reference:</u> <i>Additional Emergency Crossovers have been proposed to be added by NSTren Consortium at the following locations as compared to the original design of JDT.</i> [...]	For the locations of Additional Emergency Crossovers, please refer to drawing page nos. CP01-B1-193 to 197 of Book 1 of 11, GS 100 Clause126 and its Appendix 4.						

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	11 Stations, Si. No. 3 as typical for each Book	Please kindly provide us with the details of Additional Emergency Crossovers, and confirm the following: <ul style="list-style-type: none"> – Relevant revised design drawings will be provided by the Engineer – If revised design drawings result in additional costs and time, the Contractor will be compensated for them. 	
47	Section VI, 3. Drawings, Page CP01-B4-000 as typical for each Book, Book 4 of 11 Stations, Si. No. 4 as typical for each Book	<p><u>Reference:</u> <i>Additional Turnouts, plain track and buffer stops for future NSCR line connection have been proposed to be added by NSTren Consortium at the following locations near Solis Station. [...]</i></p> <p><i>In case of any discrepancies in drawings for this modification, the above requirement of Additional Turnouts, plain track and buffer stops for future NSCR line connection shall supersede all other related drawings. All related shop drawings and construction works for this modification shall be incorporated and carried out by the Contractor during the construction stage.</i></p> <p>Please kindly provide us with the details of Additional Turnouts, plain track and buffer stops for future NSCR line connection, and confirm the following: <ul style="list-style-type: none"> – Relevant revised design drawings will be provided by the Engineer – If revised design drawings result in additional costs and time, the Contractor will be compensated for them. </p>	For the locations of Additional Emergency Crossovers, please refer to drawing page nos. CP01-B1-193 to 197 of Book 1 of 11, GS 100 Clause126 and its Appendix 4.
48	Section VI, 3. Drawings, Page	<p><u>Reference:</u> <i>Track Layout of Valenzuela Depot has been adjusted by</i></p>	If any discrepancies arise, during the performance of the Contract, these shall be addressed in accordance with the relevant contract

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	CP01-B4-000 as typical for each Book, Book 4 of 11 Stations, Si. No. 5 as typical for each Book	<p><i>NSTren Consortium for easier operation and maintenance. In case of any discrepancies in drawings for this modification, Valenzuela Depot General Arrangement Plan – Drawing No. NSCR-DWG-DEP-GE-0051 Rev. GC01 shall supersede all other related drawings.</i></p> <p><i>All related shop drawings and construction works for this modification shall be incorporated and carried out by the Contractor during the construction stage.</i></p> <p>Please confirm the following:</p> <ul style="list-style-type: none"> – If any discrepancy is found, revised design drawings will be provided by the Engineer – If revised design drawings result in additional costs and time, the Contractor will be compensated for them. 	provisions.
49	Section VI, 3. Drawings, Page CP01-B4-012 as typical for each station, Book 4 of 11 Stations as typical for each station	<p><u>Reference:</u> <i>General Notes</i> 2. All construction works shall be in accordance with the requirements of the governing building codes and shall conform to all applicable regulations related to occupational safety, health etc.</p> <p>In this context, please clarify who is responsible for getting building permit and the like for station buildings, buildings in Depot and traction substations?</p> <p>Please also clarify what will happen in case building permit is not granted due to deficiency in design.</p>	<p>The Contractor shall obtain all necessary Application Forms from the Local Government Unit (LGU), which Forms will describe all necessary requirements to be provided by the Employer / the Engineer including Drawings, Specifications, Bill of Materials, Structural Computation, and any other pertinent documents, which the Employer will provide to the Contractor, for the Contractor to submit to the LGU to obtain the permits.</p> <p>Should a building permit not be granted due to an LGU query on design, the responsible designer will liaise with the relevant LGU to resolve the situation.</p>
50	Section VI, 3. Drawings, Page	The new Tutuban Station seems to affect the existing PNR office. But no mention on how to handle the existing office,	Please refer to GS100 Clauses 113 and 103.

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	CP01-B4-016, Book 4 of 11 Stations	and whose scope of work it is. Could you please provide additional information?	
51	Section VI, 3. Drawings, Page CP01-B4-017 as typical for each station, Book 4 of 11 Stations as typical for each station	We understand PNR Right of Way is integral part of the Site. However, PNR Right of Way line is not indicated, and only legend "PNR ROW" is indicated on the drawing. Therefore, please provide us with PNR ROW line with coordinates information. In addition, there are some unidentifiable lines indicated on some drawings, such as the westmost dot-dash line on the Solis Station ROW drawing (CP01-B4-294). Please clarify.	For information on the Right of Way, please refer to all Viaduct GADs. The Parcellary Survey shall be provided after contract award and when access to, and possession of the Site is given to the Contractor. Please also refer to GS 100, Clause 103.
52	Section VI, 3. Drawings, Page CP01-B4-122 as typical for each station, Book 4 of 11 Stations as typical for each station	<u>Reference:</u> <i>6.23 Where concrete surface shrinkage cracks exceed allowable crack widths specified in the specification, they shall be sealed by epoxy pressure grouting.</i> Please clarify how much the allowable crack widths are.	Please refer to Standards / Codes mentioned in Technical Specifications TS-400 as well as ACI 224R for allowable crack widths.
53	Section VI, 3. Drawings, Page CP01-B4-122 as typical for each station, Book 4 of 11 Stations as typical for each station	The tables showing anchorage length and lap length in 7.13 of Structural - General Notes are different from the one in Structural - Typical Details (CP01-B4-125). Please clarify which table to follow. In addition, we understand rebar details in Structural - General Note (CP01-B4-122) are from American standard, while rebar details shown on Structural - Typical Details (CP01-B4-125 to 129) are from Japanese standard. The rebars being of ASTM standard, we suggest the details in Structural - General Note to	General Notes (CP01-B4-122) specified the minimum requirements for anchorage length and lap length while Structural – Typical Details (CP01-B4-125) described the calculation formula of those. Both drawings shall be followed.

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		prevail over the ones in Structural - Typical Details. <i>Proposed Text:</i> <i>Whenever there is discrepancy between the rebar detail in Structural General Notes and Structural Typical Details, the former prevails over the latter.</i>	
54	Section VI, 3. Drawings, Page CP01-B4-149 as typical for each station, Book 4 of 11 Stations as typical for each station	Entire pile length of 30m is shown, while 1.2m of min. socket length from the top of estimated bearing soil stratum is also shown. Please clarify which condition prevails. If the socket length prevails over the entire pile length, what is the procedure for determining the top of estimated bearing soil stratum, and who will determine the same?	Please refer to drawing for minimum requirement of socket length. Entire pile length will be extended depend on the bearing soil stratum depth. For determination of bearing soil stratum, proposal shall be submitted by the Contractor and approved by the Engineer.
55	Section VI, 3. Drawings, Page CP01-B4-149 as typical for each station, Book 4 of 11 Stations as typical for each station	Extra concrete is shown to be extended up to the natural ground level. Please clarify if this must be exactly followed, or if there is any other requirement for the extra concrete above pile cut off level.	The extra concrete height above the pile cut level is 850 mm or more.
56	Section VI, 3. Drawings, Page CP01-B4-149 as typical for each station, Book 4 of 11 Stations as typical for each station	Vertical distances of 2000mm, 1900mm and 850mm from natural ground level are shown on the pile vertical cross section. Please clarify what these distances mean.	2000mm is from Natural Ground Level to Bottom of Pile Cap, 1900mm is from Natural Ground Level to Pile Cut Off Level, 850mm is extra concrete height.

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57	Section VI, 3. Drawings, Page CP01-B4-158 as typical for each station, Book 4 of 11 Stations as typical for each station	<p>Pile socket length from the top of estimated bearing soil stratum is shown to be 1200mm, which is 1.5 x pile diameter of 800mm, which is different from the one for 1200mm diameter pile (i.e. 1.0 x pile diameter).</p> <p>Please clarify the criteria for determining the pile socket length, so the same criteria can be applied for the entire project.</p>	<p>Please refer to drawing for minimum requirement of socket length since the socket length has been designed on each structural condition.</p> <p>For determination of bearing soil stratum, proposal shall be submitted by the Contractor and approved by the Engineer.</p>
58	Section VI, 3. Drawings, Page CP01-B4-295, Book 4 of 11 Stations	Please provide us with the details on how the connection between existing DPWH culvert and new DPWH culvert is to be made at around Grid 19", as we do not know the details of the existing DPWH culvert, and we are not responsible for design.	<p>Please refer to GS 100 Clause 113.</p> <p>Required shop drawing according to GS 100 Clause 120.4.</p>
59	Section VI, 3. Drawings, Page CP01-B4-295, Book 4 of 11 Stations	<p>Existing culvert is indicated at Maypajo Creek, which will clash with the new DPWH culvert.</p> <p>Please clarify what to do with this existing culvert, and provide us with detailed information of the same.</p> <p>It is evident that the existing culvert must be demolished, including the part under water, as the new DPWH culvert needs sheet pile wall to be driven around it to prevent water to enter while constructing the DPWH culvert.</p>	Please refer to GS 100 Clause 113.
60	Section VI, 3. Drawings, Page CP01-B4-440, Book 4 of 11 Stations	Please provide us with the details on the existing structure and how to treat the existing structure, as the new DPWH culvert construction entails demolition of the existing structure.	Please refer to GS 100 Clause 113.
61	Section VI, 3. Drawings, Page	We observed that there is an existing PNR depot on the West side of the Caloocan Station. This area is imperative for station	Please refer to GS 100 Clause 113.

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	CP01-B5-017, Book 5 of 11 Stations	construction and it is inside PNR ROW, so it is inside the Site. Please specify when it will be demolished and by whom.	
62	Section VI, 3. Drawings, Page CP01-B6-016, Book 6 of 11 Stations	It is observed that the area for "Concrete pavement / Curb & gutter / Side-walk / Drainage / Lighting" is extended over the existing MacArthur Highway. Please confirm whether this is correct or not.	Please refer to GS100-Clause 112.2 for survey and setting out for the works before execution.
63	Section VI, 3. Drawings, Page CP01-B6-017, Book 6 of 11 Stations	Missing lines for "PNR ROW". Please clarify.	For information on the Right of Way, please refer to all Viaduct GADs. The Parcellary Survey shall be provided after contract award and when access to, and possession of the Site is given to the Contractor. Please also refer to GS 100, Clause 103.
64	Section VI, 3. Drawings, Page CP01-B6-017, Book 6 of 11 Stations	Could you kindly explain the meaning of "PARTIAL LAND AQUISITION"? Will this area be handed over to the Contractor by Commencement Date?	For information on the Right of Way, please refer to all Viaduct GADs. The Parcellary Survey shall be provided after contract award and when access to, and possession of the Site is given to the Contractor. Please also refer to GS 100, Clause 103.
65	Section VI, 3. Drawings, Page CP01-B6-537, Book 6 of 11 Stations	Could you kindly explain the meaning of "LAND ACQUISITION REQUIRED"? Will this area be handed over to the Contractor by Commencement Date?	For information on the Right of Way, please refer to all Viaduct GADs. The Parcellary Survey shall be provided after contract award and when access to, and possession of the Site is given to the Contractor.

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			Please also refer to GS 100, Clause 103.
Volume IV, Part 3 – Conditions of Contract & Contract Forms			
66	Section VIII, Page PC-6 – PC-8, Summary of Key Dates	Could you kindly provide the definition of "access" for each CP01 Key Date?	<p><u>General</u></p> <p>As a guide the Civils Contractors works in the areas (unless previously agreed otherwise) should be substantially completed unencumbered and free from obstacles and/or dangers allowing for the follow on Contractors to progress their works.</p> <p>All access arrangements will typically be subject to the agreed Interface Management Plan, Detailed Interface Documents, Interface/Coordination meetings as well as on site coordination by the Contractors and any other relevant procedures. Please refer to Vol II, Part 2, Section VI, GS 126 Interface Management and Appendix 4 for more details.</p> <p><u>Rooms</u></p> <p>As a guide the rooms should be fit for the installation of sensitive and or hazardous equipment. They should be free from dust and water ingress. The first coat of paint on walls, secure door, ceilings and floors completed (if required), provision for lighting available.</p> <p>The detailed degree of room completion will typically be subject to the agreed Interface Management Plan/Detailed Interface Documents, Interface/Coordination meetings as well as on site co-ordination, and any other relevant procedures, due to different systems having different requirements prior to equipment installation. Please refer to Vol II, Part 2, Section VI, GS 126 Interface Management and Appendix 4 for more details.</p>

