

Pre-bid Clarifications No. 9 Dated 11-11-2024 to Pre-bid queries on stipulations of Bid Document against NIB No. 437 Dated 30-11-2023 for “Package-I: Civil & Hydro-Mechanical Works of Diversion Tunnels pertaining to Tato-II Hydro Electric Project (700 MW), Arunachal Pradesh”

(This Pre-bid Clarifications shall form part of the Bid Document and shall supersede the corresponding stipulations of the Bid Document, wherever these are at variance.)

Sl. No.	Tender Stipulations	Pre-Bid queries	NEEPCO's Clarifications
1	Particular Technical Specification, Part-5(B) and Tender Drawings, Part-6 of Bid document	<p>On study of technical documents (Particular Technical Specification and Tender drawings) of Hydro-mechanical work portion, we find there are some discrepancies in PTS as well as in Tender Drgs. and these are appended below. Kindly clarify the same.</p> <p>A) Following points are as per Particular Technical Specifications:-</p> <ol style="list-style-type: none"> The sill of gate shall be located at EL 910.00 m. Operating deck level i.e. EL. 932.0 m. The gate shall be designed corresponding to full reservoir level i.e. 1020.0 m. The gate shall be checked for silt load up to EL 963.0 m corresponding to yield stress of the steel material. Hoist & hoist bridge structure shall be designed for operation of gates under unbalanced head conditions during lowering corresponding to water level at EL. 946.0 m. <p>Please refer to the above points. If the operating deck level is EL. 932.0 m. and the gate is to be checked for silt load up to EL 963.0 m then how this gate could be operated at lean period after a huge silt deposition above deck level. Besides, how gate movement could be possible from deck level (E.L. 932.00m.) when the water level is at EL. 946.0 m.</p> <p>B) Following points are as per attached drg. No.: NEEPCO/TATO-II/RDW/TENDER/012 & 013:-</p> <ol style="list-style-type: none"> Diversion Tunnel Gate shall be designed for a hydrostatic head corresponding to FRL of E.L. 1020.00 m. And silt load up to E.L. 983.00m. The lowering of all gates shall be done in lean season at water level of E.L. 930.00m. Operating deck level i.e. EL. 931.0 m. <p>Please refer to the above points. If the operating deck level is EL. 931.0 m. and the gate is to be designed for silt load up to EL 983.0</p>	<p>The clarifications are furnished as follows:</p> <p>It is envisaged that there may be a time gap in lowering of diversion tunnel gate and concrete plugging of the diversion tunnel. As such, the following criteria are laid down in the technical specifications:</p> <ol style="list-style-type: none"> The hoisting capacity needs to adequate enough to operate the gate corresponding to the water levels upto EL. 946.0 m. It is clarified that once the gate are placed successfully in the position, it would not be operated. Considering the time gap between lowering of Gate and plugging of tunnel, it is envisaged during the period water level may rise upto FRL with siltation upto 963.0 m. As such, the Gate has to be designed for FRL condition alongwith consideration of the silt as provided in the technical specification. <p>Bidders are required to prepare their bid in line with the provision of the Bid Document only.</p>

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		<p>m along with a hydrostatic head corresponding to FRL of E.L. 1020.00 m then how this gate could be operated at lean period after a huge silt deposition above deck level. Water head + silt load are the main parameters to start the design work to prepare the preliminary design of gates & Rope Drum Hoist / Estimate for Hydro-mechanical Work.</p> <p>In light of the above, we need your technical suggestion at the earliest towards completion the tender estimation and oblige.</p> <p>In continuation to above, please refer to the Tender Drg. No. NEEPCO/TATO-II/RDW/TENDER/012 & 013.</p> <p>In the above mentioned drgs. the skin plate has been shown in D/S side. If any situation arises to lower the gate & rest, it on sill then silt will be deposited on the horizontal girders and would be difficult to raise the gate / more hoist capacity would be required. Normally for Diversion Tunnel Gates Skin plate is placed at U/S and Sealing is placed at D/S.</p> <p>Please review the matter and revert back for any changes.</p>	


