

## CLARIFICATIONS

**SUBJECT: RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER PAKISTAN'S RESILIENT RECOVERY, REHABILITATION AND RECONSTRUCTION FRAMEWORK PROJECT-PHASE 1A (AIIB FUNDED)**  
**SECTION-2: RANIPUR-ROHRI ROAD (70 KM)**

01. The queries raised by M/s China Road and Bridge Corporation (CRBC) and by M/s Stecol Cooperation along-with responses are tabulated below:

Sr. No.	Questions/ Queries	Response from NHA
1.	<b>M/s China Road and Bridge Corporation (CRBC)</b> Vide letter No. CRBC(PK)/HO/2026/53 dated 22nd May 2026	
(i)	<ul style="list-style-type: none"> <li>Whether NHA has a prescribed, standardized format for the Unit Rate Analysis of Major Activities that Tenderers are required to follow for this particular tender; and</li> <li>If such a format exists, kindly provide the same at your earliest convenience so that we may ensure full compliance with the submission requirements.</li> </ul>	Unit rate analysis for each item is different as per the requirement. Contractor shall prepare its own rate analysis as per general practice.
(ii)	Under the Bill of Quantities, Item No. 4.4 – Structural Works (Pedestrian Overpass), Sub-item 107d – Granular Backfill, the unit is specified as "Linear Meter (LM)". We respectfully query whether this unit designation is correct, given that backfill quantities are conventionally measured in cubic meters (m <sup>3</sup> ). We request NHA's confirmation or correction accordingly.	The unit of measurement for Item No. 107d – Granular Backfill is correctly specified as <b>Cubic Meter (CM)</b> in the Tender Documents. No change is required.
(iii)	The tender drawings do not clearly specify the exact pile foundation lengths and pier column lengths for each bridge structure shown therein. We request NHA to provide the precise dimensions for each bridge, as these are critical inputs for cost estimation and unit rate development.	Revised drawings for each bridge showing pile lengths are attached.  Please refer to <b>Addendum No. 04</b> .

Sr. No.	Questions/ Queries	Response from NHA
2.	<p><b>M/s Stecol Cooperation</b> (a) Vide letter No. STECOL/PK/NHA/011, dated 16<sup>th</sup> June 2026 &amp; (b) Vide letter No. STECOL/PK/NHA/012, dated 16<sup>th</sup> June 2026</p>	
(i)	<p>We have reviewed the AIIB Draft Environmental and Social Impact Assessment (ESIA) Report, which specifies a Time for Completion of 34 months for Section-2 and 24 months for Sections 7 and 8. While the tender provisions for Sections 7 and 8 are consistent with the ESIA, Section-2 specifies 730 days, resulting in a discrepancy.</p> <p>Based on our assessment of the project scope, site conditions, and experience on similar N-5 projects, we consider the 34-month timeline specified in the ESIA to be reasonable and believe the 730-day duration in the tender documents may be inadvertent. We therefore request NHA to revise the Time for Completion of Section-2 to 34 months to align with the ESIA Report.</p>	<p>Request not acceded to.</p> <p>Please proceed as per Particular Conditions of Contract (PCC), Part A-Contract Data, Clause 1.1.84 of tender documents.</p>
(ii)	<p>As shown in the drawing, the existing pedestrian bridge under the project is required to be demolished and widened. However, there is no item for demolition of the pedestrian bridge under BOQ No. 4.2-Structures (Pedestrian Bridges). Please clarify how this demolition work shall be measured and paid for by the Employer?</p>	<p>As per assessment of Tender drawing, demolition is not required.</p>
(iii)	<p>As shown in the drawing, the new pedestrian bridge is designed with pile foundations (D1200mm &amp; D600mm total 210 nos). However, BOQ No. 4.2-Structures (Pedestrian Bridges) does not include any items related to piling works (such as cast-in-place piles, pile load tests, sonic integrity tests, etc.). Please clarify how the works related to pile foundations shall be measured and paid for?</p>	<p>It is clarified that Pedestrian Bridges are designed with Spread Footing and not pile foundation. Please refer to <b>Addendum No. 04</b></p>
(iv)	<p>Please clarify whether all existing box culverts are to be demolished in the future. Which box culverts are to</p>	<p>Condition survey report of culverts is attached to <b>Annexure-A.</b></p>

Sr. No.	Questions/ Queries	Response from NHA
	be demolished and which are to be retained?	
(v)	For those existing box culverts that are required to be demolished, is it mandatory to construct the new box culverts at the exact same location as the existing ones? If the existing box culverts are retained temporarily during construction, it may reduce the impact on local irrigation. Will it be permitted for the Contractor to construct the new box culverts at an offset location of approximately 10-15 meters away from the original alignment?	Location for construction of new culverts will be decided by The Engineer based on Condition Survey.
(vi)	BOQ No. 4.3 Structures (Box Culverts) does not include any item for demolition of existing box culverts (e.g., dismantling of existing concrete box culvert). Please clarify how the demolition works related to box culverts shall be measured and paid for?	That will be covered under item no. 510 available in BOQ.
(vii)	Please provide the geotechnical investigation reports for all bridge pile foundation locations so that the Contractor can determine the piling and drilling construction methodology.	Geotechnical investigations report for all Bridges shall be prepared by the contractor using data available in tender drawings.

02. Issued for information and Compliance of all prospective Tenderers.

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Table 4: Inventory of Minor Structures (Culverts)

<b>EXISTING CULVERT INVENTORY</b>							
<b>DETAILED DESIGN FOR WIDENING &amp; IMPROVEMENT OF PRIORITY SECTIONS OF N-5</b>							
<b>RANIPUR TO SUKKUR SECTION</b>							
Sr. No.	Culvert Details					Remarks	
	Station	Crossing Channel	Culvert Type	Span Length	No. of Spans		
1	19+800	North Bound	Minor Canal Distributary	RCC Box	1.5	1	A Single-cell box culvert designed to facilitate water flow was inspected, and exposed reinforcement with damaged concrete of the top slab of the culvert was found. The top slab and wing walls were found to be damaged, with the culvert fully clogged by debris and water channel residues. However, it was observed that both the headwalls are missing. Additionally, there are no proper barriers at the culvert's location.
		South Bound		RCC Box	1.5		
2	21+900	North Bound	Minor Canal Distributary	RCC Box	1	1	A Single-cell box culvert designed to facilitate water flow was inspected and was found fully clogged by debris and water channel residues. However, it was observed that both the headwalls and wing walls are missing. Additionally, there are no proper barriers at the culvert's location.
		South Bound		RCC Box	1		
3	24+650	North Bound	Minor Canal Distributary	RCC Box	1.5	1	A Single-cell box culvert designed to facilitate water flow was inspected. However, it was observed that both the headwalls and wing walls are missing. Additionally, there are no proper barriers at the culvert's location.
		South Bound		RCC Box	1.5		
4	30+800	North Bound	Minor Canal Distributary	RCC Box	1.5	1	A Single-cell box culvert designed to facilitate water flow was inspected, and exposed reinforcement with damaged concrete of the top slab of the culvert was found. The top slab and wing walls were found to be damaged. However, it was observed that both the headwalls are missing. Additionally, there are no proper barriers at the culvert's location.
		South Bound		RCC Box	1.5		

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 Div (Maint) SN Region  
 Sukkur  
 26/12/24

**RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER  
PAKISTAN'S RESILIENT RECOVERY, REHABILITATION AND  
RECONSTRUCTION FRAMEWORK PROJECT-PHASE I-A (141 KM),  
SECTION-2: RANIPUR-ROHRI ROAD (70 KM),  
L0913-A, IOCT/N-5/PHASE I-A/SECTION-2**

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The following amendment has been made in Tender Documents under this Addendum, which shall be read and construed as an integral part of Tender Documents and shall take precedence in case of any conflict/ambiguity in the Tender Documents and other provisions of the Tender Documents in project mentioned above.

**1. PART -II, REQUIREMENTS**

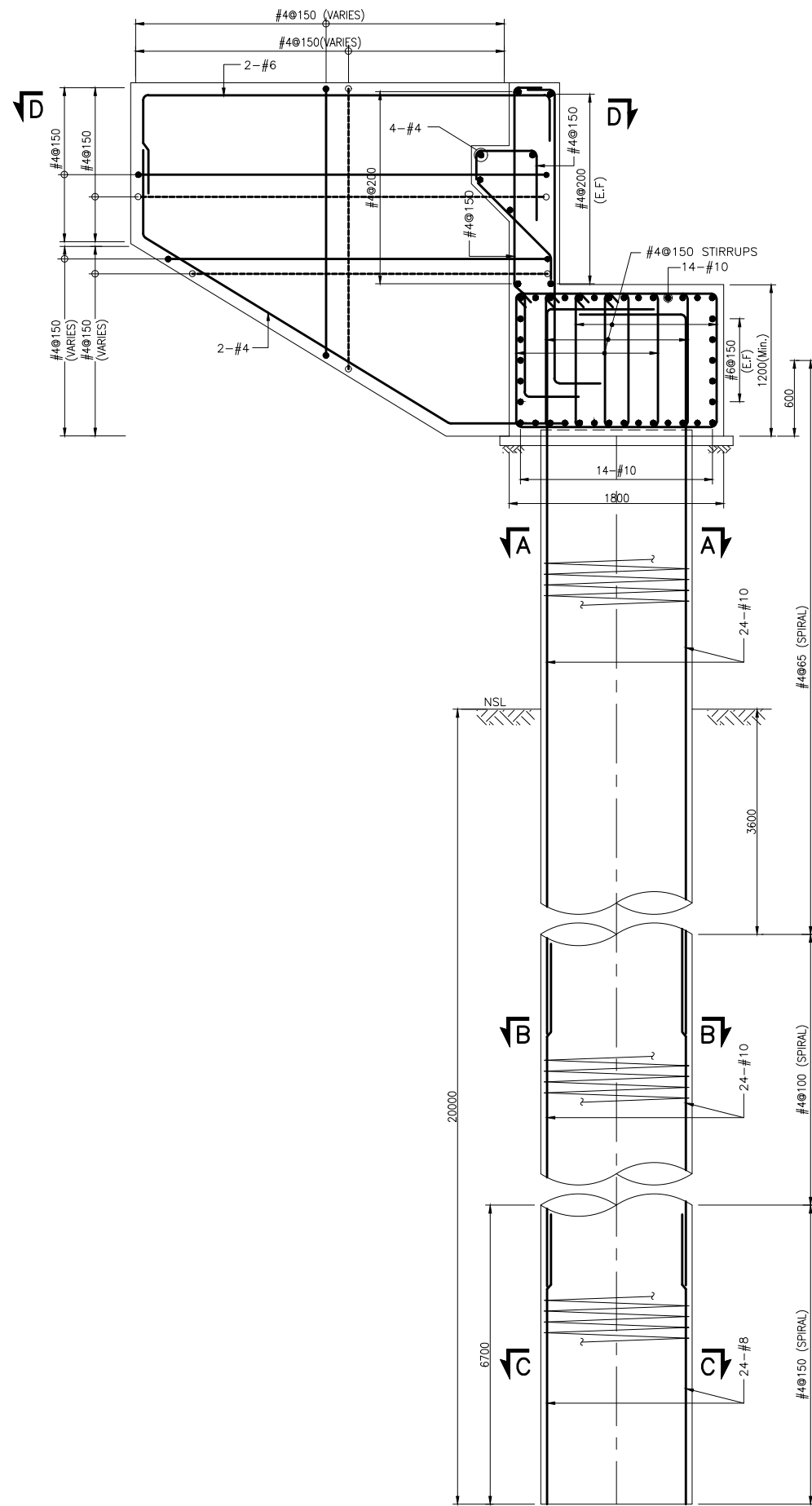
**Section-VII: Works Requirements (WRQ):**

Page No. 341 **Drawings (as Volume-IV)** following drawings are deleted and replaced as mentioned:

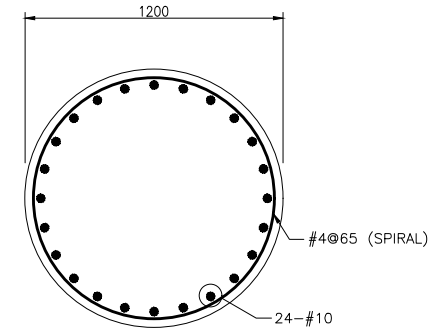
- (a) Tender Drawings No. 4825/102/TD/P1G107 is deleted and replaced with **Annexure No. 01** to Addendum No. 04.
- (b) Tender Drawings No. 4825/102/TD/P1G207 is deleted and replaced with **Annexure No. 02** to Addendum No. 04.
- (c) Tender Drawings No. 4825/102/TD/P1G307 is deleted and replaced with **Annexure No. 03** to Addendum No. 04.
- (d) Tender Drawings No. 4825/102/TD/P1G407 is deleted and replaced with **Annexure No. 04** to Addendum No. 04.
- (e) Tender Drawings No. 4825/102/TD/P1G507 is deleted and replaced with **Annexure No. 05** to Addendum No. 04.
- (f) Tender Drawings No. 4825/102/TD/P1G607 is deleted and replaced with **Annexure No. 06** to Addendum No. 04.
- (g) Tender Drawings No. 4825/102/TD/P1G707 is deleted and replaced with **Annexure No. 07** to Addendum No. 04.
- (h) Tender Drawings related to New Pedestrian Bridges with Pile Foundation are deleted and replaced with updated Drawings as per issued BOQ, Bill no. 4.4: Structures (Pedestrian Bridges) by The Engineer.

- 2.** All other terms and conditions shall remain same.

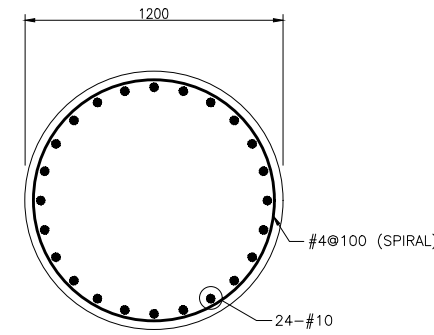




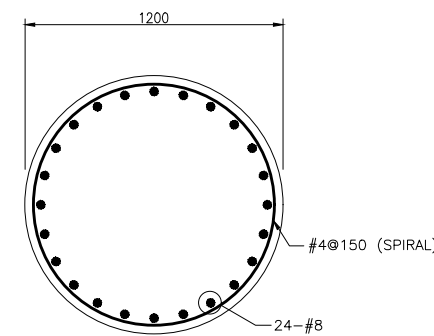
ABUTMENT, WING WALL & ABUTMENT PILE  
(REINFORCEMENT DETAIL)



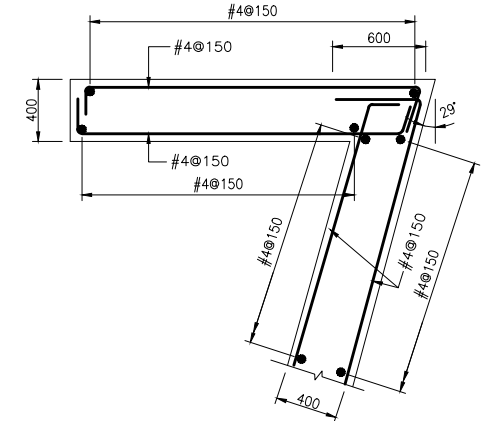
SECTION A-A  
SCALE 1:15



SECTION B-B  
SCALE 1:15



SECTION C-C  
SCALE 1:15



SECTIONAL PLAN D-D  
WING WALL SECTION



NOTES: -

1. FOR GENERAL NOTES REFER DWG. NO. P1G001.
2. READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
3. PROVIDE ONE AND HALF 1½ EXTRA TURNS OF SPIRAL AT THE TOP AND BOTTOM OF EACH PILE & AT EACH SEGMENT OF REINFORCEMENT CAGE OR SPLICE OF MAIN REINFORCEMENT.
4. PILE LENGTH SHOWN IS AS PER GEOTECH REPORT OF THE SAME BRIDGE & SHALL BE FINALIZED AFTER PILE LOAD TEST RESULTS OR AS PER ENGINEER'S DECISION.

CLIENT  
GOVERNMENT OF PAKISTAN  
MINISTRY OF COMMUNICATIONS  
NATIONAL HIGHWAY AUTHORITY

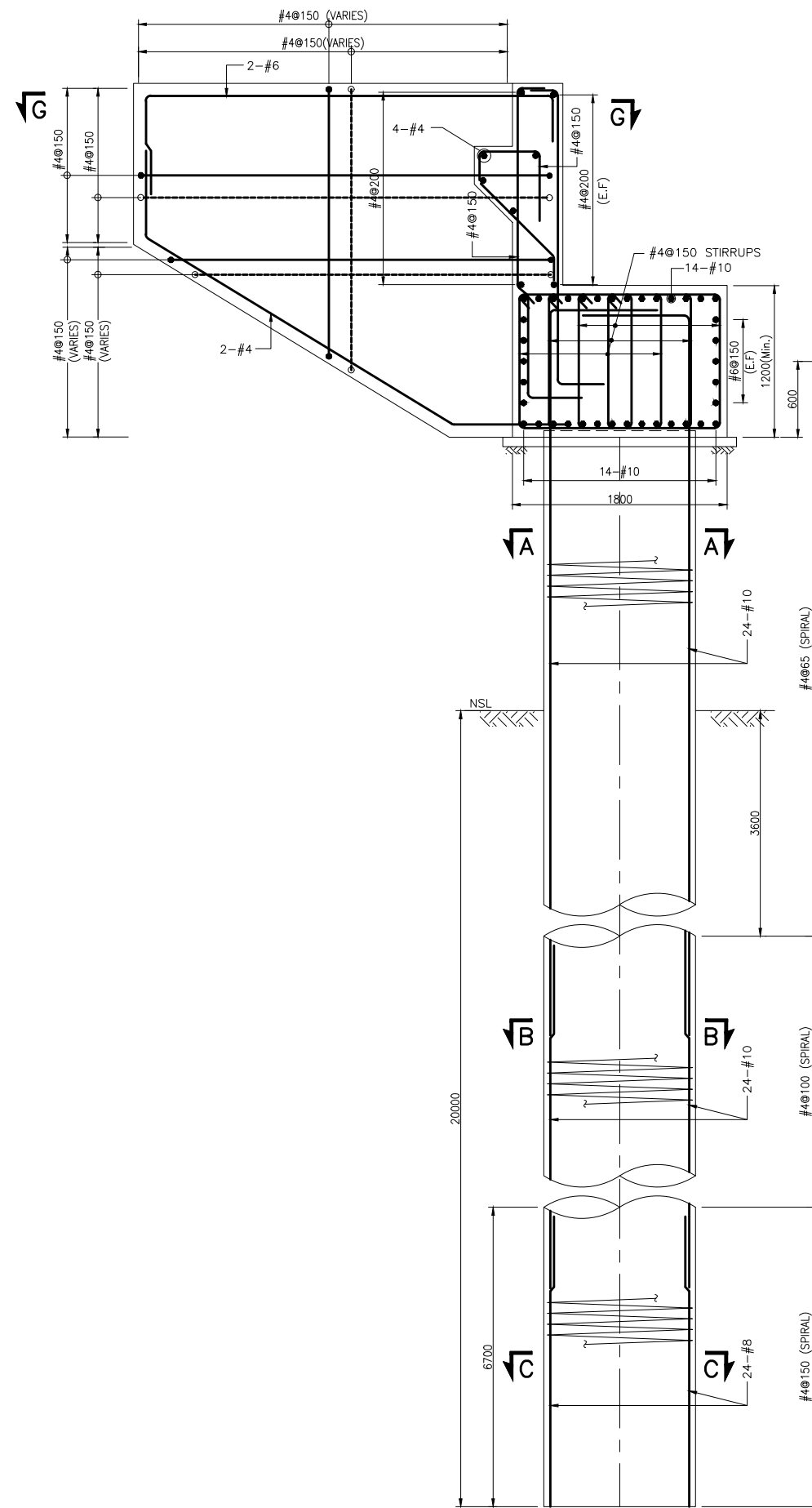
CONSULTANT  
NATIONAL ENGINEERING SERVICES  
PAKISTAN (PVT.) LTD.  
HEAD OFFICE:- NESPAK HOUSE, I-C, BLOCK-N,  
MODEL TOWN EXTENSION, LAHORE, PAKISTAN.

04				DRAWN	IFTIKHAR
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REV.	DATE	DESCRIPTION	APPROVED	APPROVED	

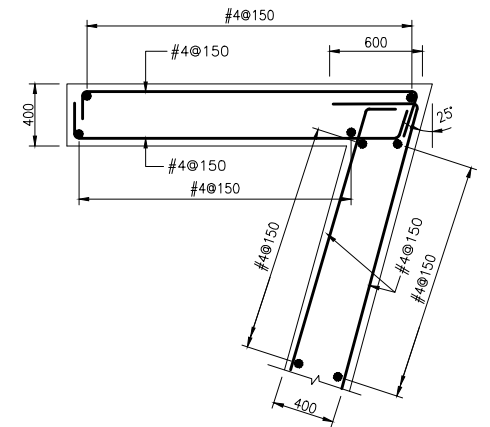
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PAKISTAN'S RESILIENT RECOVERY, REHABILITATION  
AND RECONSTRUCTION FRAMEWORK PROJECT,  
PHASE - I (210Km).  
SECTION - 2  
RANIPUR - ROHRI 70Km

ABUTMENT, WING WALL & ABUTMENT PILE  
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BRIDGE AT CH. 15+285  
DATE: AUGUST 2025  
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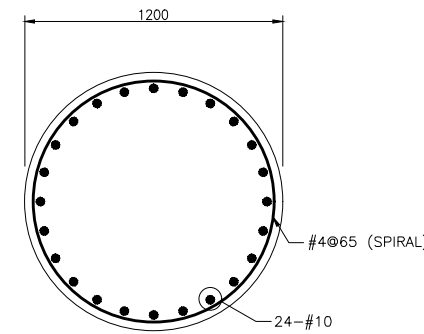
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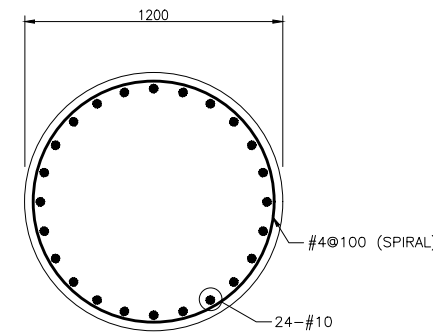
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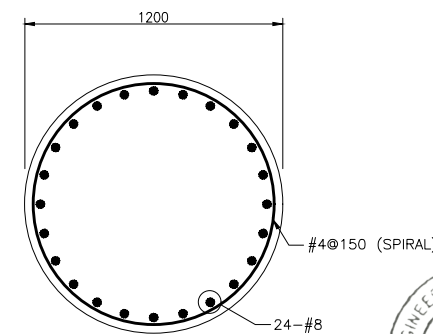
SECTIONAL PLAN D-D  
WING WALL SECTION



SECTION A-A  
SACLE 1:15



SECTION B-B  
SACLE 1:15



SECTION C-C  
SACLE 1:15




NOTES: -

- FOR GENERAL NOTES REFER DWG. NO. P10001.
- READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
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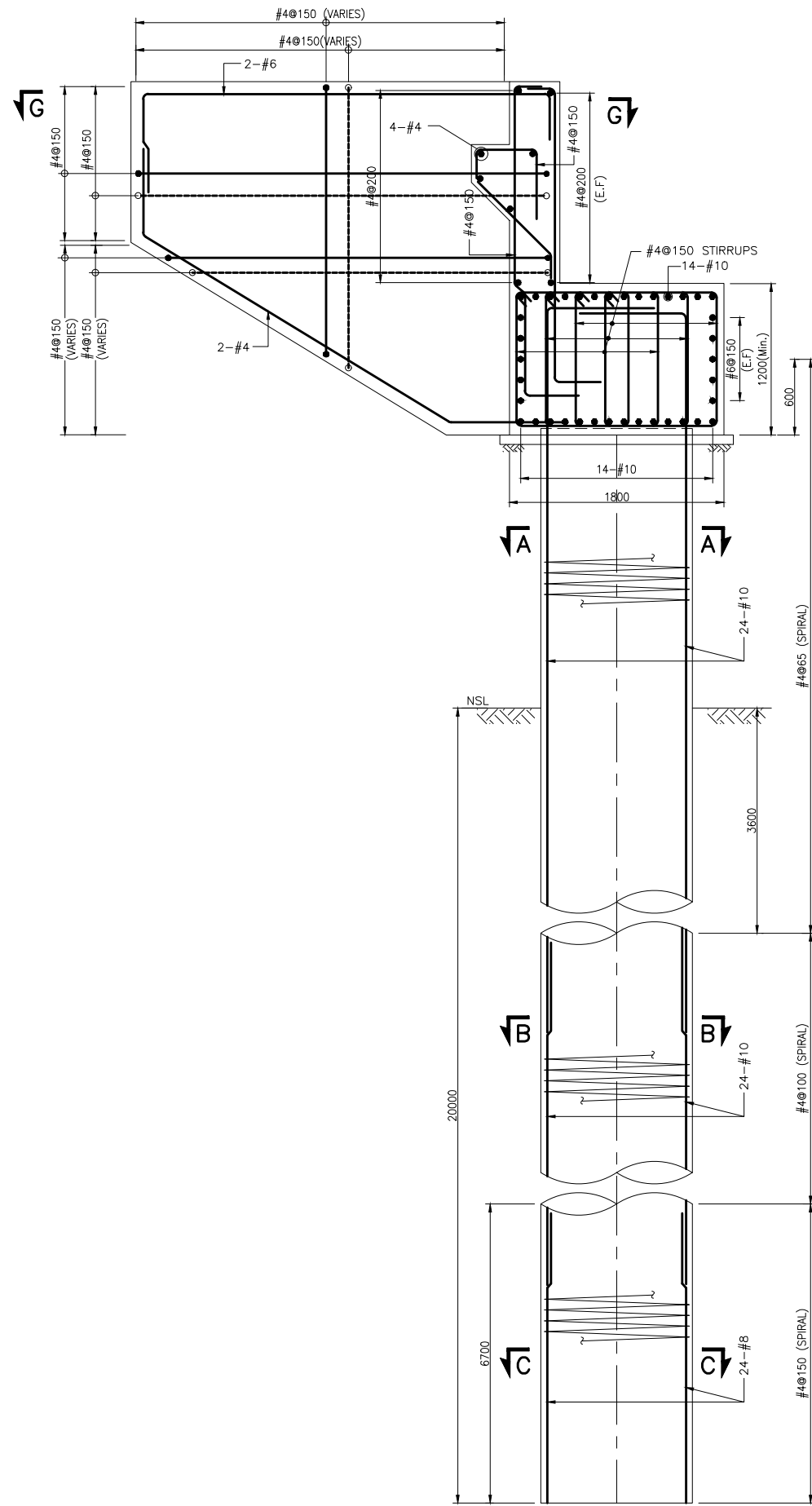
**GOVERNMENT OF PAKISTAN**  
 MINISTRY OF COMMUNICATIONS  
 NATIONAL HIGHWAY AUTHORITY

CONSULTANT  

**NATIONAL ENGINEERING SERVICES**  
**PAKISTAN (PVT.) LTD.**  
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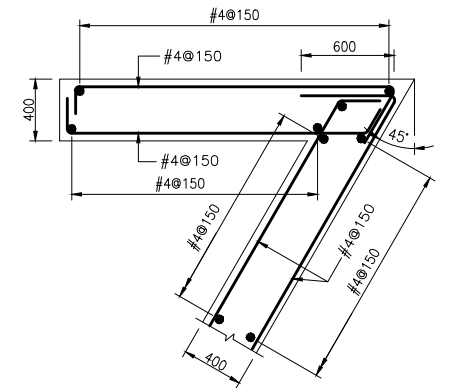
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01						CHD./VER.	
REV.	DATE	DESCRIPTION	APPROVED	APPROVED			

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**AND RECONSTRUCTION FRAMEWORK PROJECT,**  
**PHASE - I (210Km),**  
**SECTION - 2**  
**RANIPUR - ROHRI 70Km**

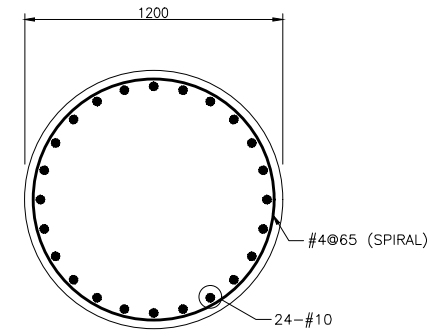
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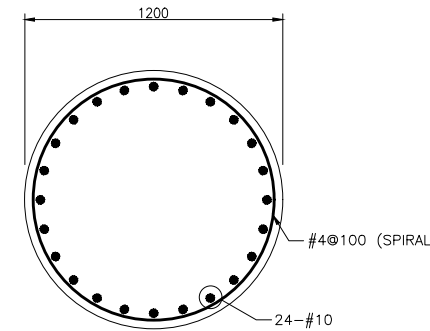
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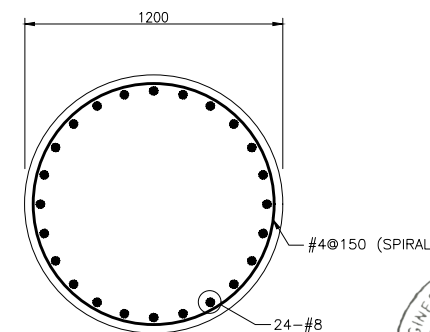
SECTIONAL PLAN D-D  
WING WALL SECTION



SECTION A-A  
SACLE 1:15



SECTION B-B  
SACLE 1:15




SECTION C-C  
SACLE 1:15



- NOTES: -
- FOR GENERAL NOTES REFER DWG. NO. P16001.
  - READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
  - PROVIDE ONE AND HALF (1 1/2) EXTRA TURNS OF SPIRAL AT THE TOP AND BOTTOM OF EACH PILE & AT EACH SEGMENT OF REINFORCEMENT CAGE OR SPLICE OF MAIN REINFORCEMENT.
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CLIENT  

**GOVERNMENT OF PAKISTAN**  
 MINISTRY OF COMMUNICATIONS  
 NATIONAL HIGHWAY AUTHORITY

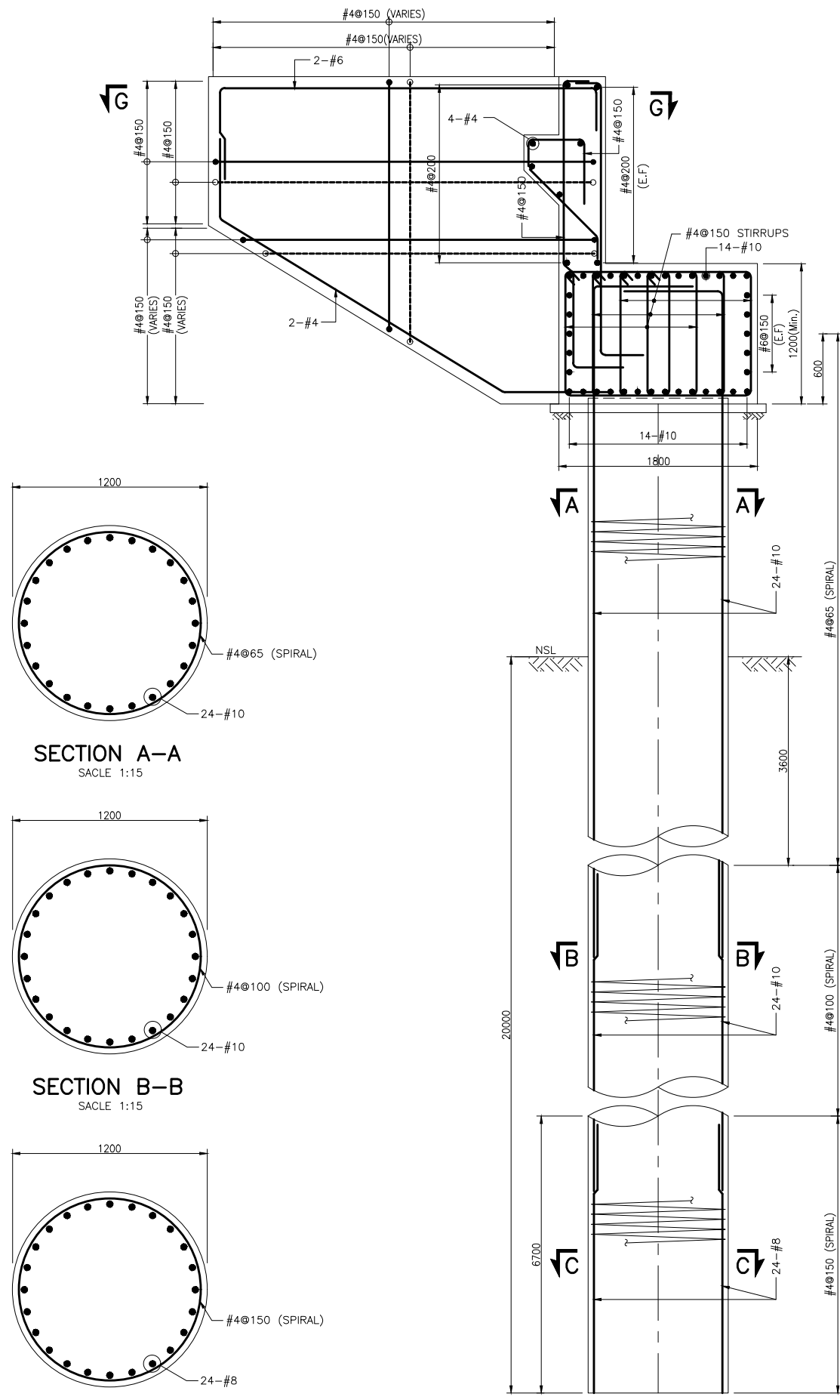
CONSULTANT  

**NATIONAL ENGINEERING SERVICES**  
**PAKISTAN (PVT.) LTD.**  
 HEAD OFFICE:- NESPAK HOUSE, I-C, BLOCK-N,  
 MODEL TOWN EXTENSION, LAHORE, PAKISTAN.

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01					CHD./VER.	
REV.	DATE	DESCRIPTION	APPROVED	APPROVED		

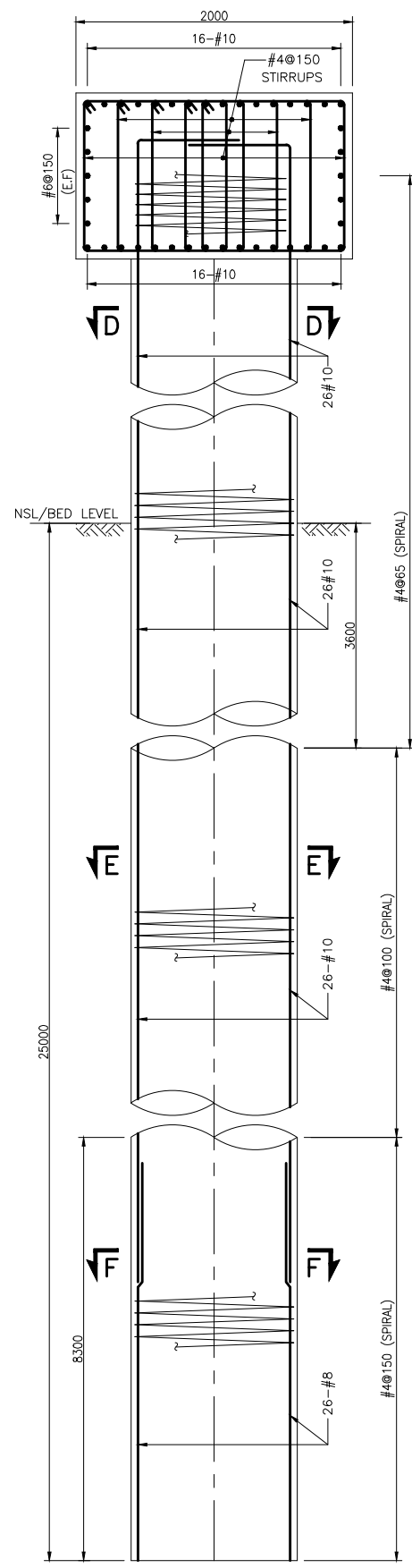
**RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER**  
**PAKISTAN'S RESILIENT RECOVERY, REHABILITATION**  
**AND RECONSTRUCTION FRAMEWORK PROJECT,**  
**PHASE - I (210Km),**  
**SECTION - 2**  
**RANIPUR - ROHRI 70Km**

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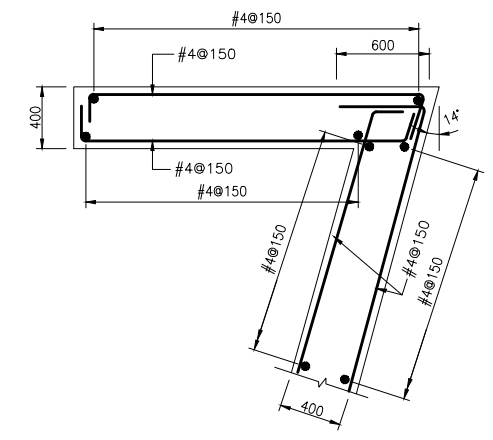




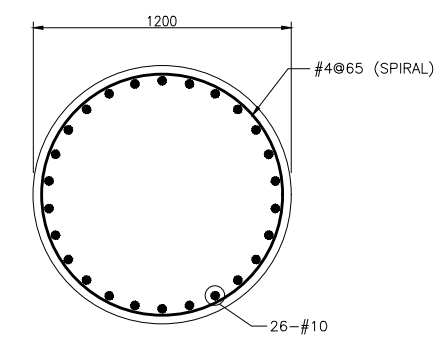
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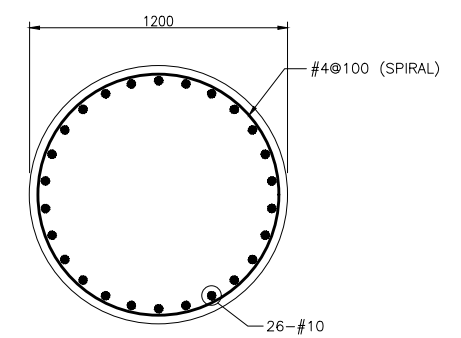
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REINFORCEMENT DETAIL



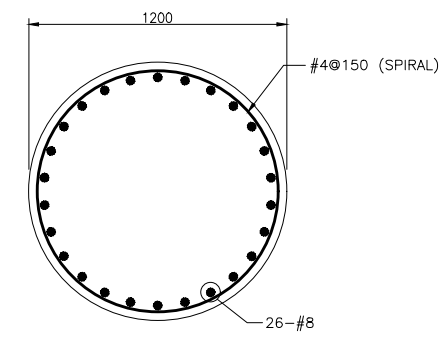
SECTIONAL PLAN G-G  
WING WALL SECTION



SECTION D-D  
SCALE 1:15



SECTION E-E  
SCALE 1:15



SECTION F-F  
SCALE 1:15



- NOTES: -
- FOR GENERAL NOTES REFER DWG. NO. P1G001.
  - READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
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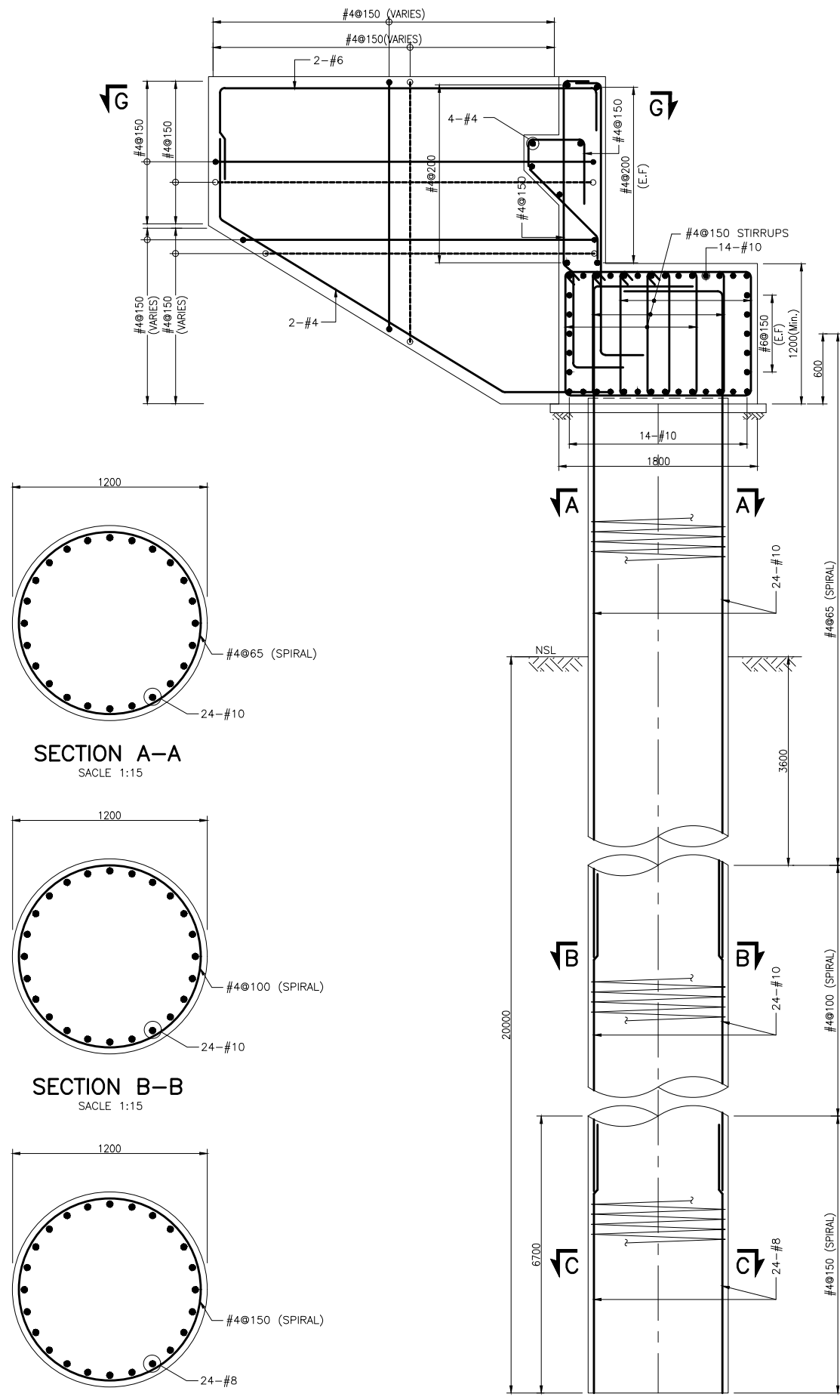
CLIENT  
GOVERNMENT OF PAKISTAN  
MINISTRY OF COMMUNICATIONS  
NATIONAL HIGHWAY AUTHORITY

CONSULTANT  
NATIONAL ENGINEERING SERVICES  
PAKISTAN (PVT.) LTD.  
HEAD OFFICE:- NESPAK HOUSE, I-C, BLOCK-N,  
MODEL TOWN EXTENSION, LAHORE, PAKISTAN.

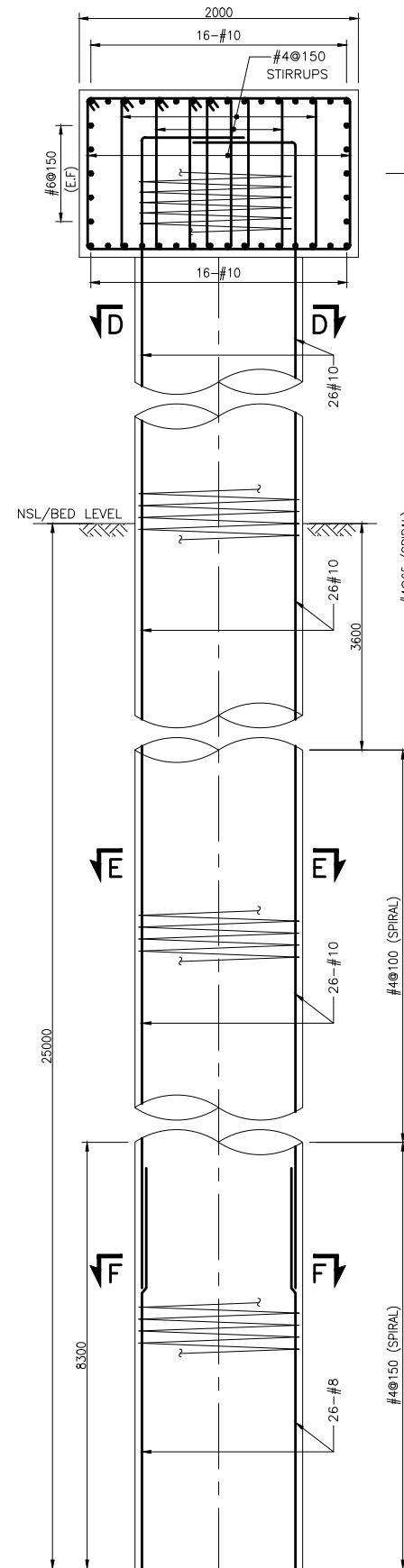
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AND RECONSTRUCTION FRAMEWORK PROJECT,  
PHASE - I (210Km).  
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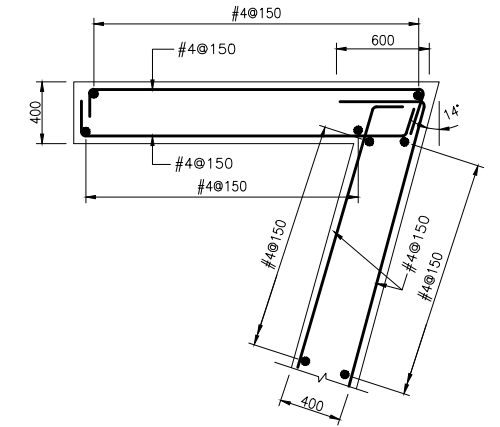
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DATE AUGUST 2025	DRAWING No. 4825/102/TD/P1G507	REV.



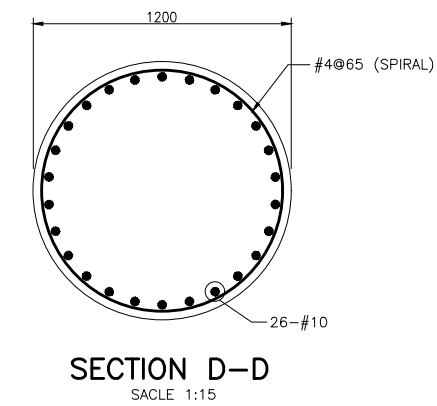
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(REINFORCEMENT DETAIL)



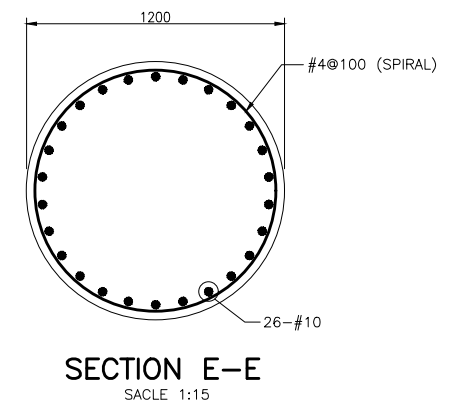
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REINFORCEMENT DETAIL



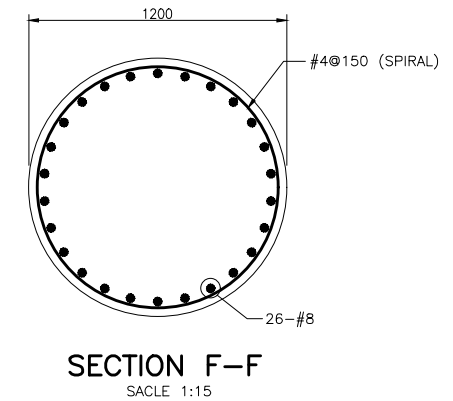
SECTIONAL PLAN G-G  
WING WALL SECTION



SECTION D-D  
SACLE 1:15



SECTION E-E  
SACLE 1:15



SECTION F-F  
SACLE 1:15



NOTES: -

- FOR GENERAL NOTES REFER DWG. NO. P1G001.
- READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
- PROVIDE ONE AND HALF 1/2 EXTRA TURNS OF SPIRAL AT THE TOP AND BOTTOM OF EACH PILE & AT EACH SEGMENT OF REINFORCEMENT CAGE OR SPLICE OF MAIN REINFORCEMENT.
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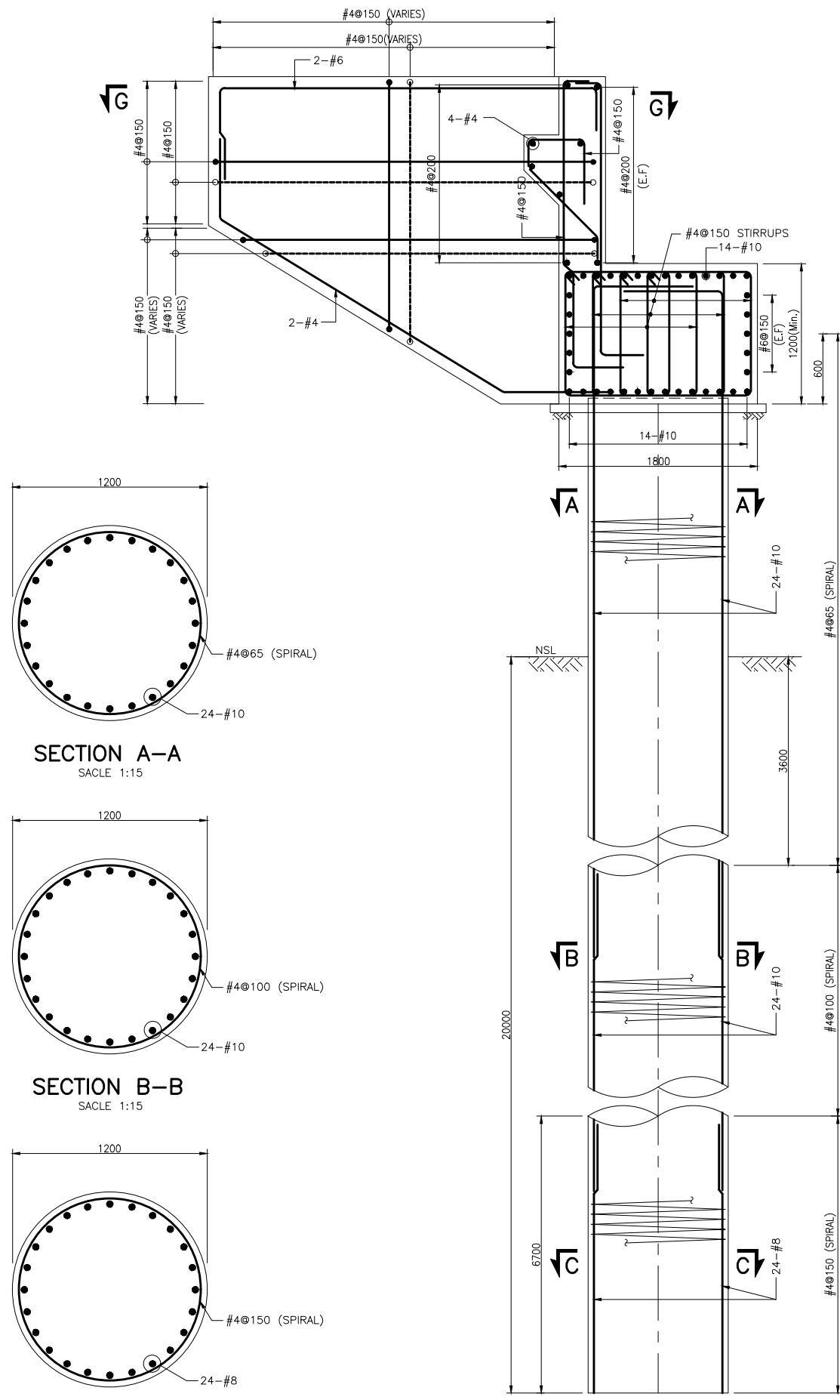
CLIENT  
GOVERNMENT OF PAKISTAN  
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NATIONAL HIGHWAY AUTHORITY

CONSULTANT  
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PAKISTAN (PVT.) LTD.  
HEAD OFFICE:- NESPAK HOUSE, I-C, BLOCK-N,  
MODEL TOWN EXTENSION, LAHORE, PAKISTAN.

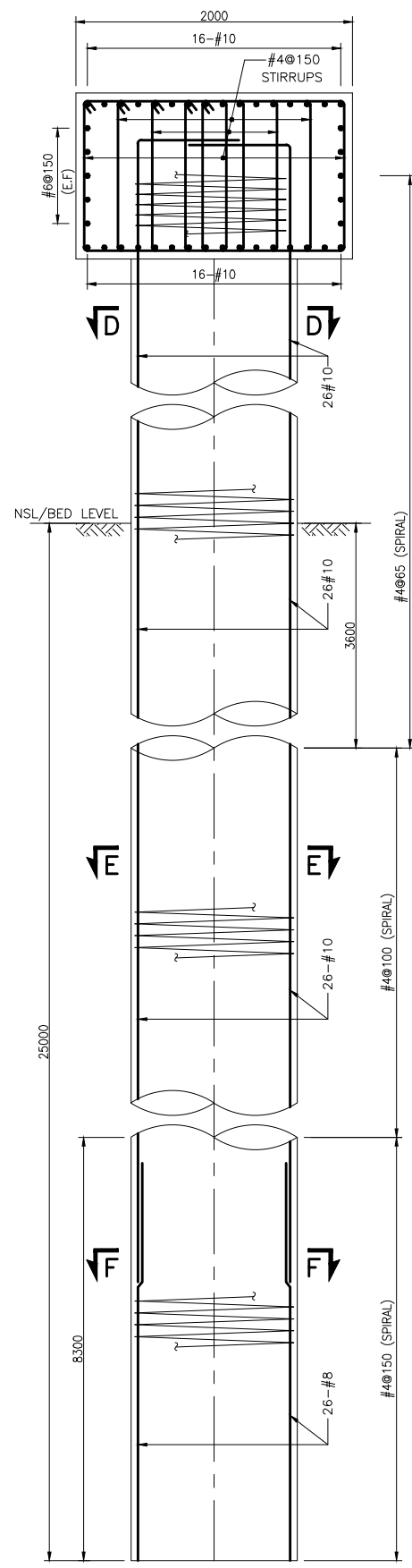
04				DRAWN	IFTIKHAR
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01				CHD./VER.	
REV.	DATE	DESCRIPTION	APPROVED	APPROVED	

RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER  
PAKISTAN'S RESILIENT RECOVERY, REHABILITATION  
AND RECONSTRUCTION FRAMEWORK PROJECT,  
PHASE - I (210Km).  
SECTION - 2  
RANIPUR - ROHRI 70Km

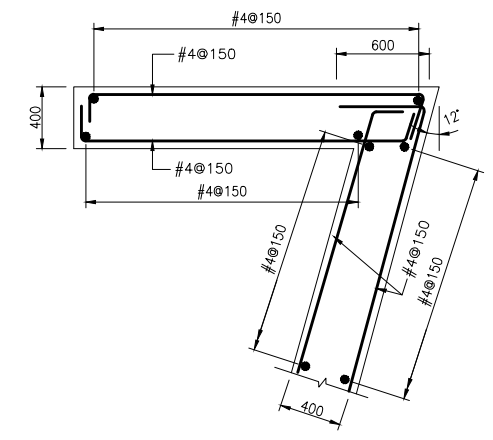
ABUTMENT, WING WALL & ABUTMENT PILE REINFORCEMENT BRIDGE AT CH. 60+125		SCALE 1:25
DATE AUGUST 2025	DRAWING No. 4825/102/TD/P1G607	REV.



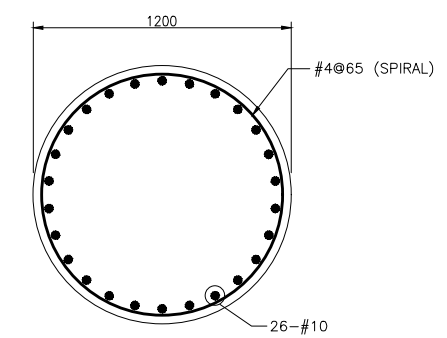
ABUTMENT, WING WALL & ABUTMENT PILE  
(REINFORCEMENT DETAIL)



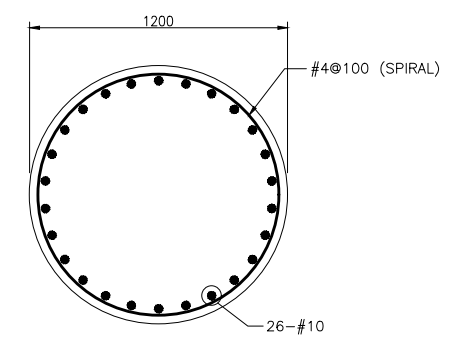
TRANSOM & PIER  
REINFORCEMENT DETAIL



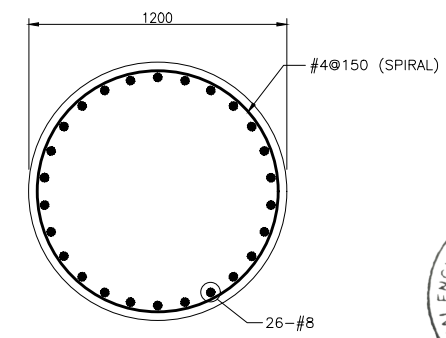
SECTIONAL PLAN G-G  
WING WALL SECTION



SECTION D-D  
SCALE 1:15



SECTION E-E  
SCALE 1:15




SECTION F-F  
SCALE 1:15



- NOTES: -
- FOR GENERAL NOTES REFER DWG. NO. P1G001.
  - READ THIS DRAWING IN CONJUNCTION WITH OTHER RELEVANT DWGS.
  - PROVIDE ONE AND HALF 1 1/2 EXTRA TURNS OF SPIRAL AT THE TOP AND BOTTOM OF EACH PILE & AT EACH SEGMENT OF REINFORCEMENT CAGE OR SPLICE OF MAIN REINFORCEMENT.
  - PILE LENGTH SHOWN IS AS PER GEOTECH REPORT OF THE SAME BRIDGE & SHALL BE FINALIZED AFTER PILE LOAD TEST RESULTS OR AS PER ENGINEER'S DECISION.

CLIENT  

**GOVERNMENT OF PAKISTAN**  
 MINISTRY OF COMMUNICATIONS  
 NATIONAL HIGHWAY AUTHORITY

CONSULTANT  

**NATIONAL ENGINEERING SERVICES**  
 PAKISTAN (PVT.) LTD.  
 HEAD OFFICE:- NESPAK HOUSE, I-C, BLOCK-N,  
 MODEL TOWN EXTENSION, LAHORE, PAKISTAN.

04					DRAWN	IFTIKHAR
03					SUBMITTED	
02					RECOMMENDED	
01					CHD./VER.	
REV.	DATE	DESCRIPTION	APPROVED	APPROVED		

**RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER**  
**PAKISTAN'S RESILIENT RECOVERY, REHABILITATION**  
**AND RECONSTRUCTION FRAMEWORK PROJECT,**  
 PHASE - I (210Km),  
 SECTION - 2  
**RANIPUR - ROHRI 70Km**

ABUTMENT, WING WALL & ABUTMENT PILE REINFORCEMENT BRIDGE AT CH. 68+330		SCALE 1:25
DATE AUGUST 2025	DRAWING No. 4825/102/TD/P1G707	REV.