



Local Municipality of Ásotthalom
H-6783 Ásotthalom, Szent István square 1. Hungary

Ásotthalom, 11th May 2020

CONTRACTING AUTHORITY'S CLARIFICATIONS No. 1

Construction of bicycle road and bicycle traffic facility in Ásotthalom
HUSRB/1602/21/0102/B1/works3

Publication ref.: EuropeAid/140796/ID/WKS/HU

No	Question	Answer
1.	The Public Utility Statements are expired. These are the Tenderer's (with the most economically winner tender) responsibility to extend them?	Extending or renewing the public utility statements, going through with the E-Utility procedure, is the responsibility of the winning bidder. The price of these procedures should be planned to budget line 12100.
2.	The „Breakdown of the lump sum price” include demolition and construction of fence. For the non-movable fences should there be a fence of the same quality as the available?	In case of the bicycle road next to road No. 5511, the following budget item contains the related works: „Demolition of fence, construction of fence on a new land area (with 7 gates)”. In case of the bicycle road next to road No. 55126, the related works can be found in the following budget item: „Demolition of gate, construction of gate on a new land area”. The bidder should put in an estimate budget for the new elements of the fence and the new gates.
3.	The designed asphalt layers on the planned bicycle road trail cannot be built due to the currently valid Highway Specification Standards. As a specialised constructor we propose using the following asphalt type and layer in as a wearing course: 6,5 cm AC 16 alap-kopó (base layer-wearing	Incorporation of the type of asphalt that was proposed by the addressee, is permitted by the “e-UT 05.02.11 Road Technical Specification - 3.1.3 section of Requirements for Mixtures of Asphalt Pavements for Road Structures”, which came into effect on 01 January 2019, which allows the installation of the following

	course) We kindly ask the Contracting Authority to investigate the feasibility of the proposed asphalt layer.	asphalt mixture: 6.5 cm AC 16 asphalt base - wear layer (at road connections, 10.0 cm vtg.) Changes to the asphalt type require the preparation of an overlay plan and the approval of the Transportation Authority. The tenderer must submit its bid on the basis of the issued technical documentation, budget call and construction permit.
Between 9+307 km – 14+926.73 km segment:		
4.	On the planed bicycle road trail, we found Double flange service connectors with the hydrant valve. D. Contracting Authority please to be informed to us that we should be calculate with replacement of these are.	The hydrants on the following km segments: 0+440, 2+550, 3+410, 4+406 of the bicycle road trail are in between 1,87 – 2,39 m in clearance. The prescribed distance of clearance is 1,5km, therefore the replacements should not be part of the estimated budget.
5.	The „Breakdown of the lump sum price” include 1.250 m ³ „Forming of dam earthwork, with humousing, grassing” and 750 m ³ „Putting dam into good form earthwork, with humousing, grassing”. Please specify where should be done the work.	Next to the bicycle road trail, in accordance with the attached drawings, there is an existing dam of cca. 2500m length. Putting this dam into good form is needed with cca. 0,3 m ³ /fm merits. Next to the bicycle road trail, in accordance with the attached drawings, in cca. 2500m length there are no dams. Here new dams should be formed with cca. 0,5 m ³ /fm mertis.
6.	On the Technical Description include in the crossings 25 cm layer FZKA but on the cross-sections 20 cm. Please provide the exact layer thickness and if necessary please to modify the „Breakdown of the lump sum price”.	In the cross-sections, in accordance with the budget notice and the technical description, 25 cm layer of FZKA should be included.
7.	The „Breakdown of the lump sum price” include 432 m one-sided guard railing. Please to give full technical details. (N2 or H1)	The one-sided guard railing should be built by following N2 regulations.
Between 9+307 km . segment of road labelled 5511 and the border crossing station:		
8.	The „Breakdown of the lump sum price” include 169 m guard rail, for cyclists. 169 m has on the 0+800 km segment and 99 m has on the 1+250 km. If necessary on the 1+250 segment please to modify the „Breakdown of the lump sum price”.	Between 1+240 kg segments of the bicycle road trail implementing cyclists’ guard rail should not be in the estimated budget.
9.	On the 0+820 km segment there is a cross canal. It has one side a front head, and the far side has a ferro-concrete bulkhead. The „Breakdown of the lump sum price” is not include the ferro-concrete bulkhead. Please to modify the „Breakdown of the lump sum price”.	Budget line 42602 includes the construction of the bulkhead. (closing walls, falsework and concreting, compression, decomposition and aftercare of the mould). B Budgeting should be based on the item’s unit price.
10.	Please provide us where it will be built 3,5 m ³ AC 11 overlay.	The 5cm thick AC 11 overlay should be used at the cross-section of the end segment.
11.	On the Technical Description include in the crossings 5 cm AC 11 binder and 25 cm FZKA layer but on the cross-sections there is 7 cm AC 11 binder and 20 cm FZKA. Please provide the exact layer thickness and if necessary please to modify the „Breakdown of the lump sum price”.	At the cross-section, in accordance with the budget notice and the technical description, the FZKA layer should be 25 cm thick with 5 cm thick AC 11 binder.
12.	Do we understand right that „Breakdown of	Yes, the bidder understand it right.

	the lump sum price” file doesn’t contain costs of „Archeological” because subsection (10) of section 22 of Act LXIV. of 2001 (Kötv.) so provides?	
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