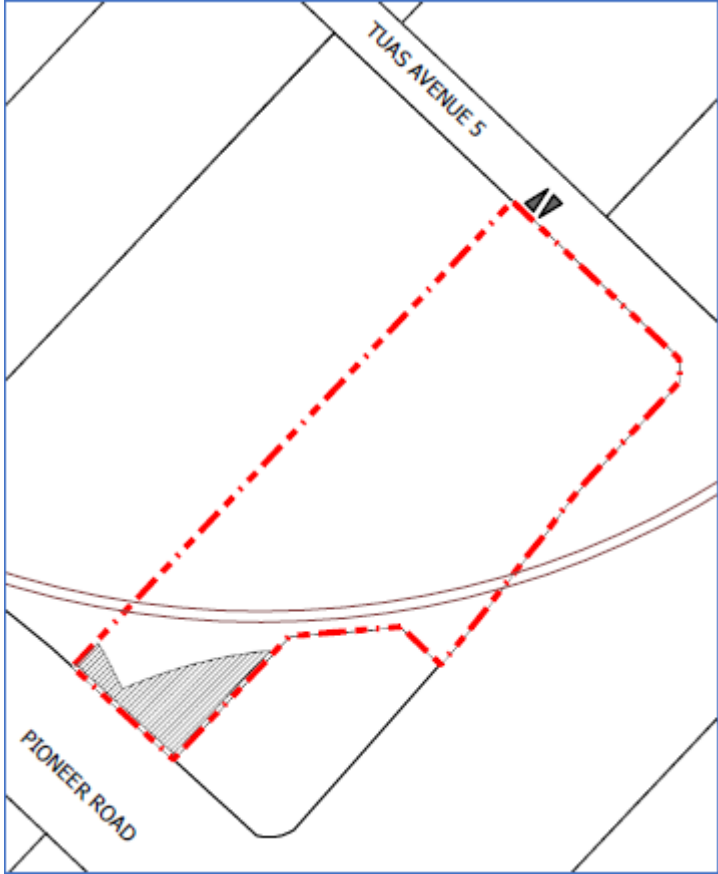


No.	Public Queries for Tuas Road	Clarifications
1.	<p>Regarding Clause 9.2 of the Technical Conditions of Tender, it was mentioned that there are various buffers concerning the tender site which may affect dormitory usage. Could JTC provide a site map with outlines of where these Health and Safety and grit-blasting buffers are?</p>	<p>Any proposed dormitory should not be sited within the black hatched area.</p>  <p>The diagram is a site map showing a plot of land. A red dashed line outlines a specific area within the plot. A black hatched area is located at the bottom left of the plot, near the intersection of Tuas Avenue 5 and Pioneer Road. The map also shows the layout of Tuas Avenue 5 and Pioneer Road.</p>
2.	<p>As the MRT viaduct runs through the site, there will be locations where the road network (as well as infrastructure services) in the development needs to pass through and under</p>	<p>The Successful Tenderer is required to survey the MRT viaduct, to determine the clear height from the soffit to the proposed level of the development. The clear height must meet the LTA road's requirements for vehicles crossing</p>

	the viaduct. Are there constraints and guidelines for such underpass works to be proposed?	below the LTA structure. The Successful Tenderer must provide permanent height restricted gantries (4.5m height) on both sides of the MRT viaduct. These height restricted gantries must be owned and maintained by the Successful Tenderer.
3.	What are the setback and working conditions that will be imposed specifically around the viaduct piers?	For both permanent and construction stages, all structures must be minimally 3m clear from the MRT viaduct pier to meet the Public Transport Security requirements and for maintenance of the MRT structures by the railway operator. The MRT lightning protection system and the drainage system must not be affected by the Successful Tenderer's proposed development. The Successful Tenderer shall refer to the code, guidebook & handbook on the requirements (storage of material, combustible materials, etc.) for working below the MRT viaduct and within the MRT 1 st reserve ¹ . The Successful Tenderer is also required to provide temporary height restriction gantries during construction.
4.	Are there any specific visual controls that will be imposed in the vicinity of the viaduct?	LTA's site officers will enter the site to carry out site inspections. The contractor is encouraged to operate CCTV(s) during construction.
5.	Are there any concerns with ground level parking spaces directly under the viaduct?	Car parking is strictly not allowed within the MRT 1 st reserve (which includes below the MRT viaduct).
6.	Since the piers of the viaducts are within the development site, are there any permanent installations (such as protection fence, CCTV, night lighting and etc) that needs to be provided around the piers, or even the underside of the viaduct?	It depends on the proposed development layout. LTA would require permanent installations (such as protection fence, CCTV, night lighting and etc) that need to be provided around the piers, or even the underside of the viaduct if the layout of the proposed development poses a risk to the public transport security.

¹ Please refer to the Code of Practice for Railway Protection, Guide to Carrying Out Restricted Activities within Railway Protection and Safety Zones and Handbook on Development and Building Works in Railway Protection Zone on the requirements and procedures for development that falls in railway protection zone. All these are available for download inside LTA Website under the "Industry Matters" tab.

7.	What are the working limits that will be imposed for construction cranes especially in the vicinity of the viaduct? I.e. will there be any restrictions?	The boom of all lifting cranes if toppled, must fall outside the MRT 1 st reserve. However, LTA may allow the arc of collapse of the boom to topple in the 1 st reserve with a minimum of 3m of clearance from the outermost edge of the MRT viaduct. This is subject to a waiver (to be considered on a case-by-case basis) with requirements such as engaging a PE to supervise lifting works, increasing FOS of the lifting capacity to 2.0, and carrying out lifting works during train engineering hours, etc.
8.	As LTA rail protection clearance is required to be sought with LTA, can rail protection clearance be expedited in consideration of the Project Completion Period that developers must adhere to?	LTA will reply to each submission via Corenet within 20 working days.
9.	What are the procedures of LTA rail submission during the construction stage?	Please refer to the said code, guidebook & handbook for the submission procedures ¹ .
10.	What are the guidelines for QP supervision during construction when working within the 1 st to 3 rd reserve lines?	Please refer to the said code, guidebook & handbook on the roles and responsibilities of the QP Supervision for construction works in railway protection ¹ .
11.	What are the instrumentation requirements under 1 st to 3 rd reserve lines with regards to viaduct inspection, installation of instrumentation and contractor approval?	It depends on the proposed development and the impact it has onto the MRT viaduct. Instrumentation/bearing inspection would be required based on the Successful Tenderer's QP assessment. The QP must liaise with the railway operator for clearance to install the instruments on the MRT viaduct. The Successful Tenderer must abide to the railway operator's requirements and is required to carry out a pre-condition survey of the MRT viaduct prior to commencing works.

12.	What are the guidelines for tower crane installation or use of equipment in 1 st and 2 nd reserve lines?	All tower cranes, if toppled, must fall outside of, the MRT 1 st reserve. Please refer to the said code, guidebook & handbook on the requirements & guidelines for operation of lifting works in the Railway Protection Zone ¹ .
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