

**BIDS AND AWARDS COMMITTEE FOR INFRASTRUCTURE PROJECTS (BAC-I)**

**CONSTRUCTION OF THE PASIG-POTRERO BRIDGE LONG-TERM SOLUTION  
PACKAGE 1A-BRIDGE SOLUTION**

**BID BULLETIN NO. 2**

This Bid Bulletin contains clarifications raised during the Pre-Bid Conference held on 06 April 2026, as well as queries sent by prospective bidders via email, and other matters relating to the Project.

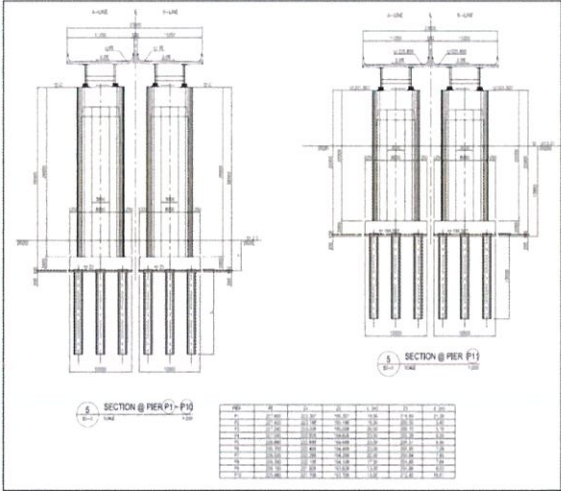
**I. QUERIES/QUESTIONS BY THE PROSPECTIVE BIDDERS**

**a. Queries/Questions raised during the Pre-Bid Conference**

Queries/Questions	Clarifications/Responses																														
<p>1. Is there no maximum limit for the capacity of the equipment that will be submitted in the bid?</p>	<p>There is no maximum limit on the capacity of the equipment. However, please refer to Bid Data Sheet 12.1(h)(iii) of the Bidding Documents for the minimum required equipment capacity, which must be observed and complied with, to wit:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Equipment</th> <th style="width: 30%;">Minimum Capacity</th> <th style="width: 40%;">Number of Units</th> </tr> </thead> <tbody> <tr> <td>Bulldozer</td> <td>200 Hp</td> <td>2</td> </tr> <tr> <td>Wheel Loader</td> <td>1.2 m<sup>3</sup></td> <td>2</td> </tr> <tr> <td>Backhoe</td> <td>1 m<sup>3</sup></td> <td>2</td> </tr> <tr> <td>Backhoe</td> <td>0.3 m<sup>3</sup></td> <td>2</td> </tr> <tr> <td>Excavator, Crawler Type</td> <td>0.8 m<sup>3</sup></td> <td>2</td> </tr> <tr> <td>Excavator, Wheel Type</td> <td>0.5 m<sup>3</sup></td> <td>2</td> </tr> <tr> <td>Dump Truck</td> <td>14 m<sup>3</sup></td> <td>10</td> </tr> <tr> <td>Water Tank Truck</td> <td>10,000 L</td> <td>2</td> </tr> <tr> <td>Crane Crawler</td> <td>120 tons</td> <td>4</td> </tr> </tbody> </table>	Equipment	Minimum Capacity	Number of Units	Bulldozer	200 Hp	2	Wheel Loader	1.2 m <sup>3</sup>	2	Backhoe	1 m <sup>3</sup>	2	Backhoe	0.3 m <sup>3</sup>	2	Excavator, Crawler Type	0.8 m <sup>3</sup>	2	Excavator, Wheel Type	0.5 m <sup>3</sup>	2	Dump Truck	14 m <sup>3</sup>	10	Water Tank Truck	10,000 L	2	Crane Crawler	120 tons	4
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2. For the Single Largest Completed Contract (SLCC), it was mentioned that steel girders will be used. Given the company's experience in RCDG, would it be possible to use RCDG instead of steel girders?	No. The requirement for the SLCC are long span steel girders																								
3. Given the submission deadline is on 21 April 2026, in the event that no extension is granted, will the bidders' Audited Financial Statement (AFS) for the year 2024 still be accepted?	Yes. The Audited Financial Statement for CY 2024 shall be acceptable, provided it was duly submitted and received by BIR last 2025.																								
4. Clarification on whether the previously issued special license remains valid and acceptable for participation in this bidding process?	No. Pursuant to the terms and conditions indicated in the Philippine Contractors Accreditation Board (PCAB) Special License, specifically Item No. 8, and PCAB Resolution No. 214, s. 1997, under Section 6 of the General Conditions of License, which states that "if the licensee is unsuccessful in the bidding, the Special License is ipso facto invalidated after bidding," this means that the Special License is intended																								

	/solely for the specific project identified in the application. Accordingly, the license becomes invalid immediately upon losing the bid.
<p>5. In case we coordinate with the manager of our local contractor, are we required to provide our own Philippine Contractors Accreditation Board license? As a foreign contractor, we do not have a regular license and can only apply for a special PCAB license upon winning the project.</p> <p>Given this, are we still required to submit our own special license during the bidding stage?</p> <p>If we win the project, will an additional PCAB license be required, or will only one license suffice?</p>	<p>If you will be forming a joint venture/consortium as a foreign corporation with a Philippine contractor, the joint venture will be required to secure a Special PCAB for project eligibility.</p> <p>From your end, the requirement is for the joint venture/consortium to obtain a Special PCAB License. Only one license will be required, as the parties will operate as a single joint venture/consortium entity.</p> <p>Please note that the PCAB has its own set of requirements prior to issuing a Special PCAB License. You will need to comply with all prescribed conditions, which may differ from those applicable to standard licensing requirements.</p> <p>The Special PCAB License for joint ventures/consortium is one of the documentary requirements that must be included for submission, during bidding stage, in the technical bid envelope – in accordance with Section 54.2(b)(ii) of the Implementing Rules and Regulations of Republic Act No. 12009 (New Government Procurement Act). No additional PCAB License will be required upon winning the project.</p>
<p>6. Clarification on the detailed estimate format: For the Estimated Direct Cost and Total Direct Cost, are they supposed to be equal? Since the Estimated Direct Cost is already multiplied by the total markup value and used as the basis for VAT, which is then added to arrive at the Total Cost.</p>	<p>No. The Estimated Direct Cost (EDC) and the Total Direct Cost (TDC) are generally not equal.</p> <p>Please refer to the revised format of Detailed Cost Estimate provided in response to Query No. 16.</p>
<p>7. We have already conducted a site visit previously. Are we still required to conduct another site visit?</p>	<p>A site visit is not required, however, conducting a site inspection is highly encouraged to enable bidders to prepare their bids diligently.</p>

<p>8. With regard to the equipment platform beneath the bridge, is this included in the Financial Proposal/BOQ, or is it to be provided by the contractor? Additionally, how should this be addressed in case of flooding during rainfall?</p>	<p>These equipment, structures and its protection shall be provided by the winning Contractor and shall be deemed included in the Financial Proposal/Bill of Quantities. Appropriate provisions for protection against flooding shall likewise be considered by the Contractor in the preparation of its bid.</p>
<p>9. Regarding the demolition works of the existing bridge substructure, we noted that the exact required depth for the removal of the existing piles is not explicitly indicated in the Detailed Engineering Design (DED). We respectfully request clarification on whether the existing piles are to be cut off up to a specific depth (e.g., 4.5 meters below the existing pile cap), or if complete removal of the piles is required.</p> <p>Should full demolition be mandated, we further request access to the as-built drawings of the existing bridge to accurately determine the length and type of the existing piles, as well as to establish the appropriate demolition methodology.</p>	<p>The entire existing bored piles will be removed. Please refer to Page 92 of the Bidding Documents, Section VII: Drawings. For reference, you may also check Sheet No. BR-04 of the Drawing Plans.</p> <p><b>LINK:</b> <a href="https://drive.google.com/file/d/1GueBLrz3Vfuc-BldfhXdh8yyhJ3tIHdk/view?usp=drive">https://drive.google.com/file/d/1GueBLrz3Vfuc-BldfhXdh8yyhJ3tIHdk/view?usp=drive</a></p> <p>The following are the length of the existing bored piles:</p> <p>Pier Columns: 26.00 m Pile Foundations(Pier 6&amp;7): 23.00 m Pile Foundations(Pier 8): 17.50 m Pile Foundations(Pier 9): 13.00 m Pile Cap Elev. (Top): 196.003 m</p>  <p>Source: SCTEX Construction Drawings</p> <p><b>Figure 1-2 General Plan, Elevation and Pier Cross-sections of Pasig-Potrero Bridge</b></p>
<p>10. Concerning the technical proposal</p>	<p>The Detailed Construction Methodology and</p>

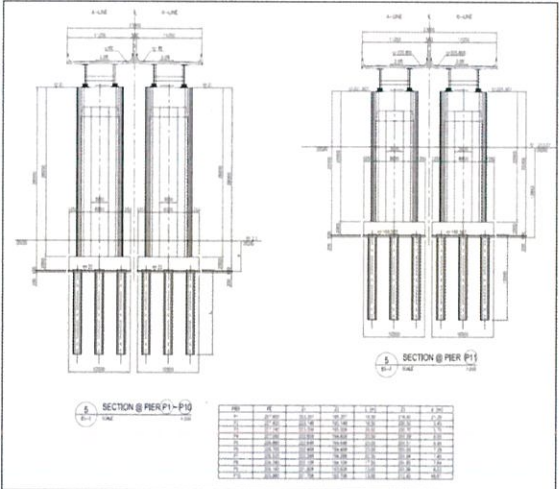
<p>requirements, we observed that there are no specific guidelines or prescribed formats provided for the construction methodology and the project program.</p> <p>We respectfully seek confirmation on whether we are only required to submit the documents strictly enumerated in the meeting checklist, or if a detailed construction methodology and project schedule must still be prepared and included in our submission.</p>	<p>Construction Schedule are not required at the time of bid submission. These documents shall be submitted by the winning bidder upon award of the contract.</p>
<p>11. We note that the soil investigation report is not included in the provided reference documents; hence, we respectfully request a copy of this technical report.</p> <p>The comprehensive soil data is essential for us to develop a safe and appropriate construction methodology, as well as to ensure accurate and competitive pricing.</p>	<p>You may access the Report thru this link: <b>LINK:</b> <a href="https://drive.google.com/file/d/1PDXnIm9IIZY5xmhN4pY-7VcwWTonUDYk/view?usp=drive_link">https://drive.google.com/file/d/1PDXnIm9IIZY5xmhN4pY-7VcwWTonUDYk/view?usp=drive_link</a></p>
<p>12. Our team would like to seek clarification on whether the recent increases in oil prices are still being considered in the preparation of the project cost estimates.</p>	<p>Yes. Bidders must take into account the significant increases in oil product prices in the preparation of their bids.</p>
<p>13. May we clarify the requirements for technical personnel regarding international experience? Specifically, we would like to confirm whether foreign-funded projects implemented locally are acceptable as part of the international experience requirement.</p> <p>Furthermore, for projects undertaken outside the Philippines, may we ask if there is a defined classification or hierarchy of acceptable experience? Since the requirement appears to seek</p>	<p>Locally implemented projects, even those with foreign funding, do not qualify as international projects. To satisfy the international experience requirement for technical personnel, the projects must be physically undertaken outside the Philippines. Furthermore, such experience shall be evaluated based on relevance, scale, complexity, and comparability to the requirements of the project, as may be determined by BCDA.</p>

<p>a higher level of qualification than purely local experience, we would like to understand how such international experience is evaluated.</p> <p>In particular, will all overseas projects be considered acceptable, or is there a minimum standard or category that must be met relative to Philippine projects? How will projects that may be considered of a lower category or standard compared to Philippine projects be treated?</p>	
<p>14. Just to confirm, will the previously purchased bidding documents still be valid for this procurement, or will we be required to purchase a new set?</p> <p>As an additional question, will the previous Bid Bulletin still apply to this procurement, or will this be treated as a new issuance?</p> <p>For better understanding of the project, particularly the methodology, may we also confirm the intended approach for the demolition and reconstruction of the pier? This is essential for us to proactively prepare competitive cost estimates. Specifically, will the works be carried out simultaneously, i.e., demolition and reshoring using temporary bents at the same time?</p>	<p>No, the previously purchased Bidding Documents will not be valid for this rebidding of the Project. Bidders are required to purchase a new set of Bidding Documents.</p> <p>Since this involves a new bidding for the same project due to a previous failure, new Bid Bulletins will be issued specifically for the rebidding.</p> <p>With respect to the construction methodology, the affected portions of the structure will be temporarily supported by bents prior to demolition. All temporary bents shall be erected first, with a total of four (4) sets to be installed before any demolition activities commence. Demolition works shall then be carried out simultaneously across the four (4) piers.</p> <p>However, while demolition will be undertaken simultaneously, reconstruction will be implemented in phases. Although certain construction activities may proceed concurrently, the integration of the new structural components with the existing bridge shall be carried out on a phased basis. This is necessary to ensure continuous bridge operability, as required under the Bidding Documents.</p>
<p>15. Clarification regarding Bill of Quantities</p>	<p>You may access the PDF file regarding Bill of Quantities thru this link:</p>

	<p><b>LINK:</b> <a href="https://drive.google.com/file/d/1G0EIUCE7bWR9S2cRsmQq0eoYZiiC3Ysc/view?usp=drive_link">https://drive.google.com/file/d/1G0EIUCE7bWR9S2cRsmQq0eoYZiiC3Ysc/view?usp=drive_link</a></p> <p>You may access the excel file regarding Bill of Quantities thru this link:</p> <p><b>LINK:</b> <a href="https://docs.google.com/spreadsheets/d/11sNovcFMxM1T6t7rOk6L_4NDw2W9HlaQHp-1gPshYf0/edit?usp=drive_link">https://docs.google.com/spreadsheets/d/11sNovcFMxM1T6t7rOk6L_4NDw2W9HlaQHp-1gPshYf0/edit?usp=drive_link</a></p>
<p>16. Clarification regarding Detailed Cost Estimates</p>	<p>You may access the PDF file regarding Detailed Cost Estimates thru this link:</p> <p><b>LINK:</b> <a href="https://drive.google.com/file/d/1m8Ts3VTyaASYsz3fQiP7DMPfu9nkaIAV/view">https://drive.google.com/file/d/1m8Ts3VTyaASYsz3fQiP7DMPfu9nkaIAV/view</a></p> <p>You may access the excel file regarding Detailed Cost Estimates thru this link:</p> <p><b>LINK:</b> <a href="https://docs.google.com/spreadsheets/d/1XeHuYi3RIC4V0IWtZPdh5eQFzhvmdNNRfy42aBwjU/edit?usp=drive_link">https://docs.google.com/spreadsheets/d/1XeHuYi3RIC4V0IWtZPdh5eQFzhvmdNNRfy42aBwjU/edit?usp=drive_link</a></p>

**b. Queries/Questions sent via Email/Letter**

Queries/Questions	Clarifications/Responses
<p>1. In connection with our participation in the previous bidding for the same project, namely the Construction of the Pasig-Potrero Bridge Long-Term Solution Package 1A – Bridge Solution (Contract Number BIP2026-002), we secured a Special PCAB License issued specifically for said procurement.</p> <p>In this regard, we respectfully request clarification on whether the previously issued Special PCAB</p>	<p>Please refer to the clarification/response to Query/Question No. 4 of the queries/questions raised during the Pre-Bid Conference.</p>

<p>License may still be deemed valid and acceptable for purposes of the current rebidding of the same project, namely the Construction of the Pasig-Potrero Bridge Long-Term Solution Package 1A – Bridge Solution (Contract Number BIP2026-002).</p>	
<p>2. Regarding the demolition works of the existing bridge substructure, we found that the exact required depth for the removal of the existing piles is not explicitly indicated in the Detailed Engineering Design (DED) drawings. We respectfully request your clarification on whether the existing piles only need to be cut off up to a specific depth (e.g., 4.5 meters below the existing pile cap), or if the complete demolition of the piles is strictly required. Should complete demolition be mandated, we kindly request the provision of the As-Built Drawings of the existing bridge to accurately determine the length and type of the existing piles for proper cost estimation.</p>	<p>The entire existing bored piles will be removed. Please refer to Page 92 of the Bidding Documents, Section VII: Drawings. For reference, you may also check Sheet No. BR-04 of the Drawing Plans.</p> <p><b>LINK:</b> <a href="https://drive.google.com/file/d/1GueBLrz3Vfuc-BIdfhXdh8yyhJ3tIHdk/view?usp=drive">https://drive.google.com/file/d/1GueBLrz3Vfuc-BIdfhXdh8yyhJ3tIHdk/view?usp=drive</a></p> <p>The following are the length of the existing bored piles:</p> <p>Pier Columns: 26.00 m Pile Foundations(Pier 6&amp;7): 23.00 m Pile Foundations(Pier 8): 17.50 m Pile Foundations(Pier 9): 13.00 m Pile Cap Elev. (Top): 196.003 m</p>  <p>Source: SCTEX Construction Drawings <b>Figure 1-2 General Plan, Elevation and Pier Cross-sections of Pasig-Potrero Bridge</b></p>
<p>3. Concerning the technical proposal requirements, we observed that there are no specific guidelines or</p>	<p>The Detailed Construction Methodology and Construction Schedule are not required at the time of bid submission. These documents shall be</p>

<p>prescribed formats provided for the construction methodology and the project programme. We respectfully seek your confirmation on whether we only need to submit the documents strictly enumerated in the bidding checklist, or if a detailed construction methodology and schedule must still be prepared and included in our technical envelope.</p>	<p>submitted by the winning bidder upon award of the contract.</p>
<p>4. We noted that the Soil Investigation Report is not included in the provided bidding documents. We kindly request a copy of this geotechnical report. The comprehensive soil data is highly essential for us to formulate a safe and appropriate construction methodology, as well as to make accurate and competitive decisions for our price proposal.</p>	<p>You may access the Report thru this link: <a href="https://drive.google.com/file/d/1PDxNIm9IIZY5xmhN4pY-7VcwWTonUDYk/view?usp=drive_link">https://drive.google.com/file/d/1PDxNIm9IIZY5xmhN4pY-7VcwWTonUDYk/view?usp=drive_link</a></p>
<p>5. In accordance with the demolition items in the Bill of Quantities: if the quantity of steel is reduced due to process optimization, may the quantity of steel under the relevant demolition items to be handed over to the Employer at a later stage be delivered based on the actual quantity incurred?</p>	<p>Yes. In accordance with standard measurement and payment principles for "re-measurable" contracts, the quantity of steel to be handed over to the Employer shall be based on the actual quantity incurred and recovered during the demolition process.</p>
<p>6. Please confirm our understanding from the Pre-Bid Conference that the 2024 AFS, issued in 2025, is acceptable as it is the latest AFS available. If correct, kindly formalize this in a Supplemental Bid Bulletin.</p>	<p>Please refer to the clarification/response to Query/Question No. 3 of the queries/questions raised during the Pre-Bid Conference.</p>
<p>7. Please clarify which day's exchange rate shall be used as the calculation basis when foreign bidders compute the NFCC.</p>	<p>For the purpose of computing the NFCC, foreign bidders shall use the prevailing exchange rate published on the date of the advertisement of the Invitation to Bid.</p>
<p>8. Is it required to provide the Construction Schedule and S-Curve in</p>	<p>Construction Schedule and S-Curve are not required to be submitted in the bidding documents.</p>

<p>the bidding documents? If required, please provide the relevant format.</p>	
<p>9. Pursuant to the technical specifications, only "temporary short-term closure" is permitted, limited to two scenarios: first, jacking operations during the strengthening of existing beams or installation of bearing pads; second, significant reduction of vehicle speed when construction equipment (e.g., truck cranes, concrete pump trucks) is positioned on the bridge deck. Please clarify the maximum duration of traffic closure.</p>	<p>The maximum duration of traffic closure is two (2) hours during off-peak hours (e.g., 10:00 PM to 5:00 AM), or through the implementation of "rolling" closures.</p>
<p>10. Due to the impact of the ongoing war situation, which has caused significant fluctuation in material and logistics costs, our company respectfully requests an extension of 28 days for the bid submission. We need additional time to thoroughly re-evaluate and recalculate the quotation in order to provide the Employer with a competitive offer and avoid future disputes</p>	<p>The request is subject to evaluation. In the absence of a subsequently issued Bid Bulletin on the matter, the original schedule shall remain in effect.</p>

**II. REMINDERS**

1. Only bidders who have purchased the bidding documents are allowed to submit their bids. Purchase of the bidding documents shall be until **09:00 AM on 21 April 2026**. The payment of the bidding documents in the amount of **Pesos: Seventy Five Thousand (Php75,000.00)** can be made in the form of cash or a manager's check.
2. Online payment, fund transfer, or over-the-counter deposit for Bidding Documents is allowed. Please use the following bank details:

Bank: Land Bank of the Philippines  
 Branch: BGC Branch  
 Name: **Bases Conversion and Development Authority**  
 Account No. : **3902-1005-11**  
 SWIFT code: **TLBPPHMM**

In addition, payment for Bidding Documents is on Monday to Thursday, 8:00 AM to 5:00 PM at the BCDA Cashier's Office.

- The prospective bidders should send/email their proof of payment to BAC Secretariat at **bac-isec@bcdad.gov.ph** to facilitate validation of payment and the issuance of their official receipts as well as the copy of bidding documents can be picked up at the BCDA office on the 2nd Floor, Bonifacio Technology Center, 31st Street Corner 2nd Avenue, Crescent Parkwest, Bonifacio Global City, Taguig.
- Receipt of Bids.** Bids must be duly received by the BAC Secretariat through manual/physical submission at the BCDA Office, BCDA Corporate Center, 2nd Floor, Bonifacio Technology Center, 31st Street Corner 2nd Avenue, Crescent Parkwest, Bonifacio Global City Taguig, on or before **09:00 AM** of **21 April 2026**. Late bids shall not be accepted.

The bidders may submit their bid proposal before the deadline for submission of bids to avoid late submission. The computer system clock at the CRRA that is set to Philippine Standard Time (PhST) shall be used as a reference in determining the time for the submission of bids. Hence, participating bidders are advised to synchronize their timepieces with the said computer system clock.

**Online Bid Submission is NOT allowed.**

- The bid should **not** be more than the Approved Budget for the Contract (ABC), otherwise, the bidder will be disqualified.
- Opening of Bids.** Bid Opening shall be on **21 April 2026, 10:00 AM** at the BCDA Office, BCDA Corporate Center, 2nd Floor, Bonifacio Technology Center, 31st Street Corner 2nd Avenue, Crescent Parkwest, Bonifacio Global City, Taguig. Bids will be opened in the presence of the bidders' representatives who choose to attend the activity. Only two (2) in-person representatives per bidder are allowed to join the bid opening.

The BAC expects the bidders to exercise due diligence in going through the bidding documents to be able to prepare their bids intelligently.

- The Bidders are requested to use tabs in compiling their bid documents for quick and easy identification and verification.
- The computation of the Bid Security shall be based on the ABC. The bidders may submit a notarized Bid Securing Declaration in lieu of other forms of bid security. It is important to note, however, that although the Bid Securing Declaration does not require cash, its enforcement will include automatic blacklisting and payment of certain fines in the event that the bidder violates any of the conditions set forth in the bidding documents.
- Visiting or calling (including sending text messages) the members of the BAC-I, the TWG, the Secretariat (except for administrative matters relating to the project), or anyone working in BCDA is prohibited and will not be entertained. All queries should be addressed to the BAC-I Chairperson and emailed or sent through written correspondence to the Secretariat until the deadline for requests for clarification.

This Bid Bulletin shall be considered as an integral part of the Bidding Documents for the aforementioned Project. All other provisions and statements in the Bidding Documents or previous Supplemental/Bid Bulletin/s that are inconsistent with this Bid Bulletin are deemed amended or modified.

Issued on **14 April 2026**.

**BIDS AND AWARDS COMMITTEE FOR INFRASTRUCTURE PROJECTS (BAC-I)**

*110.*  
**ATTY. MARIA SOLEDAD C. SAN PABLO**  
Vice Chairperson