

Name of work: Response on pre bid queries for RSHIP Package-1: Development and Maintenance of Kanwas – Khanpur - Aklera section of SH-74, Deoli- Kanwas section of SH-74 A, Alot (MP) –Gangdhar - Suwansara (MP) section of SH-19 C and Kherli-Pahari section of SH-22 (Total length: 175.36 Km) under Design, Build, Operate/Maintain and Transfer On PPP(Annuity) Mode

S. No.	Clause	Queries	Response
1.	-	It is also likely that Deoli-Kanwas and Alot-Gangdhar-Suwansara roads can be completed much earlier with separate set up of equipment's & resources and their roads say in 8-10 months' time??? or we will have to wait till we achieve the COD for other two roads???	
2.	-	It is almost impossible and unviable to construct all the 4 road sections with only single COD.	All four roads constitute a project (the project) as defined in RFP, therefore all parameters shall be as per RFP.
3.	-	In view of above, project cost also should be quoted separately for all the 4 roads and O & M period of 10 years, bonus clause/penalty clause shall be applicable accordingly.	
4.	-	In such case, project mile stone shall be road specific rather than generalised for entire length of project roads of 175 km.	
5.	-	Payment mile stones (for 50% of the project cost) and project milestones are different. We request you to keep both as same. Payment milestones	As per RFP.

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		are more elaborative and work progress specific.	
6.		We request you to give us longitudinal sections and cross sections of all the 4 existing roads to work out the extend of raising the road levels especially in the water logged areas in Deoli-Kanwas and at other places where ever sub base is of Black cotton and silty clay.	Shall be uploaded on pwd.rajasthan.gov.in
7.		We have also observed water logged patches in built up areas in Kanwas-Khanpur-Akrela sections. This will require raising of the existing road surfaces considerably that may require both side drain structures in built up areas.	Since project is on DBOT pattern, development work to be carried as per provisions of manual.
8.		O & M payment should be made on the basis of completion cost rather than project cost as specified in the bid documents. O & M cost is directly linked with completion cost.	AS per provisions of RFP/DCA.
9.		There is a proposal for construction of drain along the road. Please intimate the arrangement for its out fall.	Since project is on DBOT pattern, development work to be carried as per provision of manual.
10.		Can we reuse the asphalt material taken out from the existing black top after passing the same through milling process. Please confirm.	Yes subject to concurrence of Independent Engineer & in accordance to provisions as per manual/IRC SP-73-2007.
11.		Whether it will be possible to shift the location of toll plaza nearby. Please confirm.	Location of toll plaza is given in schedule.

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12.		Please provide the details of the equipment's/accessories to be provided at toll plaza or there is any standard design/drawing to be followed for its construction.	As per manual.
13.		The details of the treatments to be provided in different reach of the road have been provided in the tender documents but if at the time of execution of the work the condition of the road found deteriorated than the conditions as considered in the tender document than some other treatment to suit the prevailing/existing condition of the road has to be provided than how the cost for this substitution shall be adjusted/paid. Please intimate.	Work to be carried as per manual.
14.		At some locations cement concrete have been laid and during execution if some panel found damaged and needs to be replaced than how the cost for the same shall be adjusted/paid. Please intimate.	Work to be carried as per manual.
15.		Please confirm whether the work shall be executed only as per TCS enclosed with the tender documents & if there will be any change in TCS during the execution of the work, how the cost for these changes shall be adjusted. Please intimate.	Since project is on DBOT pattern, development work to be carried as per provisions of manual.


 21/8/2016

16.	Schedule A, Highway No. 3 A lot (MP)-Gangdhar-Suwansara section SH-19C	As per Schedule A, Clause 5.1, railway level crossing is existing, however, there is no provision of ROB. We presume that the same is to be retained as it is. Kindly confirm.	As per RFP, there is no provision of ROB at said location.
17.	Schedule B, Kherli Pahari Section	The existing Road passes through many built-up location with Sharp horizontal curves however no Bypass/Realignments have been Proposed in the Schedule B. We assume that deviation from manual in regards to Design Speed will be applicable. For eg. km 146.1-146.7 Arrowa Village, km 154-155, km 162.5-163 Chirawal Village, km 168.5-169.2 Berroo Village, 90 degree Curve at Km 174.5, km 180-181.5 Sikri Village, km 188.5-189.7, km 196-197. Request Authority to kindly clarify.	The highway to be accommodated optimally within available ROW in built-up sections.
18.	Schedule B, Kherli Pahari Section	From Existing km 146.1 to km 146.7 High embankment is observed on LHS of project road with Built-up on RHS. No provision for Slope Protection work is provided in Schedule B. Kindly confirm.	Since project is on DBOT pattern, development work to be carried as per provisions of manual.
19.	Schedule B, Kherli Pahari Section	As per Schedule only 15.185 km of road is to be reconstructed, however as per site observation more than 50 % of project length qualifies for reconstruction.	Since project is on DBOT pattern, reconstruction work to be carried as per provisions of manual.
20.	Schedule B, Kanwas Khanpur Aklera Section	As per the Site Visit, there are few stretches where black cotton soil is	Since project is on DBOT pattern, construction work to be carried as per provisions of manual.

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