

Date: 20.09.2016

**PUBLIC WORKS DEPARTMENT
GOVERNMENT OF RAJASTHAN**

**ADDENDUM NO. 2 TO THE
REQUEST FOR PROPOSALS (RFP)**

for

RSHIP Package-2: Development and Maintenance of Barmer – Sindari - Jalore section of SH-16 and Ahore – Bali - Mundra (Sanderao to Mundra) section of SH-16 (Total length: 178 Km) under Design, Build, Operate/ Maintain and Transfer on Annuity Mode

A handwritten signature in black ink, consisting of a circle with a stylized 'B' inside, followed by the name 'Bansal' and a long horizontal line extending to the right.

**Addendum No.2 to the
Request for Proposal**

Following modifications to the RFP for RSHIP Package-02: *Development and Maintenance of Barmer – Sindhari - Jalore section of SH-16 and Ahore – Bali - Mundra (Sanderao to Mundra) section of SH-16 (Total length: 178 Km) under Design, Build, Operate/ Maintain and Transfer on Annuity Mode* are made as under. The deletions from the earlier text of the RFP are indicated as strikethroughs and additions are underlined. All qualified applicants are requested to take note of this.

| S.No. | Reference Clause | Addendum to RFP (including DCA Vol. I and II) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|---|--|------------------------------|----------------------------|-----------------------|----------------------|-----------------------|---------------------|---------------------|-------------------------------|-------------------------------|------------------------------|---|-------------------------------|-------------------------------|------------------------------|---|--------------------------------|--------------------------------|------------------------------|---|-------------------|-------------------|-----------------|-----------------------|-------------------|-------------------|------------------|-----------------------|---------------------------------|---------------------------------|------------------------------|---------------------|--|--|------------------------------|
| 1. | Schedule-A, Annex-II Para 1: Proposed ROW Table (a) Barmer – Sindhari –Jalore section: S. No 69: Design Chainage in column no. 2 | 96+000 <u>95+450</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | Schedule-A, Annex-II Para 1: Proposed ROW Table (a) Barmer – Sindhari –Jalore section : S. No 89: Proposed RoW in column no. 4 | 12.0 <u>14.0</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Schedule-B, Annex-I Appendix B-III: Details of Stretches for reconstruction Table (b)Ahore-Bali- Mundara(Sanderao- Mundara) section | <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (in km)</th> <th rowspan="2">Length (in km)</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1+800 <u>4+200</u></td> <td>1+920 <u>6+380</u></td> <td>0.12 <u>2.180</u></td> </tr> <tr> <td>2</td> <td>5+080 <u>6+600</u></td> <td>5+180 <u>9+400</u></td> <td>0.10 <u>2.800</u></td> </tr> <tr> <td>3</td> <td>5+360 <u>23+250</u></td> <td>5+420 <u>24+000</u></td> <td>0.06 <u>0.750</u></td> </tr> <tr> <td>4</td> <td>21+320</td> <td>21+500</td> <td>0.18</td> </tr> <tr> <td>5 <u>4</u></td> <td>24+320</td> <td>24+520</td> <td>0.200</td> </tr> <tr> <td>6 <u>5</u></td> <td>25+040 <u>25+120</u></td> <td>25+300 <u>25+260</u></td> <td>0.26 <u>0.140</u></td> </tr> <tr> <td colspan="3" style="text-align: center;">Total Length</td> <td>0.92 <u>6.070</u></td> </tr> </tbody> </table> | S. No. | Design Chainage (in km) | | Length (in km) | From | To | 1 | 1+800 <u>4+200</u> | 1+920 <u>6+380</u> | 0.12 <u>2.180</u> | 2 | 5+080 <u>6+600</u> | 5+180 <u>9+400</u> | 0.10 <u>2.800</u> | 3 | 5+360 <u>23+250</u> | 5+420 <u>24+000</u> | 0.06 <u>0.750</u> | 4 | 21+320 | 21+500 | 0.18 | 5 <u>4</u> | 24+320 | 24+520 | 0.200 | 6 <u>5</u> | 25+040 <u>25+120</u> | 25+300 <u>25+260</u> | 0.26 <u>0.140</u> | Total Length | | | 0.92 <u>6.070</u> |
| S. No. | Design Chainage (in km) | | | Length (in km) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | From | To | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1+800 <u>4+200</u> | 1+920 <u>6+380</u> | 0.12 <u>2.180</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 5+080 <u>6+600</u> | 5+180 <u>9+400</u> | 0.10 <u>2.800</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 5+360 <u>23+250</u> | 5+420 <u>24+000</u> | 0.06 <u>0.750</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 21+320 | 21+500 | 0.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 <u>4</u> | 24+320 | 24+520 | 0.200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 <u>5</u> | 25+040 <u>25+120</u> | 25+300 <u>25+260</u> | 0.26 <u>0.140</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Length | | | 0.92 <u>6.070</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Schedule-B, Annex-I Appendix B-VI: Type | <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (in km)</th> <th rowspan="2">Length (in km)</th> <th rowspan="2">Name of Habitation</th> <th rowspan="2">Type of Pavement</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | S. No. | Design Chainage (in km) | | Length (in km) | Name of Habitation | Type of Pavement | From | To | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. No. | Design Chainage (in km) | | | Length (in km) | Name of Habitation | | | | Type of Pavement | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | From | To | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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**Addendum No.2 to the
Request for Proposal**

| of pavement Table (a) Barmer – Sindhari –Jalore section | 1 | 96+500 96+000 | 97+800 96+200 | 1.300 0.200 | Jiwana | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|---|----------------------------------|------------------------------------|-------|-----------|--------------------|----------------------------|--------------------|----------------------------------|------------------------------------|---------------------|------|-------|-------|-----------------|------------|-------|-------|-------|-------|-----------------|------------|-------|-------|--------|--------------|-----------------|------------|-------|------|--------|------------|--------------------|--------------------|---|----|-------|--------|--------------------|------------------|---|----|-------|--------|--------------------|------------------|
| | 2 | 118+200 118+300 | 119+500 119+450 | 1.300 1.150 | Sayala | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 123+900 123+800 | 124+400 | 0.500 0.600 | Aotwara | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 124+650 | 124+800 | 0.150 | Aotwara | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4.5 | 126+200 | 126+800 | 0.600 | Khural | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 128+900 | 130+200 130+300 | 1.300 1.400 | Ummedabad | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 133+500 | 133+950 | 0.450 | Elana | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6.8 | 142+000 | 142+600 143+250 | 0.600 1.250 | Mandawla | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total Length | | | 5.600 5.800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | Schedule-B, Annex-I Appendix B-VI: Type of pavement Table (b) Ahore-Bali- Mundara(Sanderao- Mundara) section | <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (in km)</th> <th rowspan="2">Length (in km)</th> <th rowspan="2">Name of Habitation</th> <th rowspan="2">Type of Pavement</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>10+500</td> <td>10+700</td> <td>0.200</td> <td>Falna</td> <td>Rigid</td> </tr> <tr> <td>2</td> <td>11+400</td> <td>12+300</td> <td>0.900</td> <td>Falna</td> <td>Rigid</td> </tr> <tr> <td colspan="3">Total Length</td> <td>1.100</td> <td></td> <td></td> </tr> <tr> <td colspan="6" style="text-align: center;">NIL</td> </tr> </tbody> </table> | | | | | S. No. | Design Chainage (in km) | | Length (in km) | Name of Habitation | Type of Pavement | From | To | 1 | 10+500 | 10+700 | 0.200 | Falna | Rigid | 2 | 11+400 | 12+300 | 0.900 | Falna | Rigid | Total Length | | | 1.100 | | | NIL | | | | | | | | | | | | | | |
| S. No. | Design Chainage (in km) | | Length (in km) | Name of Habitation | Type of Pavement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | From | To | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 10+500 | 10+700 | 0.200 | Falna | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 11+400 | 12+300 | 0.900 | Falna | Rigid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Length | | | 1.100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. | Schedule-B, Annex-I Appendix B-IX: Culverts A. Reconstruction of Culverts: Table (a) Barmer – Sindhari –Jalore section | <table border="1"> <thead> <tr> <th>S. No.</th> <th>Existing CD No.</th> <th>Existing Chainage</th> <th>Design Chainage</th> <th>Type of Proposed Structure</th> <th>Span Arrangement + No. x Dia</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>8/1</td> <td>7+280</td> <td>5+640</td> <td>Pipe Culvert</td> <td>3 x 1200mm</td> </tr> <tr> <td>2</td> <td>8/2</td> <td>7+740</td> <td>6+090</td> <td>Pipe Culvert</td> <td>3 x 1200mm</td> </tr> <tr> <td>3</td> <td>17/1</td> <td>15+775</td> <td>42+440</td> <td>Pipe Culvert</td> <td>4 x 1000mm</td> </tr> <tr> <td>4</td> <td>37/1</td> <td>36+065</td> <td>62+715</td> <td>RCC Box Culvert</td> <td>1 x 3.0m x 3.0m</td> </tr> <tr> <td>5</td> <td>--</td> <td>1+450</td> <td>65+040</td> <td>RCC Box Culvert</td> <td>1x2.0m x 2.0m</td> </tr> <tr> <td>6</td> <td>--</td> <td>1+830</td> <td>65+430</td> <td>RCC Box Culvert</td> <td>1x2.0m x 2.0m</td> </tr> </tbody> </table> | | | | | S. No. | Existing CD No. | Existing Chainage | Design Chainage | Type of Proposed Structure | Span Arrangement + No. x Dia | 1 | 8/1 | 7+280 | 5+640 | Pipe Culvert | 3 x 1200mm | 2 | 8/2 | 7+740 | 6+090 | Pipe Culvert | 3 x 1200mm | 3 | 17/1 | 15+775 | 42+440 | Pipe Culvert | 4 x 1000mm | 4 | 37/1 | 36+065 | 62+715 | RCC Box Culvert | 1 x 3.0m x 3.0m | 5 | -- | 1+450 | 65+040 | RCC Box Culvert | 1x2.0m x 2.0m | 6 | -- | 1+830 | 65+430 | RCC Box Culvert | 1x2.0m x 2.0m |
| S. No. | Existing CD No. | Existing Chainage | Design Chainage | Type of Proposed Structure | Span Arrangement + No. x Dia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 8/1 | 7+280 | 5+640 | Pipe Culvert | 3 x 1200mm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 8/2 | 7+740 | 6+090 | Pipe Culvert | 3 x 1200mm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 17/1 | 15+775 | 42+440 | Pipe Culvert | 4 x 1000mm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 37/1 | 36+065 | 62+715 | RCC Box Culvert | 1 x 3.0m x 3.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | -- | 1+450 | 65+040 | RCC Box Culvert | 1x2.0m x 2.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | -- | 1+830 | 65+430 | RCC Box Culvert | 1x2.0m x 2.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

(Handwritten Signature)

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| | | 67 | 4/1 | 3+790 | 67+380 | Slab Culvert | 1 x 3.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--|--|-------------------|----------|-------------------------|--------------------|--------------------|-------------|------|----|---|-------|-------|-------|-------|---|-------|--------|-------|-------|---|--------|--------|-------|----------|---|--------|--------|-------|-------|---|--------|--------|-------|-------|---|--------|--------|-------|-------|---|--------|--------|--------|-------|---|--------|--------|-------|-------|---|--------|--------|-------|-------|----|--------|--------|-------|----------|----|--------|--------|-------|-------|----|--------|--------|--------|-------|--|--|
| | | 7 | - | 10+540 | 74+140 | RCC Box Culvert | 1 x 3.0m x 3.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 | 14/1 | 13+380 | 77+450 | Slab Culvert | 1 x 3.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 9 | - | 14+530 | 78+125 | RCC Box Culvert | 2 x 3.0m x 3.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 10 | - | 14+830 | 78+430 | Pipe Culvert | 1x1.2m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 11 | 33/1 | 32+975 | 96+560 | Slab Culvert | 1 x 2.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 12 | 34/1 | 33+630 | 97+210 | Pipe Culvert | 3 x 1200mm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 13 | 34/2 | 33+920 | 97+490 | Slab Culvert | 1 x 2.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 14 | - | 51+380 | 114+940 | Slab Culvert | 1 x 4.0m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 15 | 67/1 | 66+360 | 129+860 | Slab Culvert | 1 x 3.00m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 16 | 70/1 | 69+530 | 133+030 | Slab Culvert | 1 x 3.00m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Schedule-B, Annex-I Appendix B-X: Typical Cross Section(TCS) of the Project Table (a) Barmer – Sindhari –Jalore section | <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (in km)</th> <th rowspan="2">Length (in km)</th> <th rowspan="2">TCS Type</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0+000</td> <td>4+800</td> <td>4.800</td> <td>TCS-5</td> </tr> <tr> <td>2</td> <td>4+800</td> <td>21+200</td> <td>16.40</td> <td>TCS-7</td> </tr> <tr> <td>3</td> <td>21+200</td> <td>21+600</td> <td>0.400</td> <td>TCS- 5 7</td> </tr> <tr> <td>4</td> <td>21+600</td> <td>26+200</td> <td>4.600</td> <td>TCS-7</td> </tr> <tr> <td>5</td> <td>26+200</td> <td>26+850</td> <td>0.650</td> <td>TCS-5</td> </tr> <tr> <td>6</td> <td>26+850</td> <td>27+000</td> <td>0.150</td> <td>TCS-7</td> </tr> <tr> <td>7</td> <td>27+000</td> <td>59+200</td> <td>32.200</td> <td>TCS-1</td> </tr> <tr> <td>8</td> <td>59+200</td> <td>60+800</td> <td>1.600</td> <td>TCS-7</td> </tr> <tr> <td>9</td> <td>60+800</td> <td>62+300</td> <td>1.500</td> <td>TCS-1</td> </tr> <tr> <td>10</td> <td>62+300</td> <td>63+610</td> <td>1.310</td> <td>TCS- 5 7</td> </tr> <tr> <td>11</td> <td>63+610</td> <td>65+000</td> <td>1.390</td> <td>TCS-5</td> </tr> <tr> <td>12</td> <td>65+000</td> <td>96+000</td> <td>31.000</td> <td>TCS-1</td> </tr> </tbody> </table> | | S. No. | Design Chainage (in km) | | Length (in km) | TCS Type | From | To | 1 | 0+000 | 4+800 | 4.800 | TCS-5 | 2 | 4+800 | 21+200 | 16.40 | TCS-7 | 3 | 21+200 | 21+600 | 0.400 | TCS- 5 7 | 4 | 21+600 | 26+200 | 4.600 | TCS-7 | 5 | 26+200 | 26+850 | 0.650 | TCS-5 | 6 | 26+850 | 27+000 | 0.150 | TCS-7 | 7 | 27+000 | 59+200 | 32.200 | TCS-1 | 8 | 59+200 | 60+800 | 1.600 | TCS-7 | 9 | 60+800 | 62+300 | 1.500 | TCS-1 | 10 | 62+300 | 63+610 | 1.310 | TCS- 5 7 | 11 | 63+610 | 65+000 | 1.390 | TCS-5 | 12 | 65+000 | 96+000 | 31.000 | TCS-1 | | |
| S. No. | Design Chainage (in km) | | Length (in km) | | TCS Type | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | From | To | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 0+000 | 4+800 | 4.800 | TCS-5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 4+800 | 21+200 | 16.40 | TCS-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 21+200 | 21+600 | 0.400 | TCS- 5 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 21+600 | 26+200 | 4.600 | TCS-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 26+200 | 26+850 | 0.650 | TCS-5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 26+850 | 27+000 | 0.150 | TCS-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 27+000 | 59+200 | 32.200 | TCS-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 59+200 | 60+800 | 1.600 | TCS-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 60+800 | 62+300 | 1.500 | TCS-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 62+300 | 63+610 | 1.310 | TCS- 5 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 63+610 | 65+000 | 1.390 | TCS-5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 65+000 | 96+000 | 31.000 | TCS-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

(Signature)

Addendum No.2 to the Request for Proposal

| | | | | | |
|----|---------|---------|---------|---------|--------|
| 13 | 96+200 | 96+500 | 96+200 | TCS-9 | 0.200 |
| 14 | 96+200 | 96+500 | 96+500 | TCS-1 | 0.300 |
| 15 | 96+500 | 97+800 | 97+800 | TCS-5 | 1.300 |
| 16 | 97+800 | 100+800 | 100+800 | TCS-1 | 3.000 |
| 17 | 100+800 | 113+850 | 113+850 | TCS-7 | 13.050 |
| 19 | 113+850 | 114+050 | 114+050 | TCS-6 | 0.200 |
| 20 | 114+050 | 114+600 | 114+000 | TCS-5 | 0.550 |
| 21 | 114+600 | 114+750 | 114+600 | TCS-6 | 0.150 |
| 22 | 114+750 | 116+600 | 116+600 | TCS-7 | 1.850 |
| 23 | 116+600 | 118+300 | 118+300 | TCS-5 | 1.700 |
| 24 | 118+300 | 118+600 | 118+600 | TCS-4 | 0.300 |
| 25 | 118+600 | 119+600 | 119+450 | TCS-10 | 1.000 |
| 26 | 119+600 | 120+700 | 119+450 | TCS-5 | 1.100 |
| 27 | 120+700 | 122+750 | 122+750 | TCS-3 | 2.050 |
| 28 | 122+750 | 123+000 | 123+000 | TCS-6 | 0.250 |
| 29 | 123+000 | 123+300 | 123+300 | TCS-3 | 0.300 |
| 30 | 123+300 | 123+600 | 123+600 | TCS-6 | 0.300 |
| 31 | 123+600 | 123+650 | 123+650 | TCS-3 | 0.050 |
| 32 | 123+650 | 123+800 | 123+800 | TCS-6 | 0.150 |
| 33 | 123+800 | 124+400 | 124+400 | TCS-10 | 0.600 |
| 34 | 124+400 | 124+650 | 124+650 | TCS-6 | 0.250 |
| 35 | 124+650 | 124+800 | 124+800 | TCS-4 | 0.150 |
| 36 | 124+800 | 126+200 | 126+200 | TCS-3 | 1.400 |
| 37 | 126+200 | 126+800 | 126+800 | TCS-10 | 0.600 |
| 38 | 126+800 | 128+700 | 128+700 | TCS-3 | 1.900 |
| 39 | 128+700 | 128+950 | 128+900 | TCS-6 | 0.250 |
| 40 | 128+950 | 129+300 | 128+900 | TCS-3 4 | 0.350 |
| 41 | 129+300 | 129+700 | 130+300 | TCS-6 3 | 0.400 |
| | 130+300 | 133+500 | 133+500 | | 3.200 |


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| | | | | | | |
|----|---|---------------------|----------------------------------|----------------------------------|------------------------------|---------------------|
| | | 42 | <u>129+700</u> <u>133+500</u> | <u>130+000</u> <u>133+950</u> | <u>0.300</u> <u>0.450</u> | TCS- 4 |
| | | 43 | <u>130+000</u> <u>133+950</u> | <u>134+350</u> <u>135+100</u> | <u>4.350</u> <u>1.150</u> | TCS- 3 6 |
| | | 44 | <u>134+350</u> | <u>135+100</u> | <u>0.750</u> | TCS- 6 |
| | | 45 44 | <u>135+100</u> | <u>142+000</u> | <u>6.900</u> | TCS-3 |
| | | 46 45 | <u>142+000</u> | <u>142+600</u> <u>142+500</u> | <u>0.600</u> <u>0.500</u> | TCS-10 |
| | | 46 | <u>142+500</u> | <u>143+250</u> | <u>0.750</u> | TCS-4 |
| | | 47 | <u>142+600</u> <u>143+250</u> | <u>148+090</u> | <u>5.490</u> <u>4.840</u> | TCS-8 |
| | | Total Length | | | 148.09 | |
| 8. | Schedule-B, Annex-I Appendix B-X: Typical Cross Section(TCS) of the Project Table (b) Ahore-Bali- Mundara(Sanderao- Mundara) section | Sr. No. | Design Chainage (in km) | | Length (in km) | TCS Type |
| | | | From | To | | |
| | | 1 | 0+000 | 0+350 | 0.350 | TCS-3 |
| | | 2 | 0+350 | 4+200 | 3.850 | TCS-2 |
| | | 3 | 4+200 | 6+380 | 2.180 | TCS-1 |
| | | 4 | 6+380 | 6+600 | 0.220 | TCS-6 |
| | | 5 | 6+600 | 9+400 | 2.800 | TCS-1 |
| | | 6 | 9+400 | 10+750 | 1.350 | TCS-5 |
| | | 7 | 10+750 | 11+400 | 0.650 | -- |
| | | 8 | 11+400 | 12+300 | 0.900 | TCS- 13 12 |
| | | 9 | 12+300 | 12+950 | 0.650 | TCS-5 |
| | | 10 | 12+950 | <u>18+150</u> <u>17+000</u> | <u>5.200</u> <u>4.050</u> | TCS-13 |
| | | 11 | <u>18+150</u> <u>17+000</u> | 19+650 | <u>1.500</u> <u>2.650</u> | TCS-5 |
| | | 12 | 19+650 | 23+250 | 3.600 | TCS-2 |
| | | 13 | 23+250 | 24+000 | 0.750 | TCS-1 |
| | | 14 | 24+000 | 24+320 | 0.320 | TCS-2 |
| | | 15 | 24+320 | 24+520 | 0.200 | TCS-1 |
| | | 16 | 24+520 | 25+120 | <u>0.400</u> <u>0.600</u> | TCS-2 |



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| | | | | | | | |
|--|--|---------------------|--------|--------|---------------|-------|--|
| | | 17 | 25+120 | 25+260 | 0.140 | TCS-1 | |
| | | 18 | 25+260 | 29+423 | 4.163 | TCS-2 | |
| | | Total Length | | | 29.423 | | |
| | | | | | | | |



(Anoop Kulshreshtha)
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