

RSHIP Package-03:Development and Maintenance of Peelibanga - Lakhuwali, Sardarshahar - Loonkaransar section of SH-6A, Churu - Bhaleri section of SH-69, Sanju - Tarnau section of SH-60, Roopangarh-Naraina section of SH-100 and Nagaur – Tarnau -Deedwana-Mukundgarh section of SH-8,19,60,82-A,83 under Design, Build, Operate and Transfer on Annuity Mode

**REPLY to PRE-BID QUERIES**

Reference Clause	Existing Provisions	Query/Modification Requested	Authority response to queries
4.2	<b>Damage for Delay by the Authority</b> .....Authority shall pay to the Concessionaire Damages in an amount calculated at the rate of 0.2% (zero point two percent) of the Performance Security for each day's delay until the fulfilment of such Conditions Precedent, subject to a maximum amount equal to the Bid Security.	We request you to the keep same calculation rate (0.20%) in both the case i.e. delay by Authority or by the Concessionaire	As per RFP
4.3	<b>Damage for Delay by the Concessionaire</b> ..... Concessionaire shall pay to the Authority Damages in an amount calculated at the rate of 0.3% (zero point three percent) of the Performance Security for each day's delay until the fulfilment of such Conditions Precedent Provided, however, that the Damages payable hereunder shall be subject to a maximum amount equal to the Bid Security.		
9.3	Release of Performance Security The Performance Security shall remain in force and effect till issuance of the Completion Certificate.....	We requested you to amend the clause so that performance security shall remain in force and effect till One year from appointed date or earlier upon the Concessionaire an aggregate sum that is not less than 30% of the bid project cost. (as per NHAI DCA for hybrid projects)	As per RFP
11.4	..... For the avoidance of	It is not possible for the concessionaire	As per RFP

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	doubt, the costs and expense in respect of felling of trees shall borne by the Concessionaire and any revenues thereof shall be paid to the Authority.	to assess the quantum of work involved (Nos of tree to be cut with their girth size) therefor we request you to the Authority should bear the cost of tree cutting. Please also intimate that if any cost estimate has been prepared for the same and please confirm that whether it has been included in the project cost by the Authority or not?	
12.3.1	.....The 730 <sup>th</sup> days shall be schedule completion day from Appointed date.	Looking to the number of roads and the length time period provided for completion of construction is less therefore we request you to increase the construction period for 910 days.	As per RFP
12.3.2	<b>Schedule-G</b> Project completion Schedule as per Schedule G is <b>Project Mile stone-I</b> 20% of physical progress in 150 days from Appointed date <b>Project Mile stone-II</b> 35% of physical progress in 365 days from Appointed date	In the initial stage of construction period the physical progress remains slow therefore we request to reschedule the Ist and IInd mile stones to 10% and 30% physical progress. in 150 days and 365 days respectively.	As per RFP
12.4.1	<b>Maintenance during Construction period</b> During the construction period, the concessionaire shall maintain, at its cost, the existing project so that service quality safety thereof pre at no time materially inferior as compared to their condition 7 (seven) days prior to the date of this Agreement.....	As the construction period starts from Appointed date and the time gap between Agreement date and the Appointed date is uncertain therefore we request you to amend the clause as During the construction period, the concessionaire shall maintain, at its cost, the existing project so that service quality safety thereof pre at no time materially inferior as compared to their condition 7 (seven) days prior to the <b>Appointed date.....</b>	As per RFP

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12.4.3	The Party expressly agree that in pursuant to the provisions of the clause 12.4.1, the Concessionaire shall, about 7 (seven) days prior to the date of this Agreement and with prior notice.....	As the construction period starts from Appointed date and the time gap between Agreement date and the Appointed date is uncertain therefor we request you to amended the clause as- The Party expressly agree that in pursuant to the provisions of the clause 12.4.1, the Concessionaire shall, about 7 (seven) days prior to the <b>Appointed date</b> and with prior notice.....	As per RFP
14.3.1	Punch List	No item has been specified for the punch list it is requested to specify following items to be included in punch list (i) Plantation of the avenue tree along with the edge of the ROW and other landscaping within ROW (ii) Completion of work on provision of unlined roadside drains (iii) Lining of roadside drains in identified stretches (iv) Construction of rest area as approved (v) Completion of fencing work of ROW (vi) Turfing on embankment in identified locations (vii) Pointing on stone masonry work (viii) Stone pitching at identified locations	As per RFP
14.3.2	Provisional Certificate under this Clause 14.3 may, upon request of the Concessionaire to this effect, be issued for operating part of the Project, if at least 90% (ninety percent) of the Project has been completed)	As per clause 10.3.2 the Authority will have to provide 80% of the land prior to the Appointed date and as per clause 10.3.4 balance land is to be provided within 90 days from appointed date. We requested you to modify the clause 14.3.2 such that the Provision certificate should also be issued upon completion of 90% of the length for which land was provided as on 90 days from appointed date instead of 90% of the entire project	As per RFP

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		length.	
23.4	<p>For the purpose of this clause 23.4 the payment Mile stones for release of payment during construction period shall be as under</p> <p>a) I (first) Payment Milestone – On achievement of 20% physical progress</p> <p>b) II (second) Payment Milestone – on achievement of 40% physical progress</p> <p>c) III (third) Payment Milestone- On achievement of 60% physical progress</p> <p>d) IV (fourth) Payment Milestone – On achievement of 75% physical progress</p> <p>e) V (fifth) Payment Milestone – On achievement of 90% physical progress</p>	<p>We consider these mile stones are not connected with the project completion schedule mile stones as per schedule G for the payment purpose.</p>	As per RFP
23.5	<p>In the event the Concessionaire shall achieve COD more than 30 (thirty) days prior to the Schedule Completion Date, the Authority shall pay to the Concessionaire a bonus equal to 1/30% (one by thirty per cent) of the Completion Cost for every day by which COD shall precede the Scheduled Completion Date.</p>	<p>We request you to</p> <p>(a) To relax minimum criterion of 30 days</p> <p style="text-align: center;">And</p> <p>(b) As no punch list is specified in Completion therefore specify the punch list for completion certificate as it is almost impossible to achieve the completion without punch list</p>	As per RFP
23.6.4	<p>Interest shall be due and payable on the reducing balance of Completion cost at an interest rate equal to the applicable bank Rate plus 2% (Two per cent).</p>	<p>We request you to change the interest rate to applicable bank rate plus 3% (Three Percent) As per NHAI/Morth DCA</p>	As per RFP
General	Schedule - D	<p>It is specified in schedule D that IRC-73-2007 will be the basis of design. IRC-SP-73-2015 has been published. Kindly clarify that design should be based on IRC-SP-73-2007 or IRC-SP-</p>	As per IRC:SP:73-2007

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		2015?	
General	Medical Aid post	Please specify the area of the building for medical aid post	As per provision of Manual having minimum built up area as 25.00 sqm.
General	Toll Plaza	Kindly clarify that land required for full width of toll plaza is available at the location specified or not?	Land Acquisition for Toll Plaza construction is in process.
General		Please intimate (a) Road wise Land Acquisition Status (b) Road wise Status of Forest Clearance if any (c) Road wise status of Environment Clearance	Under process as per applicability.
General		Please intimate if any Excise Duty Exemption/Custom Duty exemption or any other rebate is granted for the procurement of Material/Equipment.	As per applicable Laws/Rules
4.4	Commencement of Concession Period	Please clarify what particulars, to commence construction need to be conveyed by Notice, once the Appointed Date is declared by the Authority?	As per RFP
Clause 10.3.2 of Article 10 & Schedule A of Highway-5 (Roopangarh-Naraina) & Highway-6 (Nagaur-Tarnau-Deedwana-Mukundgarh)	Procurement of the Site & Providing Vacant PROW	As per the contract provision Client has to provide 80% of land on Appointed date. But as per Schedule-A only 284 km land available which is approx... 72%. It is requested to revise the Schedule completion time accordingly.	Land mentioned in RFP will be made available on appointed date
Clause No. 42 Definition of Total Project Cost	"Total Project cost shall not exceed the actual capital cost of the Project;"	Actual capital cost has not been defined in the Concession Agreement, please define the term. In the said clause here, please clarify if Total Project cost is being compared with 50% of actual capital cost or 100% of actual capital cost. Also since the Total Project cost has been defined as 50% Bid Project Cost, which is also the bid parameter, please explain the rationale for	As per RFP

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		comparing Total Project Cost with actual capital cost.	
General	Does the Proposed Project cause displacement of project affected people/families?	Please provide status.	SIA is under Process
General		Please clarify whether the Concessionaire has to follow plan and Profile provide along with the Tender Documents or Concessionaire is free to design the Highway as per Schedule B based on specifications of Schedule D.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
Clause 1.1 of RFQ Background	The Government of Rajasthan through the Government of India (the borrower) has applied for a loan from the ordinary capital resources of the Asian Development Bank .....  The Terms and conditions of the Loan Agreement .....	Please advise the status of the Loan applied for the projects from ADB And What are the terms and conditions of the Loan AGREEMENT regarding release of the fund/loan for payment to the concessionaire during the construction and operation period of the project?  Whether such loan would be available for all type of the payments (i e 5 nos of instalments during construction,20 Nos of Biannual Annuity installments during operation period and financial support for O & M works) to the concessionaire. Please specify.	All type of payments will be released by Authority as per provisions of RFP.
	<b>Schedule B, 4. Other Features of the project</b> <b>4.1 Alignment Plan and Longitudinal section</b> <b>Appendix B-I Alignment plan, longitudinal profile and TCS including bypasses &amp; realignment for the Project are provided in soft copy.</b>	Kindly provide alignment plan and longitudinal profile for the project roads.	Uploaded on PWD Website
	<b>Schedule A, Clause 2, Table A-1(a)</b> <b>Vacant Access and Right of Way</b>	As per Schedule A, Column 7 of Table A-1(a), The Authority will provide Vacant Access & Right of Way within 180 Days of Appointed Date whereas as per Clause 10.3.4 The Authority shall	As per RFP

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		<p>make best efforts to procure and grant, no later than 90 (ninety) days from the Appointed Date, the Right of Way to the Concessionaire in respect of all land included in the Appendix which contradicts from Schedule A Table A-1(a).</p> <p>Please Clarify.</p>	
	<p><b>Schedule A, Clause 2, Table A-1(a)</b>  <b>Vacant Access and Right of Way</b></p>	<p>As per Schedule A, Column 7 of Table A-1(a), The Authority will provide Vacant Access &amp; Right of Way within 180 Days of Appointed Date. We believe, the Authority will increase the Construction &amp; Concession Period to the days equal to the delay in providing the Vacant Access &amp; Right of Way.</p> <p>Please Clarify.</p>	As per RFP
	<p><b>Schedule A, Clause 2, Table A-1(a)</b>  <b>Vacant Access and Right of Way</b></p>	<p>At this locations Proposed ROW is 12m. only and the Formation width is also proposed as 12m with additional free slope where TCS-1 is proposed. In this case the Proposed ROW is not sufficient to accommodate the Formation with Free Slope. Kindly Clarify.</p>	Concessionaire is required to accommodate the construction within available PROW.
	<p><b>Schedule A, Built Up Areas</b></p>	<p>Built Up areas are defined in Schedule A, We request Authority to define Built up stretches in Schedule B wrt to design chainages in coherence with TCS Schedule</p>	Chainage correlation in existing chainage with respect to design chainage is depicted in schedule A clause 18 (Referencing system) Table A- 24.
	<p><b>Schedule B</b>  <b>Note: In addition to above, the Concessionaire shall prepare drainage plan for complete Highway-3 and provide additional new culverts as per drainage design requirements at</b></p>	<p>The statement is ambiguous and does not provide clarity in any additional number of culverts. Kindly consider deleting the statement, or else at least provide tentative maximum number of culverts that shall be considered as additional new culverts.</p>	As per RFP

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	the locations finalised in consultation with Independent Engineer (IE) and shall not be considered as Change of Scope.		
	Schedule C, Lighting	We presume the lighting is not in the scope of the Concessionaire as the same is not mentioned in Schedule C. Kindly confirm.	As per RFP/Manual.
	Schedule -S Environmental Management Plan & Environmental Monitoring Plan Road Specific Environmental Management and Monitoring Plans	Specifications related to EMP are defined in Schedule -S whereas the scope not clearly defined in Schedule-B. We presume any additional scope shall be treated as change of scope.	EMP shall be part of the Scope of Work as per Schedule S. The same has also been mentioned in Clause 2.2 of Schedule B.
	Reference to IRC:SP 73:2007	As per Schedules, IRC SP:73:2007 is to be followed. Request Authority to kindly clarify whether IRC SP:73:2007 shall be applicable or IRC SP:73:2015 ?	As per IRC:SP:73-2007.
	Toll Plaza	Request Authority to kindly clarify the number of toll lanes for each toll plaza along with drawings of the toll plazas.	As per schedule-D clause 2(i) or 2.1
	Structure Design	Since the Project is on DBFOT, we presume that the Concessionaire shall be allowed to submit their own designs for all the proposed project structures based on individual assessments, by any suitable method within codal provisions and specifications. Kindly clarify.	As per RFP
	Plan and Profile	Request Authority to kindly provide the Plan and Profile details and drawings for the entire project length as the same has not been provided by the Authority.	Uploaded on PWD web site
	Pavement design	For strengthening of existing carriageway whether concessionaire can adopt IRC 81-1997 irrespective of new design. Can the Concessionaire design the pavement based on AASHTO instead of IRC.	As per RFP
	Feasibility Reports	Kindly provide the feasibility reports for	Already uploaded on PWD Website

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		all the six project roads as the same is not available.	
	<b>Geotechnical Report</b>	Kindly provide the geotechnical report for project road.	As per RFP
	<b>General Arrangement Drawings</b>	Request Authority to provide GAD's for all existing and proposed Structures of the Project highway.	Feasibility report uploaded on PWD web site
	<b>Encroachment Details</b>	Kindly provide the encroachment details for project road.	To be dealt as per provisions of Article-10 of DCA
	<b>Forest Land &amp; Clearance</b>	Kindly clarify whether any part of the Project Highway or any Project Facilities comes under the Forest Department/ Wildlife Centaury/Reserved Forest/Protected Forest and status of the clearance for the same.	Refer schedule A clause 11 Table A-17
	<b>Excise exemption for the Imported Machinery</b>	Please clarify whether the excise exemption shall be granted to the concessionaire or not.	As per applicable Laws/ Rules
	<b>Time Extension</b>	Considering very short time available for costing and estimation it is not permissible to conduct any Site investigation for all the six roads being scattered across in the State. Hence, please extend the dates suitably to conduct minimum required investigations for the bidding purpose.	Please refer Addendum No. 1
	<b>Status of Land Acquisition</b>	Request Authority to provide the current status of Land acquisition for all the stretches individually and Utility Shifting.	As per RFP
ESPF Queries	<b>Is the proposed project included in the Schedule of Environmental Impact Assessment Notification 2006?</b>	Please clarify.	Not Required
	<b>Does the proposed project or any associated activity lie in the Coastal Regulation Zone? If Yes, within which Zone is it located?</b>	Please provide CRZ details.	Not Required
	<b>Does the project traverse through or is located in proximity to any</b>	Please provide ESZ information.	Not Required

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	<b>eco-sensitive zone (ESZ) notified by MoEF?</b>		
	<b>Does the project traverse through Protected Areas (PA) or within 10 km of PA?</b>	Please clarify.	Not Required
	<b>Does the project traverse through or in close proximity to important Bird Areas (IBA)?</b>	Please clarify.	No
	<b>Does the project require Forest Clearance?</b>	Please provide forest clearance details.	No
	<b>Does the project traverse through wetlands or mangrove?</b>	Please provide information.	No
	<b>Does the project pass through scheduled areas or affect livelihoods of tribals?</b>	Please provide information.	No
	<b>Does the proposed project lie in proximity to archaeological sites?</b>	Please provide details.	No
	<b>Is the proposed project located in an area susceptible to natural hazards ?</b>	Please clarify.	Not Required
	<b>Does the project traverse through Major rivers?</b>	Please provide information.	No
	<b>Does the project traverse through Critically Polluted Areas (CPA)?</b>	Please provide information.	No
	<b>Is the project traversing through or located in water scarce/ drought prone regions?</b>	Please provide information.	No
	<b>Does the project road traverse through densely populated areas?</b>	Please provide information.	Project passes through town and Villages enroute.
	<b>Is proposed project site under litigation concerning E&amp;S issues?</b>	Please clarify.	Query is not clear, what E & S stands for?
	<b>Does the project involve land acquisition? Has the land acquisition been completed?</b>	Please provide details of LA.	All roads are existing highways and having land more than 80% for project Implementation.
<b>Highway-I (Peelibanga-Lakhuwali)</b>			
Clause. No. 4.5 Appendix B-III (Cl. No.2) and Clause No.4.1 Appendix B-I (P&P and Typical	Bypass & New Alignment and Alignment Plan & Longitudinal Section	Variation in locations and length of New Alignment in clause 4.5 & 4.1; clause. No. 4.5 Appendix B-III (SI.No.2): new alignment from Design Ch.19+400to Ch19+715 (315m), <b>Total length 315m</b>	Please refer Addendum No. 2

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<p>X- section SL No.17) of Schedule B (Highway-I)</p>		<p>Clause No. 4.1 Plan &amp; Profile (Appendix B-1) provided in PDF format: new alignment at following locations:  - Ch. 18+700 to Ch. 19+250 (550m)  - Ch. 19+400 to Ch. 19+715 (covered in Schedule B)  - Ch. 29+750 to Ch. 29+950 (200m),  <b>Total length 1065m</b>  <b>Please clarify whether these stretches are for reconstruction or new alignment.</b></p>	
<p>Clause. No. 4.4 Appendix B-II (Sl. No.2) and Clause No.4.5 Appendix B-III (CL. No.2) of Schedule B (Highway-I)</p>	<p>Reconstruction Stretches and Bypass &amp; New Alignment</p>	<p>Two Different Construction Scheme for Design Ch. 19+400 to Ch. 19+715 (315m) in clause 4.4 &amp; 4.5;  <b>Clause. No. 4.4 Appendix B-II SI. No. 2:</b>  Section considered in reconstruction Stretches and  <b>Clause No.4.5 Appendix B-III, Cl. No. 2:</b>  Section considered in New Alignment  <b>Please clarify whether these stretches are for reconstruction or new alignment.</b></p>	<p>Please refer Addendum No. 2</p>
<p>Clause. No. 4.3 Table B-2 (Sl.No.12) and Clause No.4.1 Appendix B-I (P&amp;P and Typical X-section Sl. No.26) of schedule B</p>	<p>Road Section requiring Raising and Alignment Plan &amp; Longitudinal Section</p>	<p>The Section Ch. 29+750 to Ch. 29+950 (200m) are repeatedly considered in different type of construction scheme in schedule B in clause 4.3 &amp; 4.1:  1. <b>Clause 4.1 Appendix B-I (TCS Schedule) SI. No. 26:</b> Section listed for right side eccentric widening with overlay on existing road  2. <b>Clause 4.1 Appendix B-I (Plan &amp; Profile):</b>  Section showing on new alignment construction.  3. <b>Clause 4.3 Table B-2 (SI. No. 12):</b>Section required Raising on existing road  <b>Please clarify whether these stretches</b></p>	<p>Please refer Addendum No. 2</p>

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		<b>are for overlay or new alignment.</b>	
	<b>Schedule A, Clause 5.1, Railway Level Crossing</b>	As per Schedule A, Clause 5.1, Railway level crossing is existing at LC No. 83, however, there is no provision of ROB. We presume that the same is to be retained as it is. Kindly confirm.	As per RFP Schedule B Appendix BXII (CL. No.14 ) of (Highway-I)
	<b>Schedule B, 4.8 Type of Pavement</b>	As per Schedule B, Clause 4.8, provided Rigid pavement locations and length do not match with the provided Typical Cross Section schedule hence request to Authority kindly clarify Rigid pavement length and location in Typical cross section schedule.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	As per Appendix B-I, Provided Typical cross-section as per schedule do not match with the provided Reconstruction stretches as per Appendix B-II, provided New-Alignments as per Appendix B-III hence request to Authority kindly clarify the Typical cross-section application schedule.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
<b>Highway-2 (Sardarshahar-Loonkaransar)</b>			
	<b>Schedule A, Clause 5.1, Railway Level Crossing</b>	As per Schedule A, Clause 5.1, Railway level crossing is existing @ 130-S1-S2; however, there is no provision of ROB. We presume that the same is to be retained as it is. Kindly confirm.	As per RFP
	<b>Schedule B, 4.8 Type of Pavement</b>	As per Schedule B, Clause 4.8, provided Rigid pavement locations and length do not match with the provided Typical Cross Section schedule hence request to Authority kindly clarify Rigid pavement	Please refer Addendum No. 2

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		length and location in Typical cross section schedule.	
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	As per Appendix B-I, Provided Typical cross-section as per schedule do not match with the provided Reconstruction stretches as per Appendix B-II, provided New-Alignments as per Appendix B-III hence request to Authority kindly clarify the Typical cross-section application schedule.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
<b>Highway-3 (Churu-Bhaleri)</b>			
Clause 1.1 Table B-1 Note of Schedule B (Highway-3)	Width of Carriageway Note	Work from Ch 2+000 to Ch. 3+600 (1.6km), has already been executed by RUIDP as per clause 1.1 (Note), which is now the part of proposed Highway-3. <b>Please clarify the following;</b> i) Any specify contractual the following; sections with RUIDP regarding construction, maintenance and Ownership of the Section during construction period and Concession Period? Or After completion, above section will be handed over to client/concessionaire before start of Highway-3 ii) Road configuration and pavement details for the above section where work is ongoing under RUIDP?	As per RFP
	<b>Schedule B, Note: Work from ch.2.000 to ch.3.600, has already been executed by RUIDP.</b>	Request Authority to clarify the status of work under execution by RUIDP and tentative date of handing over of the project stretch.	On Appointed date
	<b>Schedule B, Appendix B-I Typical Cross Sections and Application</b>	Since, km 2 to km 3.6 is being executed by RUIDP, the length of the project stretch based on TCS schedule comes out to be 33.2 km instead of 35 km as	Please refer Addendum No. 2

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		mentioned in the Voll , ITB.	
	<b>Schedule B, 4.8. Type of Pavement</b>	The chainages provided in Clause 4.8 do not match with TCS Schedule, Sr. No. 1 and 2 start chainages are repeating, also, chainages in Sr. No. 8 are not as per TCS Schedule where TCS IX is shown applicable. Kindly clarify.	Please refer Addendum No. 2
	<b>Schedule B, Table B-2 Sections requiring Raising</b>	km 3.2 to km 3.440 is mentioned in raising section, the same shall not be in scope of Concessionaire as mentioned in the note on pg 170, km 2 to km 3.6 is executed by RUIDP.	Please refer Addendum No. 2
	<b>Schedule B, Table B-2 Sections requiring Raising</b>	The raising sections mentioned in Table B-2 are not shown correctly in TCS schedule provided on Appendix B-I. Many locations are shown in TCS IV, VII which are strengthening TCS or are shown under widening. Kindly provide corrected TCS Schedule incorporating raising sections.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
<b>Highway-4 (Sanju-Tarnau)</b>			
	<b>Schedule A, Clause 2, 3.1, 15 The Existing Project End shown is at Km. 107+000</b>	As per Schedule A, Clause 18 the end chainage is shown as Existing Chainage 106 (Missing) - Design Chainage 16.703. Whereas as per Schedule B, Appendix B-I - Typical Cross Section the Project End Chainage is at Km. 16.703. 1) Kindly confirm that Project ends at Existing Km. 106.000 or at Km. 107.000 as Schedule A - Clause 2, 3.1 & 15 contradicts with Schedule A - Clause 18. 2) Kindly correct the Existing End Chainage and Km. referencing given at Schedule A - Clause 18.	As per RFP. There are some missing Km stones (Existing). Design length is 16.703 km.
	<b>Schedule B, Clause 4.2 Improvement of Horizontal</b>	Request the Authority to kindly provide the locations where Horizontal Curve	As per RFP

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	<b>Curves</b> "Except for the locations of built up area / habitations (if requisite land for improvement is not made available by the Authority) the stipulations as provided in Manual shall be followed."	Improvement is not possible "i.e. at Sharp Curve Location" due to restricted ROW. Kindly provide the table of such locations including the Speed limited at such locations.	
	<b>Schedule B, Clause 4.7 Appendix B-V 1. Proposed ROW Table Sr. No. - 28</b>	At this locations Proposed ROW is 12m. only and the Formation width is also proposed as 12m with additional free slope where TCS-1 is proposed. In this case the Proposed ROW is not sufficient to accommodate the Formation with Free Slope. Kindly Clarify.	PROW is sufficient being the stretch is located in built up area.
	<b>Schedule B, 4.8 Type of Pavement</b>	As per Schedule B, Clause 4.8, provided Rigid pavement locations and length do not match with the provided Typical Cross Section schedule hence request to Authority kindly clarify Rigid pavement length and location in Typical cross section schedule.	As per RFP.
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	As per Appendix B-I, Provided Typical cross-section as per schedule do not match with the provided Reconstruction stretches as per Appendix B-II, provided New-Alignments as per Appendix B-III hence request to Authority kindly clarify the Typical cross-section application schedule.	As per RFP.
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
<b>Highway-5 (Roopangarh- Naraina)</b>			
	<b>Schedule B, Clause 4.22, Longitudinal Drains</b>	Authority is kindly requested to provide the Cross Section to be followed for Longitudinal Drain Sections.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
	<b>Schedule B, Clause 4.23, Protection Work</b>	Authority is kindly requested to provide the Cross Section to be followed for Protection Work Sections.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
	<b>Schedule B, Clause 4.1,</b>	Authority is kindly requested to provide	Please refer Addendum No. 2

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	<b>Appendix B-1, Cross Section Schedule</b>	Cross Section Drawings for TCS 2	
	<b>Schedule B, Appendix B-V Details of Proposed ROW &amp; Additional Land</b>	The table provides details of proposed ROW up to Km 26.650, ROW details are unavailable from Km 26.650 to Km 34.792, Therefore the Authority is kindly requested to provide the details of Proposed ROW for remaining sections.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-V Details of Proposed ROW &amp; Additional Land and Schedule B, Appendix B-I TCS &amp; their Application and TCS Drawings</b>	At some of the locations proposed ROW is as low as 12 mt which is insufficient for Formation Width with Free Slope / Protection Work. Therefore the Authority is kindly requested to procure and provide additional ROW at such locations to accommodate all the elements of Cross Section as shown in the Drawings.	PROW is sufficient being the stretch is located in built up area.
	<b>Schedule B, Clause 4.2 Improvement of Horizontal Curves "Except for the locations of built up area / habitations (if requisite land for improvement is not made available by the Authority) the stipulations as provided in Manual shall be followed."</b>	Request the Authority to kindly provide the locations where Horizontal Curve Improvement is not possible "i.e. at Sharp Curve Location" due to restricted ROW. Kindly provide the table of such locations including the Speed limited at such locations.	As per RFP.
	<b>Schedule B, Appendix B-VI A. At Grade Intersections</b>	Authority is kindly requested to provide Figure No to be followed from Chapter 3.	As per RFP.
	<b>Schedule B, Appendix B-X 1. New / Reconstruction of Minor Bridges on Main carriageway</b>	The Design Chainage Mentioned at Appendix B-X, 1, is not matching with the Chainage referred in Plan & Profile Drawings. We believe this is typographical error and hence the Authority is requested to provide the correct chainage.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-X 4. Rehabilitation/Repair of Minor Bridges</b>	As per Schedule A, Clause 7, Table A-12 total 2 nos. of Minor Bridges are on Existing Road whereas same is not considered in Repair / Rehabilitation in Schedule B Appendix B-X.	Please refer Addendum No. 2

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		We believe Repair and Rehab of these bridges later on shall be part of Change in Scope of Work. Please clarify.	
	<b>Schedule A, Clause 8, Culverts C. Causeway</b>	No treatment/scheme for existing Causeway is visible in Schedule B therefore, we believe dismantling / repair / rehab / widening of Causeway shall be called for Change in Scope of Work. Please Clarify.	As per Schedule B Appendix B-IX, clause 2 (S No 2), a provision of new pipe culvert exists.
	<b>Schedule A, Clause 8, Culverts</b>	a) In Schedule B, Culverts are proposed as new culverts at chainage km 1.265, km 7.97, km 25.38, whereas there are already existing culverts at these locations, we presume the existing culverts are to be dismantled and hence the culverts should be categorised under reconstruction and not new culverts. b.) Few culverts are having width less than 12 m width and are not proposed for widening or reconstruction in Schedule B. Kindly Clarify.	As per RFP.  As per RFP also refer manual IRC SP 73-2007 Clause 7.3 of manual in respect of widening of culverts having width less than 12.0m
	<b>Schedule B, Appendix B-XII, Details of ROBs/RUBs 2. New RUBs to be Constructed</b>	The Design Chainage Mentioned at Appendix B-XII, 2, is not matching with the Chainage referred in Plan & Profile Drawings. We believe this is typographical error and hence the Authority is requested to provide the correct chainage.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-XII, Details of ROBs/RUBs 2. New RUBs to be Constructed</b>	As per Appendix B-XII, 2, New RUB to be constructed, the Concessionaire is not required to construct RUB, however this RUB is proposed to be constructed by DFCC India Ltd.  We believe, development of Road for this RUB for a length of RUB shall be in scope of DFCC.	As per RFP

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		Please clarify.	
	<b>Schedule B, 4.8 Type of Pavement</b>	As per Schedule B, Clause 4.8, provided Rigid pavement locations and length do not match with the provided Typical Cross Section schedule hence request to Authority kindly clarify Rigid pavement length and location in Typical cross section schedule.	As per RFP
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	As per Appendix B-I, Provided Typical cross-section as per schedule do not match with the provided Reconstruction stretches as per Appendix B-II, provided New-Alignments as per Appendix B-III hence request to Authority kindly clarify the Typical cross-section application schedule.	Please refer Addendum No. 2
	<b>Schedule B, Appendix B-I, Typical Cross-sections and application</b>	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.
<b>Highway-6 (Nagaur-Tarnau-Deedwana-Mukundgarh)</b>			
Clause 3.2 Table A-2.1 of Schedule A (Highway-6)	Work ongoing under CRF	<p>There are 5nos sections length of 41.80 km at different locations and Bochi Bypass construction work ongoing under <b>CRF</b>, which is now the part of proposed Highway-6. Please clarify the following;</p> <p>i) Any specify contractual the following; sections with CRF regarding construction, maintenance and Ownership of the Section during construction period and Concession Period? Or After completion, above section will be handed over to client/concessionaire before start of Highway-6</p> <p>ii) Road configuration and pavement details for the above section where work is ongoing under CRF?</p>	<p>The highway development works sanctioned in CRF scheme are within the scope of project highway-6. However, they are likely to be completed prior to Appointed Date. Hence, the construction works so carried out under CRF scheme will be evaluated with respect to corresponding TCS in such highway sections and negative change of scope will be determined accordingly under the provisions of the Concession Agreement.</p> <p>As project is on DBOT pattern concessionaire has to collect the pavement detail during field investigations.</p>
Clause 4.15 Appendix B-Xii	ROBs /RUBs at Ch. 175+875	Approved General Arrangement Drawings (GAD) of ROB/RUB at ch	GAD approval under process.

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(b) of Schedule B (Highway-6)		175+875 not provided in DCA documents. Please provide GAD and status of its approval.	
Clause 2(a) (b) Table C-1 Sl.No.2 of Schedule C (Highway-6)	Location of Toll Plaza No 2 at existing chainage 175+600 of SH60	Corresponding design chainage not matching with reference existing chainage for Toll Plaza No 2. Corresponding design chainage is 105+060 as per Table A-24 of Schedule A instead of 107+600 as mentioned in Table C-1, Sl. No.2 of Schedule C. Also the Toll Plaza location falling at road section which construction work ongoing under CRF Please Clarify the following; i) The exact location of toll plaza? ii) Participation of CRF for construction of toll plaza and its ownership for this location?  Or iii) Any specific contractual provision regarding construction of toll plaza and its ownership, since the location is falling at section which is under construction by other funding agency i.e CRF?	Refer addendum no -1  i) At Km 177.360 of SH-60 ii) As per RFP  iii) As per RFP
Clause 2 (a) (b) Table C-1 Sl. No 3 of Schedule C (Highway-6)	Location of Toll Plaza No 3 at existing chainage 10+315 of MDR2/SH82A	Corresponding design Chainage not matching with reference existing chainage for Toll Plaza No 3. Corresponding design Chainage is 187+185 as per Table A-24 of Schedule A instead of 162+375 as mentioned in Table C-1, Sl.No. 3 of Schedule C. Please Clarify the exact location of toll plaza	Please refer Addendum No. 2
	Schedule A, Clause 3. Carriageway (b) Tarnau-Deedwana-Laxmangarh-Mukundgarh Section	The chainages mentioned where the existing road is having CC pavement are not in coherence with the chainages mentioned in Schedule B for widening or strengthening. Request Authority to kindly clarify and provide corrected	Please refer Addendum No. 2

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		TCS Schedule or details in Schedule A.	
	Schedule A, Clause 3.2 Works Ongoing Under CRF	Request Authority to kindly clarify the status of works ongoing under CRF. Also, clarify the scope of Concessionaire for these stretches in case if any.	As per RFP
	Schedule A, 5. Railway Crossings (b) Tarnau-Deedwana-Laxmangarh-Mukundgarh Section	Railway level crossing is provided at two locations, one at Deedwana town, at km 43.830 SH-8, however, there is no provision of ROBs at these locations. We presume that the same are to be retained as it is. Kindly confirm.	As per provision of schedule of DCA
	Schedule B, 4.8 Type of Pavement (a) Nagaur-Tarnau Section	The details in table B-3 are given as Nil, kindly specify type of pavement	As per RFP
	Schedule B, 4.8 Type of Pavement (b) Tarnau-Deedwana-Laxmangarh-Mukundgarh Section	As per Schedule B, Clause 4.8, provided Rigid pavement locations and length in Table B-3 do not match with the provided Typical Cross Section schedule hence request to Authority kindly clarify Rigid pavement length and location in Typical cross section schedule.	Please refer Addendum No. 2
	Schedule B, Appendix B-I, Typical Cross-sections and application	As per Appendix B-I, Provided Typical cross-section as per schedule do not match with the provided Reconstruction stretches as per Appendix B-II, provided New-Alignments as per Appendix B-III hence request to Authority kindly clarify the Typical cross-section application schedule.	As per RFP
	Schedule B, Appendix B-I, Typical Cross-sections and application (b) Tarnau-Deedwana-Laxmangarh-Mukundgarh Section	In TCS Schedule, \$ sign is mentioned at few locations, as per schedule A these are the locations which are excluded from the scope of Concessionaire. Kindly reconfirm the length of the project stretch excluding these sections and vs. length mentioned in Vol I. ITB.	As per RFP
	Schedule B, Appendix B-I, Typical Cross-sections and application	Request Authority to kindly clarify whether the TCS drawing are binding on the Concessionaire or not.	The Project is on DBOT basis therefore concessionaire has to prepare & submit own design and drawing as per schedule B based on specifications of schedule D.

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	Schedule B, Appendix B-IV, Details of Service Road/Slip Road (b) Tarnau-Deedwana- Laxmangarh-Mukundgarh Section	The length of service is mentioned in this clause. Request Authority to kindly confirm that in case the design shall be followed as per ISD , any change in the length of Service road shall be treated as change of scope.	As per RFP
	Schedule B, Appendix B-XII, Details of ROBs/RUBs. (b) Tarnau-Deedwana- Laxmangarh-Mukundgarh Section	Request Authority to provide the GAD of Proposed ROB along with details like railway boundaries, skew angle, span arrangement and vertical clearance from Rail top to bottom of deck slab of structure. Therefore request Authority to provide such information at least to bidders so that Proposal can be developed.	Please refer Addendum No. 2 GAD approval is under process with Railways.
	Schedule B, Appendix B-XII, Details of ROBs/RUBs. (b) Tarnau-Deedwana- Laxmangarh-Mukundgarh Section	Under the column of "Staircase/Footpath/VUP" it is mentioned Yes, we understand that since construction of VUP is not mentioned in Schedule B, There is no VUP proposed, only ROB shall be constructed. Please Clarify.	As per RFP
	Schedule C, Truck Lay Bys (b) Tarnau-Deedwana- Laxmangarh-Mukundgarh Section	The proposed ROW mentioned in Schedule B is in sufficient as per the requirement mentioned in Schedule C and applicable TCS at the proposed Truck Lay Bye locations. Request Authority to kindly provide adequate ROW to accommodate truck lay byes or else incase if sufficient ROW is not available, the Concessionaire shall not be able to construct truck laybyes.	Adequate land shall be made available for Truck Lay Bys

  
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