



BIHAR STATE ROAD DEVELOPMENT CORPORATION LIMITED

(A Govt. of Bihar Undertaking)

Regd. Office: RCD Central Mechanical Workshop Campus, Near Patna Airport, Sheikhpura, Patna-800014

Tel: 0612-2226711 Fax: 0612-222672, email-bsrdcltd@gmail.com, www.bsrdcl.bih.nic.in

Project : Construction of Ganga Path from Digha to Didarganj (21.50 Km) at Patna in the State of Bihar on DBFOT (Toll) Basis

Pre-Bid Query	BSRDCL Response
Schedule B, Appendix BV Sr. No.1 proposes a three legged at grade Junction for Mahatma Gandhi Setu at Chainage 12+100 of Ganga Path.	The proposed Ganga Path is passing through the land span of Mahatma Gandhi Setu below the deck/soffit with a minimum clearance of 5.5 m. Two Ramps have been proposed, one ramp before reaching MG Setu and another after MG Setu. These Ramps are further connected to the existing road which is connected to MG Setu within 1.00 Km.
Schedule B, Appendix BI, Section 2 from Chainage 5.90 to 13.5 on Structure, which is not possible if the junction of Mahatma Gandhi Setu is at grade.	The proposed Ganga Path is passing through the land span of Mahatma Gandhi Setu below the deck/soffit with a minimum clearance of 5.5 m.
Mahatma Gandhi Setu is divided carriageway with a current PCU of more than 60,000 PCU. Thus as the per the IRC guidelines the junction shall be a grade separated intersection.	The proposed Ganga Path is passing through the land span of Mahatma Gandhi Setu below the deck/soffit with a minimum clearance of 5.5 m. The Junction is already grade separated in the present provisions.
In reply to Query 116, BSRDC Ltd has indicated that “two ramps for traffic to ascend or Descend from path, which are further connected to the approaches of Mahatma Gandhi Setu. Further as DBFOT Project the Concessionaire has the option of innovative design”	As a DBFOT Project Concessionaire may opt the design as per the provisions in DCA.
Mahatma Gandhi Setu is an important connection to Hajipur and Patna and has a current PCU of more than 60,000. The traffic from Digha and Didarganj access NH19 (Mahatma Gandhi Setu) after traveling on congested corridors within the City. Ganga path can act as Bypass for	The Provisions can be as below; Digha to Hajipur -Use Ramp 1 through Median opening which is connected to approach road of MG Setu nearby.



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<p>the traffic Hajipur bound traffic to and from and Didarganj and Digha. As Ganga path and Mahatma Gandhi Setu are divided carriage way an interchange has to be provided which will address the traffic needs for</p> <p>Digha to Hajipur -Drawings do not have any provision Digha to Patna City/ NH-30 -Drawings do not have any provision Hajipur to Digha -Drawings do not have any provision Hajipur to Didarganj -Drawings do not have any provision Didarganj to Patna City/ NH-30 -Drawings indicate provision of Exit Ramp Didarganj to Hajipur- Drawings do not have any provision Patna City/ NH-30 to Digha-Drawings indicate provision of Entry Ramp Patna City/ NH-30 to Didarganj -Drawings do not have any provision</p>	<p>Digha to Patna City/ NH-30 -No ramps required for Patna city. Use Ramp 1 and get access to bypass for NH-30</p> <p>Hajipur to Digha -Use Ramp 1 after descending form approach road connected to MG Setu</p> <p>Hajipur to Didarganj- Descend from MG Setu through approach and use Ramp 2</p> <p>Didarganj to Patna City/ NH-30 -Direct access through city connectivity.</p> <p>Didarganj to Hajipur -Use Ramp 2 and then approach road of MG Setu.</p> <p>Patna City/ NH-30 to Digha -Direct connectivity and or through connecting roads</p> <p>Patna City/ NH-30 to Didarganj -Direct Connectivity.</p> <p>It is advised to go for a study of present road connectivity in detail. The option of a better and innovative design is always open in a DBFOT Project</p>
<p>Tolling for 2 wheeler: We understand that two wheeler will be allowed to use project highway & will be tolled at 50% of the rate for Car. Need authority's confirmation on the same.</p>	<p>Please refer to the Toll Policy Published by MORT&H in December 2008 and its amendments thereof which is applicable for the project, in which the provision for two wheelers has been clearly mentioned.</p>
<p>Capacity Augmentation: Require more clarity on what work need to be carried out to augment the capacity. As major portion of the project stretch is structure, augmenting the same will not be viable. Also need more clarity on what basis cost of augmentation will be reimbursed.</p>	<p>Please refer Article 29 and other relevant Articles of DCA.</p>



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Toll compliance support: As toll compliance could be an issue, can authority guarantee some security / legal support to ensure compliance of toll.	As per applicable Law.
Increase in authority TPC: Authority's TPC is Rs. 2235 cr. If this is increased, more grant can be claimed. Increase in TPC can be justified to incorporate cost for connecting Mahatma Gandhi Setu with structure on project road.	Necessary provisions and assumptions have been taken care of in preparation of Project Report which has been provided with RFP document for your initial understanding of the project. As a DBFOT project, the design aspects and other assessments is to be done by the Concessionaire.
Target traffic is 20,999 PCU in FY 23. If Actual traffic exceeds target traffic, it results in revenue sharing with authority. To avoid this situation request authority to increase target traffic.	No changes envisaged. As per DCA
Increase in concession period, if traffic is less.	As per DCA.
Shortfall of Revenue – How it will be taken care of.	As per DCA.