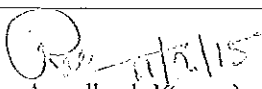


Clarification to the Queries of Pre-Bid Meeting held on BSRDCL,HQ Dated-03.02.2015 at 11.00 hrs for Balance work in Sakaddi-Sahar Section (BSHP-II/8/SH-81) and Sahar-Nasrigani Section (BSHP-II/9/SH-81) of Sakaddi-Nasrigani Road (SH-81)

Sl No	Ref.	Package No	Description of Queries	Reply
1		BSHP-II/8/SH-81 Sahar-Sakaddi of Nasriganj-Sahar-Sakaddi Road of SH-81	1. It is observed that a significant amount of trees are still there at site very close to the proposed alignment, this has also featured in the BOQ. Do we have the tree cutting permission from the Forest department?	Tree cutting permission from the Forest Department has already been obtained .
			2. There are Bye Passes proposed in the projects such as New alignment between Sahar and Nanour Nanour Bye pass between Km. 35+210 to Km. 36+660. At this locations, the fields in proposed alignment are being cultivated and no work had been carried out. Do we posses the land? What is the current status?	Land acquisition process of Nanour Bypass (Km 35+200 to 36+650) is in final stage and shall be provided as per Bid Document.
			3. The alignment passes through the village and narrow market areas where the houses and shops are very close to the road and even the minimum width of 12 m may not available such as in Azimabad and Sandesh, where apart from the narrow roads, the curves were also sharp. Do we have the land in these village/market areas?	The available width of land at Azimabad and Sandesh village & market areas are 10-12 mtr,meanwhile land acquisition process is in advance stage and access of site as per Bid Document.
			4. As the structures are to be constructed in the project which are on the main canal, branch cannal or irrigation channel. As the canal flows during the harvesting season and would have flown during full of harvesting season. The time available for the construction would be very less. 1. What is arrangement with the Irrigation Department for closure of cannal? 2. How much time department anticipate that will be available for the construction of structures in these cannals in a year? 3.	The Contractor may plan to execute and complete the stretches of road which are falling parallel to the canal alignment during the closure period of canal which is approximately 4-6 month in a year. HOWEVER certain work may be taken up even at the time of flow of canal.
			5. The significant part of the proposed road stretch are to be constructed by widening the bank of canal in the existing fields. This involves acquisitions of agricultural land on a huge scale. What is the current status of land acquisition in this package?	The Land acquisition process near the canal side agricultural land is in advance stage; meanwhile 12-15 mtr width of land is available to proceed with the work at site in said stretches.
2.		Nasriganj-Sahar section of Nasriganj-Sahar-Sakaddi road of SH-81	1. It is observed that a significant amount of trees are still there at site very close to the proposed alignment, this has also featured in the BOQ. Do we have the tree cutting permission from the Forest department?	Tree cutting permission from the Forest Department has already been obtained.

			<p>2. There are Bye Passes proposed in the projects such as Andhari Bye Pass between Km. 55+500 to Km. 56+950. At this locations, the fields in proposed alignment are being cultivated and no work had been carried out. Do we possess the land? What is the current status?</p>	<p>Land acquisition process of Andhari Bypass (Km. 55+400 to 57+000) is in advance stage and access of site as per Bid Documents.</p>
			<p>3. The alignment passes through the village and narrow market areas where the houses and shops are very close to the road and even the minimum width of 12 m may not be available such as in Chhoti Kharaon, where apart from the narrow roads, the curves were also sharp. Do we have the land in these village/market areas?</p>	<p>The available width of land at Chhotki Kharaon Village & Market areas are 10-12 mtr, meanwhile land acquisition process is in advance stage and access of site as per Bid Documents.</p>
			<p>4. There are big structures balance for the construction in the project which are on the main canal, branch canal or irrigation channel. As the canal flows during the harvesting season and would have flown during full of harvesting season. The time available for the construction would be very less.</p> <p>1. What is arrangement with the Irrigation Department for closure of canal? 2. How much time department anticipate that will be available for the construction of structures in these canals in a year?</p>	<p>The Contractor may plan to execute and complete the stretches of road which are falling parallel to the canal alignment during the closure period of canal which is approximately 4-6 months in a year, However certain work may be taken up even at the time of flow of canal.</p>
			<p>5. During site visit, it was found that DBM and PQC have been done/constructed in most of the stretch and only bituminous overlay is due. What shall be modality for defect liability in this case?</p>	<p>Bidders will ascertain the stability of DBM layer before laying of overlay. No overlay required on PQC.</p>
3.		<p>Sakkaddi-Nasaiganj (BSHP-II/8//SH-81) Length-4 Km & Sakkaddi-Nasaiganj (BSHP-II/9//SH-81) Length-4 Km</p>	<p>1. Quarry leads for both the projects are identical i.e. 140 km, please clarify.</p> <p>2. Please clarify the status of Land acquisition.</p> <p>3. Use of Drum Mix type Hot Mix Plant may be allowed as cl. 501.3 of MORT&H specification allow it. Modern Drum mix type Hot mix Plant is available in market which produces good quality of bituminous mix.</p>	<p>Quarry leads for both the projects are approximately identical because from Sahar (Middle of the whole SH-81 Project), middle of the distance of each project (i.e. BSHP-II/8//SH-81 and BSHP-II/9//SH-81) is approximately identical.</p> <p>Land acquisition process is in advance stage and access of site as per Bid Documents.</p> <p>As per Bid Documents</p>


(Ram Awadhesh Kumar)
(Chief General Manager)