



Bihar State Road Development Corporation Limited

(A Government of Bihar Undertaking)

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CLARIFICATION REGARDING PRE-BID MEETING HELD ON 14.09.2012- RFP STAGE

Sl. No.	Ref. Clause	Query	Reply
1	General	Connectivity point of view for through traffic (Multi Axle or Heavy Traffic) movement from start point Digha to Existing NH-30 is not clear. Unless this connectivity development this corridor will not attract through traffic. Please clarify.	Study of Connectivity of the proposed road with the others roads is in the purview of the concessionaire as a part of detailed Traffic studies likely to be done for the project. As per informal information, at Digha end the road approach of Digha Road cum Rail Bridge is likely to be connected with NH-98 and further to NH-30 Near Valmi.
2	General	At the end of this corridor will be connecting to NH-30 or it will stop at Didarganj. Please clarify the same.	At Didarganj end Ganga Path is connecting to proposed NH-30 (Patna-Bakhtiyarpur Section).
3	General	Total eight entry and eight exit points are there in this development. Is there any restriction to provide number of check toll plazas at all entry and exit locations?	Please refer Addendum 1 (issued on 01.08.2012).
4	General	To attract the through traffic from Bakhtiyarpur to Buxar side, there are no such connectivity developments. Please clarify the connectivity developments	Detailed Study of Connectivity of the proposed road with the others roads is in the purview of the bidder as a part of detailed Traffic studies likely to be done for the project. As per informal information, at Digha end the road approach of Digha Road cum Rail Bridge is likely to be connected with NH-98 and further to NH-30 Near Valmi.
5	Schedule-R	Elevated corridor cost is more than 50 Crores. As per Schedule R cost fee to be collected at toll plaza1. Who so ever using the part of the corridor, please specify the toll charges?	Please refer Addendum 1 (issued on 01.08.2012).

6	Vol.1 Preliminary Design Report, Cl.1.12, Pg. 16	<p>Main elevated drive: A span arrangement of 45 M long precast PSC beams with cast in situ RCC slab for 2X2 lane carriageway separated by a median of 1.0 m has been proposed.</p> <p>As the name of RFP suggests, it is Based on DBFOT. Is the Concessionaire free to design and adopt different span arrangement for superstructure of main elevated drive</p>	Please refer RFP and DCA for the provisions under contract. PPR has been provided for initial understanding of the Project.
7	Vol.1 Preliminary Design Report, Cl.1.12, Pg. 16	<p>Main elevated drive: A span arrangement of 45 M long precast PSC beams with cast in situ RCC slab for 2X2 lane carriageway separated by a median of 1.0 m has been proposed.</p> <p>As the name of RFP suggests, it is Based on DBFOT. Is the Concessionaire free to design and adopt different type of superstructure viz; segmental span, balanced cantilever, precast box girder for superstructure of main carriageway</p>	Please refer RFP and DCA for the provisions under contract. PPR has been provided for initial understanding of the Project.
8	Vol.1 Preliminary Design Report, Cl.1.12, Pg. 16	<p>Main elevated drive: A single circular well foundation for entire four lane superstructure with varying steining thickness has been proposed.</p> <p>As the name of RFP suggests, it is Based on DBFOT. Is the Concessionaire free to design and adopt different type of foundation viz; pile foundation for main elevated drive.</p>	Please refer RFP and DCA for the provisions under contract. PPR has been provided for initial understanding of the Project.
9	DCA, Page 160, Appendix Bill	<p>Details of Slip roads are given.</p> <p>Request you to provide typical cross section of embankment (Zone 1 and 3) at the chainages of slip roads.</p>	Please refer Schedule B, Schedule C and Schedule D for the details.
10	DCA, Page 160, Appendix Bill	<p>Details of Slip roads are given.</p> <p>Request you to provide typical cross section of Elevated Road (Zone 2) at the chainage of slip road.</p>	Please refer Schedule B, Schedule C and Schedule D for the details. A typical cross section shall be provided.

11	Draft Concession Agreement, Pg. 155, Cl. 4.4	<p>Details of City road connectivity are given.</p> <p>Request you to provide typical cross section of the Connecting road. Also provide the length of connecting road to be adopted at each access point along with maximum cumulative Length to be adopted for estimation.</p>	<p>Please refer Annexure of Schedule B for the cross section details of city connectivity roads. A total aggregate length of 4000 m (Except Digha & MG Setu) has been assumed for connecting road to the city road network from proposed Ganga Path.</p>
12	Draft Concession Agreement, Pg. 155, Cl. 4.4	<p>Details of City road connectivity are given.</p> <p>During site visit it is observed that almost all the city access roads are encroached and not possible to move construction machinery. Please let us know the status of Land acquisition of the connecting roads.</p>	<p>The proposal has been submitted to the concerned department for private land acquisition. Reclaimed land acquisition is under transfer phase.</p>
13		<p>Details of City road connectivity are given.</p> <p>Please let us know whether Construction Truck movements is allowed on the old NH-30 (Ashok Rajpath Road) to which the access is proposed to be provided.</p>	<p>To best of our knowledge Ashok Rajpath has the limited access in the day time, however our project alignment is very well motorable in Zone 1 and Zone 3 and there are access at Mahabir Ghat, Vadra Ghat & Gai Ghat in Zone 2 also. The new locations can be explored during the execution also</p>
14	Draft Concession Agreement, Pg. 161, Appendix BIV	<p>Details of proposed ROW.</p> <p>To accommodate the cross section requirement for the given FRL, at the location of slip roads the RoW requirement may exceed 120 m.</p> <p>Kindly confirm if RE Wall is considered in the estimate to arrive at TPC.</p>	<p>The Provision and arrangement has been assumed in such a way that the entire cross section components at VUP locations can be accommodated within given ROW.</p> <p>RE wall has been considered at VUP locations.</p>
15	Draft Concession Agreement, Pg. 162, Appendix BV	<p>At Grade Intersections at Ch. 12+100 and 21+500.</p> <p>Request you to provide Typical Cross section and GAD for At Grade Intersection.</p>	<p>Typical Plan has been provided as 'MG Setu left in Left out' for Km.12+100 and as 'Junction at Didarganj' for Km.21+500. Please refer DCA and Schedule for other provisions.</p>

16	Draft Concession Agreement, Pg. 162, Appendix BV	At Grade Intersections at Ch. 12+100 and 21+500. At the proposed at Grade Intersections, it is observed that the land is encroached. Kindly provide the status of Land acquisition.	The transfer of Govt. land is in progress. Acquisition of Private land is under verification stage.
17	Draft Concession Agreement, Pg. 163, Appendix BVI	Grade separated Intersection at Ch. 0+00. Request you to provide Typical Cross section and GAD for Grade Separator.	A typical GAD has been provided as 'Digha Rotary' along with the RFP, for other provisions please refer DCA and RFP.
18	Draft Concession Agreement, Pg. 163, Appendix BVI	Grade separated Intersection at Ch. 0+00. At the starting chainage 0.0 of Ganga path at Digha, it is proposed to connect the rotary with a proposed road. Request you to provide the details of the proposed road viz; starting & ending of the road, connectivity with the existing NH-30 & NH-98, implementing agency, status of the work, carriageway width, etc.	Study of Connectivity of the proposed road with the others roads is in the purview of the concessionaire as a part of detailed Traffic studies likely to be done for the project. As per informal information, at Digha end the road approach of Digha Road cum Rail Bridge is likely to be connected with NH-98 and further to NH-30 Near Valmi as explained during Pre bid meeting.
19	Draft Concession Agreement, Pg. 165, Appendix BVIII	Rail Over Bridge. Request you to provide Typical Cross section and GAD for ROB.	Please refer to DCA for the provisions of Design and Drawing.
20		Request you to provide scour depth for designing well foundation.	Please refer PPR and Geotechnical report provided with RFP document for initial understanding. Detail studies shall be carried out by the bidders.
21		Dredging. During Construction it may be required to dredge the river. Kindly confirm if dredging shall be permitted.	For any such provisions the competent authority may be contacted with all the technical and other justifications.

22		Request you to provide HFL data.	Please refer PPR for Initial understanding.
23		During the site visit, it was observed that the area along the banks were flooded. We request you to indicate the location as well as area identified for casting yard, Site Installations etc. for construction.	Plenty of area is available for your establishment which need to be identified during lean period for reclaim area and other nearby locations for other areas.
4	Corrigendum-5,	Date of Submission of RFP is 10-10-2012 up to 11.00 hrs. We have been qualified in first week of September. The time available to submit competitive bid for a challenging Greenfield Project of this nature is too short. We request you to grant us minimum 6 weeks of time from the date of receipt of response to queries.	No Changes envisaged. As per Corrigendum-5 (issued on 01.09.2012)
25	DCA, Cl.4.1.3. (e)	Procured all the Applicable Permits relating to environment (Status of Environment clearance) Authority had confirmed in pre bid reply dated 16.06.12 that TOR is sent for approval & the date for presentation before appraisal committee is awaited. We request authority to provide update on the same. Also request authority to provide what will is estimated time to procure the clearance.	The presentation before appraisal committee is expected next month. We expect to get the clearance before appointed date.
26	DCA, Cl. 25.2.5	Subject to Financial Support to Public Private Partnership in Infrastructure as notified by the Central Government (the "Scheme for Financial Assistance")... Request authority to clarify what is the concessionaire's responsibilities/role in achieving grant under the said scheme.	Getting the financial support in the form of VGF is in the purview of the Authority, with the necessary facilitation by the Concessionaire.

27	DCA, Cl. 29.1	<p>The Authority and the Concessionaire acknowledge that the traffic as on October 1, 2022 (the "Target Date") is estimated to be 20,999 PCUs.</p> <p>Our understanding is that these parameters will be tested only on through traffic and not on local traffic. Kindly confirm.</p>	As per DCA.
28	DCA, Cl. 29.2.3 29.2.4	<p>Notwithstanding anything...PCU in any accounting year exceeds.....termination.... (Capacity augmentation)</p> <p>Authority had confirmed in pre bid reply dated 22.08.12 that capacity augmentation will be as per article 29 of the DCA.</p> <p>However, we would like to bring to your notice that since major portion of project stretch is a structure, it will be difficult to augment the same.</p> <p>Hence, we request authority to clearly define the scope of work for capacity augmentation.</p>	No changes envisaged. As per DCA
29	DCA ,Cl. 48	<p>Definitions –Total Project Cost</p> <p>For connectivity to Gandhi Sethu (from direction of Hajipur to ganga path), concessionaire is advised by authority vide pre bid reply dated 22.08.12 to opt for innovative designs.</p> <p>These designs will come at additional cost not considered in project scope.</p> <p>In view of above, we request authority to revise total project cost defined in DCA.</p>	All necessary consideration has been taken care of in arriving the Total Project Cost. However innovative, cost effective design may be adopted by the Concessionaire.

30	PPR (Design Report), Cl. 4.5.1 & 4.5.2	<p>Elevated Driveway from km 11.900 to km 12.500: The configuration of the deck as per the PPR is 2x2 lane with 1.0m wide median.</p> <p>The deck width of the elevated structure is proposed as 21.0 m in schedule B, whereas design report mentions for 2x2 lane deck width of 15 m + 1 m median (0.5+7.5+1+7.5+0.5). Can we optimise the section of deck width by providing 17 m. deck width? Please permit.</p>	Please refer typical cross section in Schedule B of DCA which indicates the top width of the elevated portion as 21.00 m and is the minimum to be followed.
31	PPR (Preliminary Design Report), Cl 3.3.3.3	<p>Proposed Driveway, Way side amenities and Developments: "Walkway with width of 5 m has been proposed on the River side section of Driveway. The walkway is facilitated by the provision of Foot-over bridge construction at designated locations and Bus bays at regular intervals."</p> <ol style="list-style-type: none"> 1. We consider construction of foot over bridge is not in scope of work, as the same is not mentioned in Sch. B, & C. Please confirm. 2. What is the configuration of the deck width in the elevated portion, if the walk way is included? 	<p>The facilities and provisions in the DCA and Schedule is bare minimum to be provided. As a DBFOT project, the Concessionaire may go for better and innovative design as per the provisions of DCA. Please refer Schedule-C for Bus Bays</p> <p>The Deck width configuration is ; Median-1.00m Carriageway- 7.50m(Left)+7.50m(right) Meat Beam Crash Barrier- 0.50m(Left)+0.50 m (right) Utility Duct and service Path-1.50 m(Left)+1.50m(right) New jersey Crash Barrier- 0.50m(left)+0.50(right)</p>
32	General	<p>Plan & Profile. Chainage at km 12.000 to km 12.500:- Height between the proposed level and existing ground at chainage 12+200 is 1.35. Elevated corridor is planned for this location.</p> <p>The height available is not sufficient to cater the structural depth. Clarify that those stretch is proposed as the elevated structure or an embankment. (As per Vol:II PPR 4.5.2 km 11.900 to km 12.500 is 25m PSC voided slab structure is proposed.)</p>	<p>A minimum clearance of 5.50 m between FRL of Ganga Path and soffit of the slab of MG setu is required. As the Ganga Path is near to the ground at this section a better technical option may be adopted.</p> <p>The PPR may be referred for initial understanding of the project.</p>

33		Geotech Report :-Foundation recommendation, Scour depth from HFL to scour level is 51.5-2.86=48.64m The Given scour level is the design scour depth i.e. 2dsm or mean scour depth dsm? Also confirm the scour level given in table 5.3.	Please refer Geotechnical Report and PPR for initial understanding of the Project. As a DBFOT project, Detail study and design need to be done for Actual design.
34	Sch. B, DCA	Typical cross section- Min height of embankment. In TCS drawing, What is the reason for keeping 3 m. constant in bottom and varying at top in LHS, similarly keeping 3.5 m constant in top and varying at bottom in RHS in embankment slope? Please clear.	LHS berm has been kept primarily based on the expected HFL on the riverside and 3.50 m constant at top on the RHS based on the stability of the slope and the average height of the embankment.
35	General	Proposed Alignment connectivity plans from DIDARGANJ to the currently ongoing widening scheme of Patna-Bakhtiyarpur section along with the proposed junction improvement scheme	A drawing has been provided in the name of "Junction at Didarganj" with RFP Document.
36	General	Are there any alternative proposed alignment connectivity plans from Shaguna more Junction to NH-30 and NH-98 other than the above listed in SI No.2? If there is no alternative, please let us know the exact location where it is joining the road section indicated in SL.No. 2	Please refer SI. No. 1 above.
37	General	Please provide a copy of the COMPLETE PLAN showing the full extent of the full extent of the corridor along with the extent of entry – exit ramps and the connectivity to city in a single drawing highlighting the entire scheme clearly.	The locations of City connectivity to the Ganga Path is indicated in Plan and Profile issued with RFP Document. The key Plan has also been provided in Schedule A of DCA &PPR for better understanding of the alignment. Site visits have also been arranged at two occasions for on ground verification.
38	General	Confirm the exact locations of entry -exit ramps from Ganga Path corridor towards the city. Also please indicate the extent of length of approaches on the ramps required to be developed in this scheme.	Please refer Schedule B of DCA for locations of connecting roads. Please refer SI.No.11 above for Total aggregate length of connecting roads.
39	General	Please confirm the number of Toll Lanes on the approach roads of ramps (towards city side) so as to reduce the congestion at toll booths; which will have impact on functioning of the proposed corridor and the land acquisition along the approaches.	The no. of Lanes which can be accommodated within the two lane configuration approach road. An appropriate junction improvement can provide a relief to the traffic.

40	Schedule - R	Please provide a copy of the AMENDMENTS to the Toll Policy applicable for this project.	Please refer Addendum-1 (issued on 01.08.2012).
41	General	Feasibility of acquiring land along the approaches to the entry exit ramps appears to be inappropriate. Kindly clarify.	The acquisition is under process.
42	General	There is likely to be conflict between through traffic on proposed Ganga expressway and the local traffic coming from the city once the recreational centres are fully developed along the corridor. What are the mitigation plans in place to avoid this conflict?	A better, appropriate and innovative design is always expected in a DBFOT projects.

Sd/-
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