



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: 0612-2226723, email-bsrdcltd@gmail.com, www.bsrdcl.bih.nic.in

Project: Construction of Elevated Road Corridor from AIIMS (on NH-98) to Digha (on Ganga Path) (10.50 Km) at Patna in the State of Bihar

Reply to Pre Bid Queries-3

| Sl. No | Referred Clause | Query / Suggestion | Reply |
|--------|--|---|------------------------------|
| 1. | Instruction to Bidders – 2.2.2(A) Technical Capacity: Provided that at least one work [from the Eligible Projects in Category 1, 2, 3 & 4 specified in Clause 3.2.1] having project cost equivalent to 25% of Estimated Project Cost (i.e. 25% of 1160 Crore) shall have been commenced and completed during the last five years preceding the Bid Due Date. | <p>Provided that at least one work [from the Eligible Projects in Category 1, 2, 3 & 4 specified in Clause 3.2.1]having project cost equivalent to 25% of Estimated Project Cost (i.e. 25% of 1160 Crore) shall have been commenced and completed during the last <u>Seven</u> years preceding the Bid Due Date.</p> <p>With reference to the Amendment (CD-04-30-05-2013) issued in Recently bid Ganga Path (Digha to Didarganj (21.5 Kms)) you have allowed to feature one similar work having project cost equivalent to 25% of Estimated Project Cost (i.e. 25% of Rs.1950 crore) which shall have been <i>started and completed</i> during the last <i>seven</i> years from the Eligible Projects in Category 1, 2, 3 & 4 specified in Clause 3.2.1.</p> | Please refer Corrigendum -1. |
| 2. | Instruction to Bidders – 2.2.2 (ii) Working Capital: The Bidder shall have minimum working capital (Net Cash Flow) equivalent to at least 116 Crores at the close of audited financial year immediately preceding | The Bidder shall have minimum working capital (Net Cash Flow) equivalent to at least 116 Crores at the close of audited financial year immediately preceding the Bid Due Date. <u>This requirement can be met through a Bankers</u> | Please refer Corrigendum-2 |



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| | the Bid Due Date | <p><u>Reference.</u></p> <p>With reference to the Recently bid Ganga Path (Digha to Didarganj (21.5 Kms)) you have allowed the working capital requirement to be met by a Bankers Reference Letter. This is standard practice in all State and Central Government Tenders.</p> | |
| 3. | Instruction to Bidders – 2.2.2 (iii) Profitability: The Bidder shall be required to have positive “Profit before Tax” [as per its audited books of accounts] during the last 2(two) financial years immediately preceding the Bid Due Date | <p>The Bidder shall be required to have positive “Profit before Tax” [as per its audited books of accounts] <u>in at least 2(two) years, out of the last five audited financial years</u> preceding the Bid Due Date.</p> <p>With reference to the Amendment (CD-04-30-05-2013) issued in Recently bid Ganga Path (Digha to Didarganj (21.5 Kms)) you have allowed the bidders to have positive profit before tax in at least 2(two) year, out of the last five audited financial years preceding the Bid Due Date.</p> | Please refer Corrigendum -1. |
| 4. | Refer Cl. 19.2.6 Pg. 78 and Schedule –J, Project milestones pg. 194 of Draft EPC agreement: Recovery of Advance payment: The first | This recovery of advance after 20% works & 50% works doesn't match with the mile stones. Request to consider 50% and 70% as against 20% and 50% | Please refer Corrigendum-2 |



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| | <p>installment of advance payment shall be repaid by the contractor to the Authority no later than expiry of 548 days from the date of disbursement of first installment or date of completion of 20% works....whichever is earlier.</p> <p>The second installment of advance payment shall be repaid by the contractor to the Authority no later than expiry of 730 days from the date of disbursement of second installment or completion of 50% works....whichever is earlier.</p> | <p>respectively.</p> | |
| 5. | <p>Refer Schedule-B (annexure-I) Cl.3</p> <p>Pg.155 of Draft EPC agreement: Scope of work</p> | <p>Kindly provide the detail dimensional drawings of both the rotaries at ch. Km 0+000 and at ch. km11+900 specifying the length of each legs</p> | <p>They are being provided along with the reply.</p> |
| 6. | <p>Refer Cl. No. 7.1.3 Schedule-B Pg.157 of Draft EPC agreement: Span Arrangement</p> | <p>What are the minimum obligatory spans needs to be maintained at different chainages / locations.</p> | <p>Please refer to the Plan & Profile Drawing for obligatory spans.</p> |
| 7. | <p>RFP cum RFQ, Section-2, Page, No. 25, Clause</p> | <p>The list of submission documents mentioned in</p> | <p>As per RFQ cum RFP.</p> |



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|---------------|--|---|--|----------|----------------------|---|-------------|----------|---|-------------|-----------|---|-------------|-----------|---|------|----|------------------------------|
| | No.2.13.: Technical Bid Submission | 2.13.2 in the Technical Bid does not include, Preliminary design, Construction Program, Methodology, list of Proposed Equipment to be deployed at site. Kindly clarify whether these documents are required to be submitted? | Preliminary design, Construction Program, Methodology, list of Proposed Equipment to be deployed at site should not be submitted with the Bid. | | | | | | | | | | | | | | | |
| 8. | Refer Schedule-J Cl. 2.0 on pg. no. 194 of Draft EPC agreement: Project Mile stone: MS-I- 6 months – Completion of 10% of Work MS-II- 12 months – Completion of 30% of Work MS-III- 24 months – Completion of 70% of Work MS-IV- 36 months – Completion of 100% of Work | Since the Project envisages initial preparatory works like Mobilization of equipment's, Survey, Soil Investigation, design & drawings, Initial Pile load test, etc, practically there will be no work done for initial 3 months. We request you to modify the intermediate milestones as mentioned below:- <table border="1" data-bbox="643 1346 1036 1866"> <thead> <tr> <th>Milestone No.</th> <th>Progress</th> <th>Modification request</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>10% of work</td> <td>9 months</td> </tr> <tr> <td>2</td> <td>30% of work</td> <td>15 months</td> </tr> <tr> <td>3</td> <td>70% of work</td> <td>27 months</td> </tr> <tr> <td>4</td> <td>100%</td> <td>36</td> </tr> </tbody> </table> | Milestone No. | Progress | Modification request | 1 | 10% of work | 9 months | 2 | 30% of work | 15 months | 3 | 70% of work | 27 months | 4 | 100% | 36 | Please refer Corrigendum -1. |
| Milestone No. | Progress | Modification request | | | | | | | | | | | | | | | | |
| 1 | 10% of work | 9 months | | | | | | | | | | | | | | | | |
| 2 | 30% of work | 15 months | | | | | | | | | | | | | | | | |
| 3 | 70% of work | 27 months | | | | | | | | | | | | | | | | |
| 4 | 100% | 36 | | | | | | | | | | | | | | | | |



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| | | <table border="1"> <tr> <td></td> <td>of work</td> <td>months</td> </tr> </table> | | of work | months | |
| | of work | months | | | | |
| 9. | Refer Schedule-C, Cl. m on pg. no. 166 of Draft EPC agreement: Variable message signs | Kindly specify the locations for VMS to be provided as per schedule C | Please refer reply to query no.52 of Reply to Queries of Pre Bid -2. | | | |
| 10. | <p>Sr. no.10, page no. 10, Reply to queries; As per reply to queries sr. no. 10, Scope of work for canal includes :</p> <p>a. Reinstatement of canal banks as per the trapezoidal design cross section of canal supplied from the department.</p> <p>b. Lining with stone pitching of both canal banks upto FSL a the affected length (i.e. mostly the elevated part of the corridor which runs within the canal cross section)</p> <p>c. At pier locations, additional stone</p> | <p>Please confirm whether the reinstatement of the canal banks as per the trapezoidal design cross section is to be done for the total length of the canal, i.e. 8.400 KM (Elevated part). If it is to be done only for the affected length, then due to variation in cross section along the length of canals, there will be localized obstruction to flow of water leading to stagnation of water, etc</p> <p>As reply to queries sr. no. 10 b, lining with stone pitching is to be for both canal banks upto FSL to the affected length. which will be equal to the pile cap length of 9 - 10 m approx. after every pier location. After lining with stone pitching to the affected length, there will be difference in cross section of canal approximately after every 20 m (Span length is average 30 m), because of change in cross section after every 20 m there will be</p> | Scope of work for canal rehabilitation shall be limited to restoration and lining of affected and damaged area and the same shall be incorporated in Schedule-B in the final EPC Agreement | | | |



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| | pitching 1 m all around the pier has been considered. | <p>water logging in that section which will affect the foundations of elevated corridor. Please review the same.</p> <p>We request to limit the scope of canal to reinstatement of affected lengths only and as the existing canal is unlined, lining it only along certain patches will not be of any use</p> <p>We presume, the additional stone pitching all around the pier is required only for piers falling within the trapezoidal design cross section of canal. Please confirm</p> | |
| 11. | Sr. no. 13, Page no. 6, Reply to queries: Reinforcements shall be thermo mechanically treated (TMT) with corrosion resistance steel bars of grade fe 500 D confirming to IS 1786:2000 | Rate of CRS Bars are approximately Rs. 2000/MT more than TMT HYSD bars. We presume that the estimated project cost given by the client is calculated by considering the cost of CRS bars. Please confirm. | Your presumption is correct. |
| 12. | Stanley/IL&FS/41393/GA D-02/P41 to P44, Drawings: As per GAD crash barrier at the outer edge of deck on footpath side | As per 4 lane manual, fig 7.2, pedestrian railing is shown. Kindly clarify whether pedestrian railing can be provided instead of crash barrier as per 4 lane manual. | As per provided drawing. |



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| 13 | Stanley/IL&FS/41393/P &P/06; Drawings: Bailey ROB flyover crossing - 3 span solid slab bridge adjacent to Bailey ROB | <p>During site visit we noted that there is 3 span solid slab Bridge adjacent to the Bailey ROB. The details/drawings provided have not mentioned /elaborated about the scope of work at this location.</p> <p>Since the proposed elevated road would be passing below the Bailey ROB, Kindly confirm whether at grade junction needs to be developed?</p> <p>Does the scope includes, dismantling of existing bridge since the existing solid slab bridge is exactly perpendicular to the proposed elevated road structure at approximately same elevation.</p> | Please Refer Corrigendum-2 |
| 14. | Stanley/IL&FS/41393/P&P/03, Drawings: At chainage 2+650 & 2+750 HT line is crossing the alignment | We noted that there is HT line crossing the alignment. For construction of elevated corridor, these lines may have to be diverted. We presume that overhead lines/HT line will get shifted before handing over the site to the contractor. Please confirm. | <p>Necessary geometric improvement has been done to avoid shifting of HT Towers.</p> <p>However in case of shifting of HT towers is warranted under unavoidable circumstances. It shall be done during the construction phase of the project.</p> |
| 15. | Stanley/IL&FS/41393/P&P/12:Drawings, Embankment from Ch. | At chainage 11+200 to end chainage the embankment is proposed in the Ganga river. | As per Plan & Profile |



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| | 11+200 - End of the project; | There is possibility of bringing alignment more towards bank and near the proposed approach road to Digha Bridge being contracted by NHAI. Please clarify whether the proposed alignment can be locally shifted or not. | |
| 16. | Sr. no.6, Page no. 6, Reply to queries: The project proposal details are:- From Km 10+600 to Km 11+900 - 4 lane elevated on embankment/ structure. | <p>As per reply to query no. 6 from Ch. 10+600 to 11+900 - 4 lane elevated on embankment/structures.</p> <p>As the Ch. 10+600 is exactly after the Ashoka Rajpath crossing where the FRL is varies from 63.880 to 55.007 and difference between the ground level & FRL varies from 15 m to 3 m.</p> <p>With available ROW of 45 m. for construction of 4 lane elevated on embankment we can construct only upto 4 to 5 m ht. of embankment.</p> <p>Please confirm whether we can construct RE wall / Retaining wall to fit within the given ROW OR can we consider the elevated corridor upto 10.800 and then the embankment with RE wall/retaining wall. Please confirm.</p> | <p>It shall be designed suitably keeping in view the prevailing conditions.</p> <p>The embankment shall be accommodated within the ROW.</p> <p>RE wall, retaining wall and similar arrangements as per the codal provisions shall be adopted.</p> |



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| 17. | <p>Sr. no.6, Page no. 6, Reply to queries: The project proposal details are as below : Km 0+000 to Km 1+148 : RHS 2 lane road on embankment</p> <p>KM 1+148 TO Km 2+234 - 4 lane approach road</p> | <p>As per reply to query no. 6: the project proposal details are From Km 0+000 to Km 1+148: RHS 2 lane road on embankment. As per Feasibility report, Chapter -2 project appreciation page no. 2 of 5. The alignment starts from Km 0.00 on RHS and shifted to LHS by proposing a new minor bridge at km 2+080. Please clarify if the 2 lane road on RHS is upto to 1+148, whether the location of 2-lane minor bridge is also shifted to Km 1+148. Please clarify.</p> <p>We presume the 4 lane approach road from Km 1+148 to 2+234 is on the LHS side of the Canal. Please clarify. Please provide us the typical cross section for 4 lane approach road from Km 1+148 to 2.234</p> | <p>2 lane on RHS of Existing road- From 0+000 to 2+100</p> <p>New Minor Bridge at 2+080</p> <p>Please refer Plan and Profile drawing for more details.</p> |
| 18. | <p>Stanley/IL&FS/41393/GA D-002/P41to P44, Drawings: As per drawing the level of pile cap bottom is shown as 45.500</p> | <p>We presume that the level of pile cap bottom mentioned in the drawing is indicative and not mandatory. Please confirm.</p> | <p>Please refer reply to query no.5 of Reply to Queries of Pre Bid -2.</p> |
| 19. | <p>EPCA, Sch-B, Page no. 159, Clause no. 7.2.6:</p> | <p>Kindly provide the scope for floor protection work.</p> | <p>No floor protection.</p> |



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| | Floor Protection works | | |
| 20. | EPCA, Sch-A, Page no. 138, Annex-I (8): Railway level crossing at Km 3.000 - ROB will be proposed | As per schedule B page 160 cl.7.4.2, ROB is proposed at Ch, 2+975 at level crossing. The existing level crossing is outside project area. We presume that only one ROB of 70m span is included in the scope. Please confirm | Please refer reply to query no.10 of Reply to Queries of Pre Bid -2. |
| 21. | EPCA ,Art 9, Page no. 37, Clause no. 9.3: New Utilities | Kindly clarify what loads to be considered in structural design for these utilities. Also provide the tentative list of utilities that may be considered in future. | Electric cable and OFC cable. |
| 22. | Draft of EPC Agreement, Clause no. 7.4.2, Page no. 160: Road over-Bridges..... | Kindly provide the GAD Drawings. | Please refer Drawing No. - Stanley/IL&FS/41393/GAD-ROB-01/P101to P11. |
| 23. | Draft of EPC Agreement, Annex - II Schedule – A, Page no.143: Right of Way..... | During the site visit. It has been observed that at ch. between 0.2 to 0.3 km. HT Tower & DAV School building lies in proposed ROW. Kindly confirm the scope of demolishing and shifting of this structure. | Elevated corridor proposal shall be integrated with the NHAI 2 lane project to get the required width of the road at this location. Necessary flaring shall be provided along with earth retaining structure on the school boundary side. |
| 24. | Draft of EPC Agreement, Clause no. D (ii), Page no.5: The selected bidder to deliver to Authority a legal opinion from the legal counsel of | The documents require the Bidder to provide a legal opinion that it is competent to execute the Agreement. In the event the bid is submitted by the JV, such an opinion is | In case of JV, this legal opinion pertains to both the JV partners individually. |



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| | the selected bidder with respect to the authority of the selected bidder to enter into this agreement and the enforceability of the provisions thereof.... | contrary to the language for signing parties, where it is clearly stated that the individual partners are signing the document. We assume, in case, of JV, this legal opinion will pertain to each of the partners and not the JV. Please confirm. | |
| 25. | Draft of EPC Agreement, Clause no.4.1.5, Page no.20: Notwithstanding anything to the contrary to this agreement, the parties expressly agree that the agg. Damages payable under clauses 4.1.4, 8.3 and 9.2 shall not exceed 1% of the Contract price. For avoidance of doubt, the damages payable by the Authority shall not be additiveboth the parties agree that payment of these damages shall be full & final settlement of all claims of the Contractor and such compensation shall be the sole remedy against delay of the Authority and both parties further agree this as final cure against the delays of the Authority. | <p>It is not clear if the limit of 1% is with respect to Damages for each Cause or for all Damages under the Agreement for the duration of the Agreement.</p> <p>We presume that the word “additive” here means that the damages in respect of concurrent causes would not be added together for the purpose of calculation of 1% limit. Further the limit of 1% pertains to each cause and not to aggregate Damages under the Agreement payable by the Authority in any respect over the life of the Contract</p> | The clause is self explanatory hence no changes envisaged. As per Draft EPC Agreement. |



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| 26. | Draft of EPC Agreement, Clause no.10.5.1(a), Page no.45: Delay in providing right of way, environmental clearances or approval of railway, specified in Clause 4.1.4 | The reference should be to Clause 4.1.3. This may be please be corrected | No changes envisaged. As per Draft EPC Agreement. |
| 27. | Draft of EPC Agreement, Clause no. 23.11, Page no.104: The Contractor does not achieve the latest outstanding Project Milestone due in accordance with the provisions of Schedule – J, subject to any Time Extension, and continues to be in default for 45 days. | This seems very onerous especially as the Authority is entitled to levy Damages for the beyond 30days of delay. Hence, a delay of mere 45 days should not be a ground for termination. This may please be deleted. | No changes envisaged. As per Draft EPC Agreement. |
| 28. | Feasibility Report, Pg. 2 of 12, Cl. 7.3, Rehabilitation of canal banks | Typical Cross section of Patna Main Canal is given Please confirm if contractors are required to Rehabilitate the Canal as per the Typical Cross section given in feasibility report, Pg. 2 of 12, Cl. 7.3. | There is no such requirement of rehabilitation of the entire canal, the scope of work is limited to bringing back the original shape of canal with required compaction followed by slope protection in the area disturbed during construction of elevated corridor. |
| 29. | Construction Depot & Dumping Area | There may be levy of excise duty on precast items in case land for casting yard is in the name of contractor, to avoid levy of excise duty on | There is no such provision as per the contract. |



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| | | precast items, we request client to enter in to tri-party agreement between contractor, land owner and client. | |
| 30. | Payment Schedule Draft EPC Agreement, Schedule H, Pg. 186 | Payment schedule table is given. Request you to include following Items in Payment schedule 1) Rehabilitation of canal (Filling as per cross section provided by dept.) and 2) Lining of Canal (with stone pitching up to FSL) | The cost of restoration of canal in effected portion is included in the cost of the sub-structure. |
| 31. | Land Acquisition | Status of Land Acquisition | The land is under possession of Govt. of Bihar. |
| 32. | ROW | In Schedule-B, ROW mentioned 45mt, Please confirm whether it is center line of the new carriageway or center line of existing carriageway. Please confirm | It is measured from the edge of the bund. |
| 33. | Plan and Profile / Strip Plan | In strip (chapter-7, Feasibility) it has shown the elevated structure started from Km.2.100, LHS of existing irrigation canal and going upto ROB but after crossing ROB it is going full width of the canal. Please confirm | Land shall be available. |



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|--------|-------------------------------|--|--|
| | | whether upto Km 2.100 to ROB, this 4-lane elevated corridor land will be available or not. | |
| 34. | Plan and Profile / Strip Plan | 2-lane approach road under construction by NHAI, whether it will be extended upto Khagaul Road and whether it is to be constructed by NHAI contractor or by the bidder. | Please refer plan and profile drawing. |
| 35. | Plan and Profile / Strip Plan | After crossing ROB the 4-lane elevated structure is on the full width of the irrigation canal but before it is only LHS of the canal. Please Clarify the alignment and issue the drawings from the LHS to full width of the canal. | Please refer Plan & Profile. |
| 36. | Geotechnical Data | Please Furnish Geotechnical Data | Already provided. |
| 37. | Hydrological Data | Please Furnish Hydrological Data for canal along with seasonal flow | Please refer Annexure-1 of Reply to Pre Bid Queries -1. |
| 38. | General | Whether soil can be dumped inside canal for excavation of girders and subsequently clear the soil after completion of erection. | No dumping is allowed in the canal during any phase of the construction. |
| 39. | Permits | We assuming all the permits required for construction inside the canal from | The permission from Water Resources Department, Government of Bihar shall be |



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| Sl. No | Referred Clause | Query / Suggestion | Reply |
|--------|-----------------|--|---|
| | | appropriate authority will be arranged by the employer. | arranged by the employer whereas applicable permits shall be obtained by the contractor as per the Draft EPC Agreement. |
| 40. | Time Extension | As it is a design built EPC contract, lot of investigation required for the designing and other parameters. Request to extend the submission bid at least one month from 16/09/2013. | No changes envisaged. As per RFQ cum RFP. |
| 41. | General | Pile cap Level Can we raise the pile cap levels without any effect for the full discharge of the canal? | Please refer reply to query no.5 of Reply to Queries of Pre Bid -2. |
| 42. | General | Span Configuration Can we change the span configurations | Please refer reply to query no.7 of Reply to Queries of Pre Bid -2. |
| 43. | General | RoB Span Can we propose intermediate foundation for the ROB span | No. |
| 44. | General | Protection What is the protection required for moderate environment | As per applicable provisions. |



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| Sl. No | Referred Clause | Query / Suggestion | Reply |
|--------|-----------------------------------|--|---|
| 45. | General | Existing Canal Is the existing canal with the section as shown in the drawings or it shall be done under the contract | The scope of work is limited to bringing back the original shape of canal with required compaction followed by slope protection in the area disturbed during construction of elevated corridor |
| 46. | General | Lined Canal Can the section of lined canal be provided with the chainage length | The scope of work is limited to bringing back the original shape of canal with required compaction followed by slope protection in the area disturbed during construction of elevated corridor. |
| 47. | General | Embankment from Ashoka Rajpath to Digha What is the protection works required for the embankment from Asoka path to Digha | Suitable protection work like wire crated boulder apron, stone pitching shall be provided. |
| 48. | General | Soil Exploration Please provide sub soil exploration details | Already provided. |
| 49. | RFP-cum – RFQ Clause 2.2.3 | Joint Venture must collectively and individually satisfy the qualifying criteria Joint Venture must collectively satisfy the qualifying criteria. | No changes envisaged. As per RFQ cum RFP. |



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|--------|--|---|---|
| 50. | RFP-cum – RFQ Clause 2.2.1 (e) (ii) | <p>Fly-over/elevated structure of minimum of 3000mts. Excluding approaches.</p> <p>Fly-over/elevated structure of minimum of 3000mts. Including approaches with R.E walls.</p> | Please refer Corrigendum -1. |
| 51. | RFP-cum – RFQ Clause 2.2.6 (f) | <p>The lead member shall itself undertake and perform works equivalent to at least 30 (thirty) per cent of the total contract price payable to the contractor under EPC contract.</p> <p>For the execution of the project, the bidders would form an SPV for executing the work. However as per this clause how will the lead member show that it has undertaken or performed works equivalent to at least 30 (thirty) per cent of the total contract price payable to the contractor under EPC contract?</p> | The contractor shall provide documentary evidence for the same. |



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|--------|-------------------------------|--|--|
| 52. | RFP-cum – RFQ Clause 2.2.9 | <p>In computing the technical capacity and net worth of the bidders/members (in case of joint venture) shall be computed under clause 2.2.2, 2.2.4, and 3.2, the technical capacity and net-worth of their respective associates [defined later] would also be eligible for consideration; provided that such associate continues to remain such bidder's/its member's associate during the term of the EPC agreement.</p> <p>The Associate company being company being the bidder (other partner) or solely bids for the project. Can the “associate company” demonstrate its member company technical and financial capacity for qualification?</p> <p>Secondly, the associate company has not completed one FY.</p> | <p>In case the associate Company has not even completed one FY, its technical & financial qualifications shall not be considered for eligibility and it cannot be the lead member or the other member because in that case it will not have annual reports for the last 5 FYs as required for the bid.</p> |



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|--------|-----------------|--|--|
| 53 | RFQ cum RFP | <p>In reference to the pre-bid meeting-2 held in Delhi for the Subject Works on the 17th instant. We are in receipt of the Reply to queries of Pre Bid-2, along with Corrigendum-1 and Addendum-1 hosted on website of BSRDC on 23.08.2013. On going through the same we have the following observations.</p> <p>It was informed to the bidders in the meeting that in case of ongoing works/existing commitments outside India, a statement showing details of ongoing commitment in tabular form certified by the Statutory Auditor and duly attested by embassy in the country of incorporation will be considered for evaluation. However, the replies to queries, Corrigendum No. 1 and Addendum No. 1 as hosted are not indicating the same.</p> <p>Request to kindly incorporate the same</p> | <p>Please refer Note 2 under This reply.</p> |



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|--------|-------------------------------------|--|---|
| 54 | RFQ cum RFP | Is the client open to accept the Auditor certificate indicating the receipts for the eligible projects in foreign currency. The format specifies certification in Indian Crores. The request is made keeping in view that in case of an extension provided by the client in the submission date, sticking to adopting a conversion rate 60 days prior to submission (refer \$\$) would warrant another certification by the auditor. | The Auditors Certificate can be acceptable in foreign currency also provided the bidder submits a self-certified conversion in INR Crores duly supported with the IMF conversion rate or in case the currency is not listed in IMF conversion chart then OANDA chart on the date 60 days prior to the Bid due date. |
| 55 | RFQ cum RFP Clause 2.2.1(e) (ii) | Is our understanding correct that the said mentioned criteria can be met by any member of the Joint Venture (in case the Bidder is a JV)? However, the Explanation given in the last para of page no. 12 would seem inconsistent with the above clause. Please clarify. | Your understanding is correct. |
| 56 | RFQ cum RFP | Is our understanding correct that the Bid capacity requirement has to be met collectively by the JV members in the ratio / proportion of the Percentage sharing of the JV. | Bid capacity requirement has to be met collectively by the JV members. |



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|--------|-----------------|---|------------|
| 57 | RFQ cum RFP | If the financial year being followed by an Applicant is Jan to Dec of each year. Would the payments receipts of the current year i.e. 2013 Jan till date of September 2013 be accommodated in the calculation of TTC? | No. |
| 58 | RFQ cum RFP | The similar completed project criteria in clause 2.2.2 A is to be met by any member of the applicant? | Yes |
| 59 | RFQ cum RFP | Page 50, note under \$\$, it is suggested that the conversions of currencies not reflecting under list of IMF should be permitted from other recognized sources. It is suggested that such widely accepted sources could be www.oanda.com , www.xe.com . Please confirm. | Confirmed. |



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|--------|--|---|---|
| 60 | RFQ cum RFP | Refer page 50 Annex II to Appendix-I: Is our understanding correct that the client is wishing to have the annual receipts for the said eligible projects (both in India and abroad) to be only certified by the SA. ? The note at para 2 some how seems to be mentioning something else. The same also gets reflected on the note given on page 59. Would appreciate to understand the intent of the client in this regards. | Please refer reply to query no. 2 in the Reply to Queries of Pre Bid Meeting-1. |
| 61. | Clause 19.2 Advance Payment and Recoveries | As per the clause the first installment of 5% of mobilization advance is to be recovered in 20% progress of work and Second installment of 5% is to be recovered in 50% progress of work. The mode of recovery is not specified and the duration is too less. We cannot realize the advance amount spent on mobilization in such a short term. Kindly start the recovery after completion of 25% of work and complete it after completion of 75% of work at 20% of invoice value. | Please refer Corrigendum-2 |
| 62. | Annexure-II of Schedule-A Dates for Providing ROW | In the table, Date of providing ROW is shown as 180 days from AD, Whereas below it says not beyond 150 | Please refer Corrigendum-2 |



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|--------|--|---|---|
| | | days. Kindly confirm exact number of days | |
| 63. | Clause 2.5(b) of Annexure-I of Schedule-B Type of Shoulders | As per this clause in Main carriageway in embankment portion Paved shoulders of 1.5m shall be provided and the balance 1.0m width shall be covered with 150mm granular materials. Kindly provide the materials to be used for the balance 1.0m width of shoulders | GSB material shall be used for balance 1.00 m in shoulder portion. |
| 64. | Clause 2.8.1 of Annexure-I of Schedule-B Grade Separated Structures | At Km 11+900 is shown as Four Legged Rotary / Interchange: Please specify the battery limits of this contract vs Ganga path contract. | Please refer Corrigendum-2 and the Drawings being provided with this reply. |
| 65. | Schedule-C Project Facilities | Project facilities like Traffic Aid Posts, Medical Aid Post, Vehicle rescue post, Telecom System, Variable message signs which are connected to / to be provided at Toll Plaza are shown. Since Toll Plaza is not in the scope of the contract, whether these facilities are to be provided by the Contractor? Under Item No 2 Table for description of project facilities, no list is shown. Hence can we assume that none of the project facilities listed in Item No 1 including Street Lighting | Vehicle rescue post, medical aid post and variable message sign shall be provided at suitable locations. Street lighting shall also be provided. The electric connection and associated facilities for the lighting system shall be procured and provided by the bidder and the entire system shall be maintained for the maintenance period. The electricity charges during operation and maintenance period shall be borne by the Authority. |



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|--------|---|--|--|
| | | are to be provided in the Project Highway. If street lighting is to be provided, who will provide power to run the street lighting during maintenance period? Does the maintenance cost include maintenance of street lights including power supply? | |
| 66. | Clause 9.2 of CA Shifting of obstructing Utilities | There are number of electrical towers in the ROW. As per clause 9.2 Of CA, the Contractor has to shift the utilities obstructing the work. The amount of work involved for shifting of electrical towers is another Project. Hence the shifting of obstructing utilities may be deleted from the scope of work of the Contractor and the same may be get it done with concerned departments. | The Scope of work under Shifting of Utilities shall be as per the Provisions in Draft EPC Agreement. |
| 67. | Clause 19.1 of CA In the price adjustment formulae, FO is the official retail price of high speed diesel (HSD) oil at the existing consumer pumps of Indian Oil Corporation ("IOC") in the State of Bihar on the Base Date | Kindly mention the specific location of the consumer pump of IOC (nearer to project site) in the state of Bihar from which the price of HSD is to be considered. | To be verified by the bidder. |
| 68. | Clause 19.1 of CA a) The components of price adjustment viz., | As per the price adjustment formulae, road works further split up to Earthwork, Granular works & other | As per Draft EPC Agreement. |



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|--------|--|---|---|
| | labour, bitumen, cement, steel, plant & machinery, HSD and other materials are mainly bifurcated under Road Works and Bridge & Structure works. In Road Works, the components are further bifurcated under Earthworks & Granular works, Bitumen works, cement concrete pavement and culverts, minor bridges & other structures and percentages are assigned to each of the components. | works, Bitumen works, cement concrete pavement and culverts, minor bridges & other structures and different percentages are given. Kindly provide the percentages to be considered if all the above works are executed in one IPC | |
| 69. | Clause 21.1 of CA The Clause only dealt with the events which come under Force Majeure | The CA may be suitably modified with the Contractor can claim payment of any cost incurred due to Force Majeure conditions | No changes envisaged. As per Draft EPC Agreement. |
| 70. | Clause 26.1 of CA, Dispute resolution The Clause specifies that the disputes shall be finally decided by the Bihar Arbitral Tribunal constituted under and in accordance with Bihar Public Works Contract Disputes Arbitration Tribunal Act, 2008. | The CA may be modified with instead of Bihar Arbitral Tribunal Act, 2008, the Arbitral Tribunal under the Arbitration and Conciliation Act, 1996 by a panel of 3 Nos. Arbitrators appointed by both parties. | No changes envisaged. As per Draft EPC Agreement. |



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|--------|---|---|--|
| 71. | Clause 8.3 of CA Damages for delay in handing over the site | The formula may be suitably modified duly incorporating inputs of days of delay in handing over the site and also the length of the site/ROW not handed over | No changes envisaged. As per Draft EPC Agreement |
| 72. | | <p>The submission date of said tender is scheduled for 16.09.2013. Most of the bidders will be from Mumbai and one of the biggest festival, "Ganesh Festival", will be celebrated in month of September in and around Mumbai and the scheduled submission date is falling in-between this festival. This issue was raised and noted during both pre-bid meetings. However, when queries were received, it was observed that no extension is granted.</p> <p>We would once again request you to kindly review the same and extend the submission date at least 15 days so that we can submit our most competitive bid.</p> | No changes envisaged. |
| 73. | Instruction to Bidders – 2.2.2 (ii) Working Capital: The Bidder shall have minimum working capital (Net Cash Flow) equivalent to at least 116 Crores at the close of audited financial year immediately preceding | The Bidder shall have minimum working capital (Net Cash Flow) equivalent to at least 116 Crores at the close of audited financial year immediately preceding the Bid Due Date. <u>This requirement can be met through a Bankers</u> | Please refer Corrigendum-2 |



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|--------|--|---|---|
| | the Bid Due Date | <p><u>Reference Letter agreeing to fund working capital requirement to the extent of 116 Crores for the said project.</u></p> <p>As you know the Ganga Path Project (Digha to Didarganj (21.5 Kms)) has been one of the most important project of Bihar, for which the bidder was allowed to meet the working capital requirement by a Bankers Reference Letter. This is in line with standard practices of all State and Central Government Tenders.</p> | |
| 74 | Clause 19.2- Page 77 of Draft EPC Agreement | <p>Advance Payment</p> <p>The multiple Bank Guarantee's to be submitted against Advance payment shall be released in proportion to the recovery of the advance from the interim certificates, either by return of the documents or by a suitable discharge letter at regular intervals. Please confirm.</p> | <p>The Bank Guarantee against the advance Payment shall be released on recovery of the full amount of each installment.</p> |
| 75 | RFQ Annex IV to Appendix 1 | <p>Details of eligible Projects</p> <p>If the Bidder is claiming experience under Category 3 & 4, it should provide a</p> | <p>No changes envisage. As per RFQ cum RFP document.</p> |



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|--------|--|--|--|
| | Instructions No 14 | <p>certificate from its statutory auditors or the client in the format given below:</p> <p>We request you to accept true</p> <p>copy/ Attested copy of this certificate issued by statutory auditors for the purpose of bid submission. The original certificate can be produced by the bidder for verification if and when requested by BSRDCL.</p> | |
| 76 | Clause-7.1.3, Annexure-I of Schedule-B, Page No. 157 | <p>As per clause 7.1.3, elevated structure span arrangement details are 8x30m+ 4x35m+ 9x30m+ 1x70m+ 93x30m+ 28x10m+ 126x30m+ 3x35m+ 17x30m+ 2x35m+ 5x30m = 8405m</p> <p>Please indicate the locations of the obligatory spans.</p> | Please refer Plan And profile for details. |
| 77 | Schedule-B Cross section details in page 154. | <p>Cross section details.</p> <p>Please clarify whether the width of the median in elevated structure portion can be changed from 4.50m to 1.00m as generally followed in other elevated structures.</p> | <p>There is a restriction in the putting any part of structure within approx. 13.50 m width of the central portion of canal .</p> <p>The median width of 3.50 m has been found appropriate under the limiting site conditions. However Contactor may adopt designs satisfying the terms and conditions of the concerned.</p> |
| 78 | Schedule-B Cross section details in page 154. | <p>Cross section details.</p> <p>Please clarify whether type of superstructure can be changed to 4 lane PSC</p> | No foundation shall be allowed within the trapezoidal section of Canal. |



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|--------|--|--|---|
| | | Segmental Box type on single pier at the center of the canal by widening the trapezoidal cross section of the canal maintaining the design discharge. Also this proposal will be aesthetically pleasing. | |
| 79 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, S. No.7 | Replied as "At Grade rotary with additional lane is in the scope of this project. Please refer concept plan drawing provided as Junction 2." Please clarify whether the rotary at Km 11+900 is At Grade or elevated Junction and provide the details. | Please refer Corrigendum-2 and the drawings being supplied with this reply. |
| 80 | General | Plan and profile of the arms of the rotary at end of the project. Please provide the Plan and profile details of each arm of the rotary at end of the project in Auto cad format. | Please refer Corrigendum-2 and the drawings being supplied with this reply. |
| 81 | General | Co-ordinates of the project stretch Please provide the co-ordinates of the project stretch. | Please refer Plan and Profile drawing in ACAD already provided. |
| 82 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, | a. Reinstatement of canal banks as per the trapezoidal design cross section of canal supplied from the Dept. | |



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|--------|--|--|--|
| | S. No. 95 | <p>b. Lining with stone pitching of both canal banks upto FSL at the affected length (i.e. mostly the elevated part of the corridor which runs within the canal cross section.</p> <p>Please clarify whether the reinstatement of canal shall be carried for the total length of the elevated portion or only the lengths disturbed during construction at pier locations.</p> | |
| 83 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, S. No. 95 | <p>Lining with stone pitching of both canal banks upto FSL at the affected length (i.e. mostly the elevated part of the corridor which runs within the canal cross section.</p> <p>Please provide the cross section of the canal indicating the type of stone pitching for the banks, thickness of the stone pitching clearly indicating the finished top width, bottom width and side slopes.</p> | <p>The scope of work is limited to bringing back the original shape of canal with required compaction followed by slope protection in the area disturbed during construction of elevated corridor.</p> |
| 84 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, S. No. 15 | <p>Min vertical clearance required below the soffit of existing Bailey Road flyover, Minimum vertical Clearance above canal FSL, Sufficient lateral clearance from the existing foundation edge etc. should be</p> | <p>Minimum vertical clearance above FRL of Elevated Corridor and soffit of baily road flyover shall be 5.50 m</p> <p>The Minimum FRL shall be maintained as per the Plan</p> |



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Reply to Pre Bid Queries-3

| Sl. No | Referred Clause | Query / Suggestion | Reply |
|--------|---|---|--|
| | | considered. Please provide the Minimum vertical clearance above canal FSL to be considered. | and Profile Drawing provided. |
| 85 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, S. No. 95 | Canal Reinstatement Whether all the approvals / clearances required from Irrigation Department will be obtained by BSRDCL. The query is not clarified in Pre-bid – 1. Please clarify the same. Whether all the approvals / clearances required from Irrigation Department will be obtained by BSRDCL. The query is not clarified in Pre-bid – 1. Please clarify the same. | The permission from Water Resources Department, Government of Bihar shall be arranged by the employer whereas applicable permits from Bihar state Pollution Control Board & other safety and work related permits shall be in the scope of the Contractor. |
| 86 | Replies to queries of Pre-bid Meeting -1 Dated 10-08-13, S. No. 101 | Please refer Figure.1 for bed levels / bed profile of the canal. Proposed / finished canal Bed levels are not indicated in the Fig No. 1 attached with Pre bid replies. Please provide. | Please refer reply no.10 |

Note:

1. Although all Corrigendum, Addendums & Replies to Pre-bid Queries shall form part of the contract, it may be noted that the relevant Corrigendum's, Addendum's & replies to Pre-bid queries points(As deemed necessary in view of the Authority) shall be incorporated in the final contract and the clauses concerned of the Draft EPC Contract Document & its Schedules/Annexures shall be modified accordingly.



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Reply to Pre Bid Queries-3

2. For Bid submission & evaluation of Bid Capacity purposes, the details of ongoing commitments to arrive at “B” may be self- certified statement in the prescribed format as per RFQ cum RFP duly certified by the Statutory Auditors (SA) of the company for Indian Companies. For foreign Companies, the aforesaid self- certified statement in the prescribed format as per RFQ cum RFP duly certified by the SA shall also be required to be countersigned by the Indian Embassy in the country of incorporation of the Company/ Appostille Certificate in lieu of countersigning by the Indian Embassy in conformity with the Hague Legal Convention 1962, as the case may be.

Provided further that for both Indian Companies as well as foreign Companies, the clients' certificates in support of ongoing commitments shall be required to be submitted by the successful bidder within 6 days of the issue of the Letter of Award. For works in progress with government clients in India, the certificate(s) issued should be by the Project In charge not below the rank of the Executive Engineer concerned. For works in progress abroad and for ongoing works of private clients in India, the certificate should be issued by the person not below the rank of the Project Manager.



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CORRIGENDUM-2

Draft EPC Agreement

1. Project name shall be read as, “**Construction of Elevated Road Corridor from AIIMS (on NH-98) to Digha (on Ganga Path) (11.90 Km) at Patna in the State of Bihar**”.
2. Table in **Clause 7 of Annex -I (Schedule-A)** shall be read as under:

| S. No | Chainage (km) | Type of Structure | | No. of Spans with span length (m) | Width (m) |
|----------|---------------|-------------------|-------------------|-----------------------------------|-------------|
| | | Foundation | Superstructure | | |
| <u>1</u> | <u>6+000</u> | <u>Open</u> | <u>Solid Slab</u> | <u>3x9.0m</u> | <u>15.5</u> |

This minor bridge shall be dismantled.

3. Table in **Annex-II (Schedule-A)** shall be read as under:

| SI.No. | From km to km | Length (km) | Width (m) | Date of providing ROW* |
|------------------------------------|------------------|-------------|-----------|---------------------------|
| 1 | 2 | 3 | 4 | 5 |
| (i) Part Right of Way (full width) | | | | |
| (a) Stretch -1 | 1.600 to 1.800 | 0.200 | 30* | <u>150</u> Days from AD |
| (b) Stretch -2 | 10.600 to 10.950 | 0.350 | 45 | |
| (c) Stretch -3 | 10.950 to 11.900 | 0.950 | 30 | |
| (ii) Full Right of Way | | | | |
| (a) Stretch-1 | 0.000 to 1.600 | 1.600 | 30* | Available on Bid Due Date |
| (b) Stretch-2 | 1.800 to 2.700 | 0.900 | 30* | |
| (c) Stretch-3 | 2.700 to 10.600 | 7.900 | 30-45 | |
| (d) Stretch-4 | 10.950 to 11.900 | 0.950 | 30* | |

**The ROW is including the under construction road of NHAI on LHS*

4. **Clause 1 of Schedule-B** shall be read as under:

1 Development of the Project Highway

Development of the Project Highway shall include construction of additional 2 lane (2.2km), 4 Lane (8.9km) Elevated corridor over Patna canal, 4 Lane with 2 additional lanes (0.8km) along southern bank of river Ganga and a rotary at Digha including allied facilities connecting AIIMS (on NH 98) and Digha (on Ganga Path) as described in this Schedule-B and in Schedule-C.



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CORRIGENDUM-2

5. Clause 1.2.1 of Annex-I (Schedule-B) shall be read as under:

1.2.1 The paved carriageway shall be minimum 2x8.75 meters wide excluding the median for Four Lane divided carriageway in ~~Embankment Portion~~ and 2x12 m in Elevated Road Corridor portion.

6. Table in Clause 1.2.2 of Annex-I (Schedule-B) shall be read as under:

| Embankment Sections (Right Carriageway w.r.t. NHAI Road) | | |
|---|-------------------------------------|-----------------------|
| Cross sectional Element from RHS BT edge of Proposed 2 Lane NHAI road from Km0+000 to Km2+080 | Raised Median(Varies) | 1.00m to 2.00m |
| | Kerb Shyness | 1x0.25m=0.25m |
| | Carriageway | 1X7.00=7.00m |
| | Paved Shoulder | 1x1.50m=1.50m |
| | Shoulder with paving blocks(Varies) | 1.00m to 5.00m |
| | Footpath cum RCC Drain | 1x1.50m=1.50m |
| | Utility Space | 1x2.00m=2.00m |
| RE wall section after Proposed Minor Bridge | | |
| Cross Sectional Elements just after proposed minor bridge | BT Carriageway | 2x7.00 = 14.00 m |
| | Kerb Shyness | 2x0.25 = 0.50m |
| | Paved shoulder | 2x1.50 = 3.00 m |
| | Earthen Shoulder | 2X2.00=4.00 m |
| | Central Median (Raised) | 2.00 m |
| 4 lane Elevated Highway Section comprising Two Separate 2-lane carriageway excluding median | | |
| Cross Sectional Elements for Elevated Road corridor: Main Carriageway | Elevated Carriageway | 2X8.50m |
| | Footpath | 2X1.50 m |
| | Kerb Shyness | 2x0.25X2 = 0.50m |
| | Crash Barrier (Concrete) | 3 x 0.50 mX2 = 1.50 m |
| | Sub Total ==> | 24.00 m |
| Embankment Sections after Ashok Raj path | | |
| Cross Sectional Elements after Merging NHAI & Patna Elevated corridor : Main Carriageway Km11+200 to Km11+800 | BT Carriageway | 3x7.00 = 21.00 m |
| | Kerb Shyness | 2x0.25 = 0.50m |
| | Paved shoulder | 2x1.50 = 3.00 m |
| | Earthen Shoulder | 2X2.00=4.00 m |
| | Central Median (Raised) | 2.00m to 4.50 m |

7. Table in Clause 2.4 of Annex-I (Schedule-B) shall be read as under:

| Sl. No. | Design Chainage (Km) | | Length (km) | Proposed ROW (meters) |
|---------|----------------------|----------|-------------|-----------------------------|
| | From | To | | |
| 1 | Km 0+000 | Km 2+700 | 2.7 | <u>30m* from canal edge</u> |



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CORRIGENDUM-2

| Sl. No. | Design Chainage (Km) | | Length (km) | Proposed ROW (meters) |
|----------|----------------------|------------------|-------------|-----------------------|
| | From | To | | |
| 2 | Km 2+700 | Km 10+600 | <u>7.9</u> | <u>30-45</u> |
| 3 | Km 10+600 | <u>Km 10+950</u> | <u>0.35</u> | <u>45</u> |
| <u>4</u> | <u>Km 10+950</u> | <u>Km 11+900</u> | <u>0.95</u> | <u>60*</u> |

**except at Junctions location where it shall be in accordance with junction design*

8. Clause 2.9.1 of Annex-I (Schedule-B) shall be read as under:

Grade separated structures shall be provided as per paragraph 2.13 of the Manual. The requisite particulars are given below:

| Sl. No. | Chainage | Intersection Type | Cross Road Pavement Type | Destination | | Category | | Remarks |
|---------|-----------|----------------------------|---------------------------------|-------------|----------------------|----------|-----|---|
| | | | | LHS | RHS | LHS | RHS | |
| 1 | Km0+000 | <u>At Grade T Junction</u> | BT road on Embankment | NH-98 | Ganga Path | NH | NH | |
| 1 | Km 11+900 | <u>Interchange</u> | <u>Structure and Embankment</u> | Sonepur | Ganga Path and NH-98 | NH | NH | <u>Interchange will facilitate smooth traffic flow among proposed projects i.e. Ganga Path, Rail cum road bridge and Patna Elevated corridor.</u> |

The carriageway width for proposed interchange will be as follows:

| S. No. | Section | Carriageway Element |
|----------|--|-------------------------------------|
| <u>1</u> | <u>Patna Elevated to Ganga path</u> | <u>8.75m+ 2.0m Earthen shoulder</u> |
| <u>2</u> | <u>Ganga path to Patna elevated</u> | <u>8.75m+ 2.0m Earthen shoulder</u> |
| <u>3</u> | <u>Other Ramps</u> | <u>7.25m</u> |
| <u>4</u> | <u>Ramp Joining Rail cum road bridge</u> | <u>12m</u> |



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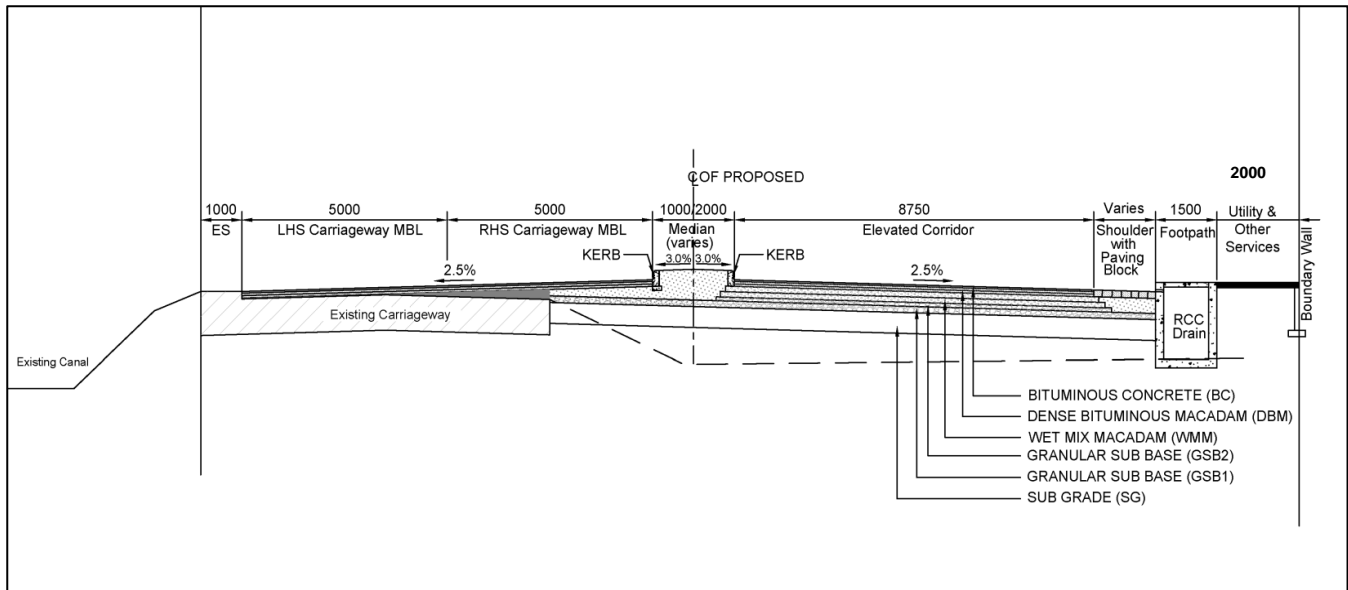
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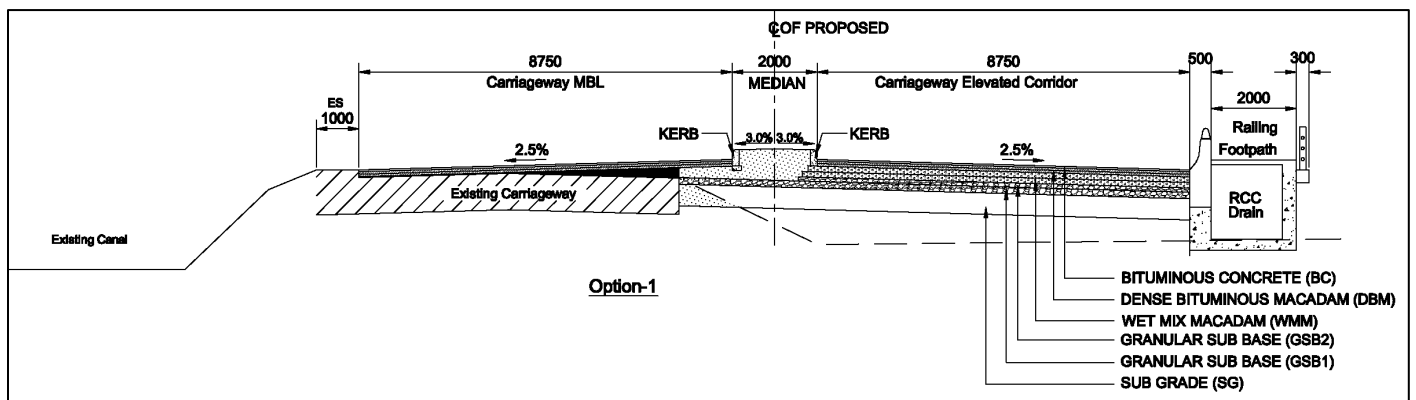
CORRIGENDUM-2

The Acceleration/Deceleration lanes and merging/diverging lanes are to be adequately proposed as per standards. There should be adequate slope protection for embankment side slope towards Ganga river i.e for Patna Elevated to Ganga path section.

9. **Typical Cross Section for additional 2 lane** provided in **Schedule-B** shall be replaced with the Typical Cross Section for additional 2 lane given below:



Typical Cross Section for additional 2 lane – Section 1



Typical Cross Section for additional 2 lane – Section 2 (where ROW is less than 23m)



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CORRIGENDUM-2

10. Table (a) At-grade intersections in Clause 3 of Annex-I (Schedule-B) shall be read as under:

| S. No. | Chainage | Location | Proposed connectivity | Type of Road/Remarks |
|--------|-----------|-------------------|--------------------------------|----------------------|
| 1 | Km 0+000 | Km 6+800 of NH-98 | <u>At Grade T Intersection</u> | On existing NH 98 |
| 2 | Km 11+900 | Ganga Path | <u>Interchange</u> | Ganga path&NH-19 |

11. Clause 1(I) of Schedule-C shall be read as under:

(I) Street/Highway lighting:

The Street/Highway lighting shall be provided on the Entire Project Highway Length with provision of High Mast Light at Interchange Toll Plazas, Truck Lay byes, Intersections and recreational areas in accordance with Manual of Specifications and Standards as referred in schedule "D". The average level of illumination on proposed driveway shall be 40 Lux.

12. Table in Clause 1.2 of Schedule-H shall be read as under:

| Item | Weightage in percentage to the Contract Price | Stage for Payment | Percentage weightage |
|---|---|--|---|
| 1 | 2 | 3 | 4 |
| Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads) | <u>[12%]</u> | A-New 2/4-lane Highway (1) Earthwork up to top of the sub-grade including Embankment protection on the River and other side (2) Granular work (sub-base, base, shoulders) (3) Bituminous work B-New culverts, minor bridges, underpasses, overpasses on existing/New road, realignments, bypasses: (1) Culverts (1) Minor Bridge (2) Grade separated structures (a) Underpasses and Junction improvement | <u>[33%]</u> <u>[7%]</u> <u>[22%]</u> <u>[1%]</u> <u>[37%]</u> <u>[1%]</u> |



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CORRIGENDUM-2

| Item | Weightage in percentage to the Contract Price | Stage for Payment | Percentage weightage |
|---|---|---|--|
| Structure (Elevated Corridor) works and ROB | [82%] | A-New Major Bridges/Structure (1) Foundation (2) Sub-structure (3) Super-structure (including crash barriers etc. complete) | [37%] [28%] [28%] |
| | | <u>B-New ROB+ Interchange</u> <u>(1) Foundation</u> <u>(2) Sub-structure</u> <u>(3) Super-structure (including crash barriers etc. complete)</u> | [3%] [2%] [2%] |
| Other works | [6%] | (i) Toll Plaza (ii) Road side drains and Protection along the elevated Corridor (iii) Road signs, markings, km stones, safety devices, (iv) Project facilities (vii) Road side plantation (ix) Safety and traffic management during construction | [**] [78%] [7%] [**] [**] [15%] |

* The above list is illustrative and may require modification as per the scope of the work.

13. Table 1.3.1, Table 1.3.2 and Table 1.3.4 of Schedule–H shall be read as under:

Table 1.3.1

| Stage of Payment | Percentage-Weightage | Payment Procedure |
|---|----------------------|---|
| A-New 2/4-lane Highway | | Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or <u>2(Two)</u> km length. |
| (1) Earthwork up to top of the sub-grade | [33%] | |
| (2) Granular work (sub-base, base, shoulders) | [7%] | |
| (3) Bituminous work | [22%] | |



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CORRIGENDUM-2

| | | |
|---|--|---|
| <p>B-New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:</p> <p>(1) <u>Minor Bridge</u> [37%]</p> <p>(3) Grade separated structures</p> <p>(a) Underpasses <u>and Junction improvement</u> [1%]</p> | | <p>Cost of each <u>minor bridge</u> shall be determined on pro rata basis with respect to the total number of <u>minor bridges</u>. Payment shall be made on the completion of <u>one minor bridge</u>.</p> <p><u>Payment shall be made on Pro rata basis for completed junction.</u></p> |
|---|--|---|

Table 1.3.2

| Stage of Payment | Weightage | Payment Procedure |
|---|-----------|--|
| A -New Major Bridges | | |
| <p>(1) Foundation: On completion of the foundation work for minimum 500 m length(stage) of the Bridge including foundations for wing and return walls</p> | [37%] | <p>Payment shall be made on completion of each stage of a Major Bridge as per the weightage given in this table.</p> <p>Cost of each Major Bridge shall be determined on pro rata basis with respect to the total linear length (m) of the Major Bridge.</p> |
| <p>(2) Sub-structure: On completion of abutments, piers up to the abutment/pier cap for a minimum 500 m length of Bridge (Stage)</p> | [28%] | <p>Payment shall be made on completion of each stage of a Major Bridge as per the weightage given in this table.</p> |
| <p>(3) Super-structure: On completion of the super structure of minimum 500 m length of Bridge (Stage)</p> | [28%] | |



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CORRIGENDUM-2

| Stage of Payment | Weightage | Payment Procedure |
|---|-------------------------------------|--|
| <p>in all respects including hand rails/crash barriers, wing walls, return walls, guide bunds, if any, tests on completion etc., bridge complete in all respects and fit for use .</p> <p>B-New Rail-road bridges</p> <p>(a) ROB</p> <p>(1) Foundation: On completion of the foundation work including foundations for wing and return walls</p> <p>(2) Sub-structure: On completion of abutments, piers up to the abutment/pier cap</p> <p>(3) Super-structure: On completion of the super structure in all respects including hand rails/crash barriers, wing walls, return walls, guide bunds, if any, tests on completion etc., ROB complete in all respects and fit for use .</p> | <p>[3%]</p> <p>[2%]</p> <p>[2%]</p> | <p>Payment shall be made on completion of each stage of ROB/RUB <u>as per weightage given in this table.</u></p> <p>Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUB (widening and repairs). Payment shall be made on completion of an ROB/RUB.</p> |

Table 1.3.4

| Stage of Payment | Weightage | Payment Procedure |
|--|-----------|--|
| (i) Toll plaza | [**] | |
| (ii) Road side drains | [78%] | Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 2000m out of the total length. |
| (iii) Road signs, markings, km stones, safety devices, ... | [7%] | |



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CORRIGENDUM-2

| Stage of Payment | Weightage | Payment Procedure |
|--|-----------|---|
| (iv) Project Facilities | | Payment shall be made on pro rata basis for completed facilities. |
| a) Bus bays | [**] | |
| b) Truck lay-byes | [**] | |
| c) Rest areas | [**] | |
| d) Others | | |
| (vii) Roadside plantation | [**] | Unit of measurement is linear length. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length. |
| (viii) Protection works in Elevated Structure Portion | [**] | |
| (ix) Safety and traffic management during construction | [15%] | Payment shall be made on pro rata basis every six months. |

14. Scope of work for canal rehabilitation shall be limited to restoration and lining of affected and damaged area and the same shall be incorporated in Schedule-B in the final EPC Agreement.

15. Project Proposal Details shall be as below:

Km 0+000 to Km 2+100: RHS 2 lane

Km 2+100 to Km 2+300: 4 lane approach road

Km 2+300 to Km 10+750: 2x2 lane elevated corridor

Km 10+750 to Km 11+100: 4 lane elevated on embankment/structure

Km 11+100 to Km 11+820: 4 lane with 2 additional lane elevated on embankment/structure

16. Clause 4.1.3 (b) of Draft EPC Agreement shall be read as;

- b) approval of the general arrangement drawings (the "GAD") from railway authorities to enable the Contractor to construct road over-bridges/ under-bridges at level crossings on the Project Highway in accordance with the Specifications and Standards, and subject to the terms and conditions specified in such approval, within a period of 150 (one hundred fifty) days from the Appointed Date, and reimbursement of all the costs and expenses paid by the Contractor to the railway authorities for and in respect of the road over-bridges/under bridges; and

17. Foot note 6 and 7 in page No. 19 of Draft EPC Agreement stands DELETED

~~Clause (b) may be omitted if the Project does not include a road over-bridge/under-bridge. DELETED~~

~~Clause 4.1.3 (c) may be suitably modified in the event that all the environmental clearances for the Project Highway have been received or are not required. It should be clearly stated that all the environmental clearances for the Project Highway have been received; or such environmental clearances for the Project Highway are not required. DELETED~~

18. Clause 19.2.6 of Draft EPC Agreement shall be read as;



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CORRIGENDUM-2

The first instalment of Advance Payment shall be repaid by the Contractor to the Authority no later than expiry of 548 days from the date of disbursement of first instalment or date of completion of 30% (thirty percent) Works [as certified by Authority's Engineer] in terms of hereof, whichever is earlier.

The second instalment of Advance Payment shall be repaid by the Contractor to the Authority no later than expiry of 730 days from the date of disbursement of second instalment or completion of 70% (seventy percent) Works [as certified by Authority's Engineer] in terms of hereof, whichever is earlier.

19. Noise barrier at appropriate locations shall be provided. Same shall be incorporated in Schedule-B of Final EPC Agreement
20. Option-2 of Junction improvement at AIIMS shall be adopted out of the 2 proposals provided earlier as a part of drawing and this drawing shall be included in final EPC agreement.

RFQ cum RFP Document

1. **Clause 2.2.2 (B) (ii) of RFQ cum RFP Document** shall be read as under:

Working Capital (Liquidity and Bankers References*): The Bidder shall have minimum working capital (Net Cash Flow) equivalent to at least 116 Crores at the close of audited financial year immediately preceding the Bid Due Date.

In case Bidder is a Joint Venture, then requirement of minimum working capital is to be distributed between Members of such Joint Venture based on their percentage participation in share of works [to be undertaken under EPC Contract] in the manner set out in the example given below:

Example: Let Member-1 has percentage participation=M and Member-2 has percentage participation=N. If minimum working capital required is 'W' then working capital of Member-1 shall be $\geq W M/100$ and working capital of Member-2 shall be $\geq W N/100$.

*"Bankers reference(s) (strictly in the prescribed format) should contain in clear terms the amount that the Bank will be in a position to lend for this work to the applicant/member of the joint Venture/Consortium. In case the Net Working Capital (as seen from the Balance sheet) is negative, only the Banking reference(s) will be considered, otherwise the aggregate of the Net Working Capital and submitted banking reference(s) will be considered for working out the Liquidity."

The Bankers Reference(s) should be from a Scheduled Bank in India or from an International Bank of repute (in case of foreign vendors) and it should not be more than 3 months old as on the date of submission of dates.



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: 0612-2226723, email-bsrdcltd@gmail.com, www.bsrdcl.bih.nic.in

Project: Construction of Elevated Road Corridor from AIIMS (on NH-98) to Digha (on Ganga Path) (10.50 Km) at Patna in the State of Bihar

ANNEXURE

AVAILABILITY OF CREDIT FACILITIES TO MEET THE WORKING CAPITAL

(CLAUSE 2.2.2 (B) (ii) of RFQ cum RFP)

BANK CERTIFICATE

This is to certify that M/s. _____ is a reputed company with a good financial standing.

If the contract for the work, namely _____ is awarded to the above firm, we shall be able to provide overdraft/credit facilities to the extent of Rs. _____ to meet their working capital requirements for executing to the above contract during the contract period.

(Signature)

Name of Bank

Senior Bank Manager/Authorized Signatory

Address of the Bank