

**Clarification to further queries received w.r.t RFQ-cum-RFP document issued for 'Selection of Developer for development of Ganga Expressway (Group-IV) on DBFOT (Toll) basis under PPP'**

Sr. No.	Clause Reference	Clause Description	Query	
1	Clause 2b(vii) of Schedule-C	Raised Pavement Markers, Reflective Pavement Markers and Solar Studs	As per schedule C & Clause 10.5 of manual is not clear, Kindly clarify solar powered road studs or normal road studs to be provided the entire expressway.	Concessionaire shall have all the liberty to use any type of Raised Pavement Markers, Reflective Pavement Markers & Solar Studs as per site conditions & requirements.
2	Clause 2(e) to (g) of Schedule-C	2 (e) Highway Patrol Unit 2 (f) Emergency Medical Services 2 (g) Crane Services	Kindly provide required number of; a) Traffic Aid post b) Medical Aid Post c) Vehicle Rescue Post	May be decided as per site conditions during construction
3	Schedule-X	<b>Way side amenities &amp; Electric Vehicle Charging Stations:</b> Concessionaire shall be allowed to develop Wayside Amenities (WSA) for Expressway commuters. WSAs have been provided at Ch. 175+000 & 254+200 approachable from both sides. The tentative area of a WSA is 250m x 200m.  The WSA shall include washrooms, rest areas, drinking water kiosks, Service stations, Fuel/ CNG stations, Car, Truck and Bus parking area, Electric Vehicle Charging Stations, Food outlets, Landscaping, Signboards, Garage area, Truck lay-byes and Public utilities as per drawings attached in the Vol-IV of Bid documents. For the avoidance of doubt, no facility for Fuel/ CNG stations/ Electric Vehicle Charging Stations shall be permitted without undertaking all activities mentioned for WSA	Way Side Amenities not mentioned in schedule-C, therefore kindly clarify Way Side Amenities (WSA) required or not.	Concessionaire shall have discretion to develop Wayside Amenities as per Schedule-X. It is <b>not</b> obligatory for any Concessionaire to take up the development of Wayside Amenities.

Sr. No.	Clause Reference	Clause Description	Query	
4	Cl 4.8.4 Annexure I Schedule B	4.8 Vehicular, Light Vehicular and Small Vehicular Underpass  4.8.4 Soffit level of the Underpasses shall be followed as per details given in GADs of respective structures given in Vol-IV (Drawings) of the Bidding documents.	<p>As per Revised RFP cum RFQ document sub clause 4.8.4, soffit level of the Underpass shall be followed as per details given in GADs of respective structures.</p> <p>Being DBFOT project Concessionaire should have freedom to design the entire project including the FRLs and soffit levels of structures and maintain the project during concession period duly satisfying the site requirement, relevant codes and specifications.</p> <p>We request the Authority to kindly review and remove the said restrictive clause.</p>	<p>Minimum difference between OGL &amp; Soffit level shall be as mentioned in respective GADs of the structures.</p> <p>Not Tenable</p>
5	Section 5 - PRE- BID CONFERENCE  Request for Qualification cum Request for Proposal (RFQ cum RFP)	During the course of Pre-Bid conference(s), the Bidders sought clarifications and made suggestions for consideration of the Authority. The clarifications and suggestions made by the Bidders along with its reply/decision from Authority is available on UPEIDA's web portal.	<p>As per Section 5 of revised RFQ cum RFP documents issued by Authority, "the clarifications and suggestions made by the Bidders along with its reply/decision from Authority is available on UPEIDA's web portal", however the same are not available on UPEIDA's web portal.</p> <p>Request the Authority to kindly provide the replies/ decision from Authority of the Pre-Bid conference(s).</p>	<p>All the clarifications &amp; suggestions w.r.t pre-bid queries finalised by Competent Authority have already been incorporated in the revised Bidding Documents itself.</p>

Sr. No.	Clause Reference	Clause Description	Query																																					
6	CI 4.1.2 (d)	<p>4.1 Conditions Precedent</p> <p>4.1.2 (d) procured approval of the Railway authorities in the form of a general arrangement drawing that would enable the Concessionaire to construct road over bridges/ under bridges at level crossings on the Project Expressway in accordance with the Specifications and Standards and subject to the terms and conditions specified in such approval.</p>	<p>As per Revised RFP cum RFQ document, DCA Article 4 (Condition Precedent) sub clause 4.1.2 (d). Authority to procure approval of the Railway authorities in the form of a general arrangement drawing that would enable the Concessionaire to construct road over bridges/ under bridges at level crossings on the Project Expressway in accordance with the Specifications and Standards and subject to the terms and conditions specified in such approval.</p> <p>We request the Authority to kindly confirm if any charges like supervision or maintenance for ROB's/ RUBs to be built payable to Railway Authorities would be borne by the Authority.</p>	<p>Charges required by Railways in respect of approval of GAD and Construction, Maintenance of ROB shall be borne by UPEIDA</p>																																				
7	Clause 3, Annexure I, Schedule B	<p>Intersection and Grade Separators</p> <table border="1" data-bbox="353 807 1155 1278"> <thead> <tr> <th data-bbox="353 807 398 932">S · N o ·</th> <th colspan="3" data-bbox="398 807 696 932">Details of Flyover/ Interchange</th> <th colspan="2" data-bbox="696 807 898 932">Flyover on Main Carriageway</th> <th colspan="3" data-bbox="898 807 1155 932">Flyover on loop of Interchange</th> </tr> <tr> <th data-bbox="353 932 398 1098"></th> <th data-bbox="398 932 495 1098">Type of Structure</th> <th data-bbox="495 932 591 1098">Type of Interchange</th> <th data-bbox="591 932 696 1098">Proposed Chainage</th> <th data-bbox="696 932 808 1098">Type of Crossing</th> <th data-bbox="808 932 898 1098">Clear Span Arrangement</th> <th data-bbox="898 932 994 1098">Width of Structure</th> <th data-bbox="994 932 1090 1098">Clear Span Arrangement</th> <th data-bbox="1090 932 1155 1098">Width of Structure (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="353 1098 398 1177">2</td> <td data-bbox="398 1098 495 1177">Flyover</td> <td data-bbox="495 1098 591 1177">Double Trumpet</td> <td data-bbox="591 1098 696 1177">487+285</td> <td data-bbox="696 1098 808 1177">NH-31</td> <td data-bbox="808 1098 898 1177">2x30</td> <td data-bbox="898 1098 994 1177">2x21.25</td> <td data-bbox="994 1098 1090 1177">2x30</td> <td data-bbox="1090 1098 1155 1177">1x27.50</td> </tr> <tr> <td data-bbox="353 1177 398 1278">6</td> <td data-bbox="398 1177 495 1278">Flyover</td> <td data-bbox="495 1177 591 1278">Trumpet</td> <td data-bbox="591 1177 696 1278">600+457</td> <td data-bbox="696 1177 808 1278">NH 19 (Prayagraj Bypass)</td> <td data-bbox="808 1177 898 1278">2x45</td> <td data-bbox="898 1177 994 1278">1x27.50</td> <td data-bbox="994 1177 1090 1278">...</td> <td data-bbox="1090 1177 1155 1278">...</td> </tr> </tbody> </table>	S · N o ·	Details of Flyover/ Interchange			Flyover on Main Carriageway		Flyover on loop of Interchange				Type of Structure	Type of Interchange	Proposed Chainage	Type of Crossing	Clear Span Arrangement	Width of Structure	Clear Span Arrangement	Width of Structure (m)	2	Flyover	Double Trumpet	487+285	NH-31	2x30	2x21.25	2x30	1x27.50	6	Flyover	Trumpet	600+457	NH 19 (Prayagraj Bypass)	2x45	1x27.50	...	...	<p>1. Flyover Proposed at Km 487+285. As per Schedule B, width of flyover on MCW is 2 x 21.25m, however as per GAD of structures width of structure is 21.25m + 25.75m. Kindly clarify the width of flyover at km 487+285.</p> <p>2. Flyover proposed at Km 600+457. As per Schedule B, clear span of flyover is 2 x 45m, however as per GAD of structures clear span is 2x 34.86m. Kindly clarify the span length of flyover at km 487+285.</p>	<p>1. Width of the Flyover shall be 21.25m + 25.75m as per GAD.</p> <p>2. Clear Span of the Flyover shall be 2X35.73m as per GAD.</p>
S · N o ·	Details of Flyover/ Interchange			Flyover on Main Carriageway		Flyover on loop of Interchange																																		
	Type of Structure	Type of Interchange	Proposed Chainage	Type of Crossing	Clear Span Arrangement	Width of Structure	Clear Span Arrangement	Width of Structure (m)																																
2	Flyover	Double Trumpet	487+285	NH-31	2x30	2x21.25	2x30	1x27.50																																
6	Flyover	Trumpet	600+457	NH 19 (Prayagraj Bypass)	2x45	1x27.50	...	...																																

Sr. No.	Clause Reference	Clause Description	Query																
8	Clause 9.2, Schedule B	Minor Bridges on Expressway & Service Road  <table border="1" data-bbox="353 263 1155 384"> <thead> <tr> <th colspan="5" data-bbox="353 263 1155 288">Minor Bridges on Main Carriageway</th> </tr> <tr> <th data-bbox="353 288 443 339">S.No.</th> <th data-bbox="443 288 607 339">Proposed Chainage</th> <th data-bbox="607 288 797 339">Clear Span Arrangement</th> <th data-bbox="797 288 1003 339">Width of Structure</th> <th data-bbox="1003 288 1155 339">Skew Angle, if any</th> </tr> </thead> <tbody> <tr> <td data-bbox="353 339 443 384">21</td> <td data-bbox="443 339 607 384">487+679* @</td> <td data-bbox="607 339 797 384">1x8</td> <td data-bbox="797 339 1003 384">1x21.25+1x32.75</td> <td data-bbox="1003 339 1155 384">58</td> </tr> </tbody> </table>	Minor Bridges on Main Carriageway					S.No.	Proposed Chainage	Clear Span Arrangement	Width of Structure	Skew Angle, if any	21	487+679* @	1x8	1x21.25+1x32.75	58	As per Schedule B, proposed Width of Minor bridge at Km 487+679 on MCW is 1 x 21.25 + 1x32.75m i.e. 54m, however as per GAD Proposed width of Minor bridge on MCW is 45.5m. Kindly clarify the width of minor bridge	Width of minor Bridge on Main Carriageway shall be 21.25m + 32.75m (with 5m wide median) as per GAD.
Minor Bridges on Main Carriageway																			
S.No.	Proposed Chainage	Clear Span Arrangement	Width of Structure	Skew Angle, if any															
21	487+679* @	1x8	1x21.25+1x32.75	58															
9	Clause 9.2, Schedule B	Minor Bridges on Expressway & Service Road  <table border="1" data-bbox="353 539 1155 772"> <thead> <tr> <th colspan="5" data-bbox="353 539 1155 564">Minor Bridges on Service Road/ Slip Road/ Ramp/ Loops</th> </tr> <tr> <th data-bbox="353 564 443 671">S.No.</th> <th data-bbox="443 564 607 671">Proposed Chainage</th> <th data-bbox="607 564 797 671">Clear Span Arrangement</th> <th data-bbox="797 564 976 671">Width of Structure</th> <th data-bbox="976 564 1155 671">Skew Angle, if any</th> </tr> </thead> <tbody> <tr> <td data-bbox="353 671 443 772">51-52</td> <td data-bbox="443 671 607 772">On Diamond Interchange 555+130</td> <td data-bbox="607 671 797 772">1x10</td> <td data-bbox="797 671 976 772">1x11.50</td> <td data-bbox="976 671 1155 772">0</td> </tr> </tbody> </table>	Minor Bridges on Service Road/ Slip Road/ Ramp/ Loops					S.No.	Proposed Chainage	Clear Span Arrangement	Width of Structure	Skew Angle, if any	51-52	On Diamond Interchange 555+130	1x10	1x11.50	0	As per Schedule B, skew angle of Minor bridge at Km 555+130 is 0 however as per GAD Skew angle is 25 deg. Kindly clarify the skew angle of Minor bridge at Km 51- 52.	Skew angle of the Minor bridge shall be 19 degrees (LHS) & 25 degrees (RHS) as per GAD.
Minor Bridges on Service Road/ Slip Road/ Ramp/ Loops																			
S.No.	Proposed Chainage	Clear Span Arrangement	Width of Structure	Skew Angle, if any															
51-52	On Diamond Interchange 555+130	1x10	1x11.50	0															
10	<b>Clause 15, Schedule B</b>	Change of Scope: The length of Structures and bridges specified hereinabove shall be treated as an approximate assessment. The actual lengths as required on the basis of detailed investigations shall be determined by the Concessionaire in accordance with the specifications and standards. Any variations in the lengths specified in this Schedule-B shall not constitute a Change of Scope;	Any variation in length of structure will increase or decrease the cost of Structure which would be difficult to assess at bidding stage.  Request the Authority to consider variation in length or width of structure specified in schedule B as Change of Scope.	The length of Structures & bridges specified herein Schedule-B is minimum. The actual lengths as required on the basis of detailed investigations shall be determined by the Concessionaire in accordance with the Specifications & standards. Any variations in the lengths specified in this Schedule-B shall not constitute a Change of Scope.															

Sr. No.	Clause Reference	Clause Description	Query	
11	General	<p>Canal/River training works  There are few Bridges and Culverts where Canal/ River/ Stream is diverted by proposing the Canal/River training works (these are shown in the P&amp;P Drawings). For e.g Canal training proposed at following locations</p> <ol style="list-style-type: none"> <li>1. Box Culvert at Km 464+826</li> <li>2. Box Culvert at Km 467+826</li> <li>3. Box Culvert at Km 475+345</li> <li>4. Minor Bridge at Km 489+464</li> <li>5. Minor Bridge at Km 492+466</li> <li>6. Minor Bridge at Km 494+015</li> <li>7. Box Culvert at Km 502+561</li> <li>8. Minor Bridge at Km 504+217</li> <li>9. Box Culvert at Km 505+560</li> <li>10. Box Culvert at Km 514+845</li> <li>11. Minor Bridge at Km 518+675</li> <li>12. Box Culvert at Km 520+377</li> <li>13. Box Culvert at Km 523+864</li> <li>14. Canal Training from Km 529+000 to 529+800 RHS</li> <li>15. Canal Training from Km 530+700 to 530+800 RHS</li> <li>16. Canal Training from Km 536+900 to 537+200 RHS</li> <li>17. Box Culvert at Km 544+563</li> <li>18. Box Culvert at Km 546+710</li> <li>19. Box Culvert at Km 558+840</li> <li>20. Canal Training from Km 563+000 to 563+800 LHS</li> <li>21. Canal Training from Km 576+600 to 577+000 LHS</li> <li>22. Canal Training from Km 577+600 to 578+000 RHS</li> <li>23. Box Culvert at Km 582+503</li> <li>24. Minor Bridge at Km 585+957</li> </ol> <p>However the location, length and the type of River training works are not specified in the Schedule B</p>	Kind request Authority to specify the Scope of Canal/River Training works in Schedule B.	<p>Actual Canal/River training works shall be executed, if required, as per site conditions at the time of execution, in consultation with Independent Engineer &amp; Authority.</p> <p>No Change of Scope shall be considered for variation in length</p>

Sr. No.	Clause Reference	Clause Description	Query	
12	General	<p><b>Stone Pitching</b> There are ponds wherein Stone pitching shown in P&amp;P drawings. For eg Stone Pitching proposed at following locations,</p> <ol style="list-style-type: none"> <li>1. Km 503+200 to 503+300 BHS</li> <li>2. Km 507+150 to 507+250 LHS</li> <li>3. Km 512+950 to 513+100 BHS</li> <li>4. Km 514+850 to 514+950 BHS</li> <li>5. Km 516+700 to 516+800 LHS</li> <li>6. Km 522+200 to 522+500 LHS</li> <li>7. Km 523+300 to 524+400 LHS</li> <li>8. Km 529+200 to 529+300 LHS</li> <li>9. Km 571+500 to 571+600 RHS</li> <li>10. Km 580+700 to 580+800 RHS</li> <li>11. Km 586+200 to 586+300 RHS</li> <li>12. Km 599+000 to 599+100 RHS</li> </ol>	Kind request to Authority to specify the Scope of Stone pitching works in Schedule B.	Actual Stone Pitching shall be executed, if required, as per site conditions at the time of execution, in consultation with Independent Engineer & Authority. No Change of Scope shall be considered for variation in length
13	Clause 8, Schedule B	<p>8. Drainage</p> <p>Para 2 The slope of longitudinal storm water drain shall not be less than 0.1 % for lined and unlined drains.</p> <p>All along the main carriageway and in service road, roadside Kerb Channel drain (on both sides, except on horizontal curves where the drain shall be on the inner side only) outside the paved shoulder shall be provided, with connecting chutes at not more than 20m c/c spacing with energy dissipation basin at toe of embankment, connected with storm water drain/ RWH to drain off the water.</p>	<p>Kindly clarify the Kerb Channel drain is required to be provided on SR, as it is not shown in TCS of Service road.</p> <p>It is also specified that all along the MCW and SR connecting Chutes at not more than 20m c/c spacing with energy dissipation basin shall be provided. Kindly clarify the drainage Chutes shall be provided on side slopes for entire section irrespective of height criteria as per standards.</p>	<p>No change in TCS of service road. However, decision maybe taken as per site conditions during construction.</p> <p>Drainage chutes shall be provided on side slopes for the entire section, except on horizontal curves where the drain shall be on the inner side only.</p>
<p><b><i>The above clarifications shall be applicable mutatis-mutandis for the entire RFQ-cum-RFP document including Schedules and DCA.</i></b></p>				