

Consultancy Services for Preparation of Project Report for Mohali - Phagwara Expressway

Clarifications to Queries raised during Pre-bid meeting held on 29th February 2008

Sr. No.	Query	Clarification
1.	Clause 6.3, (page 15) : <i>The proposed reduction of remuneration may be 5% in the 1st time and another 5% in the 2nd time</i>	No Change
2.	Page 18: <i>Request proposal submission upto 09/04/08</i>	Please refer Serial No. 5 of Corrigendum
3.	Page 49: <i>Whether Satellite imageries to be supplied?</i>	The appointed Consultant shall procure at its own necessary satellite imageries from the concerned agency. However, PWD(B&R)/PIDB will offer facilitation only in terms of any official communication, if required
4.	Page 56 : <i>Whether village maps in 16% = 1 mile scale to be supplied for land acquisition purposes?</i>	The appointed Consultant shall procure at its own necessary village maps from the concerned agency. However, PWD(B&R)/PIDB will offer facilitation only in terms of any official communication, if required.
5.	Clause 8 (v), (page 61): <i>Number of Sr. Highway Engineer is 1 or 4?</i>	Please refer Serial No. 2 of Corrigendum
6.	Clause 9 (page 63): <i>No provision for Sr. Transport Economist cum BOT expert?</i>	Please refer Serial No. 7 of Corrigendum
7.	Clause 10, Form IV, (page 24) of Data Sheet: <i>Form IV specifies the format of the experience certificate that needs to be provided in the propose document as proof of the experience as claimed by the firms. We request the Department to kindly remove Form IV as it is difficult at this stage to obtain certificates from various clients, especially keeping in view the submission date. However, we will include the experience certificates which we have already received from our Clients, as we have been doing so in our submissions to various NHAI / State government proposals.</i>	Only Completion certificate of projects received from your clients shall be submitted in such format so that all information as requested in Form IV shall be made available. The prospective bidder/s who have already procured Client Certificates (Work Completion Certificates) regarding their experience, which shall include the required information as required in Form IV and shall also submit the authenticated supporting documents about the information which is missing in the already procured certificate/s.
8.	Clause 8 (v), (page 61) and Clause 9 (page 63) of RFP: <i>clause 9(v) Specifies that there should four Senior Highway Engineers for the subject project whereas Clause 9 on page 63 specifies 4 man-months for the position of Senior Highway Engineer. We request the Department to kindly intimate us the total envisaged man-months for the four Senior Highway Engineers.</i>	Please refer Serial No. 2 and 7 of Corrigendum

Sr. No.	Query	Clarification
9.	Clause 8 (v) of TOR, (page 61)of RFP: Educational Qualification for the position of Senior Highway Engineer has been given as Civil Engineer with Post graduation in Highway Engineering. We request the Department to kindly relax the desired educational qualifications and consider a graduate Civil Engineer having relevant experience for the position.	Please refer Serial No. 2 of Corrigendum
10.	Clause 8 (xii), (page 63) of TOR: Educational Qualification for the position of Senior Operation System Expert has been given as Graduate Electronics Engineer. We request the Department to kindly relax the education requirements to Graduate Engineer as it is difficult to find Electronics Engineer having experience as specified in the RFP.	Please refer Serial No. 3 of Corrigendum
11.	Clause 8 (vii), (page 61) of TOR: Educational Qualification for the position of Senior Hydrologist has been given as Civil Engineer with Post Graduate Qualification in Hydrology / water resources engineer. We request the Department to kindly relax the desired educational qualifications and consider a graduate Civil Engineer having relevant experience for the position.	Please refer Serial No. 4 of Corrigendum
12.	Clause 8 (ii), (page 60) and Clause 9, (page 63)of RFP; Clause 8 (ii) on Page 60 specifies the position of Senior Transport Economist cum BOT Expert for the subject project. However, man-months for the position are not mentioned in the Manning Schedule presented under Clause 9. Please Clarify.	Please refer Serial No. 7 of Corrigendum
13.	Clause 7, (page 18) of Data Sheet: The Clause specifies that the date of submission of the proposal as March 12, 2008. In order to prepare a comprehensive proposal, we request the Department to kindly extend the date of submission by at least three weeks from the date of issue of minutes of the pre-proposal meeting.	Please refer Serial No. 5 of Corrigendum
14.	Clause 10, Form IV, (page 24): Format of Client Certificate, instead of this format, can we submit the Work Order/Completion Certificate of various projects with the proposal? Please Confirm.	Only Completion certificate of projects received from your clients shall be submitted in such format so that all information as requested in Form IV shall be made available. The prospective bidder/s who have already procured Client Certificates (Work Completion Certificates) regarding their experience, which shall include the required information as required in Form IV and shall also submit the authenticated supporting documents about the information which is missing in the already procured certificate/s.

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15.	Clause 8 (ii), (page 60): <i>The position “Senior Transport Economist cum BOT Expert” is mentioned, but on page 63, Clause No. 9 in Manning Schedule the position “Senior Transport Economist cum BOT Expert & Man Month are not mentioned. Please Confirm.</i>	Please refer Serial No. 7 of Corrigendum
16.	Clause 1.2 (ii), (page 7) and Clause 6 (ii), (page 59) : <i>The total duration for preparation of Project Report is mentioned 120 days. But on page 59, Clause NO. 6 (ii) the time period for submission of “Final Alignment & Land Acquisition Plan” is 45 days after signing the contract. However, final alignment plan will be completed within 45 days but the Land Acquisition Plan takes more times to complete the task due to coordination with Revenue Department/Patwaris. It is requested to you kindly extend the time for submission of Land Acquisition Plan.</i>	Land Acquisition Plans for minimum 50% of the length of Expressway alongwith Final Alignment shall be submitted within 45 days after signing the contract. and within 60 days from the date signing of the contract, the completed Land Acquisition Plans shall be submitted for the entire length of expressway Please refer Serial No. 6 of Corrigendum
17.	<i>On Page No. 61, Clause No. 8 (v), the position of Sr. Highway Engineer (Four) is mentioned but on Page No. 63, Clause No. 9 in Manning Schedule, the man months of Sr. Highway Engineer is 4 months for all 4 nos. or individual, please confirm.</i>	Please refer Serial No. 2 and 7 of Corrigendum
18.	<i>The Last date for submission of the proposals as mentioned in Letter of Invitation is 12th March, 2008. You are requested to extend the date of submission of proposal by at least two weeks from the date of issue of our query on RFP document in order to enable us to prepare and submit a comprehensive proposal.</i>	Please refer Serial No. 5 of Corrigendum
19.	<i>We regret to state that our firm does not fulfill eligibility requirements for the above mentioned project on account of turnover and express inability to participate in the tender. We possess the needed experience but our turnover is lesser than given in the RFP document. Will it be possible to relax the turnover requirements?</i>	No Change

Sr. No.	Query	Clarification
20.	<p><i>While going through the TOR it is noticed that the Annual Turnover of minimum Rs. 1000.00 Lakhs in the last five years is required under Eligibility Criteria. This requirement is too high considering the available consultants who possess the necessary expertise and who are capable of doing this work. We request you to kindly consider and reduce the eligibility requirement compliance to at least two of the below mentioned.</i></p> <p><i>I) More than Rs. 600.00 Lakhs for the Last years</i> <i>II) Rs. 500.00 Lakhs for the last Two years</i> <i>III) Average Turnover for the last 5 years should be 350.00 Lakhs</i></p> <p><i>All the above are time turnover without any enhancement to current day price.</i></p>	No Change
21.	<p><i>Incidentally, it is required to produce the completion certificates in the prescribed proforma obtained from the clients. However, since the work has already been completed, the completion certificates may not include such details, and to get it now will require some more time and it may not be possible to obtain it within time of submission. The details can be produced by consultant as required, however only completion certificate as received may please be accepted.</i></p>	The prospective bidder/s can provide already procured Client Certificates (work Completion Certificates) regarding their experience, which shall include the required information as asked in Form IV. Consultant shall submit the authenticated supporting documents about the information which is missing in the already procured certificate/s.

Consultancy Services for Preparation of Project Report for Mohali - Phagwara Expressway

CORRIGENDUM

Sr. No.	Clause	Existing Clause of RFP Document	Revised Clause
1.	Clause 8 (iv) (page 61)	<p><i>Senior Survey Engineer (Two)</i></p> <p><i>He would be responsible for the reconnaissance survey, detailed survey of the alignment, right-of-way, rivers/ streams, and way facility locations and transferring the ground data on to the maps.</i></p> <p><i>He should be a Civil Engineer with not less than 12 years of experience of which not less than 5 years should be in an organization/ team involved in topographic survey of major projects. He should have been involved in the topographic survey of at least one major highway project of length not less than 50 km each. He should be proficient in the use and application of modern survey methods and equipment, like total stations, GPS, interpretation of satellite and remote sensed data.</i></p>	<p><i>Senior Survey Engineer (Two)</i></p> <p>He would be responsible for the reconnaissance survey, detailed survey of the alignment, right-of-way, rivers/ streams, and way facility locations and transferring the ground data on to the maps.</p> <p>He should be a Graduate Civil Engineer with not less than 8 years of experience or Diploma Civil Engineer with 12 years of experience, of which not less than 5 years should be in an organization/ team involved in topographic survey of major projects. He should have been involved in the topographic survey of at least one major highway project of length not less than 50 km each. He should be proficient in the use and application of modern survey methods and equipment, like total stations, GPS, interpretation of satellite and remote sensed data.</p>

Sr. No.	Clause	Existing Clause of RFP Document	Revised Clause
2.	Clause 8 (v) (Page 61)	<p>Senior Highway Engineer (Four)</p> <p><i>He would be responsible for the planning, layout and geometric design of the expressway, design of pavement, drainage systems, interchanges, toll plazas, safety measures, access control measures, wayside amenities, etc.</i></p> <p><i>He should be a Highway Engineer of not less than 12 years experience engaged in planning and design of access controlled expressways of not less than 25 km or at least 4-lane Highway / Expressways of not less than 100 km aggregate length. Additional experience in the field of design, construction or operation of expressways will be an added advantage.</i></p> <p><i>He should be a graduate in Civil Engineering with not less than 12 years experience, with Post Graduate qualification in Highway Engineering.</i></p>	<p>Senior Highway Engineer (Two)</p> <p>He would be responsible for the planning, layout and geometric design of the expressway, design of pavement, drainage systems, interchanges, toll plazas, safety measures, access control measures, wayside amenities, etc.</p> <p>He should be a Highway Engineer of not less than 12 years experience engaged in planning and design of access controlled expressways of not less than 25 km or at least 4-lane Highway / Expressways of not less than 100 km aggregate length. Additional experience in the field of design, construction or operation of expressways will be an added advantage.</p> <p>He should be a graduate in Civil Engineering with not less than 12 years experience, with Post Graduate qualification in Highway Engineering.</p>
3.	Clause 8 (xiii) (page 63)	<p>Senior Operation System Expert (One)</p> <p><i>He would be responsible for planning and designing of latest electronic toll system, automatic vehicle counting system, automatic vehicle classification system, installation of traffic control centres, variable message signs, highway communication system, highway traffic management system (HTMS), Intelligent Transport System (ITS) etc.</i></p> <p><i>He should be a graduate electronics engineer not less than 10 years professional experience. Out of which he should have minimum 5 years experience in the above-mentioned fields.</i></p>	<p>Senior Operation System Expert (One)</p> <p>He would be responsible for planning and designing of latest electronic toll system, automatic vehicle counting system, automatic vehicle classification system, installation of traffic control centres, variable message signs, highway communication system, highway traffic management system (HTMS), Intelligent Transport System (ITS) etc.</p> <p>He should be a graduate engineer with not less than 10 years professional experience, out of which he should have minimum 5 years experience in the above-mentioned fields.</p>

Sr. No.	Clause	Existing Clause of RFP Document	Revised Clause
4.	Clause 8 (vii) (page 61)	<p>Senior Hydrologist (One)</p> <p><i>He would be responsible for estimation of discharge of various rivers and streams, their flow patterns, intensity and frequency of flooding, river training and bank protection needs, scouring/silting characteristics of the streams and the bed materials, assessment of requirement and design details of drains for surface and subsurface drainage etc.</i></p> <p><i>He should be a hydrologist having experience of not less than 10 years in the field of hydrology and hydraulic design of structures, model studies, river training and protection works, etc. He should have experience of hydraulic design of at least three major bridges each of which of length not less than 500m and should be engaged in this field for not less than 5 years. Additional experience on projects of similar complexities will be an added advantage.</i></p> <p><i>He should be a civil engineer with postgraduate qualification in hydrology/water resources engineering.</i></p>	<p>Senior Hydrologist (One)</p> <p>He would be responsible for estimation of discharge of various rivers and streams, their flow patterns, intensity and frequency of flooding, river training and bank protection needs, scouring/silting characteristics of the streams and the bed materials, assessment of requirement and design details of drains for surface and subsurface drainage etc.</p> <p>He should be having experience of not less than 10 years in the field of hydrology and hydraulic design of structures, model studies, river training and protection works, etc. He should have experience of hydraulic design of at least three major bridges each of which of length not less than 500m and should be engaged in this field for not less than 5 years. Additional experience on projects of similar complexities will be an added advantage.</p> <p>He should be a graduate civil engineer.</p>
5.	Data Sheet Clause 7 (page 18)	<p>The date and time of proposal submission</p> <p>12th March, 2008 (up to 1400 hrs)</p>	<p>The date and time of proposal submission</p> <p>19th March, 2008 (up to 1400 hrs)</p>

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6.	Clause 6 (page 59)	<p>Delivery and Payment Schedule <i>The total duration for preparation of the Project Report shall be as mentioned in the data sheet of the RFP, during which, the Consultant should put in continuous inputs. However, intermittent inputs will be required from the consultant from time to time as specified in this RFP. The consultant shall estimate the cost of these intermittent inputs and build it into their financial proposals. Irrespective of the availability, or otherwise of the key personnel beyond the period of twelve months, it shall be the responsibility of the consultant to provide these intermittent inputs as per these terms of reference. The Consultant shall be paid his fees as per the schedule below. The payments shall be released in stages as indicated, subject to the achievement of the preceding milestones.</i></p> <table border="1" data-bbox="338 711 1199 1451"> <thead> <tr> <th>S. 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7.	Clause 9 (page 63)	<p>Manning Schedule:</p> <p><i>This shall be as follows:</i></p> <table border="1" data-bbox="352 607 1199 1146"> <thead> <tr> <th data-bbox="352 607 432 704">Sr. No.</th> <th data-bbox="432 607 1020 704">Key Personnel</th> <th data-bbox="1020 607 1199 704">Total Time Period (man month)</th> </tr> </thead> <tbody> <tr><td>1.</td><td>Team Leader</td><td>4</td></tr> <tr><td>2.</td><td>Sr. Highway Engineer</td><td>4</td></tr> <tr><td>3.</td><td>Sr. Bridge Engineer</td><td>4</td></tr> <tr><td>4.</td><td>Sr. Traffic & Transportation Engineer</td><td>4</td></tr> <tr><td>5.</td><td>Sr. Material-cum-Geo Technical Engineer</td><td>4</td></tr> <tr><td>6.</td><td>Sr. Survey Engineer</td><td>8</td></tr> <tr><td>7.</td><td>Sr. Environmental Specialist</td><td>4</td></tr> <tr><td>8.</td><td>Sr. Resettlement & Rehabilitation Specialist</td><td>4</td></tr> <tr><td>9.</td><td>Sr. Quantity Surveyor</td><td>8</td></tr> <tr><td>11.</td><td>Sr. Hydrologist</td><td>4</td></tr> <tr><td>12.</td><td>Sr. Operation System Expert</td><td>4</td></tr> <tr><td></td><td>Total</td><td>34</td></tr> </tbody> </table> <p><i>The Consultant shall maintain an Attendance Register to be signed by each individual key personnel at site as well as at Head Office. The Consultant shall furnish certificate that all the key personnel as envisaged in the Contract Agreement have been actually deployed in the Project at the time of submission of their bills to the Client from time to time.</i></p>	Sr. No.	Key Personnel	Total Time Period (man month)	1.	Team Leader	4	2.	Sr. Highway Engineer	4	3.	Sr. Bridge Engineer	4	4.	Sr. Traffic & Transportation Engineer	4	5.	Sr. Material-cum-Geo Technical Engineer	4	6.	Sr. Survey Engineer	8	7.	Sr. Environmental Specialist	4	8.	Sr. Resettlement & Rehabilitation Specialist	4	9.	Sr. Quantity Surveyor	8	11.	Sr. Hydrologist	4	12.	Sr. Operation System Expert	4		Total	34	<p>Manning Schedule:</p> <p>This shall be as follows:</p> <table border="1" data-bbox="1213 607 2047 1195"> <thead> <tr> <th data-bbox="1213 607 1293 704">Sr. No.</th> <th data-bbox="1293 607 1881 704">Key Personnel</th> <th data-bbox="1881 607 2047 704">Total Time Period (man month)</th> </tr> </thead> <tbody> <tr><td>1.</td><td>Team Leader</td><td>4</td></tr> <tr><td>2.</td><td>Sr. Transport Economist cum BOT Expert</td><td>4</td></tr> <tr><td>3.</td><td>Sr. Highway Engineers</td><td>8</td></tr> <tr><td>4.</td><td>Sr. Bridge Engineer</td><td>4</td></tr> <tr><td>5.</td><td>Sr. Traffic & Transportation Engineer</td><td>4</td></tr> <tr><td>6.</td><td>Sr. Material-cum-Geo Technical Engineer</td><td>4</td></tr> <tr><td>7.</td><td>Sr. Survey Engineers</td><td>8</td></tr> <tr><td>8.</td><td>Sr. Environmental Specialist</td><td>4</td></tr> <tr><td>9.</td><td>Sr. Resettlement & Rehabilitation Specialist</td><td>4</td></tr> <tr><td>10.</td><td>Sr. Quantity Surveyors</td><td>8</td></tr> <tr><td>11.</td><td>Sr. Hydrologist</td><td>4</td></tr> <tr><td>12.</td><td>Sr. Operation System Expert</td><td>4</td></tr> <tr><td></td><td>Total</td><td>60</td></tr> </tbody> </table> <p>The Consultant shall maintain an Attendance Register to be signed by each individual key personnel at site as well as at Head Office. The Consultant shall furnish certificate that all the key personnel as envisaged in the Contract Agreement have been actually deployed in the Project at the time of submission of their bills to the Client from time to time.</p>	Sr. No.	Key Personnel	Total Time Period (man month)	1.	Team Leader	4	2.	Sr. Transport Economist cum BOT Expert	4	3.	Sr. Highway Engineers	8	4.	Sr. Bridge Engineer	4	5.	Sr. Traffic & Transportation Engineer	4	6.	Sr. Material-cum-Geo Technical Engineer	4	7.	Sr. Survey Engineers	8	8.	Sr. Environmental Specialist	4	9.	Sr. Resettlement & Rehabilitation Specialist	4	10.	Sr. Quantity Surveyors	8	11.	Sr. Hydrologist	4	12.	Sr. Operation System Expert	4		Total	60
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8.	Para 5 of Clause 1.2 (page 7)	<p><i>The assignment shall be completed in all respects in 120 days from date of signing of contract for the Project in accordance with Code of Practices and Standards of IRC (Indian Roads Congress), MORT&H Specifications for Road & Bridge Works, MORT&H guidelines / circulars/ instructions and Bureau of Indian Standards supplemented with all amendments/revisions till 30 days before the date of allotment including any international standards/codes/guidelines for design of Expressway Facility. It is also made clear that if the bidder completes the work on or before the stipulated time period then the Bidder shall be rewarded by the Client. However, if Bidder exceeds the stipulated time period and such delay is not cured within the period specified in the Notice (“Notice Period”) then the same shall be treated as Bidder’s Event of Default and accordingly, the Bidder shall be penalized.</i></p>	<p>The assignment shall be completed in all respects in 120 days from date of signing of contract for the Project in accordance with Code of Practices and Standards of IRC (Indian Roads Congress), MORT&H Specifications for Road & Bridge Works, MORT&H guidelines / circulars/ instructions and Bureau of Indian Standards supplemented with all amendments/revisions till 30 days before the date of allotment including any international standards/codes/guidelines for design of Expressway Facility. If Bidder exceeds the stipulated time period then the same shall be treated as Bidder’s Event of Default and accordingly, the Bidder shall be penalized.</p>
9.	Clause 3 A (iv) (page 48)	<p><i>The selection of the expressway alignment has to be done after reviewing the tentative alignment prepared by PWD (B&R)/PIDB and accordingly proposing the alternative/modified alignment considering their relative merits and demerits including technical, safety and cost estimates etc. A GPS and total station traverse has already been carried out, the details of which will be provide to the consultant. While identifying and appreciating the proposed alignments all physical and non-physical constraints shall be considered including following:</i></p> <ul style="list-style-type: none"> <i>a) Obligatory Points (crossing points on main arterial roads)</i> <i>b) Geometric of tentative alignment</i> <i>c) Restrictions due to present land use e.g. abides etc</i> <i>d) Restrictions due to proposed /planned land use</i> <i>e) Environment restrictions</i> <i>f) Presence of services and utilities</i> <i>g) Historical monuments, archaeological and religious sites</i> <i>h) Possible development of Interchanges and Grade separators/Flyover at junctions/crossings</i> <i>l) Possible development of pedestrian subway, vehicular underpasses, cattle crossings etc.</i> <i>j) Drainage conditions and Flood zones</i> 	<p>The selection of the expressway alignment has to be done after reviewing the tentative alignment prepared by PWD (B&R)/PIDB and accordingly proposing the alternative/modified alignment considering their relative merits and demerits including technical, safety and cost estimates etc. A GPS and total station traverse of the tentative alignment has already been carried out, the details of which will be provided to the consultant. However, the consultant shall also provide details (as per the RFP document) for a possible off-take of the expressway from NH-95 or any other potential option with the existing road network in the project influence area, for providing a connection with upcoming / proposed International Airport at Mohali in addition to the off- take from the proposed Expressway around Mohali. While identifying and appreciating the proposed alignments all physical and non-physical constraints shall be considered including following:</p> <ul style="list-style-type: none"> a) Obligatory Points (crossing points on main arterial roads) b) Geometric of tentative alignment c) Restrictions due to present land use e.g. abides etc d) Restrictions due to proposed /planned land use e) Environment restrictions f) Presence of services and utilities

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		<p><i>k) Geo-technical and geological conditions</i> <i>l) Straight reach of river/drain u/s and d/s of the proposed site to ensure Uniform distribution of discharge and velocity.</i></p> <p><i>The existing Phagwara Bypass shall constitute part of proposed Expressway to meet NH-1.</i></p>	<p>g) Historical monuments, archaeological and religious sites h) Possible development of Interchanges and Grade separators/Flyover at junctions/crossings i) Possible development of pedestrian subway, vehicular underpasses, cattle crossings etc. j) Drainage conditions and Flood zones k) Geo-technical and geological conditions l) Straight reach of river/drain u/s and d/s of the proposed site to ensure Uniform distribution of discharge and velocity.</p> <p>The existing Phagwara Bypass shall constitute part of proposed Expressway to meet NH-1.</p>
10.	Clause 3 A (v) (page 49)	<p><i>Alignment selection shall not be done without a thorough study of the corridor features through maps, satellite imageries etc. Along the selected alternate alignment/s based on thorough study of satellite images reconnaissance surveys shall be undertaken by walking along the alignments by tracing latitude and longitude using hand held GPS to identify physical and non physical constraints and where required modification in alignment shall be marked The alignment shall be so arrived and geometrically controlled to allow speed of 120 kmph. The reconnaissance survey shall include in addition to other relevant data:</i></p> <p><i>a) Assessment of existing land use along the project road</i> <i>b) Type of terrain</i> <i>c) Drainage of the area and study of existing cross drainage works</i> <i>d) Identification of obstructions and encroachments</i> <i>e) Highest subsoil water level</i> <i>f) Highest flood levels and extent of inundation, if any</i> <i>g) Character of embankment foundations, presence of any unstable strata</i> <i>h) Any particular construction problem</i></p> <p><i>The details of proposed structures across existing roads, rivers, canals, railway lines etc. along with entry, exit and approaches shall be duly examined and planned. The aspect of service roads in various reaches for approach shall also be considered and planned. More</i></p>	<p>Alignment selection shall not be done without a thorough study of the corridor features through maps, satellite imageries etc. Along the selected alternate alignment/s based on thorough study of satellite images reconnaissance surveys shall be undertaken by walking along the alignments by tracing latitude and longitude using hand held GPS to identify physical and non physical constraints and where required modification in alignment shall be marked. The consultant can change / modify the alignment provided by the client, required due to any justifiable reasons and shall carry out thorough survey using Total Station, of the modified sections or as required for planning of interchanges / grade separators etc., the cost of which shall be incorporated by the consultant in its financial proposal. The alignment shall be so arrived and geometrically controlled to allow speed of 120 kmph. The reconnaissance survey shall include in addition to other relevant data:</p> <p>a) Assessment of existing land use along the project road b) Type of terrain c) Drainage of the area and study of existing cross drainage works d) Identification of obstructions and encroachments e) Highest subsoil water level f) Highest flood levels and extent of inundation, if any g) Character of embankment foundations, presence of any unstable strata</p>

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		<p><i>particularly, the drainage pattern of the corridor has to be carefully studied before selecting the alignment to ensure that the construction of the expressway embankment does not cause heading up, water logging or submergence of human habitation and property. It will be an extremely important aspect of the study to ensure that the surface runoff obstructed by the expressway embankment is properly diverted to the streams where it is destined to, by a system of longitudinal drains discharging into these streams. Environmentally and ecologically sensitive areas, water bodies, forests and heritage structures shall be identified through the satellite imageries and the alignment should not pass through such areas in general. As far as possible, acquisition of agricultural land should be minimized and alignment taken through wasteland. The existing abadi's and habitation areas are least disturbed.</i></p>	<p>h) Any particular construction problem The details of proposed structures across existing roads, rivers, canals, railway lines etc. along with entry, exit and approaches shall be duly examined and planned. The aspect of service roads in various reaches for approach shall also be considered and planned. More particularly, the drainage pattern of the corridor has to be carefully studied before selecting the alignment to ensure that the construction of the expressway embankment does not cause heading up, water logging or submergence of human habitation and property. It will be an extremely important aspect of the study to ensure that the surface runoff obstructed by the expressway embankment is properly diverted to the streams where it is destined to, by a system of longitudinal drains discharging into these streams. Environmentally and ecologically sensitive areas, water bodies, forests and heritage structures shall be identified through the satellite imageries and the alignment should not pass through such areas in general. As far as possible, acquisition of agricultural land should be minimized and alignment taken through wasteland. The existing abadi's and habitation areas are least disturbed.</p>
11.	Clause 7 (Page 60)	<p><u>Project Team and Project Office of the Consultant</u> <i>The Consultant shall establish a Project Office, which would be able to cover the entire 400km and other field offices at suitable locations in the corridor, which shall be appropriately equipped, staffed and networked to the satisfaction of the Client.</i></p>	<p><u>Project Team and Project Office of the Consultant</u> The Consultant shall establish a Project Office, which would be able to cover the entire length of the expressway and other field offices at suitable locations in the corridor, which shall be appropriately equipped, staffed and networked to the satisfaction of the Client.</p>
12.	Clause 3 (B) Para 1 (Page 50)	<p><u>B. Preliminary Design</u> <i>The Consultants shall develop as a part of these services a set of design standards appropriate for expressway which will eventually form Schedule D. Based on these standards, the consultants shall undertake the preliminary design considering the soil and material availability, geometric design standards, hydraulic investigations, operational requirements of the expressway and facilities etc, without limiting to the following:</i></p>	<p><u>B. Preliminary Design</u> The Consultants shall develop as a part of these services a set of design standards appropriate for expressway & its various components which will eventually form Schedules of the Model Concession Agreement. Based on these standards, the consultants shall undertake the preliminary design considering the soil and material availability, geometric design standards, hydraulic investigations, operational requirements of the expressway and</p>

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			facilities etc, without limiting to the following:
13.	Clause 4.5 (Page 78)	<p>Team Leader</p> <p>The Team Leader shall be stationed at a location to be agreed by the Client and shall be available at all time for consultations and meetings with the management. The Team Leader shall work in close coordination with the concerned Engineer's of the Public Works Department, Buildings & Roads Branch and shall arrange for authentication of all the filed data, investigation and information from them.</p>	<p>Team Leader</p> <p>The Team Leader shall be stationed at Chandigarh Capital Region and shall be available at all time for consultations and meetings with the PWD (B&R) / PIDB / other assigned agencies. The Team Leader shall work in close coordination with the concerned Engineer's of the Public Works Department, Buildings & Roads Branch and shall arrange for authentication of all the field data, investigation and information from them.</p>