

Response to Prebid Queries

Name of the work: “Detailed Design Consultancy (DDC) Services for Elevated Viaduct of length 7.795 Km (-0.675km to Ch - 0.050km & Ch 11.230km to Ch 16.755km & Ch: 16.755km to Ch 18.400km) and RoR {Ch: (-) 0+100, 12+400, 16+612 to 16+709} including Double Decker Viaduct (Rail cum Road Flyover) from Ch. 14+562.903 to Ch. 15+680.447, Double Decker Station at Mathikere, Entry /Exit structure, Ramp for Road Flyover, Y-loop ramp, BSTP Viaduct ramp at Benniganahalli, Hebbal, YPR Cabin FOB's , Multi Model Integration works, and other related infrastructural works of Elevated section in between Benniganahalli to YPR Cabin of Corridor -2 and Part work up to substructure from Ch:16+900 to 18+055 (from P 192 / UP 192 to C1-P10) at Yeshwanthpur of Corridor-1, 4nos of Road over Bridge (RoB) and 1nos Road under Bridge (RuB) of Corridor -4, for Bengaluru Suburban Transport Project (BSTP).”

Tender Number: BiRIDE/BSTP/DDC/C2/P1/2026 DATE: 18.08.2026**TENDER ID: 2026_KRIDE_286419_1**

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
1)	Data Sheet 3.3(vii)(b)	A Subsidiary Company, registered/incorporated in India, for the purpose of meeting the eligibility criteria, may utilize the financial and technical credentials of their parent/holding company having not less than 90% share in the subsidiary company. This will be subject to submission of an undertaking by the parent company that they will be providing the financial and technical back-up for the completion of the works in the subject bid by the bidder and also will be wholly responsible for the services required to be rendered as per the scope of work in the subject bid.	It is requested to also allow to the bidder which is a subsidiary company to utilize the financial/technical credentials of its group/fellow subsidiary/sister company having registered branch office in India subject to furnishing of an undertaking by the parent company in line with the requirements stipulated under Clause 3.3(vii)(b).	Tender conditions prevail
2)	5.3 C Stage 2: Technical Evaluation A) Technical Evaluation:	ii) Detailed Design Consultancy Services of Double-Decker (One Level Elevated Road with Other Level Metro Viaduct) from a Single Contract during the last 5 (Five) years ending as on the	Double-Decker projects (Elevated Road + Metro Viaduct) are limited in number and highly specialized. The existing requirement may restrict	Tender conditions prevail. Refer Sr.No.14 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	And TABLE-2: “Detailed Design Consultancy Experience” (Max 250 marks)	date of tender submission in Metro Railway/ Railway/ High Speed Railway /RTS/ Light Railway (Max Marks – 100) And 2) Detailed Design Consultancy Services of Double Decker Viaduct (one level elevated road with other level metro viaduct) from a single contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RTS/	competition. Therefore, it is requested to remove these criteria.	
3)	Section 5 – Terms of Reference-5.2 – Scope of Works for Detailed Design Services	Bi-RIDE has already carried out Partial design works through previous Design Build Contractor in Corridor-2. Good for construction (GFC) drawings approved by GC/Bi-RIDE is available in Appendix-A of this tender document. Balance detailed design works need to carried out by the successful bidder.	Please clarify the exact extent of balance structural design works to be undertaken by the successful DDC. Kindly provide a component-wise/chainage-wise demarcation of the structural works for which approved GFC drawings/design are already available and the works for which fresh detailed design is required. Further, please clarify whether the DDC is required to independently re-analyse/revalidate the already approved structural designs/GFC drawings or only undertake the balance design works.	Structures identification numbers are indicated in the description of the approved GFC drawing list provided in Attachment 1 and approved GAD 's of elevated sections are attached. The DDC is required to independently re-analyse/revalidate the already approved structural designs/GFC drawings and undertake the balance design works.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
4)	Section 5 – TOR-Existing Data / Section 5.2	Bi-RIDE has already carried out Partial design works through previous Design and Build Contractor of Corridor-2. Good for construction (GFC) drawings approved by GC/Bi-RIDE is available in Appendix-A of this tender document.	Please confirm whether the complete design information prepared by the previous Design and Build Contractor, including structural analysis/design calculations, design reports, structural analysis models, input/output files and other relevant design data in editable/native formats, will be made available to the successful DDC. This information is required for efficient review and continuation of the balance detailed design works	Tender conditions prevail
5)	Section 5 – TOR-5.2.1 – Civil and Structural Services – Subsurface Data	DDC shall study all subsurface data made available by Bi-RIDE. They shall be responsible for requisitioning any additional borings, geophysical surveys, and field and laboratory tests that may be required for the performance of the DDC services.	Please clarify whether the cost of any additional borings, geophysical surveys, field investigations and laboratory tests identified as necessary by the DDC shall be included in the DDC consultancy fee or shall be arranged/provided by Bi-RIDE or reimbursed separately on actual-cost basis.	DDC shall advice the Construction agency the specific locations for confirmatory (Additional) bore hole logs, geophysical surveys, field and laboratory tests.
6)	Section 5 – TOR- 5.1 / 5.2 – Scope of Works for Preliminary & Detailed Design Services	The RFP requires the DDC to identify project requirements, review available information, propose structural elements and undertake detailed structural design. The DDC is also required to ensure structural adequacy, durability, serviceability and conformance to design standards	Please clarify whether an approved Structural Design Basis/Design Criteria document, covering design loads, load combinations, seismic parameters, wind criteria, material grades, durability requirements, serviceability criteria, foundation criteria and other structural design parameters, will be provided by Bi-	Design Basis report is available in the website of KRIDE. (https://kride.in/wp-content/uploads/2021/09/Design-Basis-Report.pdf)

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			RIDE. If not, please confirm that preparation and approval of the complete Structural Design Basis/Design Criteria shall form part of the DDC scope.	
7)	Section 5 – TOR- 5.2.1(vii) / 9.2 – Standards and Codes	The design and drawings shall be in conformity with the latest IRS/IRC/IS codes and international codes of practice as per the requirement.	Please provide the applicable hierarchy list of IRS/IRC/IS and international codes/standards, including the applicable edition/year, to be adopted for the structural design. In case of conflict between the applicable Indian Standards/IRS/IRC provisions and international codes, please clarify the governing code/standard and the procedure for obtaining approval for adoption of an alternative provision.	Refer DBR at Sl. No. 6
8)	Section 5 – TOR- 5.2.1(v) & (vi) – Civil and Structural Services	Detailing of final launching scheme/Construction methodology as required in the detailed design stage. Review and approval of the design of enabling works/ temporary works and scheme of construction suggested by the Execution Team.	Please clarify the extent of DDC's responsibility for launching, erection, enabling and temporary works. Specifically, whether the DDC is required to prepare the complete structural design and detailed drawings for such temporary/launching works, or whether the DDC's responsibility is limited to review and approval of designs/schemes prepared by the Contractor/Execution Team.	Launching, erection, enabling and temporary works structural design shall be carried out the respective contractor. The DDC shall review and approve such designs/schemes prepared by the Contractor/Execution Team.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
9)	Section 5 – TOR- 5.2.1(ix) – Civil and Structural Services	The RFP requires the Consultant to carry out an independent analysis of the respective components of all Civil works and prepare detailed layouts showing structural skeleton.	Please clarify the intended scope of “independent analysis”. Whether it requires a completely independent structural analysis model/check separate from the primary design analysis, or whether independent verification/checking within the DDC’s internal structural design and checking procedure will satisfy the requirement.	Tender condition prevails
10)	Section 5 – TOR- 5.2.1 / Detailed Design Services – Clauses xxviii–xxx	Incorporate changes in design resulting from Bi-RIDE/GC/Proof Checking Agency design reviews. The DDC is also required to modify existing designs/drawings during construction as required.	Please clarify whether incorporation of design changes arising from Bi-RIDE/GC/Proof Checking Agency reviews is limited to normal design review comments within the original design basis and scope. In case of major changes arising from revised Employer requirements, change in structural scheme, loading criteria, alignment or other requirements after completion/submission of the design, please confirm that such substantial redesign/re-analysis shall be treated as additional services with corresponding extension of time.	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
11)	Section 5 – TOR- 5.2.1 / Detailed Design Services – Clauses xxiii, xxix, xxx & xxxv	The RFP requires the DDC to provide additional design information as required by Bi-RIDE/GC and to modify designs/drawings during construction to incorporate site conditions and unforeseen conditions. It also specifically includes revisions due to underground utilities and other site constraints	Please clarify the extent of redesign/re-analysis included in the basic consultancy scope where changes are necessitated due to unforeseen site conditions, underground utilities, discrepancies in available data or other site constraints. In particular, please confirm that major structural redesign requiring substantial re-analysis, modification of structural scheme or revision of already approved GFC drawings shall be treated as additional services/variation.	Tender conditions prevail.
12)	Section 5 – TOR- 5.1 / 5.2 – Part work up to substructure	Part work up to substructure from Ch:16+900 to 18+055 (from P 192 / UP 192 to C1-P10) at Yeshwanthpur of Corridor-1. Partial design works/GFC drawings are also stated to be available.	Please provide the status and extent of completed substructure works between Ch.16+900 and Ch.18+055, including approved GADs, structural design calculations, GFC drawings and verified as-built drawings/information. Please also clarify whether the DDC is required to carry out independent structural adequacy checks/re-analysis of the completed substructure before designing the balance superstructure, and clarify the responsibility for discrepancies found between available drawings and actual site conditions.	The status and extent of completed works have already been furnished in the tender document. The entire structural design is in the scope of this tender. Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
13)	Section 5 – TOR- 5.1 – Preliminary Phase, Clause xxiv	Geotechnical/Structural analysis and design shall be carried out and all the balance GFC drawings shall be submitted within 90days after the award of contract or NTP.	Considering that the structural design is dependent upon receipt/review of Employer-provided alignment, GAD, geotechnical/topographical data, existing GFC drawings and other project inputs, please clarify whether the stipulated 90-day period shall commence from the date of NTP or from the date of receipt of all requisite inputs/data from Bi-RIDE. Further, please clarify whether the 90-day requirement refers to submission of the balance GFC drawings by the DDC or final approval/acceptance by Bi-RIDE/GC/Proof Checking Agency.	The milestone for submission and approval of Preliminary & Detail design and drawings are furnished in SECTION 4B. SCHEDULE OF DELIVERABLES & PAYMENTS.
14)	Section 5 – TOR- Construction Support Activities / 7.2.6	The RFP provides for Construction Support Activities for the First Year, Second Year and Third Year, followed by checking/certification of as-built drawings and reconciled calculations. It also provides 3% per annum for extended construction support beyond the original consultancy period.	Please clarify the expected extent of structural design support during the construction period, including the anticipated frequency of site visits, design review, responses to RFIs, review of Contractor's structural/erection schemes, design modifications, preparation of revised GFC drawings and as-built reconciliation. Please also clarify whether any additional structural design manpower/person-months required due to prolonged	Tender conditions prevail. However, any additional structural design manpower/person-months required due to prolonged construction or substantial redesign shall be covered under the stated construction support provision.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			construction or substantial redesign shall be covered under the stated construction support provision or treated separately.	
15)	ANNEXURE-I-BUILDING INFORMATION MODEL (BIM) REQUIREMENTS	Deliverables by Bidder for BIM Collaboration	Please clarify the mandatory Level of Development (LOD) required for the structural and architectural design outputs (e.g., LOD 300, LOD 400, or LOD 500 for asset management) as drawings and BOQ need to be extracted from model and what level of detailing is required at which design stage.	Refer Corrigendum 2, SI No.8.
16)	ANNEXURE-I-BUILDING INFORMATION MODEL (BIM) REQUIREMENTS	Deliverables by Bidder for BIM Collaboration	Confirm the software platforms preferred by the client for file integration	Tender conditions prevail
17)	Data Sheet 3.3(vii)(b), Joint Ventures	If the Applicant comprises a number of firms combining their resources in a joint venture, the legal entity constituting the joint venture and the individual partners in the joint venture shall be registered after award of work and shall not be under a declaration of ineligibility for corrupt and fraudulent practices issued by GoK	It is requested to waive off the requirement of registration of JV and allow unregistered unincorporated JV to participate in the bid for the project.	Tender conditions prevail. Registration of JV is required after award of the Contract. At Bid submission stage, only JV MoU is required.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
18)	4B, Table-1 to Table-4	Requested to kindly refer the Table-1 in the RFP	As per the RFP, the stipulated duration for completion of the services is 36 months. However, the expert deployment schedule provided in the relevant table indicates mobilization of experts for 156 weeks (approximately 39 months). Further, the deliverables under Price Centre-II, which constitute 85% of the contract value, include Construction Support Activities commencing one month after the award of civil works to the contractor and continuing throughout the second and third years. In view of the apparent inconsistency between the specified contract duration and the proposed expert deployment period, the exact consultancy period cannot be clearly ascertained. It is therefore requested that the Client kindly clarify the applicable consultancy duration and the basis for the proposed expert mobilization schedule.	Tender conditions prevail. However, duration of the completion of the services is 36 months/ 3 years (ie, 52 weeks X 3 Years = 156 weeks)
19)	Note-1 to 4B, Table-1 to Table -4	Wherever stage payment is indicated (column 3) for the particular "activity", 50% payment for that activity will be made on submission/presentation to Proof Checking agency/Bi-RIDE and	It is requested that the aforesaid provision be suitably revised to prescribe a definitive timeline for review and approval of the submitted deliverables by the	Proof checking is in the scope of this tender. The milestone for submission and approval of Preliminary & Detail design and drawings

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		the balance 50% on approval by Proof Checking agency/Bi-RIDE. This will apply to activities at SI.No.II.1	Proof Checking Agency/Bi-RIDE. It is further requested that the provision expressly state that, if no comments, observations, or objections are communicated to the DDC within the stipulated review period, the deliverables shall be deemed approved and the balance 50% payment shall be released to the DDC forthwith without any further delay.	are furnished in SECTION 4B. SCHEDULE OF DELIVERABLES & PAYMENTS.
20)	Note-5 to 4B, Table-1 to Table-4	Liquidated Damages will be levied for delay on account of DDC in completion of activities @ 0.03% of contract value per week of delay (for SI.No.II.1) subjected to a maximum of 10% of the original contract value.	It is requested that the rate of liquidated damages i.e. 0.03% be linked to the value of respective stage/deliverable which gets delayed and not on the entire contract value.	Tender conditions prevail
21)	PCC 2.7.2	Termination by the Consultants – Not Applicable for this contract.	It is requested that the Consultant also be provided with a corresponding right to terminate the Contract under appropriate circumstances, subject to reasonable notice requirements, so as to maintain contractual balance, fairness, and equitable allocation of rights and obligations between the Parties.	Tender conditions prevail
22)	PCC 2.7.3.2 (v), Effect of Cessation	For the incomplete modules Bi-RIDE may obtain the services from other agencies at Implementation Partner's risk and cost, upon such terms and in	It is requested to kindly delete Sub-Clause 2.7.3.2(v) of the PCC. The provision imposes an open-ended risk-and-cost liability on the Consultant even in circumstances	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		such manner as it deems appropriate, and the Contractor shall be liable to the Bi-RIDE for payment of any excess cost over and above what was agreed to in the contract for such similar services.	where the cessation of services may not be attributable to any default, negligence, or breach on the part of the Consultant. In such situations, the Consultant would remain responsible for completing all deliverables and obligations accrued up to the effective date of cessation to a reasonable extent. Accordingly, holding the Consultant liable for any additional costs incurred in engaging another agency for completion of the remaining services would be unfair and disproportionate. Therefore, the said provision may kindly be removed	
23)	PCC 4.4	Working Hours, Overtime, Leave etc - Not Applicable for this contract.	It is requested to kindly include the provisions related to working hours, overtime, leave etc. as these constitute mandatory statutory requirements under the relevant labour laws and rules notified by the Central Government and/or the concerned State Government.	Tender conditions prevail
24)	PCC 6.1 (c)	Deleted	It is requested that GCC Clause 6.1(c) not be deleted, as the said provision enables the Parties, by mutual agreement, to provide for additional payments to the Consultant to cover necessary	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			expenditures that were not reasonably envisaged at the time of preparing the cost estimates. Retention of this clause is important to address unforeseen circumstances during contract execution and ensures a fair and equitable allocation of risks and costs between the Parties. Accordingly, the provision may kindly be retained to maintain a balanced and commercially reasonable contractual framework.	
25)	GCC 6.2 (a) & (c), read with PCC 6.2	GCC 6.2 (a): Subject to the ceilings specified in Clause GC 6.1(b) hereof, the Client shall pay to the Consultants (i) remuneration as set forth in Clause GC 6.2(b), and (ii) reimbursable expenditures as set forth in Clause GC 6.2(c). If specified in the PCC, said remuneration shall be subject to price adjustment as specified in the PCC. GCC 6.2 (c): Reimbursable expenditures actually and reasonably incurred by the Consultants in the performance of the Services, as specified in Clause PCC 6.2. PCC 6.2:	Since the PCC Cl. 6.2 is silent on the applicable provisions on price adjustments and payment of reimbursable expenses, we understand that the said reimbursable expenses shall be paid on actual basis. Further it is requested to kindly allow annual price adjustments on remuneration as well as on reimbursable expenses at a reasonable rate and accordingly provide applicable provisions in this regard.	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		d) The Client shall pay to the Consultant for the work done as per Price Schedule. No other payment towards remuneration of Key Experts & other staff shall be paid by the client as the cost of these are inclusive in the price schedule		
26)	GCC 7.2, Dispute Settlement	Any dispute between the Parties as to matters arising pursuant to this Contract that cannot be settled amicably within thirty (30) days after receipt by one Party of the other Party's request for such amicable settlement may be submitted by either Party for settlement in accordance with the provisions specified in the PCC.	Since, PCC 7.2 only prescribes the exclusive jurisdiction of the Courts in Bengaluru over any dispute and does not prescribe any dispute resolution mechanism, it is requested that an arbitration clause be incorporated in accordance with the provisions of the Arbitration and Conciliation Act, 1996. The clause may also suitably provide for the constitution and appointment of the arbitral tribunal, the seat and venue of arbitration, the language of proceedings, and other procedural aspects to ensure an efficient and structured resolution of disputes.	Tender conditions prevail
27)	PCC Additional Clause 13,	Wherever the contract is terminated under Clause 15.2, the Performance Guarantee shall be encashed by the Employer: i) in full not due for release on the date of issue of termination letter in terms of this clause, in case of termination of the contract as a whole; Or	Since there is no such Clause 15.2 exists in the GCC and SCC which relates to termination of the contract, the given provision for encashment of the performance guarantee is requested to be deleted.	Refer SI No.3 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		ii) at the discretion of the Employer it may be en-cashed in part/parts proportionate to the Contract price of the bill/schedule to which the terminated part of work belongs		
28)	PCC Additional Clause 14	Security Deposit The Security Deposit shall be 5% of the contract value. Security Deposit may be deposited by the Contractor before release of first on account bill in cash or Term Deposit Receipt issued from Scheduled Bank in favour of BI-RIDE free from any encumbrance or may be recovered at the rate of 6% of the bill amount till the full Security Deposit is recovered. Provided also that in case of defaulting Contractor, BiRIDE may retain any amount due for payment to the Contractor on the pending "on account bills" so that the amounts so retained (including amount guaranteed through Performance Security) may not exceed 10% of the total value of the contract.	Since the PCC already contains a provision requiring the submission of a Performance Bank Guarantee to secure the Consultant's contractual obligations, it is requested that the additional requirement for furnishing a Security Deposit be deleted to avoid duplication of security mechanisms. Further, the proposed Security Deposit appears to be in the nature of an Advance Payment Guarantee. As no advance payment is applicable under the Contract, the requirement for such a Security Deposit does not appear justified. Accordingly, it is requested that the said provision be removed to maintain a fair and proportionate contractual risk allocation.	Tender conditions prevail.
29)	PCC Additional Clause 15	Requested to kindly refer the RFP	It is requested that the order of precedence of documents specified in the PCC be suitably revised so that the Particular Conditions of Contract (PCC) and General Conditions of Contract (GCC) are accorded higher priority in the hierarchy of contract documents.	Refer SI No.10 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			Accordingly, the current ranking of the PCC and GCC at Serial Nos. (ix) and (x) may kindly be revised to Serial Nos. (iii) and (iv), respectively.	
30)	PCC 3.4 (a) read with PCC Additional Clause 16	PCC 3.4 (a): Professional liability insurance, with a minimum coverage of value equal to the Contract value. PCC Additional Clause-16: The Consultant shall provide to the Authority, within 30 days of the Commencement Date, evidence of professional liability insurance maintained by its Design Director and/or consultants to cover the risk of professional negligence in the design of Works. The professional liability cover shall be for a sum of not less than [6% (Six per cent)] of the Contract Price and shall be maintained until the end of the Defects Liability Period.	There appear contradictions regarding the value of the Professional Liability Insurance given under PCC 3.4 and PCC Additional Clause 16. Requested to kindly clarify the same. Further, it is requested to kindly clarify the duration of the Defect Liability Period applicable to the Contract as the same has not been clearly given in the RFP.	Refer SI No.4 & 5 of corrigendum 2.
31)	General	Liability Period for the Consultant not provided in the RFP	In absence of the provisions for liability period applicable to the consultant in the RFP, we understand that the same shall be up to the completion of the consultancy services under the contract. Please confirm.	Refer SI No.5 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
32)	Evaluation of technical Bid: Matrix for Breakup of Marks, TABLE-2: "Detailed Design Consultancy Experience" S. No 2; (Pg 39 of 181)	Design of double-decker Viaduct of Length > 3.50 km: 100 marks	We request the Client to consider relaxing the threshold requirement to > 3.00 km for awarding 100 marks, i.e., "Design of double-decker Viaduct of Length > 3.00 km: 100 marks".	Refer Corrigendum 2 SI No.14
33)	BOQ_334247.xls, Items 1.01 to 1.05 vs. Section 4B (Pg 84 of 181)	Section 4B lists the quantities as 7.795 Km (Item 1), 1.12 Km (Item 2) and 1 No. (Item 3). In the uploaded BOQ the quantity against every one of the five items is 1.000 (Unit KM / NOS), and the bidder is instructed to enter only a "Total Amount" in Column M.	Please clarify whether the amount to be quoted against Item 1.01 is (a) a lump sum for the entire 7.795 km, or (b) a unit rate per km to be multiplied by 7.795. The same clarification is requested for Item 1.02 (1.12 km). As Section 4B Note 4 provides for pro-rata increase / decrease of payment against variation in the actual length, bidders request that the BOQ be re-issued with the correct quantities (7.795 and 1.12) so that the unit rate and the contract value are unambiguous.	Bidder is instructed to enter only a "Total Amount" in Column M against respective sections of BOQ.
34)	Name of Work; ToR Cl. 1 & 2 (Pg 95-96); BOQ Items 1.01 and 1.02	The double-decker viaduct from Ch. 14+562.903 to Ch. 15+680.447 (1.1175 km) lies within the viaduct stretch Ch. 11.230 km to Ch. 16.755 km, which forms part of the 7.795 km quoted under Item 1.01.	Please confirm whether the 1.12 km of double-decker structure payable under Item 1.02 is included within, or is in addition to, the 7.795 km payable under Item 1.01. If it is included, please confirm the net length payable under Item 1.01 (7.795 km or 6.675 km) so that the same stretch is not priced twice.	7.795Km Length indicated in Item No.1 is inclusive of 1.12 km of double-decker structure payable under Item 1.02.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
35)	Name of Work; ToR Cl. 5.1 (Pg 97); Section 4B and BOQ	The scope includes "Part work up to substructure from Ch: 16+900 to 18+055 (from P 192 / UP 192 to C1-P10) at Yeshwanthpur of Corridor-1". No BOQ item description refers to this Corridor-1 work.	Please identify the BOQ item under which the Corridor-1 part work (approx. 1.155 km, up to substructure) is to be priced and paid and confirm the number of piers / foundations involved. If it is deemed to be included in Item 1.01, please confirm that the 7.795 km rate covers it, or alternatively provide a separate BOQ item with its own stage-payment schedule.	It is included in Item No.1 of 4B. SCHEDULE OF DELIVERABLES & PAYMENTS
36)	Section 4B, Item 4 (Pg 85) vs. BOQ Items 1.04 & 1.05 vs. ToR Table-4 (Pg 93)	Section 4B shows a single Item 4 for "4 ROB's & 1 RUB" containing two package descriptions. The BOQ contains two separate items - 1.04 (LC 125, 126 and 127: 2 RoB + 1 RuB) and 1.05 (LC 130 and 134: 2 RoB). The Price Schedule at ToR Table-4, however, gives one common stage-payment schedule for all 5 structures.	Please confirm that Items 1.04 and 1.05 are to be quoted and paid as two separate price centres, and issue two separate stage payment schedules (Table-4A and Table-4B) with the corresponding percentage break-up and progress schedule for each package.	Yes, Items 1.04 and 1.05 are to be quoted and paid as two separate price centres. Table 4 is applicable for both BoQ items 1.04 and 1.05 for the stage payment separately.
37)	ToR Cl. 5.2.1 (ii) & (iii) (Pg 99-100)	The detailed design scope describes the RoB at LC 125 (Singena Agrahara) and LC 127 (Huskur) and the RuB at LC 126 (Chintalamadivala) with their principal components (bow-string, composite girders, PSC I-girders, RE walls, etc.). No corresponding description is given for the RoB at LC 130 and LC 134.	Please furnish the structural configuration, span arrangement, approach lengths and GADs for the RoB at LC 130 and LC 134, or confirm that the same component description as Cl. 5.2.1 (ii) applies. Without this, the two structures under Item 1.05 cannot be priced on a comparable basis.	Refer the GAD's attached with the tender document
38)	BOQ Item 1.01 / Section 4B Item 1 (Pg 84)	The description for the viaduct item includes, "complete", the subways, RoR	Please furnish a schedule of these ancillary structures (number and location of RoRs, FOBs, subways,	The details are furnished. Refer Drawings attached with tender document. (GAD's & Alignment

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		(Rail over Rail) at three locations, FOBs, ramps, pocket track and crossovers - and the Name of Work additionally lists the Y-loop ramp, the BSTP viaduct ramp at Bennigenahalli, Hebbal, the YPR Cabin FOBs and the Multi-Modal Integration works. All of these are to be recovered through a rate expressed per km of viaduct.	ramps, Y-loop, MMI works and the balance up-ramp at Bennigenahalli station), with indicative spans / extents. Alternatively, bidders request separate BOQ line items for them, since their design effort is not proportional to the viaduct length and cannot be priced from a per-km rate.	drawings). Tender conditions prevail.
39)	ToR Cl. 3 (c) & Cl. 5.2 (Pg 96, 99); Appendix-A and Appendix-E	Partial design has already been executed through the previous Design & Build contractor of Corridor-2, GFC drawings approved by GC/Bi-RIDE are enclosed at Appendix-A, and the list of structures already completed is at Appendix-E. Only the "balance detailed design works" are to be carried out by the successful bidder.	Since the fee is quoted against the full 7.795 km while only the balance design is to be executed, please furnish a pier-wise / spanwise statement identifying (i) the stretches for which GFC drawings are already approved, (ii) the structures already constructed, and (iii) the balance design quantum. Please also confirm whether payment under Item 1.01 is for the full 7.795 km irrespective of the balance quantum.	Refer the attached list of structures already completed and read it along with the GAD's attached with the tender document.
40)	ToR Cl. 3 (c), Cl. 5.2 and Cl. 9.1 (Pg 96, 99, 108)	The DDC is responsible for the correctness and technical merit of its designs. The balance design must interface with substructures and foundations already designed by the previous consultant and, in part, already constructed.	Please confirm that (i) the design basis report, design criteria, design calculations and analysis models of the previous consultant will be handed over in soft copy so that the balance design remains philosophy-consistent with the approved mother drawings, and (ii) the DDC will not be held responsible for the adequacy of the designs already approved and the structures already constructed by others.	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6). Regrading design calculations, analysis models etc. tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
41)	ToR Cl. 5.2 (Pg 99); Appendix-E	The double-decker structure and stations are to be built along a corridor where substructure work has partly been completed under the earlier contract.	Where the new (or revised) superstructure is to be supported on foundations and substructures already constructed to the earlier design, please confirm whether re-validation of those existing foundations / piers for the revised loads, and the design of any strengthening or retrofitting found necessary, is within the DDC scope, and if so under which BOQ item it is to be paid.	The GAD's and the work executed by the previous agency have been furnished. Balance detail design is in the scope of present contract. Tender conditions prevail.
42)	ToR Cl. 5.2.1 (xxxviii) (Pg 101); Cl. 11.1 (Pg 111); Appendix-C	The DDC "shall be responsible for requisitioning any additional borings, geophysical surveys, and field and laboratory tests that may be required", and the first submission is to include copies of additional topographical, field and utility surveys "if conducted". The GTI report uploaded on the portal (GTIREPORTS.pdf) is only 24 KB.	Please clarify whether the cost of additional geotechnical investigation, topographic survey and utility survey is (a) to be borne by Bi-RIDE / arranged departmentally, or (b) included in the DDC price. If (b), please indicate the assumed quantum (number and depth of boreholes, length of survey) so that all bidders price on a common basis. Bidders also request that the complete factual GI data - bore logs, SPT/RQD, rock levels and laboratory results - for the entire 7.795 km and the five LC locations be uploaded.	DDC shall advice the Construction agency the specific locations for confirmatory (Additional) bore hole logs, geophysical surveys, field and laboratory tests.
43)	ToR Cl. 5.2.1 (xvii) (Pg 100) and Cl. 7.2.5 (Pg 107)	The DDC is to "review the listed utility conflicts and recommend modifications and diversions" and to "review detailed designs for temporary and permanent diversion works for all utilities affected".	Please confirm that the detailed design of utility diversions (water, sewer, storm water, power, OFC, gas) is NOT in the DDC scope and that the DDC obligation is limited to review, recommendation and coordination. If diversion design is intended to be	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			in scope, a separate BOQ item and the utility survey data are requested.	
44)	ToR Cl. 5.1 (vii) (Pg 98)	The GADs for the LC elimination works are at Appendix-D and approval from South Western Railway is stated to be "currently in progress"; the DDC scope includes carrying out any modifications to the submitted GADs as directed, to the complete satisfaction of SWR.	This is an open-ended obligation. Please confirm (i) the current status of the SWR / Railway Board approval for each of the five LCs, (ii) that the DDC obligation is limited to a reasonable number of GAD revisions arising from SWR comments, and (iii) that the time taken by SWR / RDSO / Bi-RIDE in according to approvals will be excluded while computing the DDC key dates and liquidated damages.	Tender conditions prevail. However, South Western Railway has approved GAD's of the RoB & RuB for Level Crossing (LC) Elimination Works of Corridor 4 have been provided in the tender.
45)	ToR Cl. 5.2.1 (v), (vi) and (xxxvi) (Pg 100-101); Section 4B Note 7 (Pg 87)	The DDC is to detail the final launching scheme / construction methodology, and also to "review and approve the design of enabling works / temporary works and scheme of construction suggested by the Execution Team". Note 7 states that the stage payment includes the verification fees for temporary structures, staging etc.	Please clarify the boundary between design and review. Is the DDC required to design the temporary works, launching girders, staging and erection equipment, or only to proof-review the contractor's designs? Please also confirm the DDC's liability position where the contractor's temporary works design is reviewed but not authored by the DDC.	The design of the temporary works, launching girders, staging and erection equipment shall be carried out by the respective contractor. The DDC shall review the designs/schemes prepared by the Contractor/Execution Team and get the approval from PC.
46)	ToR Cl. 5.2.2 (xii) (Pg 103) vs. Annexure-II (Pg 117)	Cl. 5.2.2 (xii) requires the design to achieve the Platinum rating. Annexure-II requires the building to be capable of obtaining the "highest feasible rating" under the GRIHA / IGBC MRTS rating system, with the rating system to be decided by the Employer.	Please resolve the inconsistency and confirm (i) the rating system (GRIHA or IGBC MRTS) and the target rating that will govern, fixed at the bid stage so that all bidders price alike, and (ii) whether the registration, certification and rating agency fees are payable by Bi-RIDE or by the DDC.	For the rating system IGBC MRTS shall be followed. Registration, certification and rating agency fees shall be borne by BiRIDE.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
47)	ToR Cl. 5.2.1 (vii) and (xxxiii) (Pg 100-101); Cl. 9.2 (Pg 108)	The design and drawings shall be in conformity with the latest IRS / IRC / IS codes and international codes "as per the requirement", and the DDC shall use RDSO-approved guidelines, the DPR for BSRP and the SOD of Bi-RIDE to propose the Outline Design Criteria.	Please confirm the design loading standard governing the BSTP viaduct - the rolling stock and axle load (EMU / MEMU stock, 22.9t / 25 t axle load), the design speed, the loading standard (IRS Bridge Rules / MBG Loading-1987 / DFC loading or a project specific EMU loading), the CDA provisions, derailment and OHE loads. Bidders request that the Bi-RIDE SOD and the DPR design criteria be issued at the bid stage, as these govern the design effort.	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6).
48)	ToR Cl. 1 and 2 (Pg 95-96); BOQ Item 1.02	The double-decker is described both as a "Rail cum Road Flyover" and as "one level elevated road with other level metro viaduct" (Cl. 5.3 C, Table-2).	Please confirm the configuration of the double-decker structure between Ch. 14+562.903 and Ch. 15+680.447 - which level carries the suburban rail track and which carries the road, the number of road lanes, the deck widths, and whether both decks are supported on a common substructure. Please also confirm the corresponding configuration at Mathikere double-decker station.	Refer the GAD's attached with tender document
49)	ToR Cl. 5.2.1 (vii) (Pg 100) A	A double-decker rail-cum-road structure is governed by two different code families - the IRS Concrete / Steel Bridge Codes for the rail deck and the IRC codes (IRC:6, IRC:112, IRC:24) for the road deck.	Please confirm the code hierarchy for the double-decker structure: (i) the code governing the rail deck and the road deck respectively, (ii) the code governing the common substructure and foundations where the two loadings are combined, (iii) the load combination and partial safety factor set to be adopted where IRS and IRC combinations differ, and	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6).

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			(iv) whether a single code (IRC:112) may be adopted for the entire structure with the IRS live load model.	
50)	ToR Cl. 5.2.1 (iv) and (vii) (Pg 100)	The overall stability of the structures in both short and long-term conditions is to be analysed. The seismic code applicable to railway, metro and road bridges differs (IS 1893 Part 3, IRC:SP:114, RDSO seismic guidelines).	Please confirm the governing seismic code and parameters - seismic zone and zone factor, importance factor, response reduction factor, ductile detailing code (IS 13920 / IRC:SP:114), and whether capacity-based design of piers is required. For the double-decker, please confirm the modelling requirement for the combined two-deck system and the mass participation criteria to be demonstrated.	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6).
51)	ToR Cl. 5.2.1 (i) and (iv) (Pg 99-100)	The scope covers ballastless track on the elevated viaduct with continuous welded rail.	Please confirm whether rail-structure interaction (track-structure interaction) analysis is within the DDC scope, and the governing criteria (UIC 774-3 / IRS / RDSO) for permissible additional rail stress, deck end rotation, relative displacement at expansion joints and the maximum permissible continuous deck length between rail expansion devices.	Yes.
52)	ToR Cl. 5.1 (iii) and (xiii) (Pg 98)	The DDC is to "suggest or finalize the type of structural elements" and to develop alternative layouts and designs to reduce construction cost, while the GADs of the earlier design stage are enclosed at Appendix-D.	Please confirm the extent of freedom available to the DDC to revise the span arrangement and superstructure typology (U girder / I-girder / precast segmental / steel composite / open web) from that shown in the DPR and the tender GADs, particularly at locations adjoining stretches already constructed to the previous design,	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			and the approval route and time allowance for such changes.	
53)	ToR Cl. 5.1 (vi) and (vii) (Pg 98)	GADs are to be prepared in a format acceptable to Bi-RIDE / GC and other departments; the LC elimination GADs are subject to SWR approval.	Please furnish the schedule of clearances to be adopted – vertical and horizontal clearance over roads under the viaduct and the flyover, clearance over the existing SWR tracks at the RoR and RoB locations, and the SOD reference for the rail decks - and confirm which authority (Bi-RIDE, SWR or Railway Board) will procure sanction for any relaxation at constrained locations.	Tender conditions prevail. Work of LC elimination is to be executed as per GADs already approved by SWR. Question of any relaxation doesn't arise.
54)	ToR Cl. 5.2.1 (xv) (Pg 100)	The DDC shall opt for suitable types of expansion joint and bearings along with load data and ensure their adequacy, including installation details and provision for replacement / maintenance.	Please confirm whether Bi-RIDE has a standard specification, preferred type or approved list of makes for bearings (POT/PTFE, elastomeric, spherical) and expansion joints; and for the double decker, the intended bearing arrangement and articulation scheme between the two deck levels and the common substructure.	Tender conditions prevail.
55)	ToR Cl. 5.1 (xvi) (Pg 98) and Appendix-C	The DDC is to study the geotechnical investigation reports furnished by Bi-RIDE, decide the type of foundation and prepare the Geotechnical Interpretation Report.	For the Bengaluru sub-strata, please confirm (i) the design approach for pile sockets in weathered / hard rock and the governing criteria (IRC:78, IS 2911 or IRS Substructure Code), (ii) whether initial and routine pile load tests are envisaged, who arranges them, and whether their interpretation and any consequent design revision is in the DDC scope,	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6). Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			and (iii) the permissible settlement criteria to be adopted.	
56)	ToR Cl. 5.2.1 (iii) (Pg 100)	The RuB at LC 126 is to be designed "with precast segments by launching method or any suitable method as decided by the Engineer / Employer at the time of execution".	Please clarify (i) whether the box-pushing / jacking scheme, thrust bed, jacking forces and the track protection arrangement during pushing (including the design of temporary track supporting arrangements) are within the DDC scope, (ii) the permissible traffic block duration and speed restrictions to be assumed, and (iii) whether these designs require separate RDSO / SWR approval and who will pursue it.	Tender conditions prevail.
57)	ToR Cl. 5.2.1 (ii) and (iii) (Pg 99-100)	The RoB / RuB scope includes development of alternate roads for temporary traffic diversion, service roads, drainage and footpaths.	Please confirm whether traffic surveys and traffic diversion planning are in the DDC scope or will be provided by Bi-RIDE, and furnish the available traffic data, the design road cross-sections, and the authority (BBMP / PWD / NHAI) whose standards are to be followed for the approach roads and pavements.	Tender conditions prevail
58)	ToR Cl. 5.2.2 (Pg 102-104); Appendix-B (Pg 122)	Architectural and building services for the station are in scope, but only one "Expert in Building and Electro-Mechanical Services" is listed among the key personnel.	Please confirm the extent of the E&M / building services design in the DDC scope - whether it covers ECS/TVS, lifts and escalators, firefighting and fire detection, plumbing, LV/HV electrical, illumination, AFC and communication provisions - and confirm that traction (OHE), signalling and telecom system design are excluded and limited to	The scope covers all Electrical & Mechanical (E&M) works.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			interface provisions.	
59)	ToR Cl. 5.2.2 (xi) (Pg 104); BOQ Item 1.03	The details of property development, including floor area and number of storeys based on market potential and building laws, are to be worked out by the DDC; BOQ Item 1.03 refers to "additional floors of PD due to increased height of stations".	Please clarify the extent of the property development scope - whether it is limited to conceptual layouts and feasibility, or extends to detailed design and GFC drawings of the PD floors – and confirm the assumed built-up area, so that the effort can be priced.	Detailed design and GFC drawings of the PD floors is in the scope of this tender.
60)	Cl. 5.2.2(xii)– (Pg 102)	"...The design must include appropriate strategies to enable the building to score points against the relevant criterion of the Green Building Rating System and achieve the Platinum rating... under the LEED/IGBC/GRIHA rating system..."	Annexure-II (Page 117) separately specifies the applicable system as 'GRIHA/IGBC MRTS Rating System' (with a reference to 'LEAD/IGBC/GRIHA', presumably a typo for LEED). Kindly clarify and confirm the single, definitive Green Building Rating System (with edition/version, e.g., IGBC Green MRTS 2020 or GRIHA for MRTS) and the exact target rating level (Platinum / equivalent highest) applicable to this project.	IGBC Green MRTS of latest guidelines to be followed.
61)	Cl. 5.2.2(ii) - Stage 1 to Stage 5 & Cl. 7.1/7.2– (Pg 105)	Architectural design stages are defined as Stage-1 Concept, Stage- 2 Preliminary, Stage-3 Statutory, Stage-4 GFC, and Stage-5 Asbuilt, but these are not cross-referenced to the stage-payment percentages/timelines given in Table-3/Table-4 (Section 4B, Pages (90-94).	Request an explicit stage-wise deliverable-to-payment-milestone mapping table specifically for the Architectural discipline.	Tender conditions Prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
62)	Cl. 5.2.2(ii)(d))– (Pg 102)	"...In conjunction with the existing site characteristics that are to remain including heritage structures..."	Please confirm whether any heritage-listed / heritage-grade structures exist within the influence area of this package's alignment (Bennigenahalli to YPR Cabin of Corridor-2, and Yeshwanthpur substructure of Corridor-1). If so, kindly furnish the list/location and applicable heritage regulations/NOC requirements to be factored into the architectural design and approvals scope.	Tender conditions prevail.
63)	Cl. 5.1(viii), (ix), (xii))– (Pg 97)	Scope includes conceptual architectural planning based on TOD, multi-modal integration, signage/wayfinding, and site development elements (compound walls, roads, footpaths, landscaping, street furniture) etc., without defining the property/site boundary limits.	Kindly define the extent/boundary limit of the site development / landscape architecture boundary (in plan) at each station, entry/exit and ramp location for which the DDC is responsible.	Multi Modal Integration (MMI) within influence zone of Station as follows: (a) 500m Walking Zone (b) Upto 1000m Cycling Zone (c) Upto 2000 m Feeder Bus Zone Refer GAD of station for the extent/boundary limit of the site development / landscape architecture boundary (in plan) at station, entry/exit and ramp location for which the DDC is responsible.
64)	Section 5, Clause 5.1(xv) and Clause 5.2.2 – (Pg 99)	Mechanical & Piping Works: Station Water Supply- Provision of water supply systems and allied pumping installations.	Please clarify the source of water supply for the stations (e.g., Balodabazar, Parmalkasa, Lakholi, Maraunda). Are submersible deep tubewells, pump-houses, and water treatment plants (WTP/softeners) within the scope of work? If yes, please provide the capacity and pump head specifications.	The query is irrelevant. However, the provision of water supply systems and allied pumping installations is in the scope of this tender. Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
65)	Section 5, Clause 5.2.2 – (pg 102)	E&M Drawings & Specs: Station Buildings - Provision of electrical installations and passenger facilities in station buildings.	Please clarify the primary power supply for Bridges, ROR, ROB, RUBs. coal supply or supply from nearest station.	The power supply details shall be shared with the successful bidder.
66)	Section 5, Clause 5.2.2(vi) – (Pg 103)	Special Equipment: Passenger Lifts & Escalators – Miscellaneous station yard development and passenger facilities.	Please clarify if the supply and installation of passenger lifts and escalators on Foot Over Bridges (FOBs) are in the contractor's scope. If yes, please provide the quantities, capacity (e.g., 13-passenger), lift speed, and details of approved manufacturers.	The supply and installation of lift and escalator are by other contractor. The interface details for civil works like lift & escalator shaft, hoisting hooks, pit etc. & Electrical and Fire fighting works like 3 phase 415 V power supply, 2 Earth terminals, fire alarm system integration with lift and escalator is in scope of the DDC.
67)	DATA SHEET Information to Consultants Evaluation of technical Bid: Matrix for Breakup of Marks TABLE-1: Establishment of the Firm (Max 25 marks) [page 39 of 181]	Evaluation of technical Bid: Matrix for Breakup of Marks TABLE-1: Establishment of the Firm (Max 25 marks) Sl. No. 02 Criteria: Detailed Design Consultancy Services of Double- Decker Viaduct (one level elevated road with other level metro viaduct) from a single contract during the last 5 (Five) years ending as on the date of tender submission i n Metro Railway/ Railway/ High Speed Railway / RRTS/ Light Railway (Max 100 marks) Distribution of Marks:	Only a few numbers of integrated double decker structures have been planned across the country. Also, generally the DDC assignments have design and construction supervision both in the scope of work. Many integrated double decker metros have been designed but their construction is ongoing. In India, only Nagpur Metro has operational integrated Double Decker Metro flyover and the same is under construction for Bangalore, Patna and Pune metro. Consultant with experience in Design of double-decker Viaduct of minimum Length of 1.50 Km under “Detailed Design Consultancy Services of Double- Decker Viaduct	Refer SI No.14 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		Design of double-decker Viaduct of minimum Length 1.50 km: 50 Marks Design of double-decker Viaduct of Length > 1.50 km to 3.50 km: 80 marks Design of double-decker Viaduct of Length > 3.50 km: 100 marks	(one level elevated road with other level metro viaduct from a single contract during the last 5 (Five) years” in the market is rare. There are some metro DDC assignments (with Double Decker structures) in which the design part is completed, and construction supervision is going on (under progress), and in terms of payment received the assignment is substantially completed. We request Authority to kindly consider the assignment in which the design part has been completed, and construction supervision is ongoing (under progress) - considered as eligible assignment We request you to modify the clause as below: Design of double-decker Viaduct / viaduct with station of minimum Length 1.50 km 0.5 KM: 50 Marks. Design of double-decker Viaduct / viaduct with station of Length > 1.50 km to 3.50 km 0.50 km to 2.50 km: 80 marks Design of double-decker Viaduct / viaduct with station of Length > 3.50 km 2.50 km: 100 marks	
68)	II. PARTICULAR CONDITIONS OF CONTRACT [page 154 of 181]	Additional Clause-13 Amendments of, and Supplements to, Clauses in the General Conditions of Contract	It is noted that as per the current clause The Performance Security is to be submitted in the form of FDR/BG/DD/Cash deposit only. We request Authority to allow the payment of Performance Security/additional Performance	Refer SI.No.7 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		Performance Security: 3% of the Contract Value. The Performance Security/additional Performance Security shall be, at the Contractor's option, in any of the following forms: An unconditional Bank guarantee in the prescribed format A Pay Order / Demand Draft drawn on a Scheduled / Nationalized Bank in India in favour of " Bengaluru Integrated Rail Infrastructure Development Enterprise Limited (Bi- RIDE)" payable at Bengaluru FDR in favour of " Bengaluru Integrated Rail Infrastructure Development Enterprise Limited " (free from any encumbrance). A deposit of cash or online bank transfer to BI-RIDE account The bank guarantee shall be from a bank having minimum net-worth of over INR 500 million from the specified banks as under: a Schedule Bank in India, or a Foreign Bank having their operations in India, or	Security in the form of Insurance Surety Bond (ISB). This system is being followed in other metro tenders and Indian Railway projects. In support of this request, please find attached as Annexure – 01 the Office Memorandum issued by the Ministry of Finance, Department of Financial Services, which endorses the use of Insurance Surety Bonds. Kindly Consider.	

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		a Foreign Bank which does not have operations in India is required to provide a counter-guarantee by State Bank of India,		
69)	SECTION – 2 INFORMATION TO CONSULTANTS (ITC) DATA SHEET Information to Consultants [page 20 of 181]	DATA SHEET Information to Consultants ITC Reference.1.11 In this tender, a tender security/ EMD/ Bid Security of INR ₹ 6.5 lakhs./ (Rupees Six lakhs fifty thousand only) shall have to be paid. The instrument type for payment of tender security/ EMD shall be Demand Draft, Bank Guarantee, e-Bank Guarantee, RTGS & NEFT. No other mode of payment will be accepted	It is noted that as per the current clause The EMD is to be submitted in the form of e-BG/BG/RTGS/NEFT deposit only. We request Authority to allow the payment of Performance Security in the form of Insurance Surety Bond (ISB). This is system is being followed in other metro tenders and Indian Railway projects. In support of this request, please find attached as Annexure – 01 the Office Memorandum issued by the Ministry of Finance, Department of Financial Services, which endorses the use of Insurance Surety Bonds. Kindly Consider.	Refer SI.No.6 of Corrigendum 2.
70)	Additional Clause-13, Para 9 [page 155 of 181]	Without limitation to the provisions of the rest of this Clause, whenever the Engineer determines an addition or a reduction to the Contract Price as a result of a change in cost and/or legislation or as a result of a Variation amounting to more than 25 percent of the portion of the Contract Price payable in a specific currency, the Contractor shall at the Engineer's request promptly submit Performance Guarantee @ 10% of the	We understand the applicable performance guarantee should be 3% of increased/decreased amount over the original contract price. Kindly confirm	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		increased amount over the original contract price in a specific currency. On the other hand if the value of contract price decreases by more than 25% of the original contract price payable in a specific currency, Performance Guarantee @ 10% of the decrease in contract price from the original contract price in a specific currency shall be returned to the contractor, on his request.		
71)	Appendix – J FORM OF ADDITIONAL PERFORMANCE SECURITY (BANK GUARANTEE) [page 175 of 181]	 WHEREAS, the Contractor is required to furnish additional Performance Security for the sum of [Insert Value of additional Performance Security required], in the form of bank guarantee, being a condition precedent to the signing of the contract agreement. 	We understand that “Additional Performance Security” is an additional security over and above the normal Performance Security, intended to provide Bi-RIDE with additional financial protection where the Employer considers the performance risk to be higher, particularly in cases where the bidder has quoted an abnormally low financial offer in comparison with the Client’s estimated cost. However, the current RFP does not provide clarity regarding the applicability, trigger, formula, or percentage for determining the Additional Performance Security, including the circumstances under which the same would be required and the methodology for calculating its amount. In the absence of such provisions, we understand that Additional Performance Security is not applicable for the subject bid. Request for confirmation	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
72)	Item (a) of Additional Clause-13, Para 9 [page 156 of 181]	The successful Bidders shall have to submit a Performance Guarantee (PG) within twenty-one (21) days from the date of issue of Letter of Acceptance (LOA).	Kindly confirm whether the stipulated period of 21 days refers to calendar days or working days	Calendar Days
73)	Cl. No. 3 (a), Section 5 [page 96 of 181]	BI-RIDE has already prepared a Detailed Project Report (DPR) of BSRP works.	We request you to kindly provide the DPR prepared by B-RIDE for the BSRP works, including the relevant details, requirements, and design inputs, for our reference and better understanding of the project to enable us to prepare and submit a comprehensive and technically responsive proposal.	Both the DPR and DBR are available in KRIDE website.
74)	Cl. No. 5.2.1(vii), Section 5 [page 100 of 181]	The design and drawings shall be in conformity with the latest IRS/ IRC/ IS codes and international codes of practice as per the requirement	As per our understanding, B-RIDE has already carried out partial design works for few Corridors. The applicable codes and standards shall be adopted and complied with for the remaining design works, in accordance with the approved designs and applicable project requirements. Request for confirmation.	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6).
75)	Cl. No. 5.2.1 (xxxiii), Section 5, [page 101 of 181]	DDC shall use the RDSO approved guidelines for the preparation of design basis reports, Detailed Project Report for BSRP, SOD of Bi-RIDE, relevant codes and standards to propose Outline Design Criteria and any other design specifications for approval by Bi-RIDE as the basis for developing the full design, Construction reference Drawings, Cost Estimates, and BOQs for all civil,	Approved Design Basis Report (DBR) is used for design of many elements as stated in Cl 5.2.1. Hence it is not required to get DBR approved. Request for confirm	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		Architecture, and structural works		
76)	Cl. 5.2.1, Section 5 [page 99-102 of 181]	The concrete grades for foundations, piers, pier caps, slabs, retaining structures and other RCC components.	The grades of structural steel and RCC for the structures and other RCC components shall be considered as specified in the approved designs/GFC drawings provided in Appendix-A and DBR used for design. Request for clarify.	Approved DBR is available in KRIDE website (Ref. response at Sl. No. 6).
77)	Tender Document - DATA SHEET Information to Consultants Stage 2: Technical Evaluation Evaluation of technical Bid: Matrix for Breakup of Marks Table 2 Detailed Design Consultancy Experience	Detailed Design Consultancy Services of Double- Decker Viaduct (one level elevated road with other level metro viaduct) from a single contract during the last 5 (Five) years ending as on the date of tender submission € n Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway (Max 100 marks)	We request the Authority to kindly clarify whether the following may be considered acceptable for pre-qualification under the criterion relating to Detailed Design Consultancy Services of Double-Decker Viaduct. c. Ongoing Double-Decker Viaduct Project – We are presently engaged in a double-decker viaduct project, which is under execution. We request that ongoing works be accepted towards meeting the pre-qualification requirement. 2. Completed Superstructure Portion – In an earlier project, we successfully executed the superstructure portion of a double-decker viaduct. We request confirmation whether this completed superstructure work may be considered for evaluation, even though the substructure portion was	Tender condition prevails Refer Corrigendum 2 SI No-14

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			not within our scope.	
78)	Tender Document – DATA SHEET Information to Consultants Stage 2: Technical Evaluation Evaluation of technical Bid: Matrix for Breakup of Marks TABLE-8: Annual Turnover	MINIMUM AVERAGE ANNUAL CONSULTANCY SERVICE TURNOVER of ₹ 3.5 Cr in Five Financial Years from 2020-21 to 2024-25 (both inclusive).	We request the Authority to kindly amend the annual turnover clause by considering the average turnover of the last three financial years instead of five years.	Tender condition prevails
79)	Tender document – Appendix-B	List of minimum key technical personnel Service required – Full time available at Bangalore (To achieve the key dates)	The Design Coordinator, along with a few essential key personnel, shall be available at the Bangalore location to achieve the stipulated key dates, We kindly request the Authority to consider allowing flexibility for the remaining personnel to work from the Head office.	Tender condition prevails
80)	Data Sheet – Information to Consultants – ITC Reference: Clause 5.3A – Similar Works, Notes € RFP Page 27 of 181	c. “CONSULTANT’S REFERENCES” of section 3 Bidding forms. Documentary proof such as completion certificates from client clearly indicating the name of participating firm, nature/scope of work actual completion cost and actual date of completion for such work should be	Kindly consider exempting the apostille requirement for work experience documents/certificates issued by clients/authorities in India or other countries and allow submission of such documents in their original/certified form.	Tender condition prevails

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		submitted. All such documents of proof certificates should be apostilled from the country in which it was certified, or work done. The offers submitted without this documentary proof shall not be evaluated		
81)	Data Sheet – Information to Consultants – ITC Reference: Clause 3.3(vii)(b) – Joint Ventures, Sub-clause € & Annexure-1 – Eligibility Criteria Matrix RFP Pages 23–24 and 47 of 181	“e. All partners of the joint venture shall be legally liable, jointly and severally, during the tendering process and for the execution of the contract in accordance with the contract terms, and a statement to this effect shall be included in the authorization mentioned under Sub-Clause 3.3 vii(b) (d) above. To enable the above, each of the partners of the joint venture shall meet not less than 25% of the qualifying criteria specified for Similar work, Average annual turnover, Bid Capacity and Line of credit / liquid assets. All members of the joint venture must fulfil the requirement as per Annexure1 Eligibility Matrix.”	We request Bi-RIDE to kindly consider permitting the Joint Venture to meet collectively all the qualification criteria, including Similar Work, Average Annual Turnover, Bid Capacity and Line of Credit / Liquid Assets, instead of requiring each JV partner to individually meet not less than 25% of the respective criteria. This would facilitate participation of suitably qualified firms with complementary experience and financial capabilities while maintaining the joint and several liability of all JV partners.	Tender conditions prevail.
82)	Data Sheet – Information to Consultants – ITC Reference: Clause 3.3(vii)(b) – Joint Ventures RFP Page 23 of 181	“vi. Lead partner must have a minimum of 50% participation in the JV. If a bidder is a JV, it shall be registered subsequent to award of the Contract.”	We request the Authority to kindly permit the JV to execute the Contract as an unincorporated Joint Venture based on a legally binding, stamped and notarized JV Agreement, in lieu of mandatory formal incorporation/registration as a new corporate entity subsequent to award. The JV Agreement may provide for the joint and several liability of all partners for due performance of the Contract and	Tender condition prevails. Registration of JV is required subsequent to award of the Contract. Only JV MOU is to be submitted at the stage of Bid submission.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response																																
			other obligations as specified in the RFP.																																	
83)	FORM 3E: TEAM COMPOSITION AND TASK ASSIGNMENTS RFP Page 55 of 181	3E. TEAM COMPOSITION AND TASK ASSIGNMENTS <u>1. Key Staff</u> <table><thead><tr><th>Sl. No.</th><th>Name</th><th>Position</th><th>Task</th></tr></thead><tbody><tr><td>1.</td><td></td><td></td><td></td></tr><tr><td>2.</td><td></td><td></td><td></td></tr><tr><td>3.</td><td></td><td></td><td></td></tr></tbody></table> <u>2. Non – Key Staff</u> <table><thead><tr><th>Sl. No.</th><th>Name</th><th>Position</th><th>Task</th></tr></thead><tbody><tr><td>1.</td><td></td><td></td><td></td></tr><tr><td>2.</td><td></td><td></td><td></td></tr><tr><td>3.</td><td></td><td></td><td></td></tr></tbody></table>	Sl. No.	Name	Position	Task	1.				2.				3.				Sl. No.	Name	Position	Task	1.				2.				3.				As per Form 3E – Team Composition and Task Assignments, details of both Key Staff and Non-Key Staff are required to be provided. However, the RFP does not clearly specify the positions/categories to be considered under Key Staff and Non-Key Staff. Kindly provide/clarify the list of positions falling under each category to enable bidders to submit Form 3E correctly.	Refer Section V, Terms of Reference APPENDIX-B LIST OF MINIMUM KEY TECHNICAL PERSONNEL. Tender conditions prevail.
Sl. No.	Name	Position	Task																																	
1.																																				
2.																																				
3.																																				
Sl. No.	Name	Position	Task																																	
1.																																				
2.																																				
3.																																				
84)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3A – Technical Eligibility Criteria: Minimum Eligibility Criteria – Work Experience RFP Pages 27– 28 of 181	“‘Similar Works’ for this Contract shall be defined as below: ‘Detailed Design Consultancy Services for elevated viaducts / elevated viaduct including elevated stations having substructure with pile/well/ open foundations and RCC piers and superstructure with prestressed concrete/Steel Composite and station for Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway’.”	We request the Authority to kindly relax the specific requirements relating to “pile/well/open foundations”, “RCC piers” and “prestressed concrete/Steel Composite” and make the Similar Work definition scope based, covering Detailed Design Consultancy Services for elevated railway/metro/RRTS/HSR/light railway viaducts and associated elevated stations.	Tender conditions prevail. However, SI.No. 13 of Corrigendum 2 may be referred.																																
85)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3A – Technical	“Bidder must have Successfully completed/Substantially completed the following during last five years ending last day of the month previous to the month of	We request the Authority to kindly consider Similar Works successfully/substantially completed during the last 10 years instead of the stipulated five years, to enable	Refer Sr.No.13 of Corrigendum 2.																																

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	Eligibility Criteria: Minimum Eligibility Criteria – Work Experience RFP Page 26 of 181	tender submission as given below.”	wider participation of experienced and qualified consultants.	
86)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3A – Notes (c) RFP Page 27 of 181	“CONSULTANT’S REFERENCES’ of section 3 Bidding forms. Documentary proof such as completion certificates from client clearly indicating the name of participating firm, nature/scope of work actual completion cost and actual date of completion for such work should be submitted. All such documents of proof certificates should be apostilled from the country in which it was certified, or work done. The offers submitted without this documentary proof shall not be evaluated. In case the work is executed for private client, copy of work order, bill of quantities, bill wise details of payment received certified by C.A., T.D.S certificates for all payments received and copy of final/last bill paid by client shall be submitted.”	We request the Authority to kindly relax the documentary requirements and accept a Certificate from the Chartered Accountant (CA) confirming the contract value, payments received and completion status as sufficient documentary proof, for works executed for both Private Clients and Government Organisations, in lieu of the detailed supporting documents stipulated in the clause. Further, we request that apostillation of experience certificates be waived, particularly where the supporting documents are duly certified by the Client/CA.	Tender conditions prevail
87)	Data Sheet – Information to Consultants – ITC Reference: Clause 5.3A – Similar Works, Notes (c) & (g)	Note (c): “In case the work is executed for private client, copy of work order, bill of quantities, bill wise details of payment received certified by C.A., T.D.S certificates for all payments received and copy of final/last bill paid by client shall be	Kindly clarify whether “private client” under Note (c) refers to a registered private company/corporate entity, and whether experience executed for such private corporate clients will be considered for Similar Work eligibility upon submission of the	“private client” means the NSE/BSE listed companies other than Government entities, PSU’s and excluding the private individuals.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	RFP Page 27 of 181	submitted.” Note (g): “Work experience certificate from private individual shall not be considered.”	supporting documents such as CA Certificate confirming the contract value, payments received and completion status as sufficient proof. Further, kindly confirm that Note (g) applies only to work experience certificates issued by private individuals.	
88)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3B – Financial Eligibility Criteria, RFP Page 28 of 181	“(ii)Average Annual Turnover from Consultancy Services: Minimum annual turnover from Consultancy Service Contracts of INR 3.5 Cr from consultancy services in Railway/Metro/RRTS/Suburban Railway projects only calculated as total certified payments received for contracts in progress or completed, achieved in any 02 (Two) financial years within the last 05 (Five) financial years ending 2024-25.”	We request the Authority to kindly consider Average Annual Turnover from Engineering Consultancy Services generally, without restricting the same to Railway/Metro/RRTS/Suburban Railway projects. Accordingly, we request that the minimum Average Annual Turnover requirement be enhanced to INR 50 Crore from Engineering Consultancy Services generally.	Tender conditions prevail
89)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3B – Financial Eligibility Criteria, RFP Page 28 of 181	“(iv) Bid Capacity: Bidders will be qualified, if their available Bid capacity is more than the tendered value. The available Bid capacity will be calculated as under Assessed available tender capacity = $(AN1.5 - B)$ Where A = Maximum value of works executed in any one year during the last five financial years updated to the current price level @ 5 % per year. N = Number of years prescribed for completion of the works for which tenders are invited. B = Value of existing commitments and ongoing works	We request the Authority to kindly relax the requirement for submission of Bid Capacity and the associated statement of existing commitments and ongoing works countersigned by the Employer, considering that the requirement is a consultancy assignment.	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		to be completed during the period of completion of the work for which tenders are invited ... The statements showing the value of existing commitments and on-going works ... should be countersigned by the Employer in charge, not below the rank of an Executive Engineer or equivalent.”**		
90)	Data Sheet – Information to Consultants, ITC Reference, Clause 5.3C – Stage 2: Technical Evaluation, Detailed Design Consultancy Experience RFP Page 32 of 181	“i. Detailed Design Consultancy Services of Elevated Viaduct from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. ... ii. Detailed Design Consultancy Services of Double-Decker (One Level Elevated Road with Other Level Metro Viaduct) from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. ... iii. Detailed Design Consultancy Services of station(s) from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway.”	We request the Authority to kindly consider relevant Detailed Design Consultancy projects completed during the last 10 years, instead of restricting the technical evaluation experience to the last 5 years.	Refer Sr.No. 14 of Corrigendum 2.
91)	Page 18 of RFP DATA SHEET 1.1 The name of	It is observed that in RFP client name has been referred to as K-RIDE and at some		Client name is Bi-RIDE

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	the Client is: General Manager (Procurement), On and /or behalf of Bi-RIDE	location as Bi- RIDE. This is bit confusing and we request your kind clarification on the same.		
92)	DATA SHEET Information to Consultants 3.3 (vii) (b)	Page 23 of RFP (b) Joint Ventures: Tendering by a joint venture of Contractors is permissible subject to following conditions: a. If the Applicant comprises a number of firms combining their resources in a joint venture, the legal entity constituting the joint venture and the individual partners in the joint venture shall be registered after award of work and shall not be under a declaration of ineligibility for corrupt and fraudulent practices issued by GoK.	We request to allow Unincorporated Joint Ventures as per Consultancy Industry Practice and waive of the mandatory requirement of registering JV as it results in formation of new company. Client may decide to pay each JV partners separately.	Tender conditions prevail. Registration of JV is required subsequent to award of the Contract. Only JV MOU is to submitted at the stage of Bid submission.
93)	DATA SHEET Information to Consultants	Page 27 of RFP 5.3 A "Similar Works" for this Contract shall be defined as below: "Detailed Design Consultancy Services for elevated viaducts / elevated viaduct including elevated stations having substructure with pile/well/ open foundations and RCC piers and superstructure with prestressed concrete/Steel Composite and station for Metro Railway/ Railway/ High Speed	We request to consider experience under similar works also from the project where bidder has carried out DDC combinedly for both elevated and underground stretch as segregation of cost of underground and elevated stretch in such project is difficult.	Tender condition prevails

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		Railway /RRTS/ Light Railway		
94)	Section II, Evaluation of technical Bid: Matrix for Breakup of Marks	Page 39 of RFP TABLE-3: - Academic Qualifications of Key Personnel (Max 100 marks)	For marking purpose we request to consider only 1 no of CV of Structure Design Expert instead of 3 nos.	Tender condition prevails
95)	Section II, Evaluation of technical Bid: Matrix for Breakup of Marks	Page 39 of RFP TABLE-3: - Academic Qualifications of Key Personnel (Max 100 marks)	For marking purpose we request to consider only 1 no of CV of Structure Design Expert instead of 3 nos.	Tender condition prevails.
96)	Section II Evaluation of technical Bid: Matrix for Breakup of Marks	Page 43 of RFP TABLE-5: Relevant experience of Key personnel in the Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. (Maximum100 Marks)	We request following changes in the referred clause: TABLE-5: Relevant experience of Key personnel in the Detailed Design of Elevated Viaducts/Double- Decker Viaducts and or Elevated Stations in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. (Maximum 100 Marks)	Tender condition prevails
97)	Section II Evaluation of technical Bid: Matrix for Breakup of Marks	Page 47 of RFP Annexure-1 The Eligibility Criteria Matrix shall be met as under:	We understand that Lead Partner need to meet 50% of the Work Experience Requirement as stated in clause 5.3 A, however all the members of JV jointly need to fulfill the work experience requirement.	Tender condition prevails
98)	SECTION 3. TECHNICAL PROPOSAL – STANDARD FORMS	Page 78 of RFP 3U. Form of Bid Capacity	We request to delete the required form.	Tender condition prevails

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
99)	DATA SHEET Information to Consultants, Clause No: 5.3A, Pg. No: 27	Similar Work is defined as DDC for elevated viaduct/elevated viaduct including elevated stations with specified structural systems for Metro/Railway/HSR/RRTS/Light Railway.	Clarify whether a project involving detailed design of an elevated viaduct without an elevated station will qualify as a Similar Work. If yes, please expressly confirm.	Yes. A project involving detailed design of an elevated viaduct with out an elevated station will qualify as similar work.
100)	DATA SHEET Information to Consultants, Clause No: 5.3 (c), Pg. No: 32	- Detailed Design Consultancy Services of Elevated Viaduct from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. - Detailed Design Consultancy Services of Double-Decker (One Level Elevated Road with Other Level Metro Viaduct) from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway. Detailed Design Consultancy Services of station(s) from a Single Contract during the last 5 (Five) years ending as on the date of tender submission in Metro Railway/ Railway/ High Speed Railway /RRTS/ Light Railway	Considering the specialised and technically complex nature of the assignment and the limited number of projects of such nature completed within the recent five year period, it is requested that the experience period for the above three criteria be extended from the last 5 (Five) years to the last 7 (Seven) years ending as on the date of tender submission.	Refer Sr.No.14 of Corrigendum 2.
101)	DATA SHEET Information to Consultants,	Work completed to 80% or more may be treated as substantially completed.	Permit works having achieved 80% physical/financial progress even where the final completion certificate is pending, based on an employer/client certificate.	If 80% physical/Financial progress for a work has been achieved, the same is acceptable.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	Clause No: 5.3A(a), Pg. No: 27			
102)	DATA SHEET Information to Consultants, Clause No: 5.3A(c), Pg. No: 27	Documentary proof such as completion certificate is mandatory; private-client experience has additional requirements.	Accept experience certificates from reputed private infrastructure / rail / metro SPVs, PPP entities and listed companies, supported by work order and CA-certified payment evidence, without the additional restrictive requirements applicable to listed companies	Tender conditions prevail.
103)	DATA SHEET Information to Consultants, Clause No: 5.3A(d), Pg. No: 27	Completed work values are updated using 5% inflation and foreign currency conversion based on FBIL rate 28 days before submission.	Clarify whether the 5% escalation is applicable automatically to all qualifying completed works and whether the updated value will be considered for both eligibility and technical scoring.	Tender conditions prevail.
104)	DATA SHEET Information to Consultants, Clause; JV provisions, Pg. No: 24 & Annexure-1 Pg. No: 47	JV restricted to 3 partners; each partner is stated to meet at least 25% of qualifying criteria, while Annexure-1 specifies different 50%/25% thresholds.	Clarify the controlling JV eligibility matrix, particularly where page no: 24 requires 25% from each partner but Annexure-1 specifies Lead Partner 50% and Other Partners 25% for certain criteria.	Tender conditions prevail.
105)	DATA SHEET Information to Consultants, Clause: JV, Pg. No: 24 & Annexure-1 Pg. No: 47	All JV members must have similar work experience and meet prescribed minimum criteria.	Permit the JV to satisfy the technical experience requirement through one partner having the complete relevant experience, while other partners contribute financial/technical resources as appropriate.	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
106)	DATA SHEET Information to Consultants, Clause: Para 3.3 / Pg. No: 25	Parent company credentials may be used by an Indian subsidiary where parent holds $\geq 90\%$, with parent undertaking full responsibility.	Clarify whether credentials of group/holding/affiliate companies can be considered where the relationship is supported by an unconditional parent company guarantee and demonstrated operational control.	Tender condition prevails.
107)	DATA SHEET Information to Consultants, Clause: Other Requirements, Pg. No: 31	Only firms registered/incorporated in India are eligible; land-border country entities require registration.	Clarify eligibility of foreign consultants participating through an Indian subsidiary/JV and the exact registration requirement applicable to foreign JV partners.	Tender condition prevails
108)	DATA SHEET Information to Consultants, Litigation History, Pg. No: 24 & Pg. No: 31	Litigation/arbitration over last five years "may result in failure".	Clarify that only material adverse judgments/awards directly affecting financial/technical capability shall be considered for disqualification, and pending/nonmaterial disputes shall not render a bidder ineligible.	Tender condition prevails
109)	DATA SHEET Information to Consultants, Clause No: 5.3A / Pg. No: 30	Part/component of an incomplete overall contract is not considered for technical credentials.	Permit substantially completed and independently identifiable components of a larger assignment to qualify where the component itself is completed and certified by the client.	Tender conditions prevail
110)	Permit substantially completed and independently identifiable components of a larger assignment to qualify where the	Any cost or delay in construction arising from review by the Authority's Engineer shall be borne by the DDC.	It is requested that the above provision be suitably modified, as the DDC should not be held liable for construction costs or delays arising merely from the review/comments of the Authority's Engineer, particularly where such review is not attributable to any error, omission, negligence or non-compliance on the part of the DDC.	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	component itself is completed and certified by the client.			
111)	GCC Clause No: 2.4 / PCC, Pg. No: 136		Please clarify that any delay attributable to the Employer, Authority/GC, statutory authorities, proof-checking agency, contractors, utilities, delayed approvals, delayed data or site access shall result in corresponding extension of time without penalty, together with additional payment where additional manpower/resources are required.	Tender conditions prevail.
112)	GCC Clause No: 2.7.1(f), Pg. No: 137	If the Client, in its sole discretion and for any reason whatsoever, decides to terminate this Contract.	We request to consider modifying the provision to provide that the Client may terminate the Contract for convenience by giving not less than 60 days' prior written notice to the Consultant. In such an event, the Consultant shall be entitled to payment for all Services performed up to the effective date of termination, approved outstanding deliverables, unavoidable committed costs, and reasonable demobilisation costs incurred as a consequence of such termination."	Tender conditions prevail
113)	GCC Clause No: 2.7.3 / PCC 2.7, Pg. No: 138 & 148	Cessation of Rights and Obligations	Please clarify that upon termination not attributable to Consultant default, all amounts due for completed services, partially completed deliverables, approved commitments and demobilisation shall be paid within 30 days.	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
114)	GCC Clause No: 2.5.3 & 2.5.4, Pg. No: 136	Any period within which a Party shall, pursuant to this Contract, complete any action or task, shall be extended for a period equal to the time during which such Party was unable to perform such action as a result of Force Majeure.	Please confirm that this entitlement also covers staff retention; office costs; remobilisation; additional travel; re-establishment of project facilities; and reasonable costs incurred due to suspension/restart.	Tender conditions prevail.
115)	GCC Clause No: 1.7.2, Page 136	GST will be reimbursed by the Client, with proof of GST payment to be submitted.	Please clarify that GST shall be paid along with each invoice, without making reimbursement conditional upon payment of the Consultant's subsequent GST liability, except where legally	GST shall be paid along with each invoice. Tender conditions prevail.
116)	Clause: GCC 1.7 / PCC	Taxes and Duties	Please clarify that any new tax, levy, cess, statutory fee or increase/decrease in statutory tax rates after the Base Date shall be adjusted in the Contract Price in accordance with applicable law.	Tender conditions prevail.
117)	GCC Clause No: 3.8, Pg. No: 140	All plans, drawings, specifications, designs, reports and software submitted become the Client's property.	We request to consider modifying the provision to clarify that the Consultant shall retain ownership of all pre-existing intellectual property, proprietary tools, methodologies, templates, know-how and software developed independently of this Contract. The Client shall be granted a non-exclusive licence to use such materials solely for the purposes of the Project.	Tender conditions prevail
118)	GCC Clause No: 6.1(b), Pg. No: 143	Consultant must notify when cumulative charges reach 80% of the ceiling.	Please clarify that notification at 80% shall not prevent the Consultant from continuing necessary services, where additional work has been instructed by the Employer, and that such work will be formally regularised	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			through a Variation.	
119)	GCC Clause No: 6.2(a), Pg. No: 143	Price Adjustments	Considering the 36-month duration of the assignment, remuneration rates shall be subject to annual price adjustment based on an appropriate Government/official index for manpower and relevant consultancy costs.	Tender conditions prevail
120)	SCC/PCC Additional Clause 2, Pg. No: 152	The Client reserves the right to re-apportion the deployment period between the same or different categories of personnel based on remuneration ratios.	We request to consider modifying the provision to clarify that any reallocation of personnel categories or deployment periods shall be mutually agreed between the Client and the Consultant and shall not result in any increase in the Consultant's scope of obligations without a corresponding adjustment to the Contract Price and/or Time for Completion, as applicable	Tender conditions prevail
121)	Attachment-1(List of GFC's issued)	GFC Drawings	In The GFC drawings issued for various components such as U girder, I girder, Pier cap, Pier, Pile cap, Pile & Portal beam is it necessary to follow GFC drawings as final or whether any changes in this is allowed.	Tender conditions prevail.
122)	Attachment-4 Appendix-E (Statement of part works executed by earlier contractor in corridor-2	GFC Drawings	For all the components such as Pier, Pile, Pile cap, Pier cap and other structure component kindly clarify whether same drawings to be followed or any modification in design/Shutter sizes are allowed	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
123)	CI-10.7-DDC tender document	Proof checking	Kindly confirm the proof consultant whether other than IIT/IISC other agency can be allowed.	Tender conditions prevail.
124)	General	General	Kindly confirm whether span arrangement / Type of superstructure can be modified	Tender conditions prevail.
125)	General	General	Kindly confirm whether the Borelog data to be considered as per the provided data or re-investigation can be made.	DDC shall advice the Construction agency the specific locations for confirmatory (Additional) bore hole logs, geophysical surveys, field and laboratory tests.
126)	Section 2 – Technical Evaluation, Table 5 – Traffic/Transport /Multi -Modal Integration Expert, Page 43–44	Minimum of 8 years of post-qualification experience in detailed Transport Planning /Traffic Integration for the Traffic/Transport/Multi-Modal Integration Expert.	Considering the nature of the Traffic/Transport/Multi-Modal Integration Expert's role, kindly consider relevant experience in DPRs, Feasibility Studies, traffic/transport studies, traffic modelling, transport planning and multi-modal integration assignments in Metro /Railway / High Speed Railway/RRTS/Light Railway and major urban transport projects, in addition to Detailed Design experience.	Tender conditions prevail.
127)	Section 2 – Technical Evaluation, Table 5 – Traffic/Transport /Multi -Modal Integration Expert, Page 43–44	Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in Metro Railway /Railway / High Speed Railway/RRTS/Light Railway	The RFP restricts relevant experience to the Detailed Design of Elevated Viaducts / Double-Decker Viaducts and Elevated Stations in Metro Railway / Railway / High Speed Railway / RRTS / Light Railway. Considering the traffic and transport planning requirements associated	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			with elevated transportation infrastructure, kindly consider relevant experience in the Detailed Design of Elevated Road Corridors / Elevated Highways and Double-Decker Rail-cum-Road / Road-over-Road Elevated Structures as equivalent/relevant experience for the Traffic / Transport / Multi-Modal Integration Expert.	
128)	Section 2 – Technical Evaluation, Table 5 – Relevant Experience of Key Personnel, Page 43–44	Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in Metro/Railway/High Speed Railway/RRTS/Light Railway	The RFP restricts relevant experience to the Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in Metro/Railway / High Speed Railway / RRTS/Light Railway. Considering the technical similarity of comparable elevated transportation structures, kindly consider relevant experience in the Detailed Design of (i) Elevated Road Corridors / Elevated Highways and (ii) Double-Decker Rail-cum-Road / Road-over-Road Elevated Corridors as relevant experience for evaluation under Table 5, where the scope involves comparable design and engineering requirements for elevated structures	Tender conditions prevail.
129)	Section 2 – Technical Evaluation, Table -2	Design of double-decker Viaduct of minimum Length 1.50 km: 50 Marks Design of double-decker Viaduct of Length > 1.50 km to 3.50 km: 80 marks Design of	The project has a double decker section of 1.12 Kms. Considering the project requirement, we request you to consider the marking as follows: Design of double-decker Viaduct of	Refer Sl.No.14 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		double-decker Viaduct of Length > 3.50 km: 100 marks	minimum Length 1.12 km: 50 Marks Design of double-decker Viaduct of Length > 1.12 km to 2 km: 80 marks Design of double-decker Viaduct of Length > 2 km: 100 marks	
130)	Table -3 Section 2 – Technical Evaluation,	Expert in Building and Electro-Mechanical Services Graduate in Mechanical Engineering or Electrical Engineering: 07 Marks Post Graduate or Higher in Mechanical Engineering or Electrical Engineering: 10 Marks	For the balanced evaluation, we request you to revise the marking as: Graduate in Mechanical Engineering or Electrical Engineering: 9 Marks Post Graduate or Higher in Mechanical Engineering or Electrical Engineering: 10 Marks	Tender condition prevails
131)	Section 2 – Evaluation of technical Bid: Table -2Table -3	Traffic/Transport/Multi-Modal Integration Expert Graduate in Civil/Transport Engineering: 07 Marks Postgraduate or Higher in Transport Engineering: 10 Marks	For the balanced evaluation, we request you to revise the marking as: Graduate in Civil/Transport Engineering: 09 Marks Postgraduate or Higher in Transport Engineering: 10 Marks	Tender condition prevails
132)	Section 2 – Evaluation of technical Bid: Table 4	Structural Design Expert-1, 2 and 3 > 20 years of experience:10 Marks	The experience required for full marks appears to be high. For a Structural Design expert, we request you to keep marking as: 10 to 12 years of experience: 06 Marks >12 up to 15 years of experience:08 Marks > 15 years of experience:10 Marks	Tender condition prevails
133)	Section 2 – Evaluation of technical Bid: Table 4	Architectural Design Expert-1 Minimum 12 years of post minimum qualification experience in detailed Architectural design	The experience required for full marks appears to be high. For a Architectural Design expert, we request you to keep marking as: 10 to 12 years of experience: 06 Marks >12 up to 15 years of experience:08 Marks > 15 years of experience:10 Marks	Tender condition prevails

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
134)	Section 2 – Technical Evaluation of technical Bid: Table 4	Expert in Building and Electro-Mechanical Services Minimum 12 years of post minimum qualification experience in the design of Electromechanical works.	The experience required for full marks appears to be high. For a Building and Electro-Mechanical expert, we request you to keep marking as: 10 to 12 years of experience: 06 Marks >12 up to 15 years of experience: 08 Marks > 15 years of experience: 10 Marks	Tender condition prevails
135)	Section 2 – Evaluation of technical Bid: Table 4	Traffic/Transport/Multi-Modal Integration Expert Minimum 8 years of post- minimum qualification experience in detailed Transport planning /Traffic integration	The experience required for full marks appears to be high. For a Traffic expert, we request you to keep marking as: 5 to 8 years of experience: 06 Marks >8 up to 10 years of experience: 08 Marks > 10 years of experience: 10 Marks	Tender condition prevails
136)	Section 2 – Evaluation of technical Bid: Table-6	Employment of Key Personnel with the Firm. (Max 75 marks) 3 years: 04 marks. >3 years up to 5 years: 06 Marks >5 years: 7.5 marks.	Generally services of Structural, Architectural, BIM, Electro mechanical, Transportation, Geotechnical are not covered under single roof. Hence, we request you to consider experts as associate/consultant's as well	Tender condition prevails
137)	SECTION 3. TECHNICAL PROPOSAL – STANDARD FORMS Clause No.3U	Form of Bid Capacity Existing Commitments and on-going works	We request the Employer to kindly clarify whether Form 3U shall include all ongoing projects/commitments of the Bidder, irrespective of their nature, or only ongoing projects similar to the present assignment.	Tender Condition prevails.
138)	SECTION - 5 TERMS OF REFERENCE Clause NO.10.7	Proof Checking The deployment of proof checking agency shall be in the scope of Detail design consultancy. The DDC shall appoint a	Kindly clarify whether the proof-checking agency's professional fees will be reimbursed separately at actuals or are to be included in the DDC contract price.	Proof-checking agency's professional fees are to be included in the DDC contract price. Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		proof check consultancy only from the Institutions listed below. (the "Proof Consultant"): 1. IISc Bengaluru. 2. IIT Chennai. 3. IIT Mumbai.		
139)	SECTION - 5 TERMS OF REFERENCE Notes. Clause No.6	In case of delay in design and drawing submission, Bi-RIDE may engage IISc/IIT's to carry out detailed design and drawings. The actual cost of the design and drawings shall be borne by successful agency as charged by IISc/IIT's.	Kindly clarify that such recovery shall be made only after establishing that the delay is solely attributable to the Consultant and after giving the Consultant reasonable opportunity to rectify the delay.	Tender conditions prevail.
140)	SECTION - 5 TERMS OF REFERENCE Appendix B	Key Experts to be engaged Services required: Full time available at Bangalore	Considering that the assignment is primarily a design and consultancy-oriented project, involving detailed engineering, design development, BIM coordination and preparation of drawings/documents, we request the Employer to kindly permit the Key Experts, Non-Key Experts and design/support staff to undertake the assignment from the Consultant's Head Office. The Staff shall attend meetings, site visits, design reviews, coordination meetings and other activities requiring physical presence at Bengaluru, as and when requested by Bi-RIDE/Engineer.	Tender condition prevails.
141)	SECTION - 5 TERMS OF REFERENCE Note Point No.6	Change in Key Expert for one time without penalty is permitted. However, for	Considering the long term nature of the assignment and the possibility of unavoidable circumstances affecting	Tender condition prevails.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
		subsequent changes there will be Penalty at Rs 1,00,000 / - Per Key Expert unless the change is desired by the Employer.	the availability of personnel, we request the Employer to kindly reduce the penalty for subsequent replacement of Key Experts from ₹1,00,000/- to ₹25,000/- per Key Expert.	
142)	SECTION – 4 4B. SCHEDULE OF DELIVERABLES & PAYMENTS Notes Point no.9	The employer shall designate some of their computers for installation, by the DDC of software programme that the DDC intends to use for the design, programming, production of drawings etc.for checking and approval. All software shall be originals/authenticated and licensed by the manufacturer and issued at the DDC's cost.	Kindly clarify whether long-term software licenses extending beyond the 36-month consultancy period are required, or whether licenses corresponding only to the contract duration will suffice. Also, clarify the list of software/platforms and whether CDE/BIM platform subscription / license.	Tender conditions prevail.
143)	SECTION - 5 TERMS OF REFERENCE Clause No. xxiii.	The DDC shall provide additional design and other information as may be required by the Bi-RIDE/GC.	Kindly clarify that services outside the defined TOR, resulting in additional manpower/time or new structures shall be treated as additional services/variation and paid separately.	Tender condition prevails.
144)	SECTION - 5 TERMS OF REFERENCE ANNEXURE-II	The DDC Team deputed for the project shall include a Green Building Consultant having experience in green building certification of the building(s) under the LEAD/IGBC/GRIHA Rating System	Kindly clarify whether the professional fees and certification fees payable to the Green Building Consultant/certification agency is to be included in the DDC fee or shall be reimbursed separately at actuals.	Refer to the response at Sl. No. 46.
145)	Section II Evaluation of technical Bid Table- I, Page 39 -	For a N/Consortium, the RFP states that "average marks will be considered." Marks are separately prescribed according to years after establishment	Kindly confirm that the marks for a N /Consortium shall be the simple individually earned by each N member, irrespective of their	Tender condition prevails.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	Establishment of Firm		percentage participation in the N. It may also kindly be clarified how a N member having less than five years from establishment will be treated for computing such average.	
146)	Section II Evaluation of technical Bid Table-2, Sl.2, Page 39 - Double-Decker Viaduct Experience	The criterion requires DOC of a Double-Decker Viaduct comprising one level elevated road and the other level Metro viaduct, from a single contract, during last five years.	Kindly confirm whether, for evaluation of Relevant Experience of firm under Table-2, the actual nature and scope of design work performed by the proposed Key Personnel shall be considered irrespective of the nomenclature of the consultancy contract. Accordingly, where a DPR / PMC I assignment involves a Double-Tier / Multi-Level Elevated Corridor + At Grade Highway with provision for Metro/Rail at one level, and the concerned firm has demonstrably carried out preparation of GADs, structural design/design review, drawings and detailed engineering of such elevated structure, kindly confirm whether such experience shall be considered as relevant experience under Table-2 to the extent of the documented Metro/Rail-related elevated structure/design component.	Tender condition prevails.
147)	Table-3, Pages 40--41 and Note 5, Page 45 - Academic Qualification	Postgraduate/higher qualifications attract higher marks. Note 5 provides that degree qualification shall be a full-time degree from a recognized institute and qualification other than degree shall have Government of India recognized equivalency	Kindly confirm that a relevant full-time Master's/Postgraduate degree awarded by a recognised foreign university will be accepted for the corresponding postgraduate marks, subject where required, to submission of an AIU/Government-	Tender conditions prevail.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			recognised equivalency certificate.	
148)	Table-4, Pages 42--43 -Post-Minimum-Qualification Professional Experience	Experience 1s expressly required after the minimum educational qualification .	Kindly confirm that relevant full-time professional experience acquired after obtaining the prescribed minimum Bachelor's degree will be counted even where the expert subsequently pursued a postgraduate qualification, provided the claimed professional experience is independently documented and does not overlap with full-time academic study.	Tender conditions prevail
149)	Table-6, Page 45 Employment of Key Personnel with the Firm	Marks of 4/6/7.5 are prescribed according to 3 years, >3-5 years and >5 years of employment "with the firm." The evaluation is also applicable to JV Bidders	. For a JV bidder, kindly confirm that employment of a Key Personnel with any constituent JV member shall be treated as employment "with the Firm/JV" for Table-6 scoring. Kindly also clarify whether a person formally deputed by a JV member to the Lead Member for this assignment retains the employment period accumulated with that JV member for scoring purposes.	Tender condition prevails.
150)	Table-7 Page 45 - Presentation, 300 Marks	Presentation/document evaluation carries 300 of the total 1,000 technical marks, total 1,000 technical marks, divided into six stated sub- heads.	sub-criteria of Table-7 will be awarded directly on the stated 300-mark scale without any subsequent normalization between bidders. It is also requested that the technical score/sub-criterion score awarded may be disclosed in accordance with the applicable procurement procedure after completion of technical evaluation.	Tender conditions prevail
151)	TOR Clause	Clause 10.1 states that the	Kindly clarify which provision shall	Refer SI.No-1 of Corrigendum

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
	10.1 vis-a-vis Clause 10.7 & 10.7.1, Pages 110-111 - Proof Checking	"Proof-checking agency [is] to be engaged by Bi-RIDE", whereas Clause 10.7 states that deployment of the proof checking agency is within the DDC's scope and the DDC shall appoint the Proof Consultant. Clause 10.7.1 further states that payment shall be borne directly by the successful DDC.	govern. Specifically, please confirm whether appointment, coordination and payment of the Proof Consultant are entirely within the scope and cost of the DDC, notwithstanding the statement under Clause 10.1 that the proof-checking agency is to be engaged by Bi-RIDE	2.
152)	TOR Clause 10.7, Pages 110-111 - Approved Proof Consultants	The DDC is permitted to appoint the Proof Consultant only from IISc Bengaluru, IIT Chennai and IIT Mumbai	To ensure competitive availability timely proof checking and avoidance of programme dependence upon only three institutions, Bi-RIDE is requested to kindly consider permitting other IITs/NITs/Central Government - recognised premier engineering institutions having demonstrable expertise in bridge/metro structural proof checking, subject to prior approval of Bi-RIDE.	Tender conditions prevail
153)	Table-8, Page 46-N Turnover Scoring	Table-8 states that, in the case of N /Consortium, "the highest annual turnover among the partners shall be considered. "This differs from the collective N eligibility treatment under Clause 5.3B and Annexure-1	Kindly confirm that for technical marks under Table-8 only, the eligible turnover of the single N partner having the highest qualifying turnover will be considered, and that turnover of N members will not be aggregated for determining the Table-8 score.	Tender conditions prevail
154)	Table-5 Note 2, Page 44 - CV/Experience Documentation	The RFP states that proposed Key Personnel are "preferably" required to submit a service certificate issued by the Employer and further requires detailed The RFP states that proposed Key Personnel are "preferably" required to submit a service certificate issued by the Employer and further requires detailed	Where an earlier employer no longer issues service certificates, kindly clarify whether appointment/relieving letters, client certificates, project certificates, employer HR certificates or other verifiable documentary records may be submitted in combination to	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			establish the expert's period and nature of experience.	
155)	Clause 5.3A-Similar Works Definition	The RFP defines Similar Works as Detailed Design Consultancy Services for elevated viaducts/elevated viaduct including elevated stations having substructure with pile/well/open foundations and RCC piers and superstructure with prestressed concrete/Steel Composite for Metro Railway/Railway/High Speed Railway/RRTS/Light Railway.	We have successfully undertaken Detailed Design Consultancy Services for Road Over Bridges (ROBs) for DFCCIL, comprising elevated viaduct-type structures having pile foundations, RCC piers and prestressed concrete/steel composite superstructures, carrying road traffic. Kindly clarify whether such experience shall be considered as Similar Work, considering that the work was executed for a Railway sector Government organisation and satisfies the prescribed structural configuration and design requirements.	Tender conditions prevail
156)	Clause 5.3A-Notes relating to Documentary Proof of Work Experience	The RFP provides for submission of supporting documents where work has been executed for a private client with a turnover of 500cr and Public Listed Companies only.	We have undertaken Detailed Design Consultancy Services for railway bridges in Himalayan terrain, fully satisfying the prescribed Similar Work definition. The work was executed under a contract with a private company, while the ultimate project clients/implementing Government PSUs were IRCON and RVNL. We are in possession of documentary evidence like experience certificates and other supporting documents substantiating our execution of the services. Kindly clarify whether such experience shall be considered for eligibility, provided satisfactory documentary evidence establishing	Tender conditions prevail

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
			the nature, scope, value and successful completion of our services is submitted. Further, kindly clarify the acceptable form of certification/documentation in such cases	
157)	Clause 5.3C, Table-2-Detailed Design Consultancy Experience, Item2	The criterion provides marks for Detailed Design Consultancy Services of a Double-Decker Viaduct, defined as "one level elevated road with other level metro viaduct."	Double-decker elevated structures involving two vertically stacked levels of elevated road/flyover involve substantially similar structural design challenges, including multi-level load transfer, foundation and pier design, construction staging and geometric integration. We request that experience in Detailed Design Consultancy Services for double-decker elevated road structures comprising two levels of road/flyover may also be considered under this criterion for the purpose of technical evaluation.	Tender conditions prevail
158)	Clause 5.3A-Similar Works Definition	The Similar Work definition refers to "elevated viaducts/ elevated viaduct including elevated stations" and subsequently includes the word "and station."	Kindly clarify whether Detailed Design Consultancy Services for an elevated viaduct satisfying all the prescribed structural requirements, without an elevated station as part of the same contract, shall independently qualify as Similar Work. This clarification would help avoid any ambiguity regarding whether experience of stations is mandatory or whether it is an additional qualifying category.	Refer Sr. No. 13 of Corrigendum 2.

Sr No	Reference Section/Clause	Reference Clause	Clarification Required	Bi-RIDE response
159)	IV. APPENDICES	Appendix-K	We kindly request to consider such Completion Certificates/Work Orders or equivalent client-issued documents for evaluation of eligible projects, in lieu of the prescribed Appendix-K certificate	Duly filled up Appendix-K by the Bidder himself can be submitted along with Employer's Completion certificate and other supporting documents, in case the Employer's certificate is not in the prescribed format.
160)	SECTION – 3 TECHNICAL PROPOSAL – STANDARD FORM	Form 3U: Form of Bid Capacity	We kindly request to consider removing the “Works for which Tenders already submitted” chart, as the information sought therein is confidential in nature and not directly relevant to the evaluation of the Bid Capacity for the present tender.	Tender conditions prevail.
161)	General	Last date for submission of bid is 18/09/2026 at 15.00 Hours.	We kindly request to consider extending the bid submission deadline by at least two weeks from the date of issue of pre bid response for preparation and submission of a quality proposal.	Refer Corrigendum 1.
162)	Appendix- M: FORM OF EMD/BID SECURITY (BANK GUARANTEE)		We understand that the EMD/Bid Security in the form of a Bank Guarantee (BG) shall be submitted in the name of the Lead Member of the Consortium/JV.	Yes. The EMD/Bid Security, in the form of a Bank Guarantee (BG), may be submitted in the name of the Lead Member of the Consortium/Joint Venture (JV), or in the name of any one of its partner, on behalf of the Consortium/JV