

CHENNAI METRO RAIL LIMITED

Ref: CMRL/PLNG/576/CMP/2017

Subject: Consultancy Services for Preparation of Comprehensive Mobility Plan (CMP) for the Chennai Metropolitan Area

Reply to Pre Bid Queries

S.No	Name of the organization	Description	References	Query	CMRL Reply
1	L&T Infra Engineering	Point 11. Eligibility/Qualification Criteria of Letter of Invitation (Page 4)11.	Should have successfully completed two city-wide Transportation studies i.e. Comprehensive Mobility Plans (CMP)/ Comprehensive Transportation Studies (CTS).	We request you to consider other city wide traffic and transportation projects such as Multi-modal Integration (MMI) Plans, Traffic Impact Studies (TIS), Ridership Estimation Studies, Urban transport infrastructure planning studies, Bus funding DPRs, Land-use/ Transport Studies and Transit Oriented Development (TOD) Studies/ Densification studies. These are in fact critical component of CMP study.	Please refer Corrigendum-1
2		Sl.No (i) Specific experience of the consultants related to this Assignment (Page 5)	(b) Experience in Preparation of Citywide Transportation Studies (i.e. Comprehensive Mobility Plan (CMP)/ Comprehensive Transportation Study (CTS)		
3		Sl.No (i) Specific experience of the consultants related to this Assignment (Page 5)	(a). Overall Experience in the field of Urban Transportation Planning - Weightage 5 (i) 10-15 years – Weightage 3 (ii) >15 years - Weightage 2	For 10-15 years it is given higher weightage than > 15 years. We feel that the criteria can be changed as follows (a). Overall Experience in the field of Urban Transportation Planning - Weightage 5 (i) 10-15 years – Weightage 3 (ii) >15 years - Weightage 5 Kindly confirm	Please refer Corrigendum-1

4		Evaluation of Key Professional (Page 6)	(iii) No of city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP)/ Comprehensive Transportation Studies (CTS) involved in similar position	We request you to consider other city wide traffic and transportation projects such as Multi-modal Integration (MMI) Plans, Traffic Impact Studies (TIS), Ridership Estimation Studies, Urban transport infrastructure planning studies, Bus funding DPRs, Land-use/ Transport Studies and Transit Oriented Development (TOD) Studies/ Densification studies.	Please refer Corrigendum-1
5		Evaluation of Key Professional (Page 7)	(iv) No of Comprehensive Mobility Plans (CMP)/ studies were involved in similar position	The scope of work involved in carrying out the Comprehensive Mobility Plans (CMP) and Comprehensive Traffic and Transportation Studies (CTTS) is almost similar. Therefore Kindly consider Comprehensive Traffic and Transportation Study (CTTS) also in the Evaluation of Key Professional.	Please refer Corrigendum-1
6		Evaluation of Key Professional (Page 7)	(iv) No of Comprehensive Mobility Plans (CMP)/ studies for Million Plus cities were involved in similar position		
7		Point 20. Security Deposit (Page 8)	5% of Consultancy Fee, in the form of demand draft from a Scheduled Commercial Bank in India. Demand Draft (DD) should be made in favour of "Chennai Metro Rail Limited" payable at Chennai	Consultants feel that the point no. 20 given in the Letter of Invitation may not be applicable at the bidding stage. Therefore the point may be deleted from Letter of Invitation. Please confirm	Security Deposit (i.e.SD) is applicable for Successful Bidder only
8		Task 2.3.12	Topographic Surveys at Key Sections/ Junctions - Annexure I (Terms of Reference) (Page 14)	Please clarify the quantum of topographic surveys to be carried out to prepare the Junction improvement plan, corridor improvement plan of the study area transportation network	Please refer Corrigendum-1

9		Study Duration	Annexure I (Terms of Reference) (Page 19)	<p>Considering the scope of work mentioned in the ToR, the time duration is not sufficient to complete the study. As per the CMP Tool kit by MoUD, 12 month duration is required for CMP study. Therefore we request to consider at least 9 months as study duration. Following Timelines can be considered.</p> <p>Suggested by Consultants</p> <ol style="list-style-type: none"> 1. Inception Report 15 days 2. Traffic Survey Report 105 days 3. Interim Report 135 days 4. Report on Development of Base year Travel Demand Model - 180 days 5. Draft Comprehensive Mobility Plan 165 days 6. Stakeholder consultation report - 255 days 7. Final Comprehensive Mobility Plan 180 days 	Please refer Corrigendum-1
---	--	----------------	--	--	-------------------------------

10		Manning Schedule	<p>Annexure I (Terms of Reference) (Page 20)</p> <table border="1"> <thead> <tr> <th>S.No</th> <th>Key Personnel</th> <th>Proposed Man</th> <th>Months</th> </tr> </thead> <tbody> <tr> <td></td> <td>Key Professional Staff</td> <td></td> <td></td> </tr> <tr> <td>1.</td> <td>Team Leader</td> <td></td> <td>6</td> </tr> <tr> <td>2.</td> <td>Urban Planner</td> <td></td> <td>2</td> </tr> <tr> <td>3.</td> <td>Transport Modeller</td> <td></td> <td>2</td> </tr> <tr> <td>4.</td> <td>Traffic Engineer</td> <td></td> <td>2</td> </tr> <tr> <td>5.</td> <td>Highway Engineer</td> <td></td> <td>1</td> </tr> <tr> <td>6.</td> <td>Transport Economist</td> <td></td> <td>1</td> </tr> <tr> <td>7.</td> <td>Finance Expert</td> <td></td> <td>1</td> </tr> <tr> <td></td> <td>Sub Key Professional Staff</td> <td></td> <td></td> </tr> <tr> <td>1.</td> <td>Urban Planner</td> <td></td> <td>2</td> </tr> <tr> <td>2.</td> <td>Transport Modeller</td> <td></td> <td>2</td> </tr> <tr> <td>3.</td> <td>Traffic Engineer</td> <td>-1</td> <td>4</td> </tr> <tr> <td>4.</td> <td>Traffic Engineer</td> <td>-2</td> <td>2</td> </tr> <tr> <td>5.</td> <td>Transport Planner</td> <td></td> <td>2</td> </tr> <tr> <td>6.</td> <td>Highway Engineer</td> <td></td> <td>2</td> </tr> <tr> <td>7.</td> <td>Financial Analyst</td> <td></td> <td>1</td> </tr> <tr> <td>8.</td> <td>CADD Operator</td> <td>2</td> <td></td> </tr> </tbody> </table>	S.No	Key Personnel	Proposed Man	Months		Key Professional Staff			1.	Team Leader		6	2.	Urban Planner		2	3.	Transport Modeller		2	4.	Traffic Engineer		2	5.	Highway Engineer		1	6.	Transport Economist		1	7.	Finance Expert		1		Sub Key Professional Staff			1.	Urban Planner		2	2.	Transport Modeller		2	3.	Traffic Engineer	-1	4	4.	Traffic Engineer	-2	2	5.	Transport Planner		2	6.	Highway Engineer		2	7.	Financial Analyst		1	8.	CADD Operator	2		<p>Kindly confirm the manning schedule provided in the ToR is fixed or minimum requirement for the completion of the study. We also feel the manning proposed is grossly inadequate to complete the study.</p>	Please refer Corrigendum-1
S.No	Key Personnel	Proposed Man	Months																																																																										
	Key Professional Staff																																																																												
1.	Team Leader		6																																																																										
2.	Urban Planner		2																																																																										
3.	Transport Modeller		2																																																																										
4.	Traffic Engineer		2																																																																										
5.	Highway Engineer		1																																																																										
6.	Transport Economist		1																																																																										
7.	Finance Expert		1																																																																										
	Sub Key Professional Staff																																																																												
1.	Urban Planner		2																																																																										
2.	Transport Modeller		2																																																																										
3.	Traffic Engineer	-1	4																																																																										
4.	Traffic Engineer	-2	2																																																																										
5.	Transport Planner		2																																																																										
6.	Highway Engineer		2																																																																										
7.	Financial Analyst		1																																																																										
8.	CADD Operator	2																																																																											
1	IMACs	Evaluation of Key Professional –pp 6	<p>iii).No of city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS) involved in similar Position</p> <ul style="list-style-type: none"> • > 10 Projects – 20% • 5-10 Projects – 15% • < 5 Projects – 10% 	<p>This appears to be too stringent given the number of CMPs any one firm or individual would have executed. We request you to relax the said criterion. This may instead be reinstated with the following:-</p> <ul style="list-style-type: none"> • > 4 Projects – 20% • 2-4 Projects – 15% • < 2 Projects – 10% 	Please refer Corrigendum-1																																																																								

2		Evaluation of Key Professional –pp 7	(iv).No of Comprehensive Mobility Plans (CMP) studies were involved in similar position · >5 Projects – 20% · 3-5 Projects – 15% · < 3 Projects – 10%	This appears to be too stringent given the number of CMPs any one firm or individual would have executed. This in a way also overlaps with the earlier clause. We request you to do away with this clause.	Please refer Corrigendum-1
3		Task 2.3 Traffic Surveys and Inventories		This is one important cost component and it is important to define the quantum in precise terms so as to allow a level playing field to all bidders. Under any circumstances, it should not be left open to interpretation as it would otherwise impact the work quality. We would like to know the exact coverage of each survey component in terms of number of locations, sample sizes, etc. .	Please refer Addendum-1
4		Task 2.3.1 Manual Classified Counts		We would recommend video graphic counts at least 50% of the locations to ensure data quality and for future reference	As per tender Document.
5		Task 2.3.12 Topographic Surveys at Key Sections/Junctions		Please indicate approximate number of sections and junctions	Please refer Corrigendum-1
6		Task 6 Stakeholder Consultations		Please let us know if the consultants besides content have to budget for logistics , venue, refreshments in the costing	Yes, it is included in Consultant Cost

7		Qualification Criteria - (i) Page 5		It is given that consultants need separate Experience in Preparation of City wide Transportation Studies (i.e. Comprehensive Mobility Plan (CTS)/ Comprehensive Transportation Study (CTS) and Experience in Preparation of Comprehensive Mobility Plan Studies. Several assignments cover both of these and both the criteria looks overlapping	Please refer Corrigendum-1
8		Page 11 – Task 2.1 – City Profile Data		Please confirm whether these will be provided by various agencies or need to be collected by the consultant. The current scope mentions that this needs to be collected via primary survey	As per tender Document.
9		Page 18 – Task 5.2		It is mentioned that preliminary social impact assessments are needed for each priority project. Please confirm if this is necessary or will be undertaken at the time of implementation as estimating the cost of such priority projects is difficult (since the projects will be proposed by consultant and approved / amended by authority)	As per tender Document.
10		Study Duration		Given the current scope, the study duration seems very tight at 6 months. We request to accord a 8 month timeline	Please refer Corrigendum-1

11		Project Development and Payment Terms		<p>Request the authority to front end the payments since the survey will need a lot of bandwidth and resources, both financially as well as technically. Accordingly, the following payment terms are requested:-</p> <ol style="list-style-type: none"> 1 Inception Report -20% 2 Traffic Survey Report- 30% 3 Interim Report -20% 4 Draft Comprehensive Mobility Plan- 10% 5 Final Comprehensive Mobility Plan-20% 	As per tender Document.
1	E-GIS	Point 11. Technical Evaluation	<p>Should have successfully completed two city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS). Should have successfully completed one Comprehensive Mobility Plan Study</p>	<p>Please clarify the difference in these 2 points. Also we request clarification in points b and c on page 5 sl.no i)</p> <p>Also please clarify, if the consultant has done CMP for 3 cities, but has one completion certificate from the client. The client shall certify the projects to be 3 different projects and marks be allocated accordingly.</p>	Please refer Corrigendum-1

2		Point 17. Page 8	The consortium (or) consultant must operate a local Project office at Chennai on award of work. The study team assigned will be available in Chennai for the entire period of study and also attend the regular review meetings with the client.	We request the client to provide an office space on successful award of the project.	Consultant will have to make the own arrangements.
3		Point 20. Page 8	Security Deposit: 5 % of Consultancy Fee, in the form of demand draft from a Scheduled Commercial Bank in India. Demand Draft (DD) should be made in favour of "Chennai Metro Rail Limited" payable at Chennai	We request the client to consider the performance security in the form of Bank Guarantee.	As per tender Document.
4		Point 6 on page 32	Payments shall be made after the client is satisfied about the completion of deliverables and based on the approval by the Client.	Please clarify, who shall approve the deliverables of the consultant. In what time shall the deliverables be approved. The payments to the consultant shall be made after the submission of draft reports.	The Project Reports /Deliverables will be approved by the client
5		Point 8 on page 32	The Consultant shall keep the Client fully indemnified against liability of tax, interest, penalty, etc. in respect thereof which may arise .	Indemnification against liability, penalty has to be limited on the value of the assignment. As such the statement means unlimited liability. Therefore we request the client to have a ceiling limit on the indemnification clause.	As per tender Document.

6		Point 18 on page 34	Client reserves the right to claim liquidated damages upto 2.5% of the consultancy fee from Consultant for not following the instructions issued by CMRL authorities from time to time or for any other breach of the clauses of the contract.	Liquidated damages shall be on account of errors / faults / variations arising out of faulty designs.	As per tender Document.
7		General	Bid Submission date.	We request you to extend the date of submission to at least 3 weeks from the date of issue of pre-bid clarifications.	Please refer Corrigendum-1
1	UMTC	page-4 Point #11	Average Annual Turnover of Rs.25 Crore per year during the last three years.	Considering the assessed value of the assignment the turn over criteria may be relaxed to "Average Annual Turnover of Rs.10 Crore per year" to allow a wider participation from bidders with experience in preparation of CMP.	Please refer Corrigendum-1

2		Page-4 Point 11 Eligibility/Qualification criteria	<p>Firms who have the following qualifications will only be considered for technical evaluation:</p> <ul style="list-style-type: none"> · More than 10 years' experience in the field of Urban Transportation Planning · Should have successfully completed two city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS) · Should have successfully completed one Comprehensive Mobility Plan Study · Average Annual turnover of Rs.25.0 crores per year during the last 3 years · All Professional should have minimum 5 years of experience and should have been involved in at least one Comprehensive Mobility Plan study 	We understand that we have to submit different projects for bullet points (2) and (3) and the same project cannot be used to qualify in both of these conditions.	Please refer Corrigendum-1
3		Page- 4 Point #11 – I	The Approach & Methodology and Work Plan carries 40 points	There is difference in marks distribution in "Clause 11 Technical Evaluation" and table of marks as under: The Approach & Methodology and Work Plan should carry 20 Points and not 40 points. The specific experience of the Consultant carries 20 points. This is evident from the Table on Page 5. Please confirm	Yes, its include firm experience also.

4		Page-5 Table	<p>i. (a). Overall Experience in the field of Urban Transportation Planning (i).10 - 15 Years 3 points (ii). > 15 years 2 points</p>	<p>The distribution of marks is not clear as it is not understood that how bidder can get 5 marks. Does it mean that the Company having more than 15 years' experience will get (3+2) = 5 points? Please clarify. 5.</p>	Please refer Corrigendum-1
5		Page- 5 Table	<p>Specific experience of the consultant related to this assignment: i. (b). Experience in Preparation of City wide Transportation Studies (i.e. Comprehensive Mobility Plan (CTS)/ Comprehensive Transportation Study (CTS)</p>	<p>We understand that CTS is typological error and it should be Comprehensive Mobility Plan (CMP) instead. Otherwise, what is the difference between point (b) and point (c)? Please do the correction.</p>	Please refer Corrigendum-1
6		Page- 5 Table	<p>Specific experience of the consultant related to this assignment: i. (b). Experience in Preparation of City wide Transportation Studies (i.e. Comprehensive Mobility Plan (CTS)/ Comprehensive Transportation Study (CTS) i (c). Experience in Preparation of Comprehensive Mobility Plan Studies (i). Successfully completed one Comprehensive Transportation Study (CTS) (ii). For every additional Comprehensive Transportation (CTS) Study (2 up to a maximum of 6)</p>	<p>Under point (c), you are asking for a total of 4 CTS studies to be done in order to score the maximum 10 points. Since most of the cities in India have done CMPs, and a very few cities have undertaken CTS, it is unlikely that any one Consultant would have done 4 CTS Studies. Hence, we request that experience under point (c) should include experience related to public transport, TOD, Traffic Studies etc. and not solely CTS.</p>	Please refer Corrigendum-1

7		Page - 6 Table #1	<p>Team Leader cum Urban Transport Planner</p> <p>(i). Master's Degree in Traffic and Transportation Planning/Urban Planning</p> <p>(ii) Bachelor Degree in Traffic and Transportation Planning/Civil Engineering</p>	<p>(i) Many Universities in India and in the USA do not give the degree as Master's in Transport Planning; instead it is given as Master's in Transportation Engineering and some as Master's in Civil Engineering (Transport), as Transport falls under Civil Engineering Departments in foreign universities.</p> <p>Hence, it is requested to have the degree requirement modified as Master's in Traffic and Transportation Planning/Transport Engineering/Civil Engineering/Urban Engineering / Highway Engineering (Transport).</p> <p>(ii) No university in India is providing Bachelors in traffic and transportation Planning. Please correct the degree as Graduate in Planning/ Civil Engineering</p>	<p>Master's Degree in Traffic and Transportation Engineering is also considered</p>
8		Page- 6 Table #1	<p>Urban Planner</p> <p>(ii).Bachelor Degree in Urban Planning</p>	<p>(ii) No university in India is providing Bachelors in Urban Planning. Please correct the degree as Graduate in Planning/ Civil Engineering</p>	<p>As per tender Document.</p>

9		Page- 6 Table # 3 and 4	<p>Transport Modeller (i). Master's Degree in Transportation Planning Traffic Engineer (i). Master's Degree in Traffic and Transportation Engineering (ii).Bachelor Degree in Traffic Engineering/Civil Engineering</p>	<p>(i) It is requested to have the degree requirement modified as Master's in Traffic and Transportation Planning/Transport Engineering/Civil Engineering/Urban Engineering / Highway Engineering (Transport). (ii) No university in India is providing Bachelors in traffic and transportation Planning. Please correct the degree as Graduate in Planning/ Civil Engineering</p>	<p>Master's Degree in Traffic and Transportation Engineering is also considered</p>
10		Page- 6 - 7 Table point (iii) & (iv)	<p>(ii).Total Professional Experience · >15 years – 20% · 10-15 years – 15% · 5-10 years – 10%</p> <p>(iii).No of city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS) involved in similar Position</p>	<p>As point (iii) and point (iv) are similar in nature as In both points CMP is an eligible project. Moreover, given the condition that a key professional needs to have an experience of more than 10 similar projects with further conditions of population of cities, It is quite difficult to find such experts. Request you to modify the clause as below:</p> <p>(ii).Total Professional Experience · >10 years – 20% · 5-10 years – 15%</p> <p>(iii).No of city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS)/ Public Transport Studies/ DPR for MRTS/ Non</p>	<p>As per Tender document</p> <p>Please refer Corrigendum-1</p>

			<ul style="list-style-type: none"> · > 10 Projects – 20% · 5-10 Projects – 15% · < 5Projects – 10% <p>(iv).No of Comprehensive Mobility Plans (CMP) studies were involved in similar position</p> <ul style="list-style-type: none"> · >5 Projects – 20% · 3-5 Projects – 15% · < 3 Projects – 10% <p>(v). No of Comprehensive Mobility Plans (CMP) studies for Million Plus cities were involved in similar position</p> <ul style="list-style-type: none"> · > 3 Projects – 20% · 2-3Projects–15% 1Project–10% 	<p>Motorised Transport Studies/ Transit oriented development/ Multimodal Integration Studies in which the professional was involved in similar capacity.</p> <ul style="list-style-type: none"> · >5 Projects – 40% · 3-5 Projects – 30% · < 3 Projects – 15% <p>(iv) 1 project in city with Million plus population- 20%</p>	
11	Page-8 17	The consortium (or) consultant must operate a local Project office at Chennai on award of work. The study team assigned will be available in Chennai for the entire period of study and also attend the regular review meetings with the client	We request to modify as follows: "The consortium (or) consultant must operate a local Project office at Chennai on award of work. The study team assigned will be available in Chennai for attending the regular review meetings with the client"	As per tender Document	
12	Page- 8 Point #8	18. The total duration of the assignment is 6 Months	Since CMA is a big area of the Metropolitan City, specified duration of 6 months is too less. Hence, request to increase the study duration to at least 9 months.	Please refer Corrigendum-1	

13		Page - 11 Task 2.2	Prepare a database more specifically relative to land-use and topography of the area. Of special importance in the process of travel demand model development and generating engineering solutions is the evaluation of satellite imagery, providing an updated picture of land use.	Not clear about the requirement. Please elaborate.	Collect and review all relevant reports, with particular attention to the City Development Plan. Data on socio-economic characteristics, vehicle ownership, the transport network, transport policy and other available engineering parameters relevant to the study shall be collected.
14		Page - 11 Task-2: Collect Data and Review Urban Transport System	In addition to the above the consultants shall collect the following items: i. Small-Scale maps, land use maps ii. Satellite images; iii. Socio-economic data/census data	Collecting Satellite images would be possible by the government agencies. Hence we request CMRL to provide the satellite images for the study.	As per tender Document.
15		Page - 12 Task 2.3.3	Origin- destination surveys shall be conducted at inner/outer cordon points i.e. all major entry/exit points for 24 hours on a working day.	16 hours OD surveys at inner cordon points are sufficient, whereas, 24 hours surveys needed only at outer cordon points. Request to consider this.	As per tender Document.
16		Page - 13 Task 2.3.5	Public Transport Passenger On Board Survey: The survey shall be conducted on routes within the city (Bus/Rail) for a period of 24 hours.	24 hours survey within city is not required. 16 hours is more than sufficient. Request to consider this.	As per tender Document.

17		Page - 13 Task 2.3.12	<p>Topographic Surveys at Key Sections/Junctions</p> <p>The consultants shall conduct primary surveys to prepare base plans for critical sections and junctions to facilitate improvements. Total station survey shall also be conducted for major terminals (bus and rail), based on the prevailing traffic circulation pattern and parking demand etc. and appropriate improvement proposals is to be established</p>	<p>Please specify whether CMRL is looking for design drawings also in the CMP Study? If so, to what level?</p>	<p>Please refer Corrigendum-1</p>
18		Page - 19 Project Development and Payment Terms	<p>1 Inception Report -10%</p> <p>2 Traffic Survey Report- 20%</p> <p>3 Interim Report -25%</p> <p>4 Draft Comprehensive Mobility Plan- 25%</p> <p>5 Final Comprehensive Mobility Plan -20%</p>	<p>Since consultants need to setup a local office and need to mobilize primary surveys immediately. We request CMRL to consider the following payment milestone.</p> <p>1 Inception Report -25%</p> <p>2 Traffic Survey Report- 20%</p> <p>3 Interim Report -25%</p> <p>4 Draft Comprehensive Mobility Plan- 15%</p> <p>5 Final Comprehensive Mobility Plan -15%</p>	<p>As per tender Document.</p>
19		Page - 19 Task 6	<p>Stakeholder Consultations: Workshops should be organized at interim report stage, develop a consensus and consolidating the proposals.</p>	<p>How many workshops in total are to be conducted? Is it the responsibility of CMRL or the Consultant to arrange the venue/food/other logistics for the Workshop? It will have a bearing on the Financial Quote. Please clarify.</p>	<p>Yes, it is included in Consultant Cost</p>

20		Page - 27 Table 2.7 Point No. 2 and 3	<p>2. List of successfully completed city wide Transportation studies i.e. Comprehensive Mobility Plans (CMP) / Comprehensive Transportation Studies (CTS) (with project completion certificate, work order, Project abstract summary and relevant documents)</p> <p>3. List of successfully Completed Mobility Plan Study (with project completion certificate, work order, Project abstract summary and relevant documents)</p>	Please clarify the difference between point 2 and 3, as CMP criteria is repeated in both.	Please refer Corrigendum-1
21		Page - 27 2.7	Eligibility/Qualification Criteria- 2. ".....Project Abstract Summary....."	Since there is no format given for Project Abstract Summary, we understand that bidder can use a format which is generally used in Tenders in India.	Consultant shall submit for Project Abstract Summary in the Standard format.
22		Page - 27 2.7	Eligibility/Qualification Criteria.4. ".....Balance Sheets....."	A certificate from the Company Auditor certifying the Turnover and Net worth may also be allowed as the asked document – Balance Sheets/ Annual Report/Audited Statement are very bulky. They may be asked from the L1 bidder at a later stage. Kindly Consider.	As per tender Document.
23		Page - 20	Manning Schedule	The man months for Key professional staff and Sub key professional staff are given in the table. We understand that these are indicative only for the purpose of bidding and not mandatory.	Please Refer Corrigendum-1

1	DIMTS	Page 19 Study Duration	The total duration of the assignment is 6 months	Considering size and area of the project, number of surveys is required including the household survey. Duration of the assignment is too less to perform this study, it is requested to kindly increase the duration of assignment from 6 months to 12 months.	Please Refer Corrigendum-1
2		Page 5 Clause no. 11, Technical Evaluation Point (a) of S.No. (i) Criteria Table	Overall Experience in the field of Urban Transportation Planning (i) 10- 15 years (ii) > 15 years	This clause seems to be restrictive, very few firms which has more than 15 years of experience. It is requested to kindly modify this clause as below : Overall Experience in the field of Urban Transportation Planning (i) 5- 10 years (ii) > 10 years	As per tender Document.
3		Page no. 3 Clause no. 8 (iv) Extension in the submission of date	Last date of submission of proposal is 27/11/2017	It is requested to kindly provided at least 21 days to prepare competitive proposal after the issue of the Pre-bid clarification	As per tender Document.
1	RHDHV	Page 6-7	Evaluation of Key professional The technical score of key professional are begin influenced by the number of CMP's they have worked.	we request you to have a relook into this method of marking as an urban planner , a highway engineer, a traffic engineer , an urban Finance Expert would be as good even if they have not been involved in CMP's per se.	Please Refer Corrigendum-1
2		Page-11	Collect Data and Review Urban Transport System II . Satellite images	Imagery is expensive. We request client to provide this free of cost to the consultant.	As per tender Document.

3		Page-12 Task 2.3.1	<p>Manual Classified Counts Classified vehicle and person travel volume counts shall be conducted at critical links and intersections for a period of 16 hours (6.00 to 22 hours) including the morning and evening peak hours. The following data will be collected:</p> <ul style="list-style-type: none"> · Category wise hourly flow · Daily and Peak hour Traffic · Traffic composition · Directional Traffic 	<p>The number of survey points begin left to the discretion of the bidder leaves room for a wide variation in the scope of work. For example Critical links could mean 10 for a bidder and 50 for another. For bidding purposes it would be best of first peg a number (budgeted) so that all consultants would bid on a level plane. Please clarify.</p>	Please Refer Addendum-1
4		Page-12 Task 2.3.3	<p>Origin- destination surveys shall be conducted at inner/outer cordon points i.e. all major entry/exit points for 24 hours on a working day. The location of survey stations to be finalized in consultation with the client. Travel counts at survey locations to be done simultaneously to facilitate adjustment for sampling. The information shall be obtained by trained enumerators and experienced supervisors and include: type of vehicle, origin and destination, trip purpose, place of residence and employment of road user and frequency of travel, etc.,</p>	<p>Point 4b repeated for Origin and Destination surveys. Please confirm</p>	As per tender Document.

5		Page-12 Task 2.3.4	<p>Speed and Delay Surveys These surveys have to establish road capacity and extent of congestion on key sections to determine possible improvements: widening, intersections, traffic control, traffic management etc. The consultants shall carry out speed delay surveys during peak and off-peak hours.</p> <p>The free speed shall be observed and impact of the prevailing traffic on running speed during peak and off-peak hours for each section shall be established to indicate the level of congestion. Typical delays and causes shall be identified.</p>	Point 4b repeated for Origin and Destination surveys. Please confirm	As per tender Document.
6		Page-13 Task 2.3.5	<p>Public Transport Passenger On Board Survey The survey shall be conducted on routes within the city (Bus/Rail) for a period of 24 hours. The basic purpose of the survey shall be to collect information regarding origin, destination, trip purpose, and frequency of travel, traveler characteristics and other particulars. The random survey sampling technique shall be adopted to survey the passengers.</p>	To obtain details of origin and densification, trip purpose, frequency of travel, traveller characteristics, it may be easier to do at the bus stops, Kindly clarify.	Agreed

7		Page-13 Task 2.3.7	<p>Household Survey This survey is to collect data on travel characteristics of household residents and general characteristics of the household influencing trip making. The study area shall be divided into zones. A sample size of 1 % of households shall be covered as part of Household Interview Survey. Based on the survey, travel pattern and socio economic characteristics shall be established</p>	<p>The number of households that need to be covered is 1%. For a 6month total duration, this appears very difficult to achieve . Can this be changed to 0.05%. Kindly confirm.</p>	<p>As per tender Document.</p>
8		Page -13 Task 2.3.11	<p>Road Inventory An inventory shall be conducted along all major roads in adequate detail, including link lengths, cross-sectional details, type and general surface condition, street furniture, intersections, control devices, drainage condition, abutting land use etc.</p>	<p>Please elaborate on the word Drainage Condition.</p>	<p>Present Conditionof drainage facilities shall be assessedbased on reconnaissance survey</p>
9		General		<p>Is it implied that we would include in this list of experts an Institutional expert as there is a significant input in the output but his CV will not be evaluated. Or, would it not be better to include for evaluation an institutional expert.</p>	<p>As per tender Document.</p>

10		General		Is it implied that we would include in this list of experts an Environmental expert as there is a significant input in the output but his CV will not be evaluated. Or,would it not be better to include for evaluation an environmental expert.	As per tender Document.
11		General		Please clarify if fully owned Indian subsidiary of an International firm having its permanent establishment in india can claim the experience of its parent company	Agreed
12		General	Regarding Last date of submission	The client is requested to kindly extend the bid submission date at least 3 weeks after giving pre-bid clarifications.	Please Refer Corrigendum-1

General Manager (P&BD)