



CLARIFICATION#4

FOR

Request for offers for Recycling Pilot Works Contract – Dhan Khola Lamahi 40km Road Section (MCA-N/RMP/CB/008) (ISSUED ON 06 JANUARY 2025)

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
1.	<p>We would like to seek clarification regarding the following item as per the stipulated BOQ. It pertains to whether the work for which the specified item will be used will involve any thickness, as generally, in practice, stone/chippings/aggregates are measured in cubic meters (cum) with appropriate thickness. However, in the BOQ, the unit of measurement for the mentioned item is listed in square meters (sqm).</p>	<p>Item for Clarification: 4.09 (b). Providing and laying 19 mm nominal size chipping on a recently applied layer of bituminous binder on prepared surface as per drawing and technical Specifications 1303 4.09 (c). Providing and laying 10 mm nominal size chipping on a recently applied layer of bituminous binder on prepared surface as per drawing and technical Specifications 1303 Could you kindly confirm whether this item is intended to be measured with a specific thickness, or if there are any design-related assumptions that would alter its conventional unit of measurement? Your clarification on this matter will greatly assist us in ensuring proper execution and compliance with the prescribed contract conditions.</p>	<ul style="list-style-type: none"> ➤ Kindly refer to Section 1303(3) Rate of Application of Binder and Chips, Table 13.16, which further clarify the issue ➤ Additionally, Offerors can refer to 1303 (13) measurement and 1303 (14) payment of STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE WORKS. The payment shall be measured in sqm. ➤ https://dor.gov.np/home/publication/standard-specification-of-roads-and-bridges/standard-specifications-for-road-and-bridge-works-2-73

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2.		Can we get an updated BOQ in excel format?	<p>Update BoQ in excel sheet provided along with Addendum #2 and also uploaded in the documents drive i.e., https://drive.google.com/drive/folders/1Iv mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing</p> <p>However, please note that the accuracy of the BoQ in excel is Offerors responsibility and in case of discrepancy between excel and PDF, the PDF will prevail. Further, in case the BoQ is amended further, it is Offerors responsibility to use the amended BoQ.</p>
3.		I am writing to kindly request the Bill of Quantities (BoQ) in an Excel format, inclusive of all the necessary corrections and updates for Recycling Pilot Works Contract – Dhan Khola Lamahi 40 km Road Section Project Reference No: MCA-N/RMP/CB/008	<p>Update BoQ in excel sheet provided along with Addendum #2 and also uploaded in the documents drive i.e., https://drive.google.com/drive/folders/1Iv mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing</p> <p>However, please note that the accuracy of the BoQ in excel is Offerors responsibility and in case of discrepancy between excel and PDF, the PDF will prevail. Further, in case the BoQ is amended further, it is Offerors responsibility to use the amended BoQ.</p>

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4.	<p>Bidding Document-Vol-2 Cross Section <i>MCA-Nepal response: The cross sections mentioned indicate the FDR cross-sectional area at the pavement and shoulder locations.</i></p> <p>Bidding Document-Vol-1 Bill of Quantities/ Item 4.05 <i>MCA-Nepal response: The mentioned BOQ item states that the FDR quantity is 135,864.00 Cum.</i></p>	<p>As per the cross-sectional area mentioned in the Bidding Documents - Vol-2, the approximate FDR quantity should be 158,139 Cum, whereas the BOQ mentioned in the Bidding Documents - Vol-1 suggests 135,864.00 Cum. Kindly clarify the discrepancy</p>	<p>The quantity of FDR i.e. 135,864.00 Cum is the correct one calculated from the cross sectional area (includes extra widening) generated using the design software “SW road”. In the design, there is no FDR works in service lanes of Bhalubang and Lamahi. Kindly refer to the “Volume 9 Cost estimate” for further details</p>
5.	<p>Nomination as a Legal Subcontractor</p>	<p>I have a recently licensed construction company that I wish to nominate as a legal subcontractor for this project. Am I eligible to participate under this role given my company’s recent establishment?</p>	<p>Please go through the requirements stated under the Bidding document and access your experience against the requirement.</p>
6.	<p>Eligibility with Older License but Limited Experience:</p>	<p>My second construction company has been licensed for over five years but does not possess specific experience in activities outlined as key criteria for this project. Would this entity be considered eligible for participation?</p>	<p>Please go through the requirements stated under the Bidding document and access your experience against the requirement.</p>
7.	<p>Number of Subcontractors:</p>	<p>What is the maximum number of subcontractors that can be legally nominated for this project, and are there any additional documentation requirements to support these nominations?</p>	<p>There is no limitation on number of subcontractor. However, there are other requirements stated in the Bidding Document related to Sub-Contracting which the Offeror is required to review before submitting the Offer such as PCC 4.4 states “The consent of the Engineer shall not be required if the subcontract is less than one percent (1%) of the Contract Price with a maximum limit of US\$100,000. If the</p>

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			<p>cumulative value of all subcontracts issued to un-approved subcontractors attains US\$250,000, each subsequent use of a non-approved subcontractor shall require the prior consent of the Engineer.”.</p> <p>The proposed sub-contractor for a particular task shall have required experience in carrying out the task/work/assignment. For proposed sub-contractor the Offeror must provide the information in ELI-2 clearly identifying Sub-Contractor. Attach document required under ELI-2. CON-2 (to be filled), CON-3 (name to be checked), CON-4 (to be filled), Experience in the proposed filled is required to be submitted for review. REF-1 needs to be filled. Further, sub-contractor information, purpose and other information as required in the Bidding document need to be mentioned such as:</p> <p>Code of Conduct for Contractor’s Personnel including subcontractors (TECH-2), Plans for subcontracting any parts of the Works and the services to be carried out by specialized Subcontractors and Completed Subcontractor Information Sheets for all such identified specialized Subcontractors. (TECH-5).</p>

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			Please note that Subcontractors' qualifications shall not be used by the Offeror to qualify for the Works, except for those particular key activities specifically designated by the Employer under factor 14 and 15.
8.	Exchange Rate for Contract Amount:	Could you please specify which date should be used to determine the exchange rate for the contract amount between the prime contractor and subcontractor, given that the subcontractor approval date is not mentioned in the work experience certificate issued by the employer?	You can convert the Contract Price by using the exchange rate at the date of Contract signing.
9.	Specific Experience in Key Activities:	Regarding the specified criterion of 19,100 cubic meters for asphalt concrete work, do you accept quantities based on the bidder's participation? Additionally, should Dense Bituminous Macadam (DBM) be included in the calculation of asphalt concrete?	Bidder's participation has to be substantiated with actual works carried out certified by the Employer No. DBM in lieu of Asphalt Concrete experience is not acceptable
10.		I am reaching out to inquire about the Initial Environmental Examination (IEE) Report for Recycling Pilot Works Contract – Dhan Khola Lamahi 40 km Road Section Project Reference No: MCA-N/RMP/CB/008. Could you kindly provide us with a copy of the report? Alternatively, if we need to request it directly from the Ministry of Physical Infrastructure and Transport (MoPIT), we would appreciate your guidance on the proper procedure.	Approved copy of IEE (2. Final approved IEE_MOPIT) is available on below link for prospective Offerors kind perusal: https://drive.google.com/drive/folders/1Iv mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing

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11.		<p>We would like to request you to provide us with an "Environmental Impact Assessment (EIA) " report for the project of " Recycling Pilot Works Contract – Dhan Khola Lamahi 40km Road Section", MCA-N/RMP/CB/008.</p>	<p>Approved copy of IEE (2. Final approved IEE_MOPIT) is available on below link for prospective Offerors kind perusal: https://drive.google.com/drive/folders/1Iv_mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing</p>
12.	<p>Clarification #3: Issued on 09 December 2024 (Point 4.) Reference: Qualification and Evaluation Criteria >Eligibility> Factor: Experience > Sub Factor: 14. Specific Experience in Key Activities Question from Offers: Please clarify if the experience of the proposed specialized sub-contractor in executing Soil Stabilization, CTSB (Cement Treated Sub-Base), and CTB (Cement Treated Base) will be considered equivalent to FDR (Full Depth Reclamation) experience? Response of MCA-Nepal: Yes. Experience in executing Soil Stabilization, CTSB (Cement Treated Sub-Base), and CTB (Cement Treated Base) shall be considered equivalent to FDR (Full Depth Reclamation) subject to the submission of an execution procedure showing how the pulverization process is performed before stabilization is performed</p>	<p>The Subject project is a Recycling Pilot Works involving Full Depth Rehabilitation (FDR) of the Existing Road Crust materials by Pulverising it with the Binders. In the process of executing CTB/CTSB, pulverisation is not done, rather the fresh aggregates are mixed with binders spread and compacted, like Roller Compacted Concrete, where the pulverization process is not performed. Also, CTSB/CTB are done on Green Field Roads while the Subject Project is rehabilitation of existing Roads. Moreover, soil stabilisation done as part of ground improvement to increase CBR may not be construed as FDR. It is to intimate that; the FDR is highly specialised work with state-of-the-Art Equipment to include Recycler / Pulveriser and Skilled Operators. Hence, the agencies owning machines and technologies, having experiences of executing FDR work to be allowed to bid only, for ensuring the Quality of Construction in the Pilot MCC Project.</p> <p>Therefore, the agencies having proven track record in executing FDR must be</p>	<p>Your concern is well noted. The design rationale has been well thought of and planned to achieve the highest level of quality works. The requirement of the Bidding Document shall not be amended.</p> <p>Please note that the minimum threshold of the technical and financial requirements clearly stipulates requirement of specialize contractor or sub-contractor.</p>

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	including the equipment for pulverization.	considered under Bidder/Specialised Sub-Contractor.	
13.	<p>Clarification #2 Issued on 04 December 2024 Point 62 & 63</p> <p>Reference: Section III Qualification and Evaluation Criteria Experience > 13. Similar Experience</p> <p>Question from Offers: Any Road project with Asphalt pavement experience is acceptable as per the given Clause. Hence, the Bidder understood that: (i) FDR Technology is not necessarily used in the subject road meeting the eligibility criteria. (ii) Any Bituminous Concrete work executed in the Road / Airfield projects shall also be considered as Asphalt Pavement experience. Please clarify.</p> <p><i>Response of MCA-Nepal: (i) Correct;(ii) Correct</i></p> <p><i>The bidder has understood correctly. Correct- experience from large scale bituminous concrete works such as major road or airfield projects.</i></p>	<p>The Subject project is a Recycling Pilot Works involving Full Depth Rehabilitation (FDR) on existing Road. The Similar work as stated in the document is the road work having Similar Complexity and Methods /Technology. It implies that, any project executed with full/part FDR Technology and having surface course of Asphaltic/Bituminous Concrete Layer Costing more than 15.8 MUSD shall satisfy the eligibility Criteria.</p> <p>Hence, it is requested to accept the similar work experience criteria as under - The experience from large scale bituminous concrete works such as major road or airfield projects executed with FDR Technology is acceptable.</p>	<p>Airfield projects wherein asphalt works with FDR CTB were executed are also acceptable.</p>
14.		<p>Additionally, we would appreciate it if you could kindly clarify whether there are any fees associated with the bidding procedure that we need to be aware of.</p>	<p>The Bidding Document is available free of cost.</p>

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15.		<p>Lastly, we would like to confirm if all the required forms need to be filled out on the company letterhead, or if there are any exceptions to this requirement like we can just fill, Stamp and Sign.</p>	<p>There is no requirement of submission of the form on Letter head. Letter of Offer should be submitted on letter head.</p>
16.	<p>14. Specific Experience in Key Activities For the above or other contracts executed (all contracts) during the period stipulated above (10 years), a minimum experience in the following key activities: 1. Full Depth Reclamation (FDR) of 81,600 cubic meters. Asphalt Concrete works of 19,100 cubic meters</p>	<p>Please clarify if a contractor who has accomplished a road construction project using Granular Sub Base (GSB), Dry Lean Concrete (DLC), and Pavement Quality Concrete (PQC) would meet the requirements, as these are also modern technologies used for long-lasting concrete and soil stabilization.</p>	<p>No. These are not acceptable.</p> <p>A contractor having asphalt concrete with FDR works is acceptable.</p> <p>Pavement Quality Concrete (PQC) is a rigid pavement.</p>
17.	<p>15. Environmental and Social Management Experience. Demonstrated experience in managing environmental and social impacts in one project of comparable size, complexity and Nature in the last seven (7) years prior to the Offer submission deadline</p>	<p>If a contractor has completed a road project valued at USD 25 million, including Environmental and Social Management Plan (ESMP) works and Health and Safety works, does this qualify as sufficient experience for a project of comparable size, or does it need to specifically match USD 25.91 million?</p>	<p>Comparable size is related to equivalent amount no need to be exact. However, for satisfying the requirement please also refer the requirement stated under EXP-4, which is as follows:</p> <p>The Offeror shall demonstrate that they possess Environmental and Social (“E&S”) management experience and can successfully manage the E&S risks associated with the implementation of the Works, as follows:</p> <ul style="list-style-type: none"> • Provide examples of experience in site-specific E&S management plans developed

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			<p>by the Offeror for similar work over the last 7 years;</p> <ul style="list-style-type: none"> • Demonstrate a successful record implementing both effective environmental and effective social risk mitigation measures on similar projects over the last 7 years; • Provide 2 references regarding the Offeror's experience of site-specific Environmental and Social Management Plans (ESMPs) and successful implementation of E&S mitigation measures.
18.	<p>13. Similar Experience Participation as contractor, management contractor, or subcontractor, in at least One contract within the last ten (10) years, with a value of at least US\$ 15.80 Million or equivalent, that have been successfully or substantially completed and that are similar to the proposed Works. The similarity shall be based on physical size, complexity, methods/technology (any road project with asphalt pavement experience) or other characteristics as described in Section V. Employer's Requirements.</p>	<p>Please clarify the exchange rate from INR to USD if the certificate is in Indian currency. Should we first convert the amount into Nepali currency and then into USD as per the date of contract signing?</p>	<p>You can convert the Contract Price by using the exchange rate at the date of Contract signing. The amount should be converted directly to USD.</p>

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19.	Sub Contract Provision	Is there any qualification criteria for nominated sub- contractor or the main contractor can deploy sub-contractor during execution for the project concerning with MCA-Nepal After signing the contract?	<p>Please refer GCC 4.5 with respect to provision related to Nominated Sub-Contractor.</p> <p>For appointment of Sub-Contractor please refer the provision of the Bidding Document, specially, GCC and PCC 4.4.</p> <p>For both nominated sub-contractor and sub-contractor please also refer Annex A “Additional Provision” under Section VIII. Contract forms and Annexes.</p>
20.		Please update of last Bidding Date for “Recycling Pilot Works Contract – Dhan Khola Lamahi 40km Road Section (MCA-N/RMP/CB/008)” , If any Changes in this Work , Please Update us for our best convenience.	<p>As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025.</p> <p>You are requested to check MCA-Nepal website for any addendum.</p>
21.		<p>We are writing to kindly request a copy of the Environmental Impact Assessment (EIA) report for the Dhan Khola-Lamahi Project under MCA-Nepal. I require this document for Bidding purpose.</p> <p>We would appreciate it if you could guide us on how to access this report or provide me with the relevant document at your earliest convenience</p>	<p>Approved copy of IEE (2. Final approved IEE_MOPIT) is available on below link for prospective Offerors kind perusal: https://drive.google.com/drive/folders/1Iv_mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing</p>

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22.		We kindly request you to provide all the drawings related to the offer for the aforementioned invitation.	➤ All the standard drawings are available with the issued Bidding Document.
23.		In reference to the aforementioned subject, we draw your attention to Sub Clause 21.1 of Particular Conditions of Contract. We understand that the individuals, organization or enterprises other than the nationals or permanent resident of Employer's Country are exempt from taxes, duties, levies, contributions or other charges imposed under Laws currently or hereafter in effect in the Employer's Country. However, this provision is not express regarding Joint Venture between the National and International entities. Thus, we request you to confirm if the tax exemption only applies to foreign nationals, individuals, organization or enterprises and what will happen in case of a Joint Venture involving National and International entities.	Refer Compact Section 2.8, read along with Annex VII – Tax Schedules provide the conditions for tax exemption, refund or reimbursement of Taxes. The bidder needs to assess the application of taxes on its own depending on its status of incorporation and prior registration in Nepal. The prospective Offer is requested to consultant their financial expert before submitting their Offer.
24.		We, are participating in the Subject Project. In this regard, we are in the process of obtaining the Bid Security from Yes Bank, India. As per the tender provision Yes Bank, India is seeking the Counter Bank Guarantee from Nepal Investment Mega Bank. Nepal. We request your esteemed office to kindly confirm whether the Conter Bank Guarantee from Nepal Investment Mega Bank is acceptable.	As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025.

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25.		It is requested to kindly provide one week more time for submission of our offer. i.e., from 30-12-2024 to 07-01-2025	As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025.
26.	<p>Section VII. Particular Conditions of Contract 21. Taxes Sub- Clause 21.1: Certain Forms of Local Taxation As provided for under the terms of the Compact, most services performed under and activities undertaken in furtherance of the Contract, including in connection with the execution of the Works, are exempt from taxes, duties, levies, contributions or other charges imposed under Laws currently or hereafter in effect in the Employer’s Country (separately “tax” and collectively “taxes”) during the effective term of the Compact, including, without limitation</p> <p>(a) income taxes, withholding..... of the Employer’s Country);</p> <p>(b) customs duties, tariffs, import and export.... execution of the Works; and</p> <p>(c) sales tax, valued added tax, excise tax, property (real or personal) transfer tax, taxes on the ownership, possession or use of property (real or personal), and other similar charges on</p>	<p>As per PCC Sub-Clause 21.1 the Offeror/Subcontractor is exempted from all types of taxes including the Value Added Tax, while as per Addendum #2 Summary of Bill of Quantities at pdf page no. 5/35 the Value Added Tax of 13% is to be added. There seems to be contradiction in both the Clauses. Hence, the Authority is requested to clarify the following –</p> <p>1. Whether 13% VAT applied on the Bid price shall be Payable to the Offeror or to be deducted by the Authority for internal adjustment.</p>	<p>1. Please refer Price Schedule requesting Summary of Cost. VAT @ 13% if applicable should be included.</p> <p>Additionally, bidders are requested to note the Contract provisions on exemption of taxes. Compact Section 2.8 (a) which states “Unless the Parties specifically agree otherwise in writing, the Government will ensure that all MCC Funding is free from the payment or imposition of any existing or future taxes, duties, levies,...” read along with Annex VII – Tax Schedules.</p> <p>All the Bidders are requested to go through the MCC Compact carefully and understand</p>

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	<p>any transactions involving goods, works or services.</p> <p>“In the case of imports of goods for personal usage, the written information shall indicate that the goods shall be used for personal usage by Contractor’s Personnel (or their family members) who are neither nationals nor permanent residents of the Employer’s Country and who are in the Employer’s Country for the purpose of executing the Works.</p> <p>“The Employer shall use reasonable efforts to ensure that the Government provides the Contractor, any Subcontractor and any Contractor’s Personnel the exemptions from taxation applicable to such persons or entities, in accordance with the terms of the Compact or related agreements.”</p> <p>Addendum#2:</p> <div data-bbox="256 1003 732 1287" data-label="Table"> <p style="text-align: center;">Millennium Challenge Account Nepal Receiving Bid Works Contract (Bids Only) under 40 km Road Section Contract No. MCA-NP/01/03/01 Summary of Bill of Materials</p> <table border="1"> <thead> <tr> <th>Bill No.</th> <th>Description</th> <th>Amount (USD)</th> <th>Remarks</th> </tr> </thead> <tbody> <tr><td>1</td><td>General</td><td></td><td></td></tr> <tr><td>2</td><td>Site Clearance</td><td></td><td></td></tr> <tr><td>3</td><td>Earthwork</td><td></td><td></td></tr> <tr><td>4</td><td>Pavement Works</td><td></td><td></td></tr> <tr><td>5</td><td>Road Structures</td><td></td><td></td></tr> <tr><td>6</td><td>Repair/Renewal and Traffic Safety Measures</td><td></td><td></td></tr> <tr><td>7</td><td>Environmental Mitigation (including tree-planting)</td><td></td><td></td></tr> <tr><td>8</td><td>Repair and Maintenance of Bridges</td><td></td><td></td></tr> <tr><td>9</td><td>Repair and Maintenance of Slope Culverts</td><td></td><td></td></tr> <tr><td>10</td><td>Schedule of Day Works</td><td></td><td></td></tr> <tr><td>11</td><td>Provisional Sum</td><td>121,000.00</td><td></td></tr> <tr><td>A</td><td>Total Bid Price with Provisional Sum (Items 1 to 10)</td><td></td><td></td></tr> <tr><td>B</td><td>VAT @ 13% of (A)</td><td></td><td></td></tr> <tr><td>D</td><td>Total Bid Price with Provisional Sum and VAT (ABD)</td><td></td><td></td></tr> </tbody> </table> <p style="text-align: center;">page 3 of 31</p> </div>	Bill No.	Description	Amount (USD)	Remarks	1	General			2	Site Clearance			3	Earthwork			4	Pavement Works			5	Road Structures			6	Repair/Renewal and Traffic Safety Measures			7	Environmental Mitigation (including tree-planting)			8	Repair and Maintenance of Bridges			9	Repair and Maintenance of Slope Culverts			10	Schedule of Day Works			11	Provisional Sum	121,000.00		A	Total Bid Price with Provisional Sum (Items 1 to 10)			B	VAT @ 13% of (A)			D	Total Bid Price with Provisional Sum and VAT (ABD)			<p>2. Also, Since the Offeror Country is Republic of India, the resources from India will attract GST @18% on it. Whether the GST Component shall be reimbursed by the Authority or not.</p> <p>3. Applicability of other taxes like, Entry Tax, Customs, Duties, Cess etc and if same to be Considered by the Offeror in the Bid Price.</p> <p>4. Whether all purchases from Nepal will be subjected to the taxes or exempted being a Govt Project.</p>	<p>the different requirements to be eligible for Tax exemptions under Value Added Tax, Custom Duties, Excise Duties, Corporate Income and Withholding Tax and other taxes mentioned in Schedule VII of the Compact.</p> <p>The current VAT rate in Nepal is 13% under Nepal’s VAT Act. It is GoN’s prerogative to change tax rates from time to time. The bidders are requested to carry out their own due diligences and perform their own assessment about Nepal’s laws and taxes before submitting their Bid.</p> <p>2. 3. & 4.: Compact Section 2.8 read along with Annex VII – Tax Schedules provide the conditions for tax exemption, refund or reimbursement of Taxes. The bidder needs to assess the application of taxes on its own depending on its status of incorporation and prior registration in Nepal.</p>
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		<p>In addition to the above, the authority is requested to clarify:</p> <ol style="list-style-type: none"> 1. Whether Royalty/ Seigniorages to be applicable on the Local Earth, Aggregates, Sand Etc or Not. 2. Also, if the offeror shall pay any local taxes for using of earth excavated within the ROW in the subject project itself. <p>Kindly Clarify.</p>	<p>1. and 2.: Compact Section 2.8 read along with Annex VII – Tax Schedules provide the conditions for tax exemption, refund or reimbursement of Taxes. The bidder needs to assess the application of taxes on its own depending on its status of incorporation and prior registration in Nepal.</p>
27.	<p>General Extension of Submission Deadline</p>	<p>As the clause in the tender document states that bank guarantee for bid security if being issued by a bank located outside of Nepal, must be confirmed (counter bank guarantee to be issued) by a correspondent financial institution located in Nepal, our banking team is working on it and needs some more time in arranging the same due to frequent bank holidays on the occasion of Christmas.</p> <p>Also, getting quotations from several vendors is taking time.</p> <p>In this regard, it is requested kindly provide one week more time for submission of our</p>	<p>As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025.</p>

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		<p>offer Please extend the submission deadline from 30-12-2024 to 07-01-2025.</p> <p>Kindly provide.</p>	
28.	<p>Clarification #2 issued on 04th December 2024</p> <p>Reference: Section III: Qualification and Evaluation Criteria</p> <p>11. Annual Average Turnover - Form FIN-2 (Page 25) - Minimum average annual construction turnover of US\$ 21.06 Million or equivalent calculated as total certified payments received for contracts in progress or completed, within the last three (3) years. Values to determine annual construction turnover are to be demonstrated in the audited financial statements (income statements) for the last three (3) years and are considered to be indicative.</p> <p>Question from Offers: We require guidance for converting and applying conversion factor for INR Turn Over to USD comply with Bid Document and in support of the Statement.</p> <p>Response of MCA-Nepal: Convert INR into NPR and then NPR into USD as follows: INR/NPR exchange rate – 160.075 (fixed) USD/NPR exchange rate –</p>	<p>The Offeror understood that</p> <p>100 INR = 160.075 NPR (For 100 Units)</p> <p>1 INR = 1.60075 NPR (For 1 Unit)</p> <p>Please Clarify.</p>	<p>Correct response: Convert INR into NPR and then NPR into USD as follows: INR/NPR exchange rate – 160.075 (fixed) USD/NPR exchange rate –</p> <ol style="list-style-type: none"> Date to be considered for conversion fiscal year end date (e.g. 31st March for India/mid July (that comes 15/16 of July) for Nepal USD/NPR exchange rate – mid rate (selling rate + buying rate)/2 <p>Source of exchange rate – Nepal Rastra Bank (it is Central Bank of Nepal). it is available on the website of Nepal Rastra Bank.</p> <p>Your understanding is correct.</p>

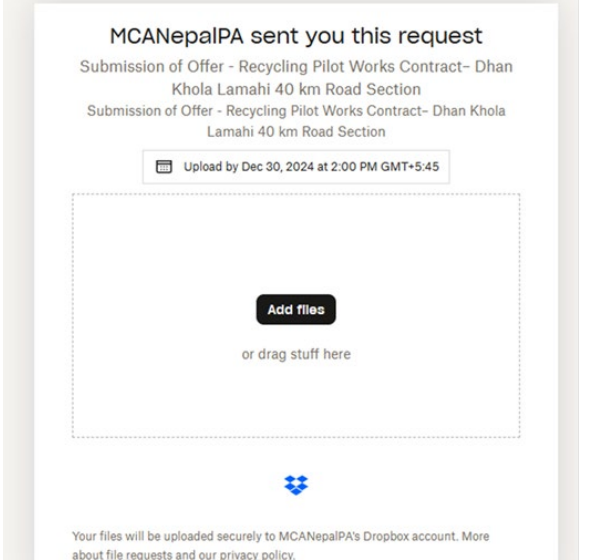
SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
	<p>1. Date to be considered for conversion fiscal year end date (e.g. 31st March for India/mid July (that comes 15/16 of July) for Nepal</p> <p>2. USD/NPR exchange rate – mid rate (selling rate + buying rate)/2</p> <p>Source of exchange rate – Nepal Rastra Bank (it is Central Bank of Nepal). it is available on the website of Nepal Rastra Bank.</p> <p>In case of a different response in an earlier clarification, this clarification shall prevail.</p>		
29.	General KMZ File	<p>Authority is requested to provide KMZ file for the subject project for better understanding the project.</p> <p>Kindly Provide</p>	<p>KMZ files (6.KMZ) is available on below link for prospective Offerors kind perusal https://drive.google.com/drive/folders/1Iv_mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing</p>
30.	General Design Traffic	<p>The Authority is requested to provide the existing MSA of the road and desired Design MSA for the proposed road.</p> <p>Please Clarify.</p>	<p>In 2018, the Average Annual Daily Traffic (AADT) was approximately 2,697 vehicles per day (vpd), with heavy vehicles comprising about 36% of this total: 19% multi-axle trucks, 8% heavy trucks, and 9% buses. Similar traffic volumes were recorded in 2021/22. Assuming a traffic growth rate of 4%, the design traffic for the project section is estimated at 28 million standard axles (msa).</p>
31.	Volume 2 (Part-2)	As per the clause, the Additional crushed rock shall be incorporated as necessary to allow the	The additional crushed rock quantity is not expected to be significant. The Engineer's

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
	<p>Section 1300 - Bituminous Surface and Base Course Pdf Pg. 49/961 1318 Full Depth Reclamation of HMA Pavement with Cement (2) Material (a) Recycled Asphalt Pavement (RAP) and Base Material The Recycled Asphalt Pavement (RAP) and Base Material shall consist of the existing asphalt pavement, existing base course material, and/or subgrade material. The base course and subgrade material shall not contain roots, topsoil, or any material deleterious to its reaction with cement. Additional crushed rock shall be incorporated as necessary to allow the grades on the construction drawings to be maintained. When new material is incorporated this shall be mixed with the recycled material to produce a uniform homogeneous material across the width of the highway being recycled. The Contractor shall submit a method statement to ensure homogeneous mixing a minimum of 15-days before work commences on the aspect. The particle distribution of the processed material shall be such that 100% passes a 75mm sieve, at least 95% passes a 53mm sieve, at least 55% passes a 4.75mm sieve, and maximum 20% passes a 75-micron sieve. Over-sized</p>	<p>grades on the construction drawings to be maintained.</p> <p>As such the requirement of the Materials will depend upon the type of the Crust which cant be ascertained at the time of Bidding.</p> <p>Hence, it is requested to pay for the additional crushed rock required to maintain the gradation to under the BoQ item serial No. 4.03 (Granular Sub-Base materials) to avoid imbalance of the Rate of FDR under BoQ item serial No. 4.05.</p> <p>Kindly Consider.</p>	<p>Cost Estimate has addressed this requirement as well.</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
	material in the existing base shall not be incorporated and this is expected to be less than 1% of the overall material being stabilized on this project.		
32.	<p>Addendum #2 Issued 11-12-2024 Pdf Pg. 11/35 Bill of Quantities Item No. 4.05 Item No. 4.05 : Full depth reclamation (FDR) using an in-place mixing process to obtain a homogenous mixture using the new base materials with existing pavement material at site as required to maintain the design profile for carriageway and shoulder with cement content of 4% by weight as per drawing and Specifications</p>	<p>Generally, for in-Situ Full Depth Reclamation (FDR) process of an existing Road, the Materials of the Crust shall also contain Soil/earth besides Asphalt, granular materials. Therefore, the Binder used for FDR must be capable of binding the Pulverised materials including Soil. Cement alone can not bind the Soil.</p> <p>As such, the IRC SP: 89 - 2018 (Guidelines for the design of Stabilised Pavements) as specified in the list of INDIAN PUBLICATIONS & STANDARDS Document (Page No 89 of Vol II), Chemical Commercial Stabiliser (CCS)/ additive is required to be added along with the Cement for bonding of Soil mixed aggregates, to enhance strength and durability and reduction of Shrinkage/Thermal Crack in the FDR layer (Cement Treated Layer).</p> <p>Therefore, the authority is requested to amend the BoQ item No – 4.05 as under –</p> <p>“Full depth reclamation (FDR) using an in-place mixing process to obtain a homogenous mixture using the new base materials with existing pavement material at site as required to maintain the design profile for carriageway and shoulder with cement content of 4% by</p>	<p>Chemical stabilization of the soil/earth materials will not be considered. The Cement Treated Base (CTB) is a homogeneous mixture of soil cement.</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		weight and required dose of CCS/additive (as specified by the manufacturer) as per drawing and Specifications”	
33.	<p>We are writing to formally request an extension of the bid submission deadline by approximately three weeks from the last date of submission, as communicated vide reference 2nd cited, for the subject work. The purpose of this extension is to allow us to provide a competitive and comprehensive proposal, as outlined below:</p> <p>I. Bid Security in foreign currency i.e US\$: The bid security in foreign currency, i.e., US\$, has caused a delay in the submission of the bid due to the procedural formalities required for issuing the Bank Guarantee through an Indian bank.</p> <p>II. Competitive Bidding Requirements: In order to align with competitive bidding requirements, we are working diligently to map the Bill of Quantities in the bid, while synchronizing the most cost-effective and high-quality solutions into our proposal.</p>	<p>In light of the circumstances explained above, and without bias, we kindly request an extension of the bid submission deadline by approximately three weeks, i.e., until 20/01/2025. This additional time will enable us to finalize a proposal that ensures compliance with the tender requirements, delivers exceptional value, and adheres to the highest professional standards.</p> <p>We look forward to your favorable response & cooperation at all times.</p>	<p>As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025.</p>
34.		We kindly request you to provide us with the necessary File Request Link (FRL) for Dropbox to facilitate the submission of our	The FRL link for Dropbox to upload the file is as :

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)				
		<p>electronic offer, as outlined in the Request for Offers (RFO) document.</p>	<p>https://www.dropbox.com/request/BAIWKqq4dvagbpcY03S3</p> <p>Please upload the file well before submission deadline, as the link will expire by 2PM and you will not be able to upload the file.</p>				
35.		<p>Regarding your SPECIFIC PROCUREMENT NOTICE (SPN), Recycling Pilot Works Contract – Dhan Khola Lamahi 40 km Road Section, MCA-N/RMP/CB/008, can we upload our proposal through below link provided in data sheet of your SPN, proposal document shown below or we have to request again</p> <p>As per data sheet submission link is :</p> <table border="1" data-bbox="772 824 1331 902"> <thead> <tr> <th colspan="2">D. Submission and Opening of Offers</th> </tr> </thead> <tbody> <tr> <td>ITO 22.1 e)</td> <td>The File Request Link to submit Offers is: https://www.dropbox.com/request/BAIWKqq4dvagbpcY03S3</td> </tr> </tbody> </table> <p>As per our understanding we have to submit offer document via :</p>	D. Submission and Opening of Offers		ITO 22.1 e)	The File Request Link to submit Offers is: https://www.dropbox.com/request/BAIWKqq4dvagbpcY03S3	<p>Same Dropbox link can be used for uploading the file.</p>
D. Submission and Opening of Offers							
ITO 22.1 e)	The File Request Link to submit Offers is: https://www.dropbox.com/request/BAIWKqq4dvagbpcY03S3						

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
			
36.		<p>Also, we want to be sure that do we have to submit proposal in a single pdf file at once up to 10 GB file size or due to size limitation i.e. 10 GB we can upload files making different part e.g. Part 1 of 3 - 9.85 GB, Part 2 of 3 - 9.70 GB, Part 3 of 3 – 9.76.</p>	<p>You can submit one file or separate file. However, when you are uploading separate file, please upload the folder which the file contains.</p>
37.		<p>Also want to be sure that do we have to upload price proposal separately with different password or we have to upload combinedly with technical proposal in same file?</p>	<p>There will be one Offer, which will have technical and financial both. If you are separating it for ease of upload, it is acceptable. Regarding password, it is not mandatory to include password. But, if the Offeror wants to include password they can do so. However, a valid password must be submitted before submission as per Bidding Document requirement stated under Section</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
			II, ITO 22.1 (g). All files should have the same password for ease.
38.		Do we have to upload soft copy in Excel or we have to upload signed pdf file for price?	For Bills of Quantities the requirement is to submit both PDF and Excel copy.
39.		Do we have to pay Document Fee of proposal?	There is no any fee for Bidding Document.
40.		Can we submit the proposal before 30th December, 2024 (on 27th, 28th or 29th December)?	As per Addendum#3 issued on 25 December 2024, the deadline for submission of offers is set as 21 January 2025 and the opening of offerors will take place on the same day i.e., 21 January 2025. However, early submission is also acceptable.
41.		We already written for maximum number of Nepali's contractor participation in bidding process, hence we need to change Similar Experience for each member of (JV) required one contract (Any Road Project with asphalt pavement) replace by "Any Bitumen Road Project" for enhancement of Nepali contractor and bidder participation of JV certificate. Kindly correct the same please, if possible.	Asphalt Concrete construction experience is a must and cannot be waived.
42.		Specifically, we seek clarification on whether we should apply the US exchange rate from 28 days prior to the bid submission deadline, or if we should use the exchange rate on the date of BoQ submission.	The question is not clear about what is referred to be changed. If the question is related to amending the value of the past contract, please refer to past clarification (Clarification #2 response numbers 2, 5 and 46).
43.	Existing Pavement Thickness:	<ul style="list-style-type: none"> o We kindly request information on the thickness of each component within the existing pavement structure. This includes, but may not be limited to: • Bituminous layers (specify each layer's thickness) • Base course (type and thickness) • Subbase (type and thickness) 	Please refer to SN 44 and SN 50 of this Clarification # 4.

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
44.	<p>Full Depth Reclamation (FDR) Thickness:</p>	<p>o We request clarification on the required thickness for the Full Depth Reclamation layer. We understand that this information is crucial for us to accurately estimate costs and prepare a competitive bid for this project.</p>	<p>Dhan Khola to Bhalubang (Ch 676+720 to 693+000)– 250 mm Bhalubang to Lamahi (Ch 693+000 to 714+985) – 300 mm</p> <p>The pavement thickness is specified as 250 mm for the section from Dhan Khola to Bhalubang, and 300 mm for the section from Bhalubang to Lamahi. For more detailed information, please refer to the bidding documents Part 2 Section V.</p>
45.	<p>Bidding Document-Vol-2 Section-1316 2(a)/Recycled Asphalt Pavement (RAP) and Base Materials/Page no 5-45 Bidding Document-Vol-2/Plan & Profile <i>The particle distribution of the processed material shall be such that 100% passes a 75mm sieve, at least 95% passes a 53mm sieve, at least 55% passes a 4.75mm sieve, and maximum 20% passes a 75-micron sieve.</i> <i>Over-sized material in the existing base shall not be incorporated and this is expected to be less than 1% of the overall material being stabilized on this project.</i></p>	<p>The tender document specifies the required aggregate gradation for the construction of Full Depth Reclamation (FDR) works, along with a clearly defined road alignment profile. However, achieving the desired aggregate gradation with the existing material is challenging, while also maintaining the planned profile as outlined in the Bidding Document - Volume 2.</p> <p>1. Existing Crust Gradation: The gradation of the existing crust material does not meet the required specifications for the FDR (Full Depth Reclamation) works. For example, the available material from Pit #9 (at chainage 8+000) has the following gradation: 74.14% passing through the 45mm sieve 28.69% passing through the 4.75mm sieve 26.01% passing through the 2.36mm sieve 3.12% passing through the 0.075mm sieve In comparison, the required gradation for the FDR works specifies the following percentages passing through the respective sieves: 100% passing through the 75mm sieve 95% passing through the 53mm sieve 55% passing through the 4.75mm sieve</p>	<p>1. It is expected that FDR gradation can be achieved through a combination of existing bituminous surfacing (estimated to be 200 mm at this location) as well as base/subbase material. In the referenced section, it is also stated that “Additional crushed rock shall be incorporated as necessary to allow the grades on the construction drawings to be maintained. When new material is incorporated this shall be mixed with the recycled.” Please refer to the whole section (Bidding Document-Vol-2 Section-1316 2(a)) for additional information.</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		<p>20% passing through the 0.075mm sieve As seen, the existing crust material's gradation does not align with the required specification. To meet the required gradation, it is estimated that approximately 1.25 lakh cubic meters of additional aggregate will need to be added to the existing material.</p> <p>2. Desired Plan and profile The Full Depth Reclamation (FDR) base is primarily constructed using the existing aggregate, with the potential addition of new aggregate if necessary. However, maintaining the revised road profile becomes challenging without incorporating a significant amount of additional aggregate. The existing road has an average crust thickness of 450 mm across a 5.5-meter width. This same aggregate will be used for the FDR base construction, which will be widened to 12 meters. As a result, the Finished Road Level (FRL) will be reduced by approximately 243.7 mm, calculated as: $450 \times (5.512) = 243.7$ mm. Additionally, a 100 mm thick Superpave bituminous layer will be added, further reducing the final FRL by around 150 mm. In the majority of the road stretch, raising the FRL by 150 mm is required to meet the desired road profile. To ensure the correct road profile is achieved and the desired FRL is maintained, a larger quantity of additional aggregate will be needed. Over 2.5 lakh cubic meters of additional aggregate would be required to meet the specifications outlined in the Bidding Document - Volume 2.</p> <p>Given these challenges, we request to clarify 1. Exact Quantity and Calculation Required to Meet the Required Gradation and Profile as Stated in the Bid Document</p>	<p>2. Please refer to the bidding documents. The file named 'Section V e Bill of Quantities' contains details of the calculations.</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		<p>2. Methodology for Execution of Full Depth Reclamation (FDR)</p> <p>a. Where Sufficient Aggregate is Not Available:</p> <p>b. Where the Required Aggregate Proportion is Not Available:</p> <p>c. Where Both Sufficient Aggregate and the Required Proportion of Aggregate are Not Available</p> <p>d. Where Significant Adjustments to FRL are Needed (Raise or Decrease)</p>	<p>The contractor is expected to provide his methodology for execution of the works.</p>
46.	<p>Bidding Document-Vol-2 Standard Cross section/sheet no-1 &2 <i>Details of Typical Cross Sections</i></p>	<p>The specified cross-section indicates that the pavement structure consists of an FDR base, Superpave Binder, and Superpave Wearing layers. The FDR base functions as a semi-rigid pavement layer, while the Superpave Binder and Wearing layers provide the flexible pavement structure. To minimize reflection cracking due to the semi-rigid FDR base, the inclusion of a crack relief layer is essential. This layer, placed between the bituminous layers and the cementitious base, helps delay the reflection of cracks from the Cement Treated Base (CTB) layer into the bituminous layers. We request the inclusion of a crack relief layer to prevent cracking in the bituminous layers.</p>	<p>To control reflection cracking, the following design approaches were adopted: 1) limiting the unconfined compressive strength (UCS) of the FDR to 2.1-2.8 MPa, which is lower than the UCS of the typical CTB, 2) pre-cracking of the newly constructed FDR, and 3) provision of polymer-modified bitumen in the Superpave mix. Therefore, the request for inclusion of a crack relief layer cannot be granted.</p>
47.	<p>Bidding Document-Vol-2 1319 Full Depth Reclamation of HMA Pavement with Cement/4 .f Page no-5-49 <i>After completion of final finishing, the surface shall be cured by application of a bituminous prime coat (Clause 1302 of the Standard Specifications) or other approved sealing membrane.</i></p>	<p>Clause 1302 of the Standard Specifications for Road and Bridge Works of Nepal specifies that the prime coat applied over stabilized soil bases or Crusher Run Macadam should be in the range of 0.9 to 1.2 kg per square meter. This results in a cost of approximately 150 NPR per square meter, which is quite significant. We kindly request your recommendations on the required quantity of bituminous prime coat for this curing purpose. Additionally, we would appreciate suggestions for other approved sealing membranes that could be considered.</p>	<p>Please refer to Clause 1302 of the Standard Specifications for Road and Bridge Works of Nepal. The guidelines on application rates are clearly stated. We cannot suggest sealing membranes for contractors to use. Contractors can propose sealing membranes other than those specified in Clause 1302 for approval by the Engineer. Additional details can be found in the bidding document Part 2 Section V(c).</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
48.	<p>Bidding Document-Vol-2 1319 Full Depth Reclamation of HMA Pavement with Cement/4 .f Page no-5-49 <i>Should it be necessary for construction equipment or other traffic to use the bituminous- covered surface before the bituminous material has dried sufficiently to prevent pickup, sufficient sand cover shall be applied before such use</i></p>	<p>As suggested in the bid document, a sufficient sand cover will be applied. If the sand cover is to be applied over the full surface of the FDR work with a thickness of approximately 20-25 mm, the total cost would range from 1.5 Cr to 2 Cr NPR. We kindly request that you define the thickness of the sand cover to be assumed for the FDR cost calculation, in order to optimize the FDR cost for bidding purposes.</p>	<p>The sand cover has to be adequate and is provisioned in BoQ. Note that detailed answer to a similar question was provided in Clarification #2 (SN 59) issued on 4 December 2024). Further information can be found in Clause 1302 of the specifications and in the bidding document Part 2 Section V(c).</p>
49.	<p>Bidding Document-Vol-2 104 Traffic Management Provisions/Page No-5-11 Traffic Management Provisions This Clause covers the requirements to be met by the Contractor in relation to traffic management provisions at construction sites which include management of regular traffic on existing road or proposed temporary works (diversions), management of construction traffic and traffic control and guidance schemes in order to ensure safe and reasonably efficient operation of vehicular and pedestrian traffic along the subject road corridors.</p>	<p>The FDR (Full Depth Recycling) work will be carried out using the existing crust material. The existing road width is approximately 5.5 meters in most sections, with a significant portion of the road lying in the hill zone. To ensure uninterrupted traffic flow, the FDR work will be executed in two phases: the first phase will involve working on one half of the road width, and the second phase will complete the work on the other half, following the curing period of the first phase and ensuring traffic flow over the executed FDR section. Since the FDR work needs to be carried out over a length of 40 km, splitting the work into two phases will significantly increase both the time and associated costs. We kindly request clarification on the following: The number of stretches that can be blocked at any given time. The maximum length of each stretch that can be blocked. This information will help in planning the work schedule and managing traffic disruptions effectively.</p>	<p>Contractor has to provide a detailed work methodology covering Traffic Management part. The bid has to be built on the bidder's assessment of the project road. A joint site visit was conducted on 13 November 2024 with interested bidders.</p>
50.	<p>Clarification #3 S. No. 10 <i>This information will be double-checked by MCA-Nepal and if applicable, an addendum to the Request</i></p>	<p>We kindly request your office to provide the pavement design details or share the relevant information.</p>	<p>In reference to Clarification 2 (SN 53), Clarification 3 (SN 10) and this request for</p>

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
	<i>for Offers to clarify the information would be issued.</i>		clarification, please find relevant part of Pavement design report (Appendix B - Trial Pits & Laboratory Testing (with attachments)) is available at the link https://drive.google.com/drive/folders/1Iv mA_n5jip_JPv0FJmoyjDHUiY_Zu8vu?usp=sharing for your kind information.
51.	Clarification #3 S.No. 11 <i>New materials will need to be incorporated to achieve the grades, since only 100 mm for the width of the existing pavement can be used for shoulder construction, plus what materials already exist. The subgrade soils are generally not suitable for stabilization.</i>	As mentioned, only 100 mm of the existing pavement width can be utilized for the construction of the FDR base at the shoulder. However, we request you to recheck this statement, as it should be, only 100 mm of the depth of the existing pavement can be used for shoulder construction, along with any other available existing materials. Please confirm the exact quantities and types of existing materials that can be reused in this process.	Please refer to the BOQ including the file ‘Section Ve Bill of Quantities.’
52.		With reference to your Clarification #3 Dtd. 09-12-2024 Sl. No.4, it is stated that Experience in executing Soil Stabilization, CTSB (Cement Treated Sub-Base) and CTB (Cement Treated Base) shall be considered equivalent to FDR (Full Depth Reclamation) experience. - We understand that CTB/ CTSB doesn’t involve pulverization process, and the execution process is done with the help of Rotavator itself, but when it comes to (FDR) Full Depth Reclamation, the execution process involves huge State-of-the-Art Equipment like Recycler/ Pulverizer which aptly does the job of Full Depth Reclamation. Hence it is requested to consider only those agencies which are having good industry experience in executing FDR technology with such equipment only.	Your observation regarding the distinctions among Soil-Cement Stabilization (SCS), Cement Treated Base (CTB), Cement Treated Sub-Base (CTSB), and Full Depth Reclamation (FDR) is accurate. Both SCS and FDR involve in-place treatment of existing materials to enhance pavement strength and durability. Agencies proficient in SCS, CTB, or CTSB possess relevant experience, including a solid understanding of cement stabilization techniques, material behavior, and construction methodologies. However, FDR typically requires specialized equipment, such as road reclaimers, to pulverize and mix the full depth of the existing pavement with stabilizing agents like cement. Therefore, successful bidders must demonstrate their methodology, including the

SN	Reference to the Request for Offers	Questions from Offers	Response of Millennium Challenge Account Nepal (MCA-Nepal)
			use of appropriate equipment, to effectively execute FDR with cement.
53.		<p>With reference to your Addendum #2 Modified BOQ Dtd: 11-12-2024, Item No. 4.05, the Item Description states addition of cement content of 4% by weight.</p> <p>- In the in-Situ FDR of an existing road the materials of the crust shall also contain Soil/earth besides Asphalt, Granular materials. Therefore, the Binder used for FDR must be capable of binding the Pulverized materials including Soil and cement alone can't bind the Soil. As such, the IRC SP: 89 - 2018 (Guidelines for the design of Stabilized Pavements) as specified in the list of INDIAN PUBLICATIONS & STANDARDS Document (Page No 89 of Vol II), Chemical Commercial Stabilizer (CCS)/ additive is required to be added along with the Cement for bonding of Soil mixed aggregates, to enhance strength and durability and reduction of Shrinkage/Thermal Crack in the FDR layer (Cement Treated Layer). Hence, it is requested to modify the item using Cement content of 4% by weight and required dosage of CCS/ Additive (as specified by the Manufacturer) as per drawings and Specifications.</p>	<p>The assertion that cement alone cannot effectively bind soil in FDR processes is not entirely accurate. According to the IRC guidelines, specifically IRC:SP:89 (Part II)-2018, cement is recognized as a suitable stabilizer for various soil types, including those encountered in FDR operations. While it is recognized that cement could be combined with other chemical stabilizers to enhance certain properties of FDR, a strategic decision has been made to use cement as the material is abundant in Nepal. Hence, the request to include CCS cannot be granted.</p>