



Reply to Pre-Bid queries

NHIDCL/NagalandDiv/Dimapur-Kohima/DPR/2024/2050

Date: 13.05.2024

To,

All Respective Bidders

Subject: RFP for Consultancy Services for Preparation of Detailed Project Report for Slope Protection and Slope Stabilization works including Rockfall Protection and Landslide Mitigation measures from km 123.840 to km 166.700 of NH-29 on 4-laning of Dimapur-Kohima road under SARDP-NE in the State of Nagaland - Reply to Pre-Bid Queries.

Tender ID: 2024_NHIDC_803294_1

Sir/Madam,

Please find herewith reply to pre-bid queries on the above mentioned subject as per details below:

Sl. No	Particulars	Pre-Bid Queries	Reply
1	RFP Clause 12.1 of Datasheet: Table 1 Minimum Eligibility Requirement (Page 27): Minimum experience and performance of Preparation of DPR for Slope Protection/Slope Stabilization works in Roads/ Highways in the last 7 years (2/4/ 6 laning of NH/SH/Expressways) (for past performance attach undertaking for any litigation history/and arbitration).	A) Firm applying for a package should have experience of preparation of Detailed Project Report for Slope Protection/Slope Stabilization works of in 2/4/6 laning of road/ highway or Airports/ Railways/ Irrigation Projects / Hill roads / Hydel projects , (including landslide/rockfall mitigation techniques, ground improvement, etc.) for hilly and mountainous terrain of aggregate length equal to the indicative length of the package More than the indicative Length of the package applied for – 10 points More than 2 times the indicative length of the package applied for – 15 points More than 3 times the indicative length of the package – 20 points	The experience of the firm in preparation of DPR for Slope Protection/ Slope Stabilization works in Railways/Airports/Irrigation Projects/Hydel projects has been considered in addition to 2/4/6 laning of roads/ highways in hilly & mountainous terrain. May please refer Corrigendum-II.
	(A) Firm applying for a package should have Experience of preparation of Detailed Project Report for Slope Protection/Slope	B) Firm should have also prepared DPR for at least one project of Slope Protection/Slope Stabilization work in 2/4/6-laning of road / highway or Airport/Railways/ Irrigation projects / Hill roads /Hydel projects , (including	

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	<p>Stabilization works in 2/4/6-laning of road/highway projects (including landslide/rockfall mitigation techniques, ground improvement, etc.) for hilly and mountainous terrain, of aggregate length equal to the indicative length of the package.</p> <p>(B) Firm should have also prepared DPR for at least one project of Slope Protection/Slope Stabilization work in 2/4/6-laning of road/highway projects (including landslide/rockfall mitigation techniques, ground improvement, etc.) for hilly and mountainous terrain of minimum 40% of the indicative length of the package or Feasibility Study of minimum 60% of the indicative length of the package</p> <p>Note: The experience of a firm in preparation of DPR for a private concessionaire/contractor shall not be considered.</p>	<p>landslide/rockfall mitigation techniques, ground improvement, etc.) for hilly and mountainous terrain of minimum 40% of the indicative length of the package or Feasibility Study of minimum 60% of the indicative length of the package</p> <p>1 Project – 10 points 2 Projects – 12 points ≥ 3 Projects – 15 points</p> <p>NHAI had invited the tender for similar nature of work i.e. slope stabilization and rockfall protection and their PQ defined similar works as preparation of DPR for Highway / Airport / Railway / Irrigation works for slope stabilization / landslide mitigation / rockfall protection. Copy of the RFP and other supporting documents are attached here for your ready reference.</p>	
2	<p>BOQ</p> <p>Sr. NO 44 - Investigation (Fixed cost):</p> <p>Road and Bridge Inventory, FWD Test and Pavement Evaluation Roughness Survey Axle Load Survey Material Survey and Investigation Sub-grade Investigation Traffic Survey Socio-economic & Census Survey/Studies Land Acquisition Studies any</p>	<p>The work / scope mentioned under Sr. No 44 (Investigation) is relevant only if the scope involves consultancy work of Road/ Highway projects. Hence, we request and suggest the same to be replaced with following;</p> <p>Sr.No 44 Investigation Geotechnical Investigation, Geophysical Investigation, any other investigations/ survey etc.</p>	<p>All requisite investigations necessary to execute the work defined under scope of consultancy services shall be carried out. Hence lumpsum provision towards investigation has been made. Accordingly, bidders are requested to make their own assessment and quote the bid price</p>

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	other investigations/surveys, Sub-Soil Investigation (Boring)		accordingly.
3	BOQ Sr. NO 43 - Topographic Survey (Fixed rate):	For bidding purpose bidder will have to presume quantum of topographical survey and each bidder can have different presumptions. To facilitate comparison of financial bids on equal footing, we are of the opinion, Client can specify certain quantum of topographical survey and request to quote the rate on per unit basis for the quantum of topographical survey specified by the client. In case there is any decrease or increase quantum of topographical survey, the consultant can be paid as per quoted rate.	The bidders are requested to make their own assessment for the quantum of topographic survey required. Hence lumpsum provision towards topographic survey has been made. Bidders are requested to quote the bid price accordingly.
4	BOQ Sr. No 45 Network Survey and GPR	As the scope involves DPR for slope stabilization and rockfall protection, we request you to kindly exclude the same as GPR survey is used to identify the underground utilities	The bidders are requested to make their own assessment for the survey required for the work. Hence lumpsum provision towards network survey & GPR has been made. Accordingly, bidders are requested to quote the bid price.
5	BOQ Sr No. 46 – Cost of Supply & Fixing Boundary Pillars Cost of supply and fixing Boundary Pillars Procuring and fixing boundary pillars and its installation, complete in all respect as per IRC:25,1967: Wherever the proposed alignment follows the existing alignment, the boundary pillars shall be fixed at an interval of 200m on either side of proposed Right of Way. Wherever there is a	For bidding purpose bidder will have to presume quantum /numbers required and each bidder can have different presumptions. To facilitate comparison of financial bids on equal footing, we are of the opinion, Client can specify number of pillars required and request to quote the rate on per unit basis for the quantum of topographical survey specified by the client. In case there is any decrease or increase in quantum of topographical survey, the consultant can be paid as per quoted rate	The bidders are requested to make their own assessment for the quantum of boundary pillars required along the indicated project length. Hence lumpsum provision has been made. Bidders are requested to quote the bid price accordingly.

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	proposal of realignment of the existing Highway and/or construction of New Bypasses, Consultant shall fix boundary pillars along the proposed alignment on the extreme boundary on either side of the project Highway at 50 m interval (lumpsum)		
6	<p>Qualification and Experience Requirement of Key Personnel</p> <p><u>Geotechnical / Slope Stabilization Expert</u> (page 123)</p> <p>(ii)(b) Experience in Highway projects Minimum 8 years' experience in Slope Protection & Slope Stabilization of hill road projects including experience in Rock Netting/Bolting/Mesh Drapery/Debris arrester/Shotcreting/Grouting</p> <p>c) Experience in similar capacity Geotechnical Expert / Slope Stabilization Expert in 2/4/6 laning of NH/SH/Expressways) of minimum aggregate length of 80 km</p>	<p>Qualification requirement for Geotechnical / Slope Stabilization Expert require Experience Slope Protection & Slope Stabilization of hill road projects including experience in Rock Netting/Bolting/Mesh Drapery/Debris arrester/Shotcreting/Grouting. The nature of work is independent of utility. For any utility, be it road, highway, railway, airport, settlements etc. the slope stability, rockfall protection and landslide mitigation need to be designed on the basis of its own parameters and characteristics. This requires experts from the field of slope stabilization, rockfall protection, landslide mitigation. The requirement of experience in only hill road projects or road/highway projects may restrict the participation of qualified and experienced slope stabilization experts.</p> <p>We request you to kindly amend the requirements as follows -</p> <p>In Annexure-1, Details of the stretch proposed, the tentative length of the project is given as 42.86km. Kindly consider that length to be maximum</p>	<p>The experience of the key personnel has been modified to include experience in Railways/Airports/Irrigation Projects/Hydel projects along with 2/4/6- laning of road/highway projects in hilly and mountainous terrain. May refer Corrigendum-II.</p>



7	<p>APPENDIX-V</p> <p>Qualification and Competence of the Key Staff for adequacy of the Assignment. (Para 12.2 of Data Sheet and Enclosure II of TOR: TEAM LEADER cum SENIOR HIGHWAY ENGINEER, Geotechnical cum Slope Stabilization Expert, Geological Expert, Hydrologist and Hydrological Modeling Expert, Road Safety Expert</p> <p>(c) Experience in Similar Capacity:</p> <p>< 80 km: 0</p> <p>80 km-150 km: 15</p> <p>>150 km-250 km: 17</p> <p>> 250 km: 20</p>	required for credentials.	<p>The minimum experience of key personnel in similar capacity has been modified to the aggregate length equal to the indicative length of 42 km for this project. May refer Corrigendum-II.</p>
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2. For necessary information.

Yours Sincerely

(Ashok Kumar Jha)
General Manager (Tech)