

Date: 10.12.2025

Sub: Consultancy Services for Preparation of Feasibility Study and Detailed Project Report for Construction of 4-Lane with Paved Shoulder from Phulbari (Meghalaya) to Shillong in the State of Meghalaya- Reply to Pre-Bid Queries-reg.

Tender ID: 2025_NHIDC_883828_1

S.No.	Ref Clause	Clause as per RFP	Clarification/Request	NHIDCL Reply																												
1.	Annex-1	Details of the stretch proposed for DPR preparation <table><tr><th>S. No.</th><th>Corridor Name</th><th>Section</th><th>State</th><th>Tentative length (km)</th><th>completion Period</th></tr><tr><td>1</td><td>Phulbari (Meghalaya) to Shillong in the State of Meghalaya</td><td>Phulbari-Shillong (NH-127B/NH-106)</td><td>Meghalaya</td><td>225</td><td>6 Months</td></tr></table>	S. No.	Corridor Name	Section	State	Tentative length (km)	completion Period	1	Phulbari (Meghalaya) to Shillong in the State of Meghalaya	Phulbari-Shillong (NH-127B/NH-106)	Meghalaya	225	6 Months	The details of stretches only start & end location names are given with NH number as NH 127 B / NH-106. However in view of such short assignment period, it is requested to clarify whether greenfield or brownfield alignment is envisaged. If brown field alignment is envisaged, it is requested to give tentative requirement of bypass.	As per RFP. However, Bidder is requested to carry out their own survey while finalizing the alignment.																
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1	Phulbari (Meghalaya) to Shillong in the State of Meghalaya	Phulbari-Shillong (NH-127B/NH-106)	Meghalaya	225	6 Months																											
2.	Clause No. 3 of Data Sheet	Duration of the Project: Duration of the project 6 months.	As per MORTH Circular / standard document, the time period of assignment having length more than 100 km shall be 18 months. However the time period of assignment as per RFP is just 6 months for project length of 225 kms. It is requested to modify the time period of assignment to minimum 15 months.	As per RFP.																												
3.	Clause No. 3 of Data Sheet	--The time period for DPR preparation may be fixed as follows-- <table><tr><th>Sl.</th><th>Type of Project</th><th>Size (km)</th><th>Duration</th></tr><tr><td>1</td><td>Widening & upgradation to 2 lanes- with paved shoulders</td><td>Upto 50 50-100 >100</td><td>10 12 15</td></tr><tr><td>2</td><td>Widening & upgradation to 4L lanes- with paved shoulders from 2L/2L+PS</td><td>Upto 50 50-100 >100</td><td>12 15 18</td></tr><tr><td>3</td><td>Widening & upgradation to 6 lanes- with paved shoulders from 4L+PS</td><td>Upto 50 50-100 >100</td><td>10 12 15</td></tr><tr><td>4</td><td>Green Field Expressways/Access- Controlled Highway</td><td>Upto 50 50-100 >100</td><td>18 21 24</td></tr><tr><td>5</td><td>Stand alone-bypass</td><td>Upto 50 >50</td><td>10 12</td></tr><tr><td>6</td><td>Stand alone bridge/tunnel</td><td colspan="2">Duration to be decided for individual cases depending on size and complexity</td></tr></table> In case the project is located in hilly region in more than 50% length, the time period as mentioned above shall be increased by 25%.	Sl.	Type of Project	Size (km)	Duration	1	Widening & upgradation to 2 lanes- with paved shoulders	Upto 50 50-100 >100	10 12 15	2	Widening & upgradation to 4L lanes- with paved shoulders from 2L/2L+PS	Upto 50 50-100 >100	12 15 18	3	Widening & upgradation to 6 lanes- with paved shoulders from 4L+PS	Upto 50 50-100 >100	10 12 15	4	Green Field Expressways/Access- Controlled Highway	Upto 50 50-100 >100	18 21 24	5	Stand alone-bypass	Upto 50 >50	10 12	6	Stand alone bridge/tunnel	Duration to be decided for individual cases depending on size and complexity		As per the Table (which is strike through) the time period of 18 months is mentioned towards widening and upgradation to 4/6 lane for more than 200 km length. Further as per foot note given after table, for the project in hilly terrain the time period need to increase by 25%. Thus the applicable time period shall be 18 + 4.5 = 22.50 months.	As per RFP.
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1	Widening & upgradation to 2 lanes- with paved shoulders	Upto 50 50-100 >100	10 12 15																													
2	Widening & upgradation to 4L lanes- with paved shoulders from 2L/2L+PS	Upto 50 50-100 >100	12 15 18																													
3	Widening & upgradation to 6 lanes- with paved shoulders from 4L+PS	Upto 50 50-100 >100	10 12 15																													
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4.	Clause 5.1 of TOR	Land Acquisition	In the TOR, requirement of land acquisition is mentioned. Further in the Financial Proposal provision towards land acquisition is made in the form of LA teams & facilities. LA activity can be taken up only after alignment approval and completion of topographic survey. Alignment approval and thereafter topographic survey will take minimum 3 month's time. Further as a general experience, LA activity even for 3A/3D will take minimum 6 months. Hence it is requested to clarify whether the proposed improvement is to be considered in the available ROW and thus there is no need for Land acquisition.	As per RFP.
5.	ENCLOSURE -II Qualification and Experience Requirement of Key Personnel	Team Leader Highway Engineer It is mandatory for the key personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects" conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration.	We would like to bring your attention that there is a limited number of Key Professionals on the INFRACON portal who hold the required training course certificate for the Preparation of Feasibility Study and DPR for Highway Projects, conducted by the Indian Academy of Highway Engineers (IAHE). Therefore, it is requested that this clause be removed and the consultant be allowed to propose the Key Personnel without the requirement of a mandatory training course.	As per RFP.
6.	ENCLOSURE -II Qualification and Experience Requirement of Key	Bridge Engineer It is mandatory for the key personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects"		As per RFP.



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	Personnel		conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration.		
7.	ENCLOSURE -II Qualification and Experience Requirement of Key Personnel	Highway Engineer d) Training	It is mandatory for the key personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects" conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration.		As per RFP.
8.	ENCLOSURE -II Qualification and Experience Requirement of Key Personnel	Material Engineer – cum – Geotechnical Engineer d) Training	It is mandatory for the key personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects" conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration.		As per RFP.
9.	ENCLOSURE -II	Survey Engineer d) Training	It is mandatory for the key		As per RFP.



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	Qualification and Experience Requirement of Key Personnel		personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects" conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration		
10.	ENCLOSURE -II Qualification and Experience Requirement of Key Personnel	Quantity Surveyor d) Training It is mandatory for the key personnel to have attended training course on "Preparation of Feasibility Study and DPR for Highway Projects" conducted by Indian Academy of Highway Engineers (IAHE) or any other institute specifically approved by MoRTH for minimum 6 days duration			As per RFP.
11.	Sub-Clause 12.2(A), Sr. No. 03 – Firm's Relevant Experience in Last 10 Years, RFP Pg. 40	Sub-Clause 12.2(A) outlines the specific experience of firms in terms of turnover: 3.1: Two-lane up to 50 km / Four-lane up to 30 km 3.2: Two-lane 50–200 km / Four-lane or six-lane 30–120 km 3.3: Two-lane more than 200 km / Four-lane or six-lane above 120 km		Kindly confirm whether Category 3.3 is applicable for this RFP.	As per RFP.



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		As the current project involves 4-laning above 225 km, our understanding is that Category 3.3 would be applicable.		
12.	Sub-Clause 12.2(A), Sr. No. 05 – Quality of Past Performance, RFP Pg. 40	The clause requires the following information based on self-certification for the last 5 DPRs prepared by the consultant: 5.1: Average CoS as % of contract price 5.2: Average area variation as % of acquired private land (1st 3D Notification) 5.3: Average delay in land acquisition (90% site possession vs. contract period) 5.4: Average use of new materials/waste materials/new technology as % of civil cost However, such data is generally not available with consultants and is typically with the Authority.	Kindly clarify how consultants are expected to provide such information. We request NHIDCL to consider standard DPR evaluation criteria, as followed in similar tenders.	As per RFP. However, the prospective bidders are required to provide information based on their past experience.
13.	Sub-Clause 5, RFP Pg. 3	The current bid submission deadline is 15th December 2025 .	We kindly request an extension of 15 (fifteen) days , i.e., up to 30th December 2025 , to allow sufficient time for preparation of a comprehensive and compliant proposal.	As per RFP.
14.	BOQ – Contract No.: NHIDCL/Meghalaya/Jorabat–at–Barapani/2025	The BOQ uploaded pertains to the Jorabat–Barapani project, while the current tender is for Phulbari–Shillong. As a result, the man-month requirements and duration in the BOQ do not align with the scope of the present assignment.	We request NHIDCL to kindly provide the revised BOQ and consider a minimum of 18 months for the project duration.	The BOQ uploaded is for instant tender only and the project duration is as per RFP.