



National Highways & Infrastructure Development Corporation Ltd.

(Under Ministry of Road, Transport & Highways, Govt. of India)

**EXPRESSION OF INTEREST (EOI) for “Road Safety Audit
for the work of *“Construction of 2-lane with paved
shoulder including geometric improvement from km 16.00
to km 32.50 of stretch Tarku-Rabangla of NH-510 on EPC
Basis under SARDP- NE Phase 'A' in the State of Sikkim
(Package-II)””***

February 2025

Executive Director (P)

RO West Bengal & Sikkim (Gangtok),

National Highway & Infrastructure Development Corporation Ltd.

Amdo Golai, Opp. State Veterinary Polyclinic, Gangtok, Sikkim - 737102

Email: ro.sikkim@nhidcl.com

Letter of Invitation (LOI)

NHIDCL/PMU-Gyalshing/Tarku-Ravangla/PKGII/COS/2021-22 Dated: 22-02-2025

Sub: EXPRESSION OF INTEREST (EOI) for ““Road Safety Audit for the work of “Construction of 2-lane with paved shoulder including geometric improvement from km 16.00 to km 32.50 of stretch Tarku-Rabangla of NH-510 on EPC Basis under SARDP- NE Phase 'A' in the State of Sikkim (Package-II)””.

Sir/Madam,

National Highways & Infrastructure Development Corporation Limited (NHIDCL) has the mandate of building infrastructure that involves roads, highways and tunnels for interstate and international connectivity mainly in the States of Assam, Arunachal Pradesh, Manipur, Mizoram, Tripura, Andaman & Nicobar, Jammu & Kashmir, Meghalaya, Nagaland, Sikkim and West Bengal. NHIDCL now intends to short-list eligible service provider / bidder (“Agency”) who have proven experience for **Road Safety Audit** of National Highways. To carry out the implementation of the subject project, NHIDCL will engage eligible service provider (“Agency”).

2. As per the terms and conditions of the service, the Agency shall be required to carry out **Road Safety Audit** of the project to ensure compliance of requirements for the Scope of Work.

3. Objective:

- 3.1 Carrying out Road Safety Audit of the stretch under consideration, as per IRC SP:88 and/or any relevant IRC/MoRTH guidelines, for identifying the safety concerns causing accidents/ having potential for causing accidents and framing of proposals for immediate remedial measures.
- 3.2 To determine whether the quantity of crash barriers provided in Annex-I of Schedule B of the existing EPC Agreement executed between the NHIDCL and M/s S&P Infrastructure Pvt Ltd on 17.04.2017 for the subject project, suffice the requirement as per safety aspect of the project. Further additional requirement of crash barrier (if any) shall also be determined.

4. Scope of work:

- 4.1 The stretch under consideration is from **Km 16.00 to Km 32.500** of **NH-510** in the state of Sikkim.
- 4.2 The stretch under consideration shall be audited from Road Safety perspective through keen inspection of the traffic operations, simple measurements through handheld GPS, tapes, luxmeter etc.
- 4.3 The accident-prone locations and safety concerns shall be identified based on the above audit supplemented by local enquiry, discussions with local police officials wherever considered essential.

- 4.4 Immediate remedial measures shall be worked out which can be implemented within a period of one month to make the stretch significantly safer for traffic operations.
- 4.5 The proposals shall be furnished through indicative drawings/sketches along with cost estimates and Bills of Quantities amenable to sanction.
- 4.6 The details of all locations requiring installation of MBCB as per Sch-B of existing contract of subject work which has been assigned to M/s S&P Infrastructure, i.e. at the locations of bridge approaches, steep valley side, at sharp curves on both sides & hazardous/vulnerable locations. Further additional requirement of crash barrier if required shall also be determined.

5. Inspection of stretches & carrying out Audit:

- 5.1 The stretch under consideration shall be inspected thoroughly in different times of the day including nighttime by a team of experienced Highway engineers supported by survey support personnel conversant with GPS operations and surveying for Highway projects.
- 5.2 Survey of the stretch shall be carried out through simple equipment like handheld GPS, tapes, chains/ distant, luxmeter etc., with the objective of locating various points of concern relative to the KM stones or chainage system existing on the road.
- 5.3 The safety concerns like obstructions to sight lines, lack of essential road signs & markings, mismatch between prevailing vehicle speeds and the exiting road conditions, irregular vehicle movements, any other unsafe conditions shall be identified and located on the indicative drawings/sketches.
- 5.4 Locations wherein MBCB has been already installed by the existing contractor at site shall be determined.
- 5.5 Balance list of locations, wherein MBCB is yet to be installed by the contractor after considering the safety aspect of the project shall be determined.

6. Local enquiry & discussions with authorities:

- 6.1 During inspections local enquiries shall be made to appreciate the safety issues being faced by the local people and the road users at the critical locations.
- 6.2 Discussions shall be held with road and police authorities to appreciate the safety issues being experienced by them during the traffic/road operations
- 6.3 Enquiries with road users can also be made to appreciate the safety concerns being experienced by them.
- 6.4 Details of the recently completed, on-going and in-pipe line developmental or resurfacing/strengthening works, available width of land shall be collected through discussions with concerned road authorities and included in the audit report.

7. Preparation of proposals:

- 7.1 Various short term/ immediate improvements like provision of appropriate road signs, markings, control of speeds restricting inappropriate movements, Channelizing the traffic within available road space, provision of railings, removal of obstructions, protecting road side hazards, addressing any other safety issues through simple remedies etc., required for removing safety concerns and achieving safety shall be worked out.
- 7.2 The proposed improvements shall be indicated on indicative drawings/ sketches with simple measurements. The proposals shall be indicated in a way which can be used for working out quantities and implementation of proposed remedial measures.
- 7.3 Simple remedial measures which can be implemented in one month shall only be considered and Capital-intensive time taking remedies like grade separators, Vehicular/ pedestrian under / overpasses, elaborate development of junctions, provision of service roads/ bypasses etc., are not expected to be proposed under the operational audit.
- 7.4 Necessary quantities and costs shall be worked out based on the latest SOR applicable to the project stretch.
- 7.5 Audit report indicating the inspections and surveys carried out, safety concerns identified and remedial measures worked out together with proposals & cost estimates shall be prepared.

8. Deliverables:

8.1 Audit report duly signed by the auditors along with:

- a) Indicative drawings/sketches giving the remedial measures proposed with reference to the chainage referencing system existing on the Highway.
- b) Cost estimates based on the latest SOR including centages as per extant guidelines.
- c) Consequent upon installation of MBCB as already installed and required to be installed as per the Road Safety Audit Report, adequate provision of MBCB (single runner, heavy duty and W shape) as required to be installed as per Clause 11 (Hazardous locations) of Annexure -I to Schedule B of the Contract Agreement shall be satisfied (including MBCB to be provided at locations of bridges approaches, steep valley side and at sharp curves on both sides.)

9. Time Schedules:

- 9.1 Complete audit report including the supporting documents as specified under deliverables shall be prepared and submitted within 10 days of giving go ahead to proceed with the work.

10. Deployment of personnel & payment Schedule:

- 10.1 The payment shall be made after completion of project up to the satisfaction of Engineer in Charge i.e., General Manager (P), PMU-Gyalshing.
- 10.2 At least two numbers of experienced Highway/Road Safety professionals with minimum of Graduation in Civil Engineering & 5 years of professional experience in the concerned field along with adequate survey/drafting support is expected to be deployed on the audit work which can be worked out and specified at the time of procuring the services.

11. ELIGIBILITY CRITERIA:

11.1 The Applicant should be:

- a) A certified Road Safety Auditor, from the empaneled list of MoRTH circular no RW/NH-29020/03/2020-S&R (P&B)-RCSE dated 01.07.2021.

12. Service Quotation(s) clearly indicating Service cost for the completion of the work 'Road Safety Audit for the work of *"Construction of 2-lane with paved shoulder including geometric improvement from km 16.00 to km 32.50 of stretch Tarku-Rabangla of NH-510 on EPC Basis under SARDP- NE Phase 'A' in the State of Sikkim (Package-II)"*', in the month of February 2025 as per total service period above are hereby invited.

13. Bids/Service Quotations may be submitted in hard copy/mail at following address:

Office of Executive Director (P)

NHIDCL- RO West Bengal & Sikkim (Gangtok)

National Highway & Infrastructure Development Corporation Ltd.

Amdo Golai, Opp. State Veterinary Polyclinic,
Gangtok, Sikkim - 737102

Email : ro.sikkim@nhidcl.com

14. Any conditional bids/quotations shall be summarily rejected by NHIDCL.

15. Last Date of Submission: 01.03.2025 (1700 Hrs)

