

Address of DG (RD) & SS on 02-05-2023 at 04.00 pm with ROs and Zonal Heads (N-I, NER and S-I) in the Video Conference on **strategy and actions to be taken for award of NH works in 2023-24.**

#### **Verification of EPC Schedules / Bidding Documents and Field Comparison**

- A Team of Field Officers (Field team) along with DPR Consultants and preferably along with a representative of Regional Office, MoRTH should take the sanctioned plan profile drawings, GADs and TCSs to the site and verify them with respect to the site conditions to ensure that the details are complete and appropriate without any missing details/omissions. Team should report to RO accordingly.
- Availability of existing ROW, chainage wise details of the type of land like private land, government land, forest land etc., are to be verified by Field Team and are to be reported to R.O. accordingly.
- Proposed Centre line, existing ROW boundary, proposed ROW boundary are to be reflected in the plan profile drawings to ensure that the proposed components like embankments, service roads/slip roads, junction improvements, cutting sections etc., are getting accommodated within the proposed ROW.
- Different TCSs to be adopted in different chainages are to be marked on the plan profile drawings in the form of dimension line after duly verifying them with respect to the sanctioned DPR and the actual field conditions.
- Taper length from one TCS to other is to be reflected on the plan profile drawings. Utilities to be shifted are to be reflected on the plan profile drawings and are to be verified with site and are to be reported to the RO accordingly.

#### **Quick Handling of Land Acquisition and other pre-construction activities to ensure appointed date within normal time cycle**

- Generally, after the sanction, the whole bidding process up to the point of award takes about 04 months. The process of completing the formalities for declaring appointed date including signing of agreement, submission of performance guarantee, verification of performance security etc., after the award of work takes about 02 months.

- Majority of the actions for acquisition of land, obtaining of forest clearances, obtaining of tree cutting permission, approval of GADs of ROBs/RUBs from Railways should be completed within the bidding period by the date of award of the work. The balance part of the above pre-construction activities are to be expedited and carried out within the normal project time cycle to ensure declaration of appointed date within the normal time cycle.
- In case of slow progress of these pre-construction activities, the matter should be taken up by RO at the highest level of State Government with status details and facts.
- In case of no improvement in the progress of pre-construction activities, the matter should be escalated to higher level in the Ministry for necessary redressal.

#### **Important aspects to be ensured during preparation of EPC Schedules, A, B, C, D and H**

- Depending on the size of the project, the bidding for the NH (O) works which are mostly on EPC mode, are being carried out either at State PWD level or at the Regional Office level or at Ministry's Headquarters level through the respective ROs for faster completion of the bidding process duly taking into account the current delegation of powers in respect of bidding and acceptance of bids.
- Entire execution of the works on EPC mode depends on the correctness and comprehensiveness of EPC schedules incorporated in the bid documents. Therefore, irrespective of the authority at which the bidding is being carried out, the EPC Schedules may scrupulously be checked by respective Regional Offices with respect to the approved proposal including the provisions contained therein before the schedules are uploaded during the bidding process. In this regard, certain aspects which require emphasis in firming up the schedules are brought out as below for ready reference and scrupulous adoption.

#### **Schedule "A":**

Apart from the existing features in Schedule "A", careful attention needs to be paid to Annexure II of Schedule "A", i.e., dates for providing Right of Way. In this table continuous coverage of the entire project length without overlaps/contradictions/gaps should be ensured.

- The chainages in which the land would be handed over on appointed date and those in which the land would be handed over within 150 days of appointed date should be clearly and separately brought out in this Annexure.
- In case of varying width of Right of Way from point to point, the range is to be correctly indicated. In case the work can be carried out when part width of Right of Way is available, the stretches in which the part width would be handed over on appointed date indicating the width/range of width that would be handed over on appointed date should be clearly indicated separately. The chainages and the balance width/range of balance width to be handed over within 150 days of appointed date should also be clearly brought out in such cases.
- Alignment plans under Annexure III of Schedule "A" is the only major document on which the horizontal and vertical alignment, geometrical aspects including improvement of junctions etc., get covered in the EPC Schedules. Therefore, the entire existing RoW, proposed ROW including the additional proposed ROW that may be required to accommodate the junction improvement layouts should be clearly indicated in these plan profile drawings which are placed under alignment plans in Annexure III of Schedule "A". This should also match with the ROW handing over details indicated in Annexure II of Schedule "A". As per the current guidelines and as a matter of good practice, all the road signs and markings to be provided in the project stretch should be indicated on the plan profile drawings for adequate definition of the scope of the work.

## **Schedule "B"**

- Schedule "B" is the main schedule in which the scope of work gets defined. The manual for 2-laning/4-laning, as the case may be, gives the method in which the work is to be carried out and general standards to be followed, where the standards are not clearly covered / defined in the scope under the Schedules.
- In Schedule "B", the chainages for each TCS are to be clearly given. The tapering from one TCS to other TCS may be indicated in the alignment plan and also in the form of minimum taper to be followed specified in schedule 'B'. The TCS chainages may be made continuous covering the tapering portions under the wider TCS so that there is no gap in chainages and the entire project length gets covered in the TCS chainages seamlessly.

- In case of At-Grade Junctions, the indicative junction layouts are to be placed on the alignment plans.
- However, the scope of major and minor junctions should also be indicated in the Schedule "B" under appropriate sections specifying that the junctions are to be improved within the available land with appropriate provisions like turning lanes, turning radii, channelizing islands, median islands, acceleration/deceleration lanes, road signs and markings etc., as per relevant IRC codes subject to the minimum indicative details given in the alignment plans.
- In case of VUPs/VOPs etc., the At-Grade Junctions below the VUP/VOP with details should be covered under the junctions' section of Schedule "B" apart from VUPs / VOPs in the respective sections, so that the At Grade Junctions below VUPs/VOPs also get developed fully and appropriately which is essential for achieving the intended safety at VUPs/VOPs.
- The chainages applicable for each TCS should be indicated on the TCS also apart from giving them in a tabular form in Schedule "B". All these chainages should be properly matched through thorough checking.
- In case of drains, it should be clearly mentioned in Schedule "B" that all the drains shown in different TCSs are to be taken up to the nearest outfall as decided by the Authority Engineer. It should also be mentioned that taking the drains up to the nearest outfall is considered as part of the scope of Schedule "B" and will not be treated as change of scope.
- GADs and TCSs of the structures/ Bridges with all carriageway features etc., should be given for all major and minor bridges under Schedule "B".
- The requirement of deck width of slab / Box culverts and width of pipe culverts varies in some cases compared to the normal value due to slip/ service roads at those locations, presence of junction improvements at those locations etc. Therefore a clear tabular form is to be given in the Schedule 'B' indicating the location chainage, type of culvert, Number / size of spans, outer to outer deck width and any other remarks etc.
- The length of pedestrian railings or length of crash barriers or length of central median railings should not be mentioned in Schedule B as the same depends on final designs, but the type of locations where the crash barriers and railings are to be provided should be clearly indicated in Schedule "B". Indicating a specific length may lead to avoidable changes in scope as the actual length of

crash barriers and railings etc., depends on the final design as per the actual site requirements.

- It should also be mentioned that wherever important cross roads are directly joining the main carriageway of the NH, the top level of the drain/drain-cum-footpath should be lowered to pavement level to facilitate joining of the cross road traffic to the main NH designing the cover slab of the drains as trafficable. It should also be specified that the same is part of scope of Schedule "B" and shall not be considered as COS. The pedestrian guard rails etc., shall be discontinued at such locations.
- Wherever separate and major diversion provisions are required for construction of bridges (major or minor bridges proposed in replacement of the existing bridges at the same locations on considerations of alignment etc), either through baily bridges or through an adequately designed diversion with vented causeway etc., these should be separately provisioned in Schedule "B" and Schedule "H", specifying payment of 50 percent of cost of diversion on completion of the diversion and balance 50 percent upon satisfactory maintenance of the diversion during the entire construction period of the bridge including dismantling of the diversion after the completion of construction of bridge subject to satisfactory maintenance of diversion arrangements for the convenience of the road users.

### **Schedule "C"**

- The project facilities should be carefully and clearly indicated in Schedule "C" ensuring that the land for such facilities is duly made available to the Contractor and is covered under either existing Right of Way or the proposed Right of Way. The extent of these facilities in reasonable details should be brought out in Schedule "C" for various items like Toll Plazas, tree plantations, truck lay byes, bus shelters, with byes or with local widening of paved shoulders as the case may be, rest areas etc. The location and the side on which these are to be provided like LHS or RHS or both sides as the case may be should be clearly mentioned. Similarly, utility ducts in built-up /non-built-up areas for crossing of the carriageway by utility lines should be clearly mentioned. Water harvesting structures, plantation of trees etc., as was considered in the proposal should be brought out in the Schedule "C" clearly and quantitatively.

## **Schedule "D"**

- Schedule "D" should indicate the manual to be followed and its version to be followed. Any specific deviations which are not covered through TCS or other specific mentions in the Schedule can be brought out in Schedule "D".
- Schedule "H" should be carefully checked and corrected in line with the main Schedules "A", "B", "C", "D" before the bids are uploaded.
- The above should be ensured by the respective Regional Officers so that future contractual complications could be avoided and execution of work in the intended manner could be carried out smoothly.
- All the extent directions in respect of RFP conditions be followed scrupulously. As per the current instructions of competent authority the bidding shall be through online mode without any insistence on physical submissions.
- Original BGs towards EMD and other original documents wherever applicable shall be submitted by the bidders within 7 days of bid due date. In case the original BGs in confirmation of scanned copies are not submitted within this period by the bidder necessary action of debarring the bidder for 1 year from bidding for NH/Other centrally sponsored works of Ministry or its agencies should be stipulated to avoid frivolous bids. These may be followed unless further instructions supersede in this regard.
- Wherever the design speeds are lesser than the ruling design speed corresponding to the terrain conditions, all traffic calming measures, road signs, markings, rumble strips etc., as per relevant IRC codes shall be installed, which should be specified in Scheduled B.
- In TCS wherever RCC covered drains/ drains cum Footpath are included, a condition specifying that the drain cover slab shall be designed making it trafficable lowering the top of cover slab level to the pavement level to facilitate movement of cross road traffic at those points where cross roads are joining to main carriageway.

## **Incorporation of Amendments Issued to standard RFP documents:**

- As explained during VC meeting, a small team of 03 officers can identify amendments issued to standard RFP documents on various aspects through various circulars, compile them and forward to all the ROs and Zonal Heads (N-I, S-I & NER) for their reference during the preparation of bid documents. However, all the ROs while preparing the bid documents should ensure that all

the instructions in respect of amendments to RFP documents are incorporated in the bid documents.

**Receipt of Bids and their Evaluation:**

- After the bids are received, all the bids received should be examined and relevant evaluation parameters furnished in their bids by the prospective bidders are to be marked and flagged by one team of at least 02 officers.
- The evaluation parameters marked by the first team should be re-checked and confirmed by the second team of 02 officers.
- Bid evaluation should be carried out by the Evaluation Committee within a week.
- Technical scores are to be published on the website as per the extant guidelines and procedures and any representation received should be examined and the decision of the authority to be given in the reply to the bidder who made the representation.
- At least 02 days gap should be given after the reply is given to the bidder making the representation before freezing technical evaluation and opening the financial bids so that the bidder making representation gets an opportunity to make his further explanation/representation before a higher level with reasons and supporting details.
- In case of any emergency in bidding, which do not permit the above indicated time periods for making available the opportunity of being heard, consent of higher level may be taken.



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