

WEST BENGAL STATE RURAL DEVELOPMENT AGENCY (WBSRDA)
JALPAIGURI DIVISION

RRNMU Building (1st Floor), Near Kingsaheb Ghat, Ward No.8, Jalpaiguri-735101

Phone & Fax: (03561)231336 e-Mail: wb-jal@nic.in

Memo No.-1015/JAL/WBSRDA/2023

Date:19.072023

NIQ No - WBSRDA/05-EE/JLP/2023-24

Expression of Interest (EOI) is being invited on behalf of WBSRDA, Jalpaiguri Division from the experienced, bonafide and reputed consultant/consultant firms having previous experience in doing similar nature of PMGSY works (details of scope of work) in under enlistment of WBSRDA under PMGSY fund by electronic tendering system and having registered office in West Bengal.

The rate should be quoted in 'Percentage' basis and total cost for preparation of DPR should be 'not more than Rs.10 Lakh or under 2.5% of Total project Cost whichever is less' per Bridge.

Prequalification Document to be uploaded in 2 (Two) separate folder (1) Technical Bid Documents containing scan of Earnest Money & document desired as technical bid mentioned in notice & Scope of Work, (2) Financial Bid containing BOQ as Additional Document who satisfied the terms and condition set out in prequalification document having registration in e-procurement portal (<http://wbtenders.gov.in>) under P&RD Department, Govt of West Bengal.

Work Details:- Preparation of DPR for Construction of new Bridge under Rural Connectivity of PMGSY-III under WBSRDA, Jalpaiguri Division in the Jalpaiguri District

Scope of work should be comprised of all parameters which is enclosed separately.

Important information:-

- a) Water way related data, Toposheet Mouza Map etc. of the work may be collected by the agency concerned by his own arrangement and cost for sub soil exploration 6-8 No Bore holes with 100mm dia exploratory bore are to be done up to a depth of 30m-35m from average bed level. Four to five Bore holes are to be done in river bed and out of remaining 2 – 3 Bore at each abutment in all type of strata as per IRC -78 – 1983 and section 2400 of specification.

Please follow the details scope of work if any for this.

- b) Date & Time schedule for EOI (As per server clock) is as follows:**

Sl.No	Particulars	Date & Time
1	Name of Work -	As mentioned above.
2	Date of Publishing of NIT Documents(online)	19.07.2023
3	Documents download start date (online)	19.07.2023 from 18.55 hours.
4	Bid submission start date (online)	19.07.2023 from 18.55 hours.
5	Bid submission end date (online)	26.07.2023 from 16.00 hours.
6	Technical Bid opening date	28.07.2023 from 16.00 hours.
7	Date of Publication of Technically Qualified Bidders	Will be notified later.
8	Financial Bid opening date (Online)	Will be notified later.
9	Officer inviting Bids	The Executive Engineer (HPIU), WBSRDA, Jalpaiguri Division, RRNMU Building (1st Floor), Near Kingsaheb Ghat, Ward No.8, Jalpaiguri-735101

- c) Place of Bid open: Chamber of Executive Engineers, WBSRDA, Jalpaiguri Division, Jalpaiguri.
- d) This notice can be seen and downloaded with scope of work from the website www.wbprdnic.in & <http://wbtdenders.gov.in>
- e) Lowest quotationer will be declared after evaluation of Technical Bid.
- f) Bid validity : 90 days
- g) Completion period : 30 days after work order / agreement
- h) DPR (after finalization in all respect) 5 set is required.
- i) Quotationer have to submit PPR about feasibility of rehabilitation of Bridge or Culvert/DPR of new bridge or culvert by 15 days of issue of work order. After obtaining clearance of such feasibility report from WBSRDA, HQ, specific direction will be given to prepare DPR for rehabilitation of bridge or culvert DPR for new bridge or culvert. Rehabilitation proposal of bridge or culvert/DPR of new bridge or culvert will be duly vetted by STA/ competent authority will have to submit within one months from that direction along with other necessary documents.
- j) This office reserves the right to reject/cancel the bid.
- k) Payment towards consultant will be made as per availability of fund and as per direction from competent authority.
- l) All clause and sub-clauses of this notice and terms of Reference (TOR) will be treated as part of this notice and non-compliance of provisions of any clause will be treated as cancellation of relevant quotation/bid submitted by quotationer/bidder.
- m) Necessary non-destructive test and tests will have to be carried out for framing of rehabilitation proposal/new DPR of bridge/culvert with 3rd party certification and structural vetting and other reports as and when asked from Department.

Particulars to be submitted: - As technical bid-

- a) General profile of the firm/company.
- b) Experience of working in similar project and latest documents for tender nature work.
- c) Annual turnover of last two years.
- d) Details of works in hand, List of permanent & professional employees.
- e) Income tax clearance certificate.
- f) GST No. etc and any paper which will you deem fit for this work.

g) Earnest Money for Rs.20,000/- (Rupees Twenty Thousand) should be deposited

a) Net banking (any of the banks listed in the ICICI Bank Payment gateway) in case of payment through ICICI Bank Payment Gateway. or

b) in SBI, Jalpaiguri Main Branch, Club Road, Jalpaiguri vide Account No-11188172565 (IFSC CODE SBIN0000095) in favour of "Executive Engineer, WBSRDA, Jalpaiguri Division" through RTGS/NEFT/CBS systems only. The Package number and UTR number should be clearly mentioned on the deposit challan. Payment made otherwise will be rejected. Earnest Money amount and date of deposit should be legible.

- g) Qualification information – Annexure-II, Schedule 'A' at scope of work.
- i) Documentary proof to be enclosed at required Schedule 'B' at scope of work.
- j) As per Annexure-III at scope of work qualification of key personnel should be attached
- k) Other papers should be submitted as per scope of work.

Upload online and have to submit properly during submission of quotation


- l) Scan copy of deposit challan of E.M. should be submitted on technical bid folder and original deposit slip of E.M. should be produce during Technical Evaluation.
- m) Only online submission of quotation is permitted.
- n) Scope of work: The quotationer must go through the Terms of Reference (TOR) for detail Scope of Work for preparation of DPR.
- o) Affidavit: The quotationer must submit properly filled format for the Affidavit as given in Annexure-IV of Terms & condition.

Terms and condition:-

- 1) The intending consultant should state consultancy charge for preparation of the DPR manually and same should be quoted within figure and word.
- 2) The intending consultant should submitted self attested copy of valid PAN, Trade License, Documents in support of the proof of the PT etc along with offer documents .


- 3) The intending consultant should submit self attested copies of documents in support of proof of the experience along with the offer documents.
- 4) The successful consultant (S) should execute and agreement with EE, WBSRDA, Jalpaiguri Division as per prevailing norms.
- 5) The stipulated time for preparation of final DPR with all required will be 20 days after work order/ agreement.
- 6) 100% payment will be made after submission DPR to final acceptance by the competent authority through WBSRDA. In abnormal situation some payment may be considered as advance if authority desire.
- 7) Authority of WBSRDA Jalpaiguri Division to reserve the right to reject any tender/quotation /EOI without assign any reason
- 8) 10% of Security Deposit will be deducted from the bill raised.
- 9) All Govt. Tax will be deducted including GST if any as per norms.
- 10) The Bidder having poor performance regarding preparation of DPR for Bridge or Road in previous in this division may be rejected during scrutinize of Quotation/EOI.

N.B.: All documents should be submitted manually


Executive Engineer
WBSRDA, Jalpaiguri Division
Date-19.07.2023

Memo No.- 1015/01(7)/JAL/WBSRDA/2023


1. Copy forwarded for information to:-
2. The Additional Secretary to the Govt. of West Bengal P&RD Dept. & Additional Chief Executive Officer, WBSRDA, Kolkata
3. The Chief Engineer, WBSRDA (H.Q), Kolkata
4. The Superintending Engineer (P&RD), WBSRDA, HQ, Kolkata
5. The Superintending Engineer (P&RD), WBSRDA, NBC, Jalpaiguri
6. The Executive Engineer & ITNOWBSRDA (H.Q), Kolkata
7. The Financial Controller, WBSRDA (H.Q), Kolkata


Executive Engineer
WBSRDA, Jalpaiguri Division
Date-19.07.2023

Memo No.-1015/2(13)/ JAL/WBSRDA/2023

Copy forwarded for information to:

1. The Sabhadhipati, Jalpaiguri Z P.
2. The Executive Officer, Jalpaiguri Z P & the District Magistrate, Jalpaiguri
3. The Addl. Executive Officer, Jalpaiguri Z P. & the Addl. District Magistrate, Jalpaiguri
4. The Karmadhyaksa, Purta Karya O Paribahan Sthayee Samity, Jalpaiguri Z P.
5. The District Engineer, Jalpaiguri Z P.
6. The Assistant Engineer (All), WBSRDA, Jalpaiguri Division, with request to present at the time of opening.
7. The Finance Officer, WBSRDA, Jalpaiguri Division
8. The District Informatics Officer, Jalpaiguri
9. The Sub-Assistant Engineer (All), WBSRDA, Jalpaiguri Division, with direction to help the Assistant Engineer as and when required.
10. The Accountant, WBSRDA, Jalpaiguri Division.
11. The D.E.O. WBSRDA, Jalpaiguri Division
12. Office Notice Board.
13. Office Copy.


Executive Engineer
WBSRDA, Jalpaiguri Division

TERMS OF REFERENCE (TOR)
SCOPE OF WORK FOR BRIDGE DPR PREPARATION

The consultant engaged for DPR Preparation for bridges shall be rendered the following services.

1) Survey work (Maps & Plan)

The survey comprises of the following-

- a) Name of the channel/river, name of road, road code, location of the bridge (chainage of the road with corresponding Km.), block, police station and district. The latitude and longitude of the bridge site should also be furnished.
- b) The Long Section and Cross Section of the approach road for at least 500 m for both U/S AND D/S side should be surveyed.
- c) The consultant should prepared an Index Map drawn into a scale of 1 cm – 0.5 Km. (1:50,000) showing the catchment area at the site of the proposed bridge all topographical features including Bridge & hydraulic structures within 5 Km. u/s and d/s of the proposed site should be clearly mentioned with dimension.
- d) A site plan should be prepared to a suitable scale showing details of the site selected and the extent of which not less than 100m on u/s and d/s side. The extent of the boundary should be selected as per the catchment area of the bridges. The following table may be referred (Table 3.1 of SP-13-2004)

Catchment Area	Distance (u/s and d/s from bridge point)
1. Up to 3.0 Km ²	100m
2. From 3.0 Km ² to 15 Km ²	300m
3. Over 15 Km ²	500m

The site plan should comprises of the following-

- i) Out lines of the banks
- ii) HighWater Channels
- iii) LowWater channels
- iv) Direction of the flow at maximum discharge
- v) Location and alignment of the existing bridge crossing the stream.
- vi) Proposed alignment of the bridge preferably normal crossing the stream.
- vii) The locations of the long section & cross sections taken with section number
- viii) The plan of proposed approach road along with location/markings of long & cross section. The cross section of existing approach should be taken at 30m interval.

2) Collection of Hydrological data of the catchment :

All hydrological data should be collected in consultation with the local irrigation Subdivisional office at the bridge site. The following data should be collected.

- a) Highest flood level with respect to the GTS as per record of irrigation Department.
- b) Ordinary flood level with respect to GTS as per I & WD record.
- c) Low water level with respect to GTS as per record of I & WD.
- d) Maximum velocity corresponding to highest flood discharge as per record of I & WD.
- e) The level of deepest Scour hole observed at site/maximum scour during highest flood discharge as per record of I & WD.
- f) Silt factor of bed material as per record of I & WD.
- g) The river long section data starting from upstream side from the extent of boundary demarcated in site plan upto the extent of downstream side along the approximate centre line of the river/channel.
- h) Longitudinal slop (Energy slop) i.e. the equivalent stream slop/statistical mean stream slope of the river or channel showing HFL, LWL and bed level at suitable interval.
- i) The c/s of the river/stream to be furnished at 30m interval for both upstream and downstream side upto the extent of the boundary located in site plan. The data related to the catchment should be furnished as follows.
- j) The slope of the catchment both longitudinal and cross slope.
- k) The fall in level from the extreme point to the bridge point.
- l) The nature of the catchment whether under forests or under cultivation. This parameter is essential for assuming approx. correct value of drainage co-efficient.

3) Joint site Inspection of Consultant, SE & STA.

On the basis of hydrological survey and irrigation & Waterway sub division data the design discharge at the bridge site shall be fixed up. The site shall be jointly inspected by SE and STA in presence of Consultant and Consultant shall note their (SE & STA) valuable instruction regarding the span fixation of the bridges. The following criteria shall be verified at site.

a) Site Selection

Normally selection of site for bridges guided by existing road alignment forminimize the land acquisition however the following point should be verified.

- The site should situated on a straight reach to stream, sufficiently downstream at the bends.
- The site should be sufficiently away from the confluence of large tributaries as to be beyond their disturbing influence.
- The site should have a well defined banks.
- The site shall make approach roads feasible on the straight.
- It should be properly verified whether the stream have a tendency to charge the course to ascertain proper protection work if required.
- The site should offer a normal crossing.

b) Existing Drainage structure :

If there is an existing structure than it should be carefully verified for maximum flood level mark, occurrence of afflux, the tendency of scour and development of scour hole, the likelihood of collection of brushwood during floods and if any other special features available which could be effect the design.

c) Channel Condition

The condition of channel should also verified carefully for obtaining data regarding the silt factor and rugosity co-efficient.

All the reports shall be noted during site inspection and which shall be included in the body of Preliminary Project Report after compiling the recommendation of SE & STA.

4) Preliminary Project Report

The consultant who will engage for DPR preparation shall submit the preliminary project report to the Superintending Engineer for obtaining approval prior to the waterway vetting. The Preliminary Project Report shall be comprises of the following-

- a) Connectivity requirement of the bridge along with the habitations benefited, topography of the site and surroundings, Social and economical aspect of the area, traffic survey data, PCU calculation, description of the channel, location of the bridge along with geo-referenced co-ordinate, condition of existing road, description of catchment and other relevant points connected with the preliminary design.
 - b) Hydraulic calculation at the proposed bridge site for calculating the design discharge. The hydraulic calculation shall be made as per the following three steps.
 - i) Using the any one of the impirical formula as per Article 4 of IRC : SP-13-2004 suitable for the respective catchment. The catchment area should preferably be estimated from the Topo-sheet of G.S.I. In case of non availability of the topo sheet the catchment area shall be obtained from the record of respective Irrigation sub divisional office / by actual boundary determined by the consultant during survey work. In such cases the catchment area shall be verified by local irrigation sub division.
 - ii) Using the rational formula for peak run-off through the catchment as per Article 4, cl 4.7.9 of IRC:SP-13-2004.
 - iii) Using the method of conveyance factor and slop of the stream as per cl 5.5 of IRC:SP-13-2004.
- The design discharge shall fixed up as per cl 6.2.1 of IRC:SP-13-2004.
- The design discharge should be prepared in consultation of local irrigation sub divisional office.

- c) On the basis of the design discharge calculation of Lacey's regime linear waterway shall be made. If the constriction of waterway is made then the amount of afflux generated should be calculated.
- d) A Preliminary scour calculation should be furnished in the PPR on the basis of silt factor obtained from the local irrigation sub division or as per IRC:78-2014. The design discharge should be enhanced as per recommendation of IRC:78-2014 depending upon the catchment area. The scour calculation must be made on the basis of restricted waterway.
- e) On the basis of span Arrangement adopted and other data calculated in PPR the General Arrangement Drawing shall be prepared. In GAD both long section/Elevation. Cross view, Plan should clearly mentioned. All important levels with RL should be clearly mentioned in GAD.
- f) A preliminary cost estimate should be provided in PPR.
 - g) A preliminary Soil Investigation report with probable type of foundation proposed should be furnished in PPR. The consultant shall accord necessary approval for PPR & GAD from Concerned EE & SE prior to the submission for waterway vetting.

5) Vetting of Waterway

The consultant shall obtain the necessary approval of waterway of the bridge from the Central Design office of the Irrigation and Waterway Directorate prior to the Preparation of the Detailed Project Report.

6) Soil Investigation

All the soil Investigation work should be carried out as per guidelines laid down in Appendix-2 of IRC:SP-78-2014. The Sub surface exploration should be carried out in two stages.

- i) Preliminary Investigation
- ii) Detailed Investigation.

The preliminary investigation shall include the study of existing geological information, previous site reports, geological maps and surface geological examination. Based on the preliminary soil data the probable type of foundation recommendation should be made by the consultant in PPR.

Now based on the data obtained during preliminary investigations. The bridge site, type of structure with span arrangement and the location and type of foundation the schedule of detailed investigation shall be prepared. The exploration shall cover the entire length of the bridge as decided in approved GAD including a distance of Zone of influence at the end of the bridge i.e. about twice the depth below bed of the last main foundation to assess the effect of the approach embankment on the end foundations. The depth of exploration shall be carried out more than one and half times the width of foundation from the lowest level of the deep foundation. However where such investigations end in any unsuitable or questionable foundation material, the exploration shall be extended to a sufficient depth into firm and stable soils or to rock. Where the data made available by detailed exploration indicate appreciable variation, the additional holes shall be drilled as per guideline of Cl. 3.2.1 of IRC:78-2014 to provide a comprehensive guideline to the designer for the estimate of the following-

- (i) Engineering properties of soil / rock.
- (ii) Location and extent of weak layers and cavities, if any, below the hard founding strata
- (iii) The sub surface geological condition such as type of soil / type of rock, structure of rock if presents i.e. folds, faults, fissures, shears, fractures, joints, dykes and subsidence due to mining or presence of cavities.
- (iv) Ground water table.
- (v) Artesian conditions, if any
- (vi) Quality of water in contact with the foundations.
- (vii) Depth and extent of scour. The capacity of the Deep foundation must be determined in corresponding to the anticipated scour depth. The skin friction in case of pile foundation and earth pressure of adjacent soil in case of well foundation must be neglected upto the maximum scour level.
- (viii) Suitable foundation level.
- (ix) Safe bearing capacity of founding structure, pile capacity / allowable pressure below well foundation.
- (x) Probable settlement and differential settlement of proposed foundation.
- (xi) Likely sinking and driving effort.
- (xii) Construction difficulties may occur.

All exploration work should be carried out as per cl. 6.3 of IRC:78-2014. The requirement of soil data to be furnished in the DPR shall be as per Table 1 under cl. 6.3.3 of IRC:78-2014.

The recommendation of foundation should be made as per guideline given in IRC:78-2014 with latest amendments.

7) Detailed Project Report

The detailed Project report shall comprises of the following:

- a) The Preliminary Project Report as approved by the Department
- b) Soil Investigation Report with recommendation of foundation type proposed.
- c) Design of Superstructure

It is advisable to adopt superstructure as per standard drawing of MOST/SP-20 2002 as applicable.

i. In case of total bridge length less than 60m the superstructure standard drawing should be adopted from SP-20-2002. The standard drawing for Multi-cell Box may be adopted upto total length of Bridge not exceeding 25m, subject to fulfilment to the condition for hydraulics and Soil parameter.

ii. In case of bridge having total length exceeding 60m the standard drawing should be adopted as per MOST subject to the concurrence of Engineer-In-charge. If it is found essential to design the superstructure then the following methodology to be adopted. All load calculation for superstructure should be made as per the guideline laid down in IRC:6-2014. The load calculation should comprise of the following loads for design of superstructure.

- Dead load of superstructure including railing/crash barrier
- Dead load of wearing coat.
- Imposed load (Live Load) for two lane of Class A or 70R tracked vehicle which ever produced the severer condition including impact.
- Live load on footpath for design of footway slab, if applicable.
- Wind load on superstructure applying Gust factor.
- Seismic load on superstructure with appropriate condition if applicable. The vertical seismic should also considered if applicable.
- Loading expected to occur during construction stage any other loading relevant to IRC:6-2014 for superstructure design.

The superstructure designed with R.C.C/P.S.C members shall only be accepted. Superstructure with steel/composite members shall not be allowed. The design of superstructure shall be made as per IRC:112-2011 including necessary reference made from IRC:P-105-2015.

The load analysis for different members should be submitted by either manually or by finite element analysis with Software only. If the analysis made with such Software Packages which are not available to the department then Consultant needs to provide necessary Software support for verification of DPR.

d) The Sub-Structure shall be designed as per provision given in IRC:78-2014 including latest amendments. The following loads should be considered for substructure design as per IRC:6-2014.

- i) Dead load from superstructure
- ii) Dead load of Pier/Abutment Cap
- iii) Self Wt of pier and Abutment
- iv) Live load including impact upto 3.0m depth from deck.
- v) Horizontal load due to breaking
- vi) Vertical reaction due to breaking
- vii) Horizontal load due to temperature/shrinkage on bearing
- viii) Earth pressure load on Abutment
- ix) Live load surcharge loading on Abutment
- x) Force due to water current on pier and the same for Abutment due to all round scour condition.
- xi) Force due to bouncy on pier and Abutment for all round scour.
- xii) Seismic load on pier and Abutment if applicable. When seismic load considered the combination of seismic responses to be made as per IRC:6-2014 including vertical component if applicable.
- xiii) For bridges located in seismic Zone-IV and V hydro dynamic pressure and additional earth pressure behind Abutment needs to be considered as per IRC:6-2014.
- xiv) Wind load including Gust factor. The severer between wind and seismic needs to be considered in design.
- xv) Any other loading like to be occurred as per IRC:6-2014.

The Consultant require to submit the design of the following component.

- i) Design of bearing. If standard superstructure as per MOST is considered than bearing may also selected from standard Drawing.
- ii) Design of Pedestal
- iii) Design of Pier & Abutment Cap.
- iv) Design of Pier. The Pier selection should be checked under one side superstructure (dislodge condition) also.
- v) Design of Abutment
- vi) Design of Wing/Return wall
- vii) Design of Dirt wall
- viii) Design of Bracket as corbel.
- ix) Design of Bearing if applicable.

All Structural design should done in correspondence with IRC:112-2011 with latest Amendment along with relevant IRCs Publications.

e) Design of foundation

The bridge foundation shall be designed as per provision laid down in IRC:78-2014, IRC:112-2011, IRC:45 as applicable with latest publication along with any other relevant IRC: publication. All loads considered for design of pier and Abutment should considered for foundation design.

f) Approach Road

The Consultant needs to submit the design of approach road on either side with a gradient not higher than 1 in 30. On the basis of traffic data obtained the consultant needs to submit the design of pavement section on the basis of CBR achieved after compaction. The consultant needs to perform the CBR test from the sample collected during soil exploration from approach portion. The pavement section shall be designed as per SP:72-2015. If high embankment designed with side slope and sub bank than the global stability of the slope (Slip circle) should be shown in DPR. It is advisable to proposed approach road in such a way that will minimize the land width requirement. Reinforced earth may be used for reducing the bottom width of approach. The design of the reinforced earth as per relevant standard should be submitted under approach design.

The DPR should contain a detailed and Abstract cost estimate. The rates should be taken from latest PWD schedule for Road and Bridges including latest amendments and the final rate shall be achieved after detailed analysis. The consultant shall bound to submit any other documents in DPR as directed by the Department both in hard copy and softcopy (Original file).

8) STA Vetting

The consultant shall obtain technical vetting of the proposed bridge DPR from State Technical Agency. The Consultant required to incorporate all the observations raised by the STA against the DPR submitted, before forwarding the same to NRIDA.

9) Third Party Vetting

The consultant shall obtain Third Party Vetting of the proposed bridge DPR from a Technical Agency. During vetting all necessary documents, reports etc. should be produced as per requirement and necessary cost for vetting should be bear by the consultant.

10) Administrative Approval

The summary of the project will be placed before Empowered Committee for approval. It will be the responsibility of the Consultant to provide necessary Technical support to the department to obtain the necessary clearance. The Consultant shall assist the PIU to upload necessary data under the Bridge Module of OMMAS starting from the beginning up to the clearance stage. It will be the responsibility of the Consultant to incorporate all the observations as raised by NRIDA.

11) Preparation of Tender Documents :

The Consultant shall be responsible for preparation of the tender document for online tendering. The Consultant shall be responsible to prepare the technical bid comprising of

- i) Standard Bidding Document for bridge works.
- ii) Schedule of Quantity.

The Consultant shall be bound to prepare the Standard Bidding Document Comprises of

the following

- a) The Notice Inviting tender for bridge works.
- b) Selection Criteria for the Bidders as directed by the Department
- c) Special Instruction to the bidders related to the works.
- d) Specifications of the works as per Schedule of items.
- e) Condition of Contract as directed by the Department.
- f) Format of Bank Solvency
- g) Format of Formal Agreement
- h) Format of Performance guarantee.

The Schedule of Quantity Shall be prepared on the basis of approved estimate. The financial bid i.e. BOQ should be prepared on the basis of Schedule of Quantities in specified template as furnished by the Department.

- 12) The Consultant will be responsible for periodic supervision of bridge during construction and provide the final stability certificate from an Expert at the end of Construction of bridge.
- 13) Consultant should be responsible for 3rd Party Structural Vetting from Govt. Engineering Collage at his own Cost.

Annexure - II
QUALIFICATION INFORMATION
SCHEDULE 'A'
STRUCTURE AND ORGANISATION
(Documentary proof to be enclosed wherever required)

Sl. No.	Description	:	
1	Name of applicant with full address :	:	
	Tel. No. :	:	
	Fax No.	:	
	Email :	:	
	Whether the firm is an individual, proprietary concern, a Registered Partnership firm or a Limited Company	:	
	Name and address of the Chief Executive or the person holding the Power of Attorney, if any. :	:	
	(i) Place of Business. (ii) (ii) Date of Registration :	:	
	Name of Bankers with full address. :	:	
	Permanent Account Number (copy of PAN Card to be enclosed) :	:	
	Copy of audited Balance Sheet of the last three financial years duly examined and certified by a Chartered Accountant.	:	
	Details of empanelment with any other SRRDA or Central/State government agency. :	:	
12(i)(a)	Total Number of professionals in the organization :	:	
	Management :	:	
	Senior :	:	
	Junior :	:	
12(i)(b)	Road/Bridge Engineers :	:	
	Senior :	:	
	Junior :	:	
12(i)(c)	Other :	:	
	Senior :	:	
	Junior :	:	
12(ii)(a)	Total Number of dedicated professionals proposed for PMGSYworks :	:	
	Management :	:	
	Senior :	:	
	Junior :	:	
12(ii)(b)	Road/Bridge Engineers :	:	
	Senior :	:	
	Junior :	:	
12(i)(c)	Other :	:	
	Senior :	:	
	Junior :	:	

*Senior means more than 10 years of experience.

SCHEDULE 'B'

(Documentary proof to be enclosed wherever required)

1. Five Balance Sheet and turnover of last Five Financial years of the Company
2. Information in following format.

Financial Status

Sl No	Year	Value of Consultancy Contracts completed (Rs. In lakh)		Total
		Project Preparation	Design Total	

SCHEDULE 'C'

Format for Experience of Firm in Preparing DPR
Details of work done during last five years

Sl No.	Name of Work	Length of road (Km.) bridge (m)	Nature and brief scope of consultancy services	Name of Client	Cost of consultancy contract (Rs. in Lakh)	Remarks

SCHEDULE 'D'

1. Information about key personnel including surveyors, soil/material/hydrological investigation specialist.

Sl.No	Field of Specialization	No. of Persons

Brief Profile of Key Personnel

1.Name :

2.Date of Birth :

3.Educational qualifications :

4.Membership of Professional Institutes :

5.Experience in the field of Road/Bridge Engineering :

6.Experience in preparation of DPRs for roads / Bridges

7.Since when employed in Company :

Annexure-III
QUALIFICATIONS OF KEY PERSONNEL

1.0 TEAM LEADER CUM SENIOR BRIDGE ENGINEER

The Team Leader will be on a full time basis throughout the period of the consultancy services. He will be overall in charge of the DPR preparation of the Bridges. He shall act as Representative of the consulting firm appointed by the Authority. His duties will involve overall superintendence over the Engineers and other experts of the consultancy. He will guide, monitor, supervise and control all the activities related to the DPR preparation. He will interact with the Engineers, STA and the other officials of the Authority (WBSRDA).

He should have the following qualification / experience.

(1) Essential Qualifications:

- (a) Graduate in Civil Engineering from recognized university.
- (b) Not more than 60 years of age
- (c) Total Professional Experience of 15 years in handling Bridge Consultancy.
- (d) At least 5 years experience as Team Leader in preparation of DPRs of Bridge projects.
- (e) He should have experience of design / design review of at least one major Bridge Project.

(2) Preferential Qualifications:

- (a) Post Graduate Degree in Construction Management/Bridge Engineering.
- (b) Supervised Highway Construction projects with flexible pavements.

2.0 MATERIAL ENGINEER cum GEOTECHNICAL ENGINEER

He will be responsible for supervising all the tests to be done in different stages of DPR preparation, besides ensuring that specified tests are done as per codal stipulations and as per the specifications laid down in the contract. He will be coordinating and controlling the support personnel placed with him and will report to the Team Leader as and when required.

He should have the following qualification / experience.

(1) Essential Qualifications:

- (a) Graduate in Civil Engineering from recognized university.
- (b) Not more than 60 years of age.
- (c) Professional Experience of 12 years in Consultancy of Bridge & Highways.
- (d) Experience of at least 5 years in similar capacity in Consultancy of Bridge projects.
- (e) Experience as Material / Geotechnical Engineer in Construction/Construction Supervision of at least two Bridge projects.
- (f) Must be familiar with properties of road/bridge construction material, technical specifications and procedures of material tests and testing equipments.

(2) Preferential Qualifications:

- (a) Post Graduate Degree in Geo-Technical Engineering/Soil Mechanics and Foundation Engineering.

3.0 SENIOR QUANTITY SURVEYOR

He will be reporting to the Team Leader and give input as and when required during the work. He will provide necessary guidance to the Quantity Surveyor, and shall issue directions/procedures/formats of reporting to the Quantity Surveyor. He will act as a contract specialist also for the consultancy, even though the thrust of his responsibilities will be in the areas of quantity surveying, etc.

He should have the following qualification / experience.

(1) Essential Qualifications:

- (a) Graduate in Civil Engineering from recognized university.
- (b) Not more than 60 years of age.
- (c) Total Professional Experience of 15 years in handling Highway/Bridge project.
- (d) At least 10 years experience as Quantity Surveyor in Highway/Bridge project.
- (e) He should have handled as Quantity Surveyor in at least two Bridge projects.

(2) Preferential Qualifications:

- (a) Post Graduate Degree in Construction Management/Engineering/certificate course in management/certificate course in construction management/certificate course in contract management.

4.0 BRIDGE/STRUCTURAL ENGINEER

His duties will involve understanding the design provisions of both bridges/ROBs/flyovers and culverts, guiding and preparation of detailed project reports, rectifying any apparent mistakes in respect of them, checking and controlling the proper

mix designs. He will work in close coordination with the Material Engineer and report of Team Leader. He will be responsible for minor modifications in design of bridges/culverts, whenever required during consultancy. He should have the following qualification / experience.

(1) Essential Qualifications:

- (a) Graduate in Civil Engineering from recognized university.
- (b) Not more than 60 years of age.
- (c) Minimum 10 years experience in Detailed project Report of bridges and other structures.
- (d) Must be familiar with modern methods of construction of bridges/ROB/flyover involving RCC concrete, design standards, technical specifications and statistical Quality Control/Assurance procedures for construction of different component of bridges.
- (e) Experience in similar capacity in supervision of at least 2 Major Bridges.

(2) Preferential Qualifications:

- (a) Post Graduate Degree in Structural Engineering.
- (b) Experience in detailed project report preparation of major Bridges.

5.0 HIGHWAY ENGINEER cum PAVEMENT EXPERT

His duties will involve understanding the design provisions of approach road geometrics, pavement compositions, safety aspects and other road furniture, checking proper mix design. For this purpose, he will work in close coordination with the Material / Geotechnical Engineer and report to the Team Leader to effectively prepare the DPR. He will be responsible for minor modifications in design of road alignment / pavement construction, whenever required during consultancy. The candidate is expected to be thoroughly familiar with various standards/specifications, design and quality control etc. In addition he will be responsible for ensuring road safety during construction and maintenance period of the project. He should have the following qualification / experience.

(1) Essential Qualifications:

- (a) Graduate in Civil Engineering from recognized university.
- (b) Not more than 60 years of age.
- (c) Minimum Professional Experience of 10 years in supervision of construction of Highway projects.
- (d) Should have handled at least two Highway construction Projects of length more than 5 km.

(2) Preferential Qualifications:

- (a) Post Graduate Degree in Transportation / Pavement Engineering.
- (b) Experience in preparation of DPR/FSR of Highway / Bridge projects.

SUB-PROFESSIONALS

- (A) Quality Surveyor :
- (B) Survey Engineer

Annexure-IV

FORMAT FOR THE AFFIDAVIT

(Note: This affidavit should be on ono-judicial stamp paper of Rs.10/-and shall be attested by Magistrate/Sub-Judge/Notary Public) I,..... (Name of the authorized representative of the bidder) son/daughter of resident of

..... (full address , aforesaid solemnly affirm and state as under:1. I hereby certify that all the information furnished with the bid submitted online in response to notice inviting bid number date issued by (authority inviting bids) for)name and identification of work) are true and correct.

2. *I hereby certify that I have been authorised by (the bidder) to sign on their behalf, the bid mentioned in paragraph 1 above.

Place

Deponent

Date

*Not applicable if the bidder is an individual and is signing the bid on his own behalf.