

Memo No. 6E-226/12/363

Dated: February 26, 2013

**Notice Inviting Expression of Interest (EOI) No. 04 of 2012-13 of Salt Lake Reclamation & Development Circle for the work "Preparation of Pre-feasibility Report of the proposed new road from Durgapur to Raghunathpur via Barjora- Saltore (Approximate length = 85.30 km.)"**

Urban Development Department, Government of West Bengal intends to prepare pre-feasibility report for the above work, and for this purpose, it is intended to have Expression of Interest (EOI) from reputed firms having experience in executing similar nature of work.

## **2.0 SCOPE OF WORK**

The work is a green field project/scheme. The successful firm will have to undertake the following works.

- A) An alignment study of the proposed road of the possible alignment from Durgapur to Raghunathpur via Barjora - Saltore (approximate length = 85.30 km.)
- B) Traffic census including OD survey will have to be undertaken by the firm at all strategic locations for 24 (twenty four) hours for 7 (seven) days, including Sundays and holidays, for both up and down journey of all category of traffic to have classified traffic volume study, on the major/arterial road from where traffic is likely to be diverted through proposed road alignment, en-route destination, with an indication of projected traffic volume in the coming 20 (twenty) years, as per IRC norm.
- C) Land status is to be ascertained by the agency along the proposed road alignment of the proposals (i.e., Durgapur to Raghunathpur via Barjora - Saltore (approximate length = 85.30 km.) with, ideally, having Right of Way (ROW) of 500 (five hundred) metre. All the mouza maps are to be collected by the agency. Proposed alignment with right of way on either side of the centre line of the proposed alignment are to be marked on the mouza sheets. Details of Record of Rights (RORs) are to be obtained from the BLLRO/SDLLRO/DLLRO's office in consultation with the district administration. A schedule showing the status of land (either vest land or private land) is to be prepared for each plot of land by the agency and submitted to the department supported by RORs.
- D) Submission of Pre-Feasibility Report in 10 (ten) hard copies and in 02 (two) soft copy.

## **3.0 ALIGNMENT STUDY**

In course of alignment study, the firm will have to prepare and submit long section of the proposed road alignment. The alignment should avoid existing structures and habitations. The survey should show details of curves, encroachment details, railway affecting structures, canals, rivers, forest areas, market areas etc. Also, cross-sections along the proposed alignment, at an interval of not more than 250 (two five zero) metres or at closer interval with 5 (five) meter interval from the central line at all strategic location will have to taken by the agency with, ideally, Right of Way (ROW) of 500 (five hundred) metre would be encouraged with occasional broader areas for truck bays, toll plaza, wayside amenities/motels/petrol pumps etc.

## **Scope of survey work shall also include**

- 1) Reconnaissance Survey along the proposed route,
- 2) Running & closing of traverse,
- 3) Topographic survey including traversing, picking up of details and features as existing on the ground, and collection of topographical details within minimum 250m on either side of proposed alignment,
- 4) Levelling along the entire length of the proposed alignment, and Fixing of Temporary Bench Mark (TBM) w.r.t Survey of India GTS Bench Marks, Picking up of spot levels,
- 5) Preparation of plan in AutoCAD,
- 6) Supply of survey data in hard and soft copies,
- 7) Fixing of pillars at Traverse Station,
- 8) Preparation of Long-section of existing track, taking levels of major/important rivers as per engineering code and as directed with Total Station and Auto/Digital level.

### **The following activities shall be carried out by the contractor:**

- a) Before starting of traversing, a Reconnaissance Survey shall be carried out jointly by the contractor and the departmental engineers to ensure the feasibility and viability of the proposed alignment.
- b) Total station of minimum 5" accuracy should be used in the survey. The contractor shall submit a calibration certificate from the manufacturer or his authorized service agent for the total station equipment.
- c) For traversing along the proposed alignment and closing of the traverse, the contractor shall use Tribach only for accurate back & fore sight traverse reading, and keep error within permissible limit both for angular error of closure and linear error of closure.
- d) The error within the permissible limits of the traverse shall be balanced by Bowditch or Transit rule and got approved by the Engineer-in-charge. In case the error is beyond the permissible limits, the traverse surveying shall be carried out again to ensure correctness of traversing.

### **Topographical survey:**

- 1) Necessary jungle clearance for proper execution of the work, wherever required, shall have to be done by the contractor at no extra cost.
- 2) A sketch for the surveyed points with respect to traverse stations should be prepared in a field register with date of survey. Every page of the field register should be numbered and each page signed by the surveyor.
- 3) Details regarding bunds, bounded streams and irrigation works, unstable hill slopes in the vicinity of the proposed alignment should also be enquired into from local authorities. Information regarding this should be compiled and furnished by the contractor.
- 4) Topographic survey of perennial important rivers shall be carried out using bamboo or eco-sounder up to a distance of 1 Km on either side of the proposed centre line of the alignment. In case of major rivers/nallas, the survey shall be carried out up to a distance of 500m on either side of the proposed alignment.
- 5) The data of nature of terrain viz. sandy, rocky, vegetation, etc. and type of ground shall also be recorded.
- 6) The list of code used in the survey is to be given by contractor along with other documents.

### **Fixing of Temporary Bench Marks and taking Spot levels:**

- 1) The contractor will carry the level of existing bench marks to new temporary benchmarks which he will fix at important and safe locations (where they cannot be disturbed) such as bridge locations, temples, etc. at an interval not more than 500m and at important crossings like road crossings, canal crossings, station sites, etc. on the proposed alignment and /or at a lateral distance of about 50m from it. If permanent structures are not available in this corridor, these benchmarks shall be left on permanent pillars erected for the purpose of M-20 grade concrete of size 250x250x500 mm
- 2) Ground levels along the proposed alignment shall be recorded with Total Station at every 25m interval in the longitudinal and every 5m lateral direction and as required to present the ground topography truthfully or as directed by the Engineer-in-charge up to a distance of minimum 250m on either side of the proposed alignment. In case of existing formation, formation edges and toe line of existing embankment shall be picked up as distinct features.
- 3) In case of river/nallah crossings, the contractor will record cross sections up to 500m away from the proposed centre line, at an interval of 100m along river/nallah, both on the upstream and downstream of the proposed

bridge with levels at 10m interval or less to represent true profile of the bed of the river/nallah. The river/nallah cross-section will extend from bank to bank and minimum 200m beyond both edges of bank.

- 4) In case of stagnant or running water is met with in the river bed for a depth more than 1m, a boat may be hired for levelling work. But the accuracy of work should not be sacrificed. No extra payment will be admissible on this account.
- 5) Necessary jungle clearance for proper execution of the work, wherever required, shall have to be done by the contractor at no extra cost.
- 6) All levelling work along the proposed alignment, i.e., fixing of benchmarks, long- sections, cross-sections, etc. shall be done by using Auto/Digital levels with accuracy as per allowable limit. Each day's work shall be closed at the same benchmark from where the levelling was started. The levelling data, closing error and distribution of error to TBM established shall be got approved by the Engineer-in-charge.

#### **Supply of Data and Documents:**

- 1) Following is the list of documents to be maintained at site by the contractor which will be countersigned by departmental representative during execution of work. The documents, subsequently, will have to be submitted to the department after completion of survey work which will be property of department.
  - a) **Traverse Register** – containing the records of running traverse line, traverse stations with their direction, calculation of co-ordinates traverse stations, adjustment of closing error etc.
  - b) **Level Books** – containing the records of connecting GTS Bench Mark to TBMs/BM established along the alignment.
  - c) **Topographical Details Register** – containing details of topography.
  - d) Sketches of property line and other permanent structures along the traverse line with respect to traverse station.
- 2) The contractor shall provide the downloaded data from total station in the CD duly checked and verified.

#### **Bridges:**

Contractor shall collect details of bridges such as Span, HFL, LWL and type of bridge on the same waterway from site during survey. Contractor shall also collect high flood level of the project area from local enquiry.

#### **Construction of Concrete Pillar:**

Contractor shall construct concrete pillars of M-20 grade of size 250x250x500 mm embedded 400mm in the ground firmly at important locations of road, railway lines and approaches of major/important bridges, tunnel portions, stations and for Bench Marks. Balance 100 mm will remain exposed over the ground surface painted white with good quality enamel paint. Description of pillar shall be written on top/side of pillar as directed by the Engineer-in-Charge.

#### **Fixing of control Points:**

For Horizontal control of the alignment, the contractor shall establish control points with DGPS on the ground at suitable locations along the alignment during or after reconnaissance. A set of two control points (inter-visible) at every location is to be set up not less than 100m apart.

## **4.0 TRAFFIC CENSUS**

Traffic census including OD survey will have to be undertaken by the firm at all strategic locations for 24 (twenty four) hours for 07 (seven) days, including Sundays and holidays, for both up and down journey of all category of traffic to have classified traffic volume study, on the major/arterial road from where traffic is likely to be diverted through proposed road alignments, en-route destination, with an indication of projected traffic volume in the coming 20 (twenty) years, as per IRC norm.

Field study sheet of each day will have to be submitted by the firm, duly signed the authorized representative of the firm, to this department. Any changes suggested by the departmental engineers, during field study which may require collection of additional information, are to be to be carried out by the firm, and, for this, no extra payment would be admissible. If the department feels that the number of persons employed for the field study are insufficient and needs to the increased, the same instruction would have to be carried out by the firm without any extra cost.

## **5.0 ASCERTAINING LAND STATUS**

Land status is to be ascertained by the agency along the proposed road alignment (i.e., Durgapur to Raghunathpur via Barjora - Saltore (approximate length = 85.30 km.) with, ideally, having Right of Way (ROW) of 500 (five hundred) metre.

All the mouza maps are to be collected by the agency.

Centre line of the proposed alignment, with right of way on either side of the centre line of the alignment, are to be plotted on the mouza sheets.

Details of Record of Rights (RORs) are to be obtained from the BLLRO/SDLLRO/DLLRO's office in consultation with the district administration.

A schedule showing the status of land (either vest land or private land) is to be prepared for each plot of land is to be prepared by the agency and submitted to the department supported by RORs.

## **6.0 SUBMISSION OF PRE-FEASIBILITY REPORT**

The agency is to submit Pre-Feasibility Report, in bound form, on the proposed scheme in 10 (ten) hard copies and in 02 (two) soft copy. The Pre-Feasibility Report must have total recital on the proposed scheme including recital on alignment study, traffic survey, land status along proposed alignment, encroachment details, and including any other relevant points that may useful for the purpose.

## **7.0 General Terms & Conditions**

1. The intending participants will have to submit self-attested photo copy of any one of the following documents as proof of identity.
  - (a) Permanent Account Number (PAN) of Income Tax Department.
  - (b) Election Identity Card.
  - (c) Passport.
  - (d) Driving License.
  - (e) Telephone Bill/ Electric Bill.
2. The undersigned reserves the right to disallow participation of any or all the applicants in the EOI, without assigning any reason whatsoever and no challenge against such refusal will be entertained. The applicants will also not be entitled to any compensation for rejection of their prayer for participation in the EOI.
3. In case of sudden closure of office due to reasons beyond the control of the undersigned, the last date and time as indicated hereinafter, will automatically be deferred to the next working day without further notice.
4. Participation in this EOI deems that the applicant is fully agreeable to abide by all terms and conditions as stated in this notice inviting EOI.
5. Any notice or instruction to be given to the participants under the terms of this EOI shall be deemed to have been served if it has been delivered to his authorized agent (on the strength of authorization) or representative or sent by registered letter to his address as furnished.
6. The undersigned reserves the right to annul the whole process of EOI without assigning any reason whatsoever.

7. The quotationers are bound by the terms and conditions of W.B.F No. 2911 along with the specification, notice of EOI along with all enclosures, Special Terms & Conditions, if any, and schedule of works etc. which forms part and parcel of the contract.
8. **The payment shall be milestone-based. Maximum of 80% (eighty percent) payment shall be made on achieving 100% (hundred percent) of each mile-stone or proportion thereof. Balance 20% (twenty percent) payment shall be released on completion of the whole project and on carrying out modifications, if any, successfully without any extra cost. If no component of the work is executed by the selected bidder, for whatsoever reason, no payment shall be made.**
9. Last date and time of submitting EOI proposal by the intending participant is 12.03.2013 up to 14-00 hours in the box to be kept in the office chamber of the undersigned. **EOI SUBMITTED BY POST OR BY ANY OTHER MEANS SHALL NOT BE ACCEPTED.**
10. The EOI proposals shall be opened on the same day, i.e, on 12.03.2013 in between 14:00 Hrs. and 14:30 Hrs. in presence of the willing participants. EOI from Firms, failing to provide all requisite documents and information will be disregarded.
11. No conditional bid/offer/proposal shall be accepted and shall be deemed as 'informal'.
12. Any bid/offer containing over writing is liable to be rejected. All corrections are to be attested under the dated signature of the bidder without which bid/offer may be informal.
13. **Time to complete the work is 06 (six) months from the date as may be mentioned in the work order.**

## **7.0 Submission of Bid Documents and Selection/Acceptance of the successful Bid/Offer/Proposal.**

**Intending participants are to submit their offer in their official letter head and in the following format against each item. If any agency does not offer their rate and total amount against all the items as detailed below, their offer shall be treated as informal. Rate against each item must be quoted both in words and in figures. The participant bidders must submit their bid/proposal/offer in a sealed cover addressed to the undersigned, and the same is to be dropped in the tender box kept in the office chamber of the undersigned.**

| Sl. No. | Description   | Unit | QTY.     | Rate (in Rs.) both in words and figure | AMOUNT (in Rs.) |
|---------|---|------|----------|--|-----------------|
| 1       | 2   | 3    | 4        | 5                                      | 6               |
| 1       | Preliminary Engineering Survey with Total Station instrument including traversing along the proposed alignment, taking details of 500 m corridor existing topographical features such as bridges, roads, rivers, nallas, canals, buildings, village boundary, boundary wall, overhead power line with post/tower, communication line etc. including spot levels at an interval of not more than 25m for contouring. Carrying and fixing of GTS Bench Mark with Auto/Digital Leveling Instrument (the survey is to be done as per Technical specification /Scope of work, as well as, as per the direction of Engineer-in-charge). The item includes supply of data and submission of computer aided drawings (soft copy in CD and 10 sets of hard copy) drawn in Auto Cad with contouring at 1m interval. | Km   | 90 Km.   |  |                 |
| 2       | Making and fixing of Precast/Cast-in-situ concrete (M-20) pillars of size 250mm x 250mm x 500mm including all lead and lifts, tools and plants, placing in position, painting protruded portion, writing etc. on the alignment at an interval not more than 200m, embedded 400 mm in earth firmly and as per technical specification and direction of engineer at site.   | Each | 1000Nos. |  |                 |
| 3       | Fixing of Control Points (Pair of Pillars) with DGPS at 5 KM interval along the alignment with Cast in situ PCC pillars having 250mm x 250mm x 500mm and submission of global co-ordinates of each pillar.  | Pair | 50 pairs |  |                 |

|   |  |               |              |        |  |
|---|--|---------------|--------------|--------|--|
| 4 | Traffic census including OD survey at all strategic locations for 24 (twenty four) hours for 07 (seven) days, including Sundays and holidays, for both up and down journey of all category of traffic to have classified traffic volume study, on the major/arterial road from where traffic is likely to be diverted through proposed road alignments, en-route destination, with an indication of projected traffic volume in the coming 20 (twenty) years, as per IRC norm, including submission of Field study sheet of each day, duly signed the authorized representative of the firm, to this department and implementation of changes suggested by the departmental engineers, during field study which may require collection of additional information, without any extra claim.   | Each location | 10 locations |        |  |
| 5 | Ascertaining Land status along the proposed road alignment for 04 (four) lane road (i.e., Durgapur to Raghunathpur via Barjora - Saltore (approximate length = 85.30 km.) with, ideally, having Right of Way (ROW) of 500 (five hundred) metre. All the mouza maps are to be collected by the agency. Centre line of the proposed alignment, with right of way on either side of the centre line of the alignment, are to be plotted on the mouza sheets. Details of Record of Rights (RORs) are to be obtained from the BLLRO/SDLRO/DLLRO's office in consultation with the district administration. A schedule showing the status of land (either vest land or private land) is to be prepared for each plot of land by the agency and submitted to the department supported by RORs.<br><br>a) For alignment of the proposals i.e., Durgapur to Raghunathpur via Barjora - Saltore (approximate length = 85.30 km.) | One job       | Lump sum     |        |  |
| 6 | Submission of Pre-Feasibility Report, in bound form, on the proposed scheme in 10 (ten) hard copies and in 02 (two) soft copy with total recital on the proposed scheme including recital on alignment study, traffic survey, land status along proposed alignment, encroachment details, and including any other relevant points that may useful for the purpose  | One job       | Lump sum     |        |  |
|   |  |               |              | TOTAL: |  |

**Selection of the successful bidder shall be based on the lowest total bid amount obtained as in column no. 06 in the above table and not on the basis of lowest quote against each item. Payment shall be made on the basis of actual work done.**

The accepting authority reserves the right to reject any or all of the bid/offer/proposal received without assigning any reason whatsoever to the intending participants including lowest bid/offer/proposal received.

## 8.0 Eligibility to participate

Registered bonafide, reliable and resourceful agencies/firms **having sufficient experience in execution of similar type of works** may participate in this Expression of Interest (EOI).

## 9.0 Special Terms and Conditions

1. All participants are requested to visit the site and satisfy themselves about local conditions and also other matters that may be required in connection with the work. Such matters should be duly taken care of during the work.

2. Any corrigendum regarding this EOI will be uploaded in the website of Urban Development Department i.e [www.wburbandev.gov.in](http://www.wburbandev.gov.in) along with publication through office notice board. The intending participants are requested to visit the website and office notice board for any updates etc. in this regard and submit their bid/offer/proposal in conformity with the corrigendum published.

3. Payment shall be made on availability of fund.

4. The intending bidders are to quote their offer taking all the above points into consideration and no extra claim whatsoever shall be admissible afterwards.

  
SPECIAL ENGINEER 26/2/13

SALT LAKE RECLAMATION & DEVELOPMENT CIRCLE

  
26/2/13

Memo No. 6E-226/12/363/1(38)

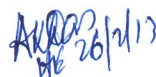
Dated: February 26, 2013

Copy forwarded for information & necessary action to:

- 1) The Chairman, Bidhannagar Municipality, Salt Lake, Kolkata -700 091.
- 2) The Principal Secretary, Urban Development Department, Govt. of West Bengal, Nagarayan, Salt Lake, Kolkata.
- 3) The Chairman, Nabadiganta Industrial Township Authority, Unnayan Bhavan, 1<sup>st</sup>. Floor, Salt Lake, Kolkata- 700 091.
- 4) The Chief Engineering Advisor, Urban Development Department (Salt Lake Project), Sech Bhavan, Salt Lake, Kolkata.
- 5) The Chief Engineer-I, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 6) The Chief Engineer-II, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 7) The Chief Engineer (D&R), I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 8) The Administrator, Bidhannagar.
- 9) The Superintending Engineer, Investigation & Planning Circle-I, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 10) The Superintending Engineer, Investigation & Planning Circle-II, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 11) The Superintending Engineer, Metropolitan Drainage Circle, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata.
- 12) The Superintending Engineer, Greater Calcutta Drainage Circle, I&W Directorate, Jalsampad Bhavan, Salt Lake.
- 13) The Superintending Engineer, Eastern Circle, I&W Directorate, 11-A, Free School Street, Kolkata.
- 14) The Superintending Engineer, Western Circle-I, I&W Directorate, 11-A, Free School Street, Kolkata.
- 15) The Superintending Engineer, Western Circle-II, I&W Directorate, Medinipur, Dist- Paschim Medinipur.
- 16) The Director of Designs, Central Design Office, I&W Directorate, Jalsampad Bhavan, Salt Lake, Kolkata- 700 091.
- 17) The Executive Engineer, Salt Lake Construction Division, Sech Bhavan, Salt Lake, Kolkata- 700 091.
- 18) The Executive Engineer, Salt Lake Reclamation Division, Sech Bhavan, Salt Lake, Kolkata- 700 091.
- 19) The Executive Engineer, Bidhannagar Municipal Services Division, Sech Bhavan, Salt Lake, Kolkata- 700 091.
- 20) The Executive Engineer, Central Mechanical Division, Sech Bhavan, Salt Lake, Kolkata- 700 091.
- 21) The Executive Engineer, Metropolitan Drainage Division-I, Jalsampad Bhavan, Salt Lake, Kolkata- 700 091.
- 22) The Executive Engineer, Metropolitan Drainage Division-II, Jalsampad Bhavan, Salt Lake, Kolkata- 700 091.
- 23) The Executive Engineer, Calcutta Drainage Out-fall Division, Jalsampad Bhavan, Salt Lake, Kolkata- 700 091.
- 24) The Executive Engineer, Suburban Drainage Division, Jalsampad Bhavan, Salt Lake, Kolkata- 700 091.
- 25) The Executive Engineer, Canals Division, 11-A, Free School Street, Kolkata.
- 26) The Executive Engineer, Joynagar Irrigation Division, 11-A, Free School Street, Kolkata.
- 27-37) The SDO/ Salt Lake Roads Sub-Division/ Salt Lake Drainage Sub-Division/ Salt Lake Reclamation Sub-Division-I & II/ Salt Lake Survey Sub-Division/ Salt Lake Water Supply Sub-Division/ Salt Lake Sewerage Sub-Division/ Salt Lake Electrical Sub-Division/ Salt Lake Mechanical Sub-Division.
- 38) Office Notice Board.

  
Special Engineer 26/2/13

Salt Lake Reclamation & Development Circle

  
26/2/13