



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110075

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NHAI/BM/EC/AJ/Construction Supervision/Package-9

Dated: 31.12.2020

To

All Bidders (as per list enclosed)

Sub: Consultancy Services for Authority's Engineer for Supervision of Construction of 6-lane access controlled Greenfield highway from km 4+888 to km 67+000 of Rajasthan/Gujarat Border to Santalpur section of NH-754K as a part of Amritsar-Jamnagar Economic Corridor in the State of Gujarat on EPC mode under Bharatmala Pariyojana (Phase-I) [AJ/Construction Supervision/Package-9]- **Opening of Financial Bids – Reg.**

Ref: (i) Bids submitted on 22.06.2020 for the above mentioned work.

Kindly refer NHAI letter dated 18.11.2020 vide which result of technical evaluation was uploaded on NIC portal and bidders were given opportunity to respond within seven days, in case of any objection.

2. The representations were received from below-mentioned 7 bidders:

Applicant No.	Name of Applicant
1/9	M/s Theme Engineering Services Pvt. Ltd. in JV with Yongma Engineering Co. Ltd. and in association with Cho & Kim Engineering Pvt. Ltd.
2/9	M/s SA Infrastructure Consultants Pvt. Ltd. in association with Upham International Corporation
5/9	M/s L N Malviya Infra Projects Pvt. Ltd.
6/9	M/s Chaitanya Projects Consultancy Pvt. Ltd. in JV with Dhruv Consultancy Services Ltd.
7/9	M/s Voyants Solution Pvt. Ltd. In JV with Geo Design and Research Pvt. Ltd.
8/9	M/s Centro de Estudios de Materiales y Control de Obra, SA in JV With ARKITECHNO Consultants (India) Pvt. Ltd. and in association with Introssoft Solutions
9/9	M/s TPF GETINSA EUROESTUDIOS S.L. in association with TPF Engineering Pvt. Ltd.

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3. The representations as received have been examined by the constituted Evaluation Committee and reply to the representation as approved by Competent Authority is enclosed at Annexure- I.

4. In view of the above considerations, the result of technical evaluation is as under-

(i) Technical non-responsive firms

S. No.	Name of Firm	Original Result	Final Result	Remarks
1	M/s Theme Engineering Services Pvt. Ltd. in JV with Yongma Engineering Co. Ltd. and in association with Cho & Kim Engineering Pvt. Ltd.	96.33	Non-responsive	Firm debarred by NHAI vide order dated 17.12.2020
2	M/s Voyants Solution Pvt. Ltd. In JV with Geo Design and Research Pvt. Ltd.	Not-Qualified	Not-Qualified	JV Partner failed in Minimum eligibility

(ii) Technical responsive firms along with their modified final technical scores

S. No.	Name of Firm	Original Technical Score	Final Technical Score
	Maximum Marks	100.00	100.00
1	M/s SA Infrastructure Consultants Pvt. Ltd. in association with Upham International Corporation	95.82	96.06
2	M/s LEA Associates South Asia Pvt. Ltd. in association with Pioneer Infra Consultants Pvt. Ltd and PNT Designs Pvt. Ltd. Kota	96.86	96.86
3	M/s K & J Projects Pvt. Ltd. in JV with FP India Project Management Consultancy Services Pvt. Ltd.	94.40	94.40
4	L N Malviya Infra Projects Pvt. Ltd.	90.83	90.83
5	M/s Chaitanya Projects Consultancy Pvt. Ltd. in JV with Dhruv Consultancy Services Ltd.	96.42	96.42

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S. No.	Name of Firm	Original Technical Score	Final Technical Score
6	M/s Centro de Estudios de Materiales y Control de Obra, SA in JV With ARKITECHNO Consultants (India) Pvt. Ltd. and in association with Introsoft Solutions	82.88	82.88
7	M/s TPF GETINSA EUROESTUDIOS S.L. in association with TPF Engineering Pvt. Ltd.	89.98	90.18

5. The financial bids of the technically responsive bidders mentioned in Para 5 above will be opened on **01.01.2021 at 1030 Hrs** in IT Training room, Ground Floor at NHAI (HQ). Accordingly, the bidders shall depute their representatives with authorization letter for attending the opening of financial bids.



(V. K. Joshi)

General Manager (Tech)
Bharatmala

Encl: As Above

Consultancy Services for Authority's Engineer for Supervision of Construction of 6-lane access controlled Greenfield highway from km 4+888 to km 67+000 of Rajasthan/Gujarat Border to Santalpur section of NH-754K as a part of Amritsar-Jamnagar Economic Corridor in the State of Gujarat on EPC mode under Bharatmala Pariyojana (Phase-I)
[AJ/Construction Supervision/Package-9]- Opening of Financial Bids – Reg.

List of Bidders

S. No.	Name of Firm
1	M/s Theme Engineering Services Pvt. Ltd. in JV with Yongma Engineering Co. Ltd. and in association with Cho & Kim Engineering Pvt. Ltd.
2	M/s SA Infrastructure Consultants Pvt. Ltd. in association with Upham International Corporation
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8	Centro de Estudios de Materiales y Control de Obra, SA in JV With ARKITECHNO Consultants (India) Pvt. Ltd. and in association with Introsoft Solutions
9	M/s TPF GETINSA EUROESTUDIOS S.L. in association with TPF Engineering Pvt. Ltd.

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Annex-I

S. No.	Firm's Representation	Committee's Reply
A.	M/s Theme Engineering Services Pvt. Ltd.	
1	Resident cum Highway Engineer – Kamala Kinker Jha 2 (iii) <i>"Experience in similar capacity in handling major 2/4/6-laning** projects (of length 40% of project length i.e. 24.84 km or more of similar configuration (2/4/6 laning**) and above)"</i> < 2 nos. -0 2 nos. -19 marks Add three marks extra for each additional project subject to maximum 6 (Six) marks. I.P. no. 4 (ref. bid page no. 1342) I.P. no. 5 (ref. bid page no. 1343) I.P. no. 7 (ref. bid page no. 1341) I.P. no. 9 (ref. bid page no. 1339)	As per NHAI order No. NHAI/JH/SC/RRJ/NH-33/2019/106 dated 17.12.2020 M/s Theme Engineering Services Pvt. Ltd. has been debarred from the bidding process to be undertaken by NHAI for a period of 2 years. In view of the above debarment order dated 17.12.2020 the bidder is considered non-responsive.
B.	M/s SA Infrastructure Consultants Pvt. Ltd. in association with Upham International Corporation	
1	Team Leader cum Senior Highway Engineer – Mr. Uday Thangan 2 (c). <i>"Experience in position of Team Leader/Project Manager or similar capacity in construction supervision/IC involving length 40 % of Project Length i.e. 24.84 km or more of similar configuration (4/6 laning***) and above"</i> 1. Six Laning of Udaipur (Km 287.400) to Shamlaji (Km 401.200) section of NH-8 in the States of Rajasthan & Gujarat (Length:113.800 km) on DBFOT (Toll) under NHDP Phase V (Package - V) Flexible Pavement, Project length: 113.8 km; 6 Lane: Position: Project Manager (refer page no. 531 of technical proposal) 2. Design, Construction, development to 4 lanes of Indore "Khalghat section from Km. 12.600 to Km. 84.700 of NH-3 to 4 lane configuration in the state of Madhya Pradesh on DBFOT Basis. Project length: 72.10 km; 4 Lane: Position: Project Manager (refer page no. 538 of technical proposal) 3. Construction for rehabilitation and upgrading for 4 laning of Gariyaband – Baradula State Highway Section of	Bidder's representation has been considered and the marks are increased from 16(earlier) to 18 for the sub-category. As a result of the above modifications, the total marks awarded to the CV of Uday Thangan have been increased from 87 (earlier) to 89.



	SH-130C, from km 88 to km 145.500 in the state of Chattisgarh. ADB Funded Project length: 56.72 km; 4 Lane: Position: Project Manager (refer page no. 539 of technical proposal) Therefore, in light of the facts & circumstances mentioned above he should be given 18 marks for this criteria instead of 16 marks and total should be given 89 marks instead of 87 marks.									
2	Senior Quality cum Material Expert: Shri Shailesh Kumar Singh. We wish to inform you that Mr. Singh has 5 projects in "handling Similar Highway projects (of length 40% of project length i.e. 24.84 km or more of similar configuration (2/4/6 laning**) and above)", as per details given hereunder with respect to our submission, details of which are as here under: 1. Six -Laning of NH-6 from Dhankuni to Khargpur Section (from 18.600 to 129.000) on DBFOT Basis under NHDP-V in The State of West Bengal, (Project Cost -1400 Crores); Used Innovative • / Non traditional Technology <u>Project length: 111.00 Km; 6 Lime, Position: Material Engineer</u> (refer page no. 649 of technical proposal). 2. Independent Engineer of 4-laning of section Ahmedabad to Godhra NH-59 from Kin-4.200 to Km 122.420 in the state ofGujrat on Design, Build, Finance, operate and Transfer (DBFOT) Basis under NHDP Phase-III . (Project Cost- INR1400 Crores); Project length: 118.00 Kin; 4 Lane; Position: Assistant Material EngMeer (refer page no. 650 of technical proposal) 3. Independent Engineer for the work of four laning of Halol - Godhra-Shamlaji road (SH-05)under viability gap funding scheme of government of India on BOT basis. Used Innovative / Non traditional Technology; Project length: 173.05 Kin; 4 Lane; Position: Assistant Material Engineer (refer page no. 651 of technical proposal) 4. Construction Supervision Services for four Laning including strengthening of existing two lane pavement from Jammu to Pathankot section of NH-1A (Km 1.00 to Km 51.00) in the state of Jammu & Kashmir on North South Corridor under Phase-II Programme of NHDP, Package No. NS-34 (J&K). Project Cost: Rs, 300 Corers. (Domestic Funded); Project length: 33.65 Kin; 4 Lane; Position; Nulls cum Material En Meer (refer page no. 652 of technical proposal) 5, Widening and Strengthening between Morbi - Rajkot section of State Highway under Phase-IIB, GSHP-10 (Km 1.000 to Km 100.00)in the state of Gujarat. Cost of the Project: Rs100 Crores; World Bank Funded. Used Innovative / Non	In view of representation made by the bidder, Projects at S. No. 1 and 4 were already considered eligible in similar capacity. Project as S. No, 1 and 3 were already considered eligible in capacity one lower than the similar capacity hence 2/3rd of the marks are awarded. 25 + 2/3 *(2.5 +2.5) = 28.33 marks As per Appendix EC of Datasheet of the RFP, for a Senior Quality cum Material Expert – "Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months" Therefore, project at s. no. 5 is not considered eligible. In view of the above, the marks shall remain unchanged. In view of the modification in scores, the updated technical score of the firm is given below: <table><tr><td>S.</td><td>Description</td><td>Marks</td><td>Marks</td></tr><tr><td></td><td></td><td></td><td></td></tr></table>	S.	Description	Marks	Marks				
S.	Description	Marks	Marks							

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	traditional Technology; Project length: 100 Km; 2 Lane; Position: Quality Control Engineer (refer page no. 653 of technical proposal)Therefore in the light of facts and circumstances mentioned above the proposed expert should be given <u>29.16 marks</u> for this sub-criteria instead of 28.33 marks as given in the evaluation sheet and Total he should get 90.16 marks instead of 89.33 marks.	<table><tr><th>No.</th><th></th><th>assessed earlier</th><th>assessed Now</th></tr><tr><td>1</td><td>Firm Experience</td><td>40.00</td><td>40.00</td></tr><tr><td>2</td><td>Use of Technology</td><td>20.00</td><td>20.00</td></tr><tr><td>3</td><td>Key Personnel</td><td>35.82</td><td>36.06</td></tr><tr><td></td><td>Total</td><td>95.82</td><td>96.06</td></tr></table>	No.		assessed earlier	assessed Now	1	Firm Experience	40.00	40.00	2	Use of Technology	20.00	20.00	3	Key Personnel	35.82	36.06		Total	95.82	96.06
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C.	M/s L N Malviya Infra Projects Pvt. Ltd.																					
1	Category “Relevant experience for the assignment” In hand DPRs for NHAI’s Highway/Bridge/Tunnel Projects 1. DPR for Rajpura-Kharar New Greenfield Highway Project connecting NH-44 in the state of Punjab (page 212 to 221) 2. Six Laning of Panipat – Jalandhar Section of NH-1 from km 96.00 to km 387.00 in the state of Haryana and Punjab (page 222 to 226) 3. DPR of Newly declared NH-321G in Uttar Pradesh - Agra-Jalesar-Etah (page 226B to 244) 4. DPR of for Ploadpur (NH-66) – Mahabaleshwaram – Panchgam – Wai on NH – 48 ii. Saralgaon near NH-61 - Bhaimshankar - Wafda - Khed Package NHAI/TR/15). (page 245-251) 5. Project Management including Feasibility Study/DPR of selected road stretches/corridors for up gradation to two/four lane NH configuration under Bharatmala Pariyojana: – Packages No. NHAI/BM/9 (page no. 252 to 254) 6. DPR of 4 laning of Pirpanti to Hansdiha section NH 133 (page 255-263) 7. DPR of 4 laning of Palma to Gumla Section NH 23 (page 264 – 278) 8. DPR of 4 laning of Kuru to Nagar Untari Section NH 75 (page 279 – 291) 9. PM including DPR for NH 340C Kurnool-Naditkor-Atmakur-Domala in Andhra Pradesh (page no. 293 – 309) 10. PM including DPR for Panipat-Shamli-Muzaffarnagar-Bijnor-Nagina road (page 311 – 319)	With reference to the representation made by the bidder, the projects were reviewed and Projects no. 1, 3, 6, 7, and 8 were already considered eligible. For other projects have not been considered due to following reasons: - - providing clarification for already submitted deliverables has not been considered as proof of ongoing DPR. - For projects where EOT recommendation have expired before bid due date the same have not been considered. - IE Projects under its Operation and Maintenance Phase has not been considered for ongoing DPR Hence, the marks awarded under the concerned category shall remain unchanged.																				

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2	Category : Experience in use technology for road inspection <i>“Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection”</i> We have been awarded 2.00 marks out of maximum 3.00 marks under this sub category while we have attached 16 experience certificates of firm as detailed below along with our Technical Proposal. <table border="1"> <tr> <th>S. No.</th><th>Certificate Details</th><th>Page No.</th></tr> <tr> <td>1</td><td>11224/RO-Raipur/End of Durg Bypass to CG/MH border/ L.N.Malviya/3264 dated 19.07.2019</td><td>393-394</td></tr> <tr> <td>2</td><td>11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3265 dated 19.07.2019</td><td>395-396</td></tr> <tr> <td>3</td><td>11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3266 dated 19.07.2019</td><td>397-398</td></tr> <tr> <td>4</td><td>11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3267 dated 19.07.2019</td><td>399-400</td></tr> <tr> <td>5</td><td>11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3268 dated 19.07.2019</td><td>401-402</td></tr> <tr> <td>6</td><td>11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3269 dated 19.07.2019</td><td>403-404</td></tr> <tr> <td>7</td><td>11121/RO-Raipur/Durg Bypass/ L.N.Malviya/3270 dated 19.07.2019</td><td>405-406</td></tr> <tr> <td>8</td><td>SE NHC/Tender/1821/2017-18 dated 21/12/2017</td><td>413</td></tr> <tr> <td>9</td><td>SE NHC/Tender/1819/2017-18 dated 21/12/2017</td><td>415</td></tr> <tr> <td>10</td><td>1205/NH Zone/DPR P-III/01/2017-18 Bhopal dated 10/08/2018</td><td>417-419</td></tr> <tr> <td>11</td><td>1206/NH Zone/DPR P-VII/01/ 2017-18 Bhopal dated 10/08/2018</td><td>421-423</td></tr> <tr> <td>12</td><td>NH-2017/02/DE-7/C.R.No.11/ ENGG/089 DATED 03/10/2018</td><td>425-426</td></tr> <tr> <td>13</td><td>NH-2017/02/DE-7/C.R.No.11/ ENGG/090 DATED 03/10/2018</td><td>428-429</td></tr> </table>	S. No.	Certificate Details	Page No.	1	11224/RO-Raipur/End of Durg Bypass to CG/MH border/ L.N.Malviya/3264 dated 19.07.2019	393-394	2	11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3265 dated 19.07.2019	395-396	3	11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3266 dated 19.07.2019	397-398	4	11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3267 dated 19.07.2019	399-400	5	11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3268 dated 19.07.2019	401-402	6	11175/RO-Raipur/Raipur-Aurang/ L.N.Malviya/3269 dated 19.07.2019	403-404	7	11121/RO-Raipur/Durg Bypass/ L.N.Malviya/3270 dated 19.07.2019	405-406	8	SE NHC/Tender/1821/2017-18 dated 21/12/2017	413	9	SE NHC/Tender/1819/2017-18 dated 21/12/2017	415	10	1205/NH Zone/DPR P-III/01/2017-18 Bhopal dated 10/08/2018	417-419	11	1206/NH Zone/DPR P-VII/01/ 2017-18 Bhopal dated 10/08/2018	421-423	12	NH-2017/02/DE-7/C.R.No.11/ ENGG/089 DATED 03/10/2018	425-426	13	NH-2017/02/DE-7/C.R.No.11/ ENGG/090 DATED 03/10/2018	428-429	It was mentioned in the declaration of results of the Technical Evaluation that the projects in which the category of ‘use of technology’ was not included in the scope of consultancy services for highway and for the project certificates issued by state agencies where LoA was issued before 01.01.2017 shall not be considered. In view of above, the certificates at S. No. 8, 9, 10, 11, 12, 13 and 14 are not considered eligible. Further, Certificates at S. No. 2, 3, 5 and 6 refer to the same contract, hence, considered one single project experience. Similarly, Certificates at S. No. 4 and 7 refer to the same contract hence, considered one single project experience. Apart from this, certificates at S. No. 1, 15 and 16 were already considered eligible for NSV experience. Therefore, the firm has 5 eligible projects as experience in usage of NSV. Thus, the marks awarded shall remain unchanged for this criterion. In view of the above, the marks shall remain unchanged.
S. No.	Certificate Details	Page No.																																										
1	11224/RO-Raipur/End of Durg Bypass to CG/MH border/ L.N.Malviya/3264 dated 19.07.2019	393-394																																										
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D.	M/s Chaitanya Projects Consultancy Pvt. Ltd. in JV with Dhruv Consultancy Services Ltd.										
	Resident cum Highway Engineer - Mr. Krishna D Naik General Qualification Post-Graduation in Transportation/Highway Engineering/Structural Engineering/Geotechnical Engineering	Mr. Krishna D Naik has completed the degree of M.Tech in Civil Engineering with specialization in Transportation Engineering at School of Continuing and Distance Education (CCC mode / CC mode) of JNTU, Hyderabad. However, degrees completed in correspondence courses are not accepted as relevant qualification. In view of the above, the awarded marks shall remain unchanged.									
E.	M/s Voyanis Solution Pvt. Ltd. In JV with Geo Design and Research Pvt. Ltd.										
	Minimum Eligibility Criteria Project Supervision /IC NH/SH Equivalent <i>"The firm should have minimum experience of Project Supervision/IC of 2/4/6- laning project of aggregate length equal to 186.3 km or more of similar category for which RFP is invited."</i> JV Partner requirement (30%) : 55.89 km 4 Lane SH 160 & SH 150 Length 38.40 km – Page 193-194 4 Lane SH 36 Length 53.30 km – Page 197 4 Lane SH-65 Length 19.400 km – Page 199	In view of the representation made by the firm, only the project at S. No. 3 is considered eligible. Projects of Consultancy Services for Technical Audit and Quality Assurance are not considered. Projects with minor maintenance works/ overlay are not considered. The total eligible experience of the JV partner is 19.400 km – 4 lane which is less than the minimum eligibility i.e. 30% of 186.3 km = 55.89 km. Therefore, evaluation result shall									

		remains unchanged and the bidder remains Non-Responsive.																																																						
F.	M/s Centro de Estudios de Materiales y Control de Obra, SA in JV With ARKITECHNO Consultants (India) Pvt. Ltd. and in association with Introsoft Solutions																																																							
	"Evaluation Criteria for Assessment of Experience in use of Technology for road technology" Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection. <table border="1"> <thead> <tr> <th>Project No.</th><th>Company Name</th><th>Refer Page No.</th></tr> </thead> <tbody> <tr><td>1</td><td>CEMOSA</td><td>830-843</td></tr> <tr><td>2</td><td>CEMOSA</td><td>844-853</td></tr> <tr><td>3</td><td>CEMOSA</td><td>854-897</td></tr> <tr><td>4</td><td>CEMOSA</td><td>898-935</td></tr> <tr><td>5</td><td>CEMOSA</td><td>936-945</td></tr> <tr><td>6</td><td>CEMOSA</td><td>946-961</td></tr> <tr><td>7</td><td>ARKITECHNO</td><td>962-965</td></tr> <tr><td>8</td><td>ARKITECHNO</td><td>966-968</td></tr> <tr><td>9</td><td>ARKITECHNO</td><td>969-971</td></tr> </tbody> </table> Experience in FWD or better technology for strength measurement <table border="1"> <thead> <tr> <th>Project No.</th><th>Company Name</th><th>Refer Page No.</th></tr> </thead> <tbody> <tr><td>1</td><td>CEMOSA</td><td>830-843</td></tr> <tr><td>2</td><td>CEMOSA</td><td>844-853</td></tr> <tr><td>3</td><td>CEMOSA</td><td>854-897</td></tr> <tr><td>4</td><td>CEMOSA</td><td>898-935</td></tr> <tr><td>5</td><td>CEMOSA</td><td>936-945</td></tr> <tr><td>6</td><td>CEMOSA</td><td>946-961</td></tr> <tr><td>7</td><td>ARKITECHNO</td><td>962-965</td></tr> </tbody> </table>	Project No.	Company Name	Refer Page No.	1	CEMOSA	830-843	2	CEMOSA	844-853	3	CEMOSA	854-897	4	CEMOSA	898-935	5	CEMOSA	936-945	6	CEMOSA	946-961	7	ARKITECHNO	962-965	8	ARKITECHNO	966-968	9	ARKITECHNO	969-971	Project No.	Company Name	Refer Page No.	1	CEMOSA	830-843	2	CEMOSA	844-853	3	CEMOSA	854-897	4	CEMOSA	898-935	5	CEMOSA	936-945	6	CEMOSA	946-961	7	ARKITECHNO	962-965	<u>ARKITECHNO Consultants (India) Pvt. Ltd.</u> It was mentioned in the declaration of results of the Technical Evaluation that the projects in which the category of 'use of technology' was not included in the scope of consultancy services for highway and for the project certificates issued by state agencies where LoA was issued before 01.01.2017 shall not be considered." In view of above, the project submitted claiming experience in use of Technology for field investing as submitted by ARKITECHNO Consultants (India) Pvt. Ltd. are not considered as eligible. <u>CEMOSA</u> In view of the representation of the bidder : <u>Project No. 3 and 6</u> The experience for civil works at S. No. 3 and 6 was certified by the Authority of State Roads in Eastern Andalucia. However, the certificate for Technology for Road Inspection was provided by the Authority of State Roads in Castilla and Eastern Leon. In view of certification by authorities from different states for the same work, there appears to be a discrepancy. Hence, these projects are not considered.
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	8	ARKITECHNO	966968	Project at S. No. 4 has not been considered as the certification is not issued by government agency, but by a private firm namely Constructora MECO, Panama. Projects at S. No. 1, 2 and 5 were already considered to be eligible. In view of above, the score of the firm shall remain unchanged.
	9	ARKITECHNO	969-971	
	Experience in MBIU or better technology for bridge inspection.			
	Project No.	Company Name	Refer Page No.	
	4	CEMOSA	898-935	
	5	CEMOSA	936-945	
	6	CEMOSA	946-961	
	7	ARKITECHNO	962-965	
	8	ARKITECHNO	966968	
	9	ARKITECHNO	969-971	
	Experience in Retroreflectometer Technology			
	Project No.	Company Name	Refer Page No.	
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	2	CEMOSA	844-853	
	3	CEMOSA	854-897	
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	8	ARKITECHNO	966-968	
9	ARKITECHNO	969-971		
G.	M/s TPF GETINSA EUROESTUDIOS S.L. in association with TPF Engineering Pvt. Ltd.			
1	With reference to result of Technical Evaluation of Bids as per your office letter under reference (2) above. We have reviewed the evaluation and found that the marks given to our firm are very less as compared to our self-evaluation. However, we are providing our point wise justification and request you to kindly consider the points and revise the		The mentioned criterion in the clause 1 of Appendix EC of the RFP is: “In hand DPRs of NHAI’s	

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technical score. Evaluation Criteria for Assessment of Experience of the Firm. 5. <i>"In hand DPRs of Highway/Bridge/Tunnel Projects (presently under progress)"</i> We have 14 Nos. of in hand DPR projects of NHAI, MoRTH & Central Government/State Government Authority. Refer Pg. No. 650 to 703 of our submitted proposal. Hence we must get 10 marks in this criteria.	<i>Highway/Bridge/Tunnel Projects (presently under progress)" i.e. only the ongoing DPR works for NHAI shall be considered.</i> <2 – 0 marks 2-5 – 5 marks >5 – 10 marks Your proposal contained 4 ongoing DPR projects for NHAI, out of which 2 (project No. 1 and 3) were already considered eligible. As we mentioned in the declaration of technical results of the bid : <i>All NHAI projects awarded since 01.01.2017 shall be considered. However, for NHAI projects awarded before 01.01.2017, only those projects shall be considered: -</i> <i>Projects where EOT has been granted till bid due date.</i> <i>Projects where recent documents showing directions/communication issued from NHAI have been enclosed by the bidder, establishing that DPR is ongoing.</i> Project no. 2 was awarded on 15.02.2016, hence not considered. Project No. 4 – Preparation of Report on Physical Condition of the National Highways stretches under consideration for award on Toll Operate Transfer (TOT) model Bundel-5 is not a DPR project, hence not considered for evaluation. Accordingly, marks shall remain unchanged.
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2	Team Leader cum Senior Highway Engineer – Mr. Dilip Chandra Jha <i>“2) d) Experience as Team Leader or similar capacity in Operation and Maintenance of Major Highway (of length 40% of project length i.e. 24.84 km or more of similar configuration (2/4/6 laning**) and above)”.</i> Mr. Dilip Chandra Jha has done 1 Project of O&M in similar capacity. Project Length is 100.4 Km, 2 Lane (100.4 X 0.4 = 40.16 Km, 4 Lane). Refer Project No. 07, Pg. No. 366 respectively for project, of our submitted proposal. Hence he must get 4 marks in this criteria.	2) d) Experience as Team Leader or similar capacity in Operation and Maintenance of Major Highway (of length 40% of project length i.e. 24.84 km or more of similar configuration (2/4/6 laning**) and above) The mentioned project No. 07, 100.4 km, 2 Lane has already been considered under experience under the sub-criterion 2(c). “Experience in position of Team Leader/Project Manager or similar capacity in Construction Supervision/IC involving length 40% of project length i.e. 24.84 km or more of similar configuration (2/4/6** laning) and above” for the time period from 01-01-2008 to 31-05-2010. Since, the same project cannot be in the Operation & Maintenance phase for the same time period, the project was not considered eligible for the sub-category mentioned. Therefore, the marks in the corresponding sub-criterion shall remain unchanged.
3	Senior Pavement Specialist – Mr. Ravi Ranjan Kumar. <i>“2-ii) Experience in Similar capacity in Construction/Construction Supervision of 2/4/6-laning** of major Highway Projects (similar configuration (2/4/6 laning**) and above)”.</i> Mr. Ravi Ranjan Kumar has 11 Years of Experience in similar capacity in Construction/Construction Supervision of 2/4/6- laning** of major Highway Projects (similar configuration (2/4/6 laning**) and above). In this period he has done 7 projects. Qualifying Project Nos. are 2,3,4,5,6,7 & 8. Refer Pg. Nos. 490, 491, 492, 493, 494, 495 & 496 respectively of our submitted proposal. Hence he must get 20 marks in this criteria.	Projects related to PMC works and in which the contribution of the key personnel was not in similar capacity were not considered. The total experience in Similar capacity in Construction/Construction Supervision of 2/4/6-laning** of major Highway Projects comes out to be 8 years and 1 month. Therefore, the marks for the CV of Senior Pavement Specialist shall remain unchanged.

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4.1	Road Safety Expert – Mr. Manish Agrawal <i>“1-II) Post-Graduation in Traffic/ Transportation/ Safety Engineering or equivalent. Mr. Manish Agrawal has completed his M.Tech. in Transportation Engineering.”</i> Refer Pg. Nos. 616 - 620 of Vol-2 of submitted technical proposal. Hence he must get 4 marks in this criteria	Post Graduation Post Graduation degree is from a non AICTE-approved institution, therefore, marks are not awarded.																																													
4.2	<i>“2-ii) Experience in similar capacity in Road Safety works on Major Highway Project (similar configuration (2/4/6 laning**) and above).”</i> Qualifying Projects and experience is illustrated as below: <table border="1"> <thead> <tr> <th>Project No.</th><th>Duration</th><th>Total Experience</th></tr> </thead> <tbody> <tr> <td>1</td><td>13/07/1999-10/07/2002</td><td>3 Years</td></tr> <tr> <td>3</td><td>12/03/2004-25/06/2005</td><td rowspan="2">1 Year 4 Months</td></tr> <tr> <td>5</td><td>05/04/2004-30/06/2005</td></tr> <tr> <td>6</td><td>01/06/2005-30/08/2006</td><td rowspan="2">2 Years 4 Months</td></tr> <tr> <td>10</td><td>01/09/2006-30/09/2007</td></tr> <tr> <td>12</td><td>09/06/2009-25/08/2011</td><td>2 Years 3 Months</td></tr> <tr> <td>16</td><td>05/10/2011-19/06/2012</td><td rowspan="8">3 Years 3 Months</td></tr> <tr> <td>19</td><td>09/11/2011-25/07/2012</td></tr> <tr> <td>20</td><td>16/11/2011-17/07/2012</td></tr> <tr> <td>21</td><td>14/12/2011-19/03/2012</td></tr> <tr> <td>22</td><td>15/02/2012-25/12/2012</td></tr> <tr> <td>24</td><td>17/07/2012-13/11/2013</td></tr> <tr> <td>25</td><td>11/12/2012-20/03/2014</td></tr> <tr> <td>27</td><td>15/12/2013-30/12/2014</td></tr> <tr> <td>30</td><td>15/01/2015-20/06/2015</td><td rowspan="4">5 Years 7 Months (considered till July 2020)</td></tr> <tr> <td>31</td><td>01/07/2015-25/09/2015</td></tr> <tr> <td>32</td><td>01/10/2015-30/12/2015</td></tr> <tr> <td>34</td><td>06/01/2016-15/12/2018</td></tr> </tbody> </table>	Project No.	Duration	Total Experience	1	13/07/1999-10/07/2002	3 Years	3	12/03/2004-25/06/2005	1 Year 4 Months	5	05/04/2004-30/06/2005	6	01/06/2005-30/08/2006	2 Years 4 Months	10	01/09/2006-30/09/2007	12	09/06/2009-25/08/2011	2 Years 3 Months	16	05/10/2011-19/06/2012	3 Years 3 Months	19	09/11/2011-25/07/2012	20	16/11/2011-17/07/2012	21	14/12/2011-19/03/2012	22	15/02/2012-25/12/2012	24	17/07/2012-13/11/2013	25	11/12/2012-20/03/2014	27	15/12/2013-30/12/2014	30	15/01/2015-20/06/2015	5 Years 7 Months (considered till July 2020)	31	01/07/2015-25/09/2015	32	01/10/2015-30/12/2015	34	06/01/2016-15/12/2018	Experience in similar capacity in Road Safety works on Major Highway Project The Projects in which : 1. The mentioned stretch is not a major highway project or is not clearly specified. 2. Work is related to minor maintenance work. 3. Work is not a road project. 4. The role of the key personnel is not in similar capacity/ does not include road safety works. 5. Work is a project management consultancy. are not considered eligible. The total experience in similar capacity, in Road Safety Works on Major Highway Projects comes out to be 5 years 5 months, which is equivalent to 11 marks in the corresponding sub-criterion. Therefore, marks shall remain unchanged for the mentioned sub-criterion.
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4.3	"2-iii) Experience in similar capacity in Road Safety Audits of 2/4/6- laning** highway projects at different stages including at least one at design stage: Mr. Manish Agrawal has total 14 projects experience in similar capacity in Road Safety Audits. <table><tr><th>Project No.</th><th>Project stage</th><th>Page No.</th></tr><tr><td>3</td><td>Supervision</td><td>551</td></tr><tr><td>5</td><td>Supervision</td><td>555</td></tr><tr><td>6</td><td>Supervision</td><td>557</td></tr><tr><td>8</td><td>Supervision</td><td>561</td></tr><tr><td>10</td><td>Supervision</td><td>564</td></tr><tr><td>12</td><td>Supervision</td><td>567</td></tr><tr><td>15</td><td>Supervision</td><td>571</td></tr><tr><td>16</td><td>Supervision</td><td>573</td></tr><tr><td>21</td><td>Supervision</td><td>582</td></tr><tr><td>22</td><td>DPR</td><td>584</td></tr><tr><td>27</td><td>Supervision</td><td>594</td></tr><tr><td>33</td><td>Supervision</td><td>602</td></tr><tr><td>36</td><td>Supervision</td><td>608</td></tr><tr><td>37</td><td>DPR</td><td>610</td></tr></table> Hence he must get full 20 marks in this criteria.	Project No.	Project stage	Page No.	3	Supervision	551	5	Supervision	555	6	Supervision	557	8	Supervision	561	10	Supervision	564	12	Supervision	567	15	Supervision	571	16	Supervision	573	21	Supervision	582	22	DPR	584	27	Supervision	594	33	Supervision	602	36	Supervision	608	37	DPR	610	Experience in similar capacity in Road Safety Audits of 2/4/6 laning. Bidder's representation has been considered and the marks are increased from 15(earlier) to 20 for the sub-category. As a result of the above modifications, the total marks awarded to the CV of Road Safety Expert have been increased from 87 (earlier) to 92. In view of the above modification in scores, the updated technical score of the firm is given below: <table><tr><th>S. No.</th><th>Description</th><th>Marks assessed earlier</th><th>Marks assessed Now</th></tr><tr><td>1</td><td>Firm Experience</td><td>35.00</td><td>35.00</td></tr><tr><td>2</td><td>Use of Technology</td><td>20.00</td><td>20.00</td></tr><tr><td>3</td><td>Key Personnel</td><td>34.98</td><td>35.18</td></tr><tr><td colspan="2">Total</td><td>89.98</td><td>90.18</td></tr></table>	S. No.	Description	Marks assessed earlier	Marks assessed Now	1	Firm Experience	35.00	35.00	2	Use of Technology	20.00	20.00	3	Key Personnel	34.98	35.18	Total		89.98	90.18
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