

EVALUATION OF FINANCIAL BIDS
TN.No.08/2023-24/HDO/NH/dated 31.01.2024 (3rd Call)
DATE OF MEETING: 20.06.2024

**Minutes of the Evaluation Committee meeting for the Evaluation of Financial Bid for the work of Construction of additional 2 lane Bow-String ROB adjacent to the existing 2 lane Bow string ROB at km 56/2 of NH-234 (new NH-75) (Mangalore-Villupuram Road) on EPC mode under Annual Plan 2022-23 in the State of Tamil Nadu.
(Job No. NH-75 (old NH-234)-TN-2022-23-1029)**

Estimate Amount: Rs. 3352.51 Lakh

Value Put to Tender: Rs. 2496.73 Lakh

Members Present

1. Thiru.R.Chandrasekar, Chief Engineer, National Highways (A/c) Chennai – Chairman
 2. Thiru. S.Vijayakumar, CE-RO, MORT&H, Chennai – Member
 3. Thiru.M.S.Rajesh, Deputy Secretary to Government, Highways and Minor Ports Department, Secretariat, Chennai –Member
 4. Thiru.T.Dhanasekar, Superintending Engineer (NH), Chennai –Member
 5. Thiru. K.Thirulogasundar, Divisional Engineer (NH), Vellore - Member-Secretary
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1. The financial bid for the subject work was opened by the Evaluation Committee on 10.06.2024. The Committee found that the single bid of **M/s. KJK Infratech Private Ltd** amounting to Rs.33,66,67,779/- (Excluding of GST) works out to 34.84% above estimated cost of work put to tender. The committee during its meeting decided to seek justification for the high quoted tender premium, from the contractor, to further examine the financial proposal.
2. Accordingly, the SE (NH) Chennai requested the contractor to furnish justification for the high quoted price. The contractor has now furnished detailed justification (copy enclosed) highlighting the difficulties in the construction zone in the local environment.

The major reasons cited by the contractor are

- As the pier of RoB is exactly located over the Railway platform, the passenger movement has to be safeguarded. The movement of material be it excavated or for casting of structure all have to be taken manually crossing the tracks as there is no storage space and leads to excess cost. The excavation of rock for foundation could be done only through manual chiselling and not by blasting.

- The Steel Bow String Superstructure has got to be fabricated in the nearby RDSO approved workshop and to be launched after assembling to actual span. The Bow string superstructure involves excess wastage of steel, temporary staging for erection needs strict supervision by railway officials and effective co-ordination. Due to fixed track structure and platform dimensions, cost of staging is to be customized and involves excessive cost.
 - Obtaining approval for Safe and detailed Launching scheme with design is cumbersome and time consuming. Launching to be done after getting power blocks for 4 to 6 hours, which is very difficult in this rail route.
 - The necessity of inspection of the Superstructure periodically during the fabrication at the RDSO workshop by Railway Officials and during launching causes delay due to their busy schedule.
 - The redevelopment of Katpadi station is in progress and subway construction is planned by Railways, which may affect the execution of approach of RoB
 - The safety precautions are to be followed and the conditions imposed in the MOU with railways involve a huge cost during construction. The work needs to be executed in a planned and meticulous manner at an optimal pace considering the risk involved and the safety issue.
 - The payment will be made only after launch of superstructure and hence the money gets locked up which attracts interest.
3. The Evaluation Committee was also apprised that the Ministry vide letter dt.28.03.2023 has sanctioned the estimate prepared based on GAD No. RDSO/B-10408. However, due to change in Railway's policy regarding GAD, Railway vide letter dated 26.09.2023 directed to adopt GAD No RDSO/B-10437. While inviting the tender, revised GAD No RDSO/B-10437 was adopted as per direction of Railway though the estimate was sanctioned with RDSO/B-10403. As per RDSO/B-10437, the Bridge structure is designed for three lanes of IRC class A or one lane of for loading + one lane of IRC class A & special class loading of 385 TON, whereas RDSO/B-10408 is only deigned for 70R and Class A loading. Due to change in GAD, the cost of ROB has increased considerably.

4. The 1ST call of tender was invited on 25.09.2023 and 2nd call was invited on 23 .11.2023. There was no participation of bidders in the two calls and this is the third call. Considering this and the issues and justification put forth by the contractor for the quoted price, the Committee decided to recommend the bid of **M/s. KJK Infratech Private Ltd** amounting to Rs. 33,66,67,779/- (Excluding of GST) working out to 34.84% above Estimated cost of work put to tender.
5. Accordingly, the Committee directed the Superintending Engineer (NH) Chennai to submit the proposal for Tender based revised cost estimate based on the quoted rate with detailed justification for tender premium, for seeking approval of the Competent Accepting Authority.

The Bid of 1 (One) bidder is enclosed.

The meeting ended with vote of thanks to the chair.

Signature Not Verified

Digitally signed by Dhanasekar
Thangasamynadar
Date: 2024.10.04 13:29:41 IST
Location: eProcure-EPROC