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**NATIONAL HIGHWAYS AUTHORITY OF INDIA
MADURAI REGION**

Minutes of Meeting of Tender Evaluation Committee (Tech. Evaluation) dated 05.07.2026 for "Independent Engineering Services / Supervision Consultant Services during Operation & Maintenance period for Karur -Dindigul section of NH-7 (New NH-44) from Km.292.000 to Km.373/725 and Dindigul - Samayanallur section of NH-7 (New NH-44) from Km.373.725 to Km.426.775 in the State of Tamil Nadu (Ref. No. NHAI/17011/02/43/2025/RO Madurai)".

1. The Tender Evaluation Committee, constituted upon the approval of Regional Officer, Madurai has opened the bids on 14.03.2026 and found that all the bids are responsive based on pre-technical scrutiny. Later, the detailed technical evaluation of bids was taken up and finalized on 25.06.2026, the initial scores assigned to the bidders are tabulated as under;

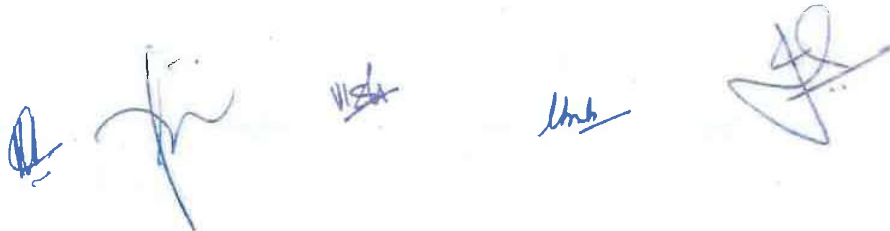
S. No.	Name of the Bidder	Bid ID	Initial score as per NHAI Score
1	M/s Bloom Companies LLC in Association with Bloom Infrastructure & Logistics India Pvt. Ltd., Gurgaon	993343	84.00
2	M/s L N Malviya Infra Projects Pvt. Ltd. in Association with Innovative Cadd Centre, Bhopal	993396	93.73

2. The evaluation sheets with the initial scores were circulated in NHAI INFRACON Portal & e-tender Portal to receive objections from the bidders, if any, within a period of 07 days as per Para 5.3 (ii) of RFP. As the approved Minutes of Meeting along with annexure of Detailed Technical Evaluation sheets were uploaded in NHAI INFRACON Portal & e-tender Portal on 29.06.2026 for objections from the bidders for a period of 7 days i.e. upto 05.07.2026. In this regard, two nos. of bidders have submitted their objections/remarks towards the scores given against their technical bid.

3. As such, the Tender Evaluation Committee has examined the objections raised by the bidders and accordingly, the scores assigned were reviewed and following are brought out;

A) M/s Bloom Companies LLC in Association with Bloom Infrastructure & Logistics India Pvt. Ltd., Gurgaon, vide letter dated 03.07.2026 has raised certain objections towards the initial evaluation done by NHAI w.r.t Firm Evaluation as well as Key Personnel evaluation. The details are as under:

(i) Regarding "In-hand DPRs for NHAI/MoRTH Projects" under Sl. No. 1(e) of Annexure-A-1, the bidder has represented that the relevant experience details were duly submitted in the Technical Proposal (Pages 544-649) and requested the Tender Evaluation Committee to review the supporting documents and award the additional 10 marks. Upon examination of the representation and the documents submitted, the Committee observed that the claimed experience had already been duly evaluated. However, none of the in-hand DPR projects submitted by the bidder satisfies the stipulated minimum eligibility criterion, as the length of each project is below the prescribed threshold of 134.77 km. Accordingly, the bidder is not eligible for award of marks under the said sub-criterion. Hence, the representation is not accepted, and the marks awarded under Sl. No. 1(e) of Annexure-A-1 remain unchanged at 0.00 out of 10.00 marks.



(ii) Further, the bidder has submitted that, under the evaluation of the Team Leader-cum-Sr. Highway Engineer, the marks awarded under Sl. No. 3 of Annexure-A-4-1 – “Employment with the Firm” – were incorrectly restricted to 0.00 out of 5.00 marks, contending that the proposed expert has been in continuous employment with the firm since August 2023. Upon review, the Committee observed that the employment details subsequent to December 2022 are not updated in the Infracon Portal. However, the Certificate from the Chartered Accountant dated 11.08.2025 (Page 179) certifies that Shri C. Rajadurai has been employed with M/s Bloom for more than one year. Further, in the bid submission, the bidder has declared that the proposed expert continues to be in the employment of the firm and has completed more than two years of service as on the bid due date (Pg 934). The Committee found the bidder's representation acceptable and, accordingly, considered the expert as having more than two years of employment with the firm. Consequently, the marks awarded under this sub-criterion are revised from 0.00 to 3.50. Accordingly, the total marks awarded to the Team Leader-cum-Sr. Highway Engineer stand revised to 98.50, with a corresponding weighted contribution of 9.85 to the overall technical score.

(iii) Further, the bidder has submitted that, under the evaluation of the Bridge Engineer, the marks awarded under Sl. No. 2(iii) of Annexure-A-4-4 – “Experience in similar capacity in Construction/Construction Supervision of Bridge/Interchange/any other structures including rehabilitation of 4/6-lane highway/expressway or similar project (40% of project length, i.e., 53.908 km or more, of similar configuration (4/6-laning) and above)” – were incorrectly restricted to 16.00 out of 20.00 marks, contending that the experience claimed under Sr. Nos. 4, 5, 6, 8, 12 and 13 of the Infracon CV should also be considered under the said sub-criterion. Upon review, the Committee observed that the projects claimed under Sr. Nos. 4, 5, 6, 8, 12 and 13 are standalone bridge projects having individual project lengths of less than 53.908 km. These projects do not form part of any 4/6-lane highway/expressway project of the prescribed minimum length, as stipulated under the evaluation criterion. Accordingly, the said projects are not eligible for consideration under this sub-criterion. Hence, the bidder's representation cannot be acceded to. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the Bridge Engineer also remain unchanged.

(iv) Further, the bidder has submitted that, under the evaluation of the HTMS/Toll Expert, the marks awarded under Sl. No. 2(iii) of Annexure-A-4-5 – “Experience in International latest technology/system in the field of HTMS/Tolling of Highways Projects in similar capacity” – were incorrectly awarded as 0.00 out of 10.00 marks, contending that the proposed expert possesses experience in four eligible projects and is therefore entitled to full marks. Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in International latest technology/system in the field of HTMS/Tolling of Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of International latest technology/system involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the HTMS/Toll Expert also remain unchanged.

(v) Further, the bidder has submitted that, under the evaluation of the Sr. Pavement Specialist, the marks awarded under Sl. No. 2(iv) of Annexure-A-4-6 – “Experience in similar capacity as on Major Highway Projects of similar configuration (2/4/6 laning**) and above in innovative /non-traditional technology and design” – were incorrectly awarded as 0.00 out of 5.00 marks, contending that the



proposed expert possesses experience in five eligible projects and is therefore entitled to full marks. Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in innovative /non-traditional technology in Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of innovative /non-traditional technology involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the Sr. Pavement Specialist also remain unchanged.

(vi) Further, the bidder has submitted that, under the evaluation of the Sr. Quality/Material Expert, the marks awarded under Sl. No. 2(iv) of Annexure-A-4-7 – "Experience in similar capacity as on Major Highway Projects of similar configuration (2/4/6 laning**) and above in innovative /non-traditional technology" – were incorrectly awarded as 0.00 out of 5.00 marks, contending that the proposed expert possesses experience in four eligible projects and is therefore entitled to full marks. Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in innovative /non-traditional technology in Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of innovative /non-traditional technology involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the Sr. Quality/Material Expert also remain unchanged.

(vii) Considering the above, the committee has arrived at the final the cumulative marks of the bidder as 84.35 and Final Scores of the firm, M/s Bloom Companies LLC in Association with Bloom Infrastructure & Logistics India Pvt. Ltd., Gurgaon is as under:

S. No	Description	Max Marks	Self - Evaluation	Initial Evaluation by NHAI	Final Evaluation by NHAI
1	Relevant experience for the assignment	35	35	23.75	23.75
2	Quality of approach and methodology	5	5	3.75	3.75
3	Experience in use of technology for road inspection	20	20	20	20
4	Qualifications and competence of the key staff for the assignment	40	38.35	36.50	36.85
	Total	100	98.35	84.00	84.35

B) M/s L N Malviya Infra Projects Pvt. Ltd in association with Innovative Cadd Centre, Bhopal vide letter dated 04.07.2026 has raised certain objections towards the initial evaluation done by NHAI w.r.t Firm Evaluation as well as Key Personnel evaluation. The details are as under:

(i) Regarding Quality of Approach & Methodology and Quality Audit Methodology and Quality Assurance Plan @ S.No.2b & 2c of Annexure-A-2, the Bidder has represented to consider their submission to award full marks under this category in Annexure-A-2. Upon reviewing the same by the tender evaluation



committee, it is observed that the bidder's submission has already been appropriately evaluated as 'Good' and awarded 1.50 marks under each sub-criterion. The submission does not not explained in detail about "Quality of Approach" Methodology and "Quality Audit Methodology" in line with Activities & schedules. Hence, the request of the bidder is disallowed by the tender evaluation committee and the initial score remains unchanged.

(ii) Further, the bidder has submitted that, under the evaluation of the Bridge Engineer, the marks awarded for experience under @S.No. 2(ii) of Anneuxre-A-4-4 – "Experience in similar capacity in Construction/Construction Supervision of Bridge/Interchange/any other structures including rehabilitation" – were incorrectly limited to 18 out of 20, despite the candidate having 7 years of experience. Upon review, the representation of bidder has been found to be correct. Accordingly, the total marks for the Bridge Engineer awarded as 90 and the corresponding weighted contribution to the overall score 4.50.

(iii) Further, the bidder has submitted that, under the evaluation of the HTMS/Toll Expert, the marks awarded under Sl. No. 2(iii) of Annexure-A-4-5 – "Experience in International latest technology/system in the field of HTMS/Tolling of Highways Projects in similar capacity" – were incorrectly awarded as 0.00 out of 10.00 marks, contending that the proposed expert possesses experience in four eligible projects and is therefore entitled to full marks. Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in International latest technology/system in the field of HTMS/Tolling of Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of International latest technology/system involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the HTMS/Toll Expert also remain unchanged.

(iv) Further, the bidder has submitted that, under the evaluation of the Sr. Pavement Specialist, the marks awarded under Sl. No. 2(ii) of Annexure-A-4-6 – "Experience in similar capacity in Construction/Construction Supervision of 2/4/6-laning of major Highway Projects" – were incorrectly restricted to 17.00 out of 20.00 marks, contending that the experience claimed under Sr. Nos. 6, 7, 8, 9, 10, 11 and 15 of the Infracon CV should also be considered under the said sub-criterion. Upon review, the Committee observed that the experience claimed under Sr. Nos. 6, 7, 8, 9, 10 and 11 pertains to DPR assignments involving engineering surveys, investigations, and design activities, and does not establish experience in Construction/Construction Supervision as stipulated under the evaluation criterion. Accordingly, these projects are not eligible for consideration under the said sub-criterion. Further, the experience claimed under Sr. No. 15 pertains to the same period of engagement (01.08.2022 to 31.07.2023) as the project already considered under Sr. No. 14. Since the experience for the said period has already been evaluated and awarded marks, the same period of experience cannot be considered again. Accordingly, the bidder's representation cannot be acceded to. The marks awarded under this sub-criterion, therefore remain unchanged.

(v) Further, the bidder has submitted that, under the evaluation of the Sr. Pavement Specialist, the marks awarded under Sl. No. 2(iv) of Annexure-A-4-6 – "Experience in similar capacity as on Major Highway Projects of similar configuration (2/4/6 laning**) and above in innovative /non-traditional technology and design" – were incorrectly awarded as 0.00 out of 5.00 marks, contending that the proposed expert possesses experience in six eligible projects and is therefore entitled to full marks.

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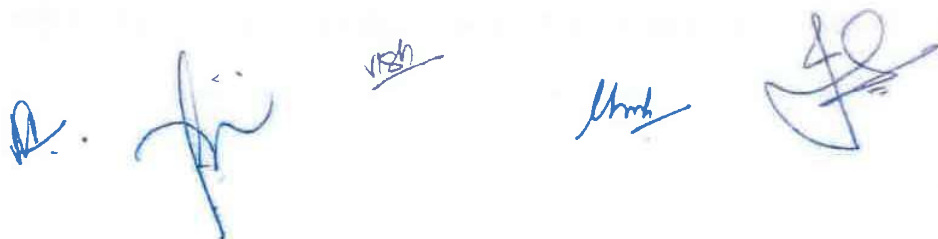
Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in innovative /non-traditional technology in Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of innovative /non-traditional technology involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged, and the overall marks awarded to the Sr. Pavement Specialist also remain unchanged.

(vi) Further, the bidder has submitted that, under the evaluation of the Sr. Quality/Material Expert, the marks awarded under Sl. No. 2(ii) of Annexure-A-4-7 – "Experience in similar capacity in Construction/Construction Supervision of major Highway Projects of similar configuration (2/4/6-laning and above)" – were incorrectly restricted to 21.00 out of 25.00 marks, contending that the experience claimed under Sr. Nos. 3, 4, 5, 6, 9, 10, 11, 12, 13, 14 and 15 of the Infracon CV should also be considered under the said sub-criterion. Upon review, the Committee observed that the experience claimed under Sr. No. 3 satisfies the requirements of the said evaluation criterion and is eligible for consideration. Accordingly, the marks awarded under Sl. No. 2(ii) of Annexure-A-4-7 are revised from 21.00 to 25.00 marks.

(vii) Further, the bidder has submitted that, under the evaluation of the Sr. Quality/Material Expert, the marks awarded under Sl. No. 2(iii) of Annexure-A-4-7 – "Experience in similar capacity in handling similar Highway Projects (40% of project length (53.908 Km) or more) of similar configuration (2/4/6-laning) and above" – were incorrectly restricted to 22.00 out of 25.00 marks, contending that the experience claimed under Sr. Nos. 3, 9, 10, 14 and 15 of the Infracon CV should also be considered under the said sub-criterion. Upon review, the Committee observed that the experience claimed under Sr. Nos. 3, 10, 14 (2-lane) and 15 (2-lane) had already been considered during the evaluation. Further, the project claimed under Sr. No. 9 is found to be a repetition/duplication of Sr. No. 10 and, therefore, cannot be considered separately for award of marks. Accordingly, the marks awarded under this sub-criterion remain unchanged.

(viii) Further, the bidder has submitted that, under the evaluation of the Sr. Quality/Material Expert, the marks awarded under Sl. No. 2(iv) of Annexure-A-4-7 – "Experience in similar capacity as on Major Highway Projects of similar configuration (2/4/6 laning**) and above in innovative /non-traditional technology" – were incorrectly awarded as 0.00 out of 5.00 marks, contending that the proposed expert possesses experience in two eligible projects and is therefore entitled to full marks. Upon review, the Committee observed that the bidder has neither furnished any documentary evidence substantiating the expert's experience in innovative /non-traditional technology in Highway Projects nor is such experience evident from the details available in the Infracon CV. Further, no supporting documents have been submitted indicating the nature or type of International latest technology/system involved in the cited projects. Hence, the claimed projects cannot be considered for award of marks under the said sub-criterion. Accordingly, the marks awarded under this sub-criterion remain unchanged. Further, the total marks awarded to the Sr. Quality/Material Expert stand revised to 86.00, with a corresponding weighted contribution of 4.30 to the overall technical score.

(ix) Considering the above, the committee has arrived at the final the cumulative marks of the bidder as 94.03 and Final Scores of the firm, M/s L N Malviya Infra Projects Pvt. Ltd. in Association with Innovative Cadd Centre, Bhopal is as under:



S. No	Description	Max Marks	Self - Evaluation	Initial Evaluation by NHAI	Final Evaluation by NHAI
1	Relevant experience for the assignment	35	35	35	35
2	Quality of approach and methodology	5	5	3	3
3	Experience in use of technology for road inspection	20	20	20	20
4	Qualifications and competence of the key staff for the assignment	40	37.50	35.73	36.03
	Total	100	97.50	93.73	94.03

4. In view of the re-evaluation conducted by the Tender Evaluation Committee based on the requests of 2 nos. of bidders, Final scores of the bidders are tabulated hereunder;

S. No	Name of the Bidder	Bid ID	Self-Evaluation	Initial scores evaluated by NHAI	Final scores evaluated by NHAI	Rank
1	M/s Bloom Companies LLC in Association with Bloom Infrastructure & Logistics India Pvt. Ltd., Gurgaon	993343	98.35	84.00	84.35	H-2
2	M/s L N Malviya Infra Projects Pvt. Ltd. in Association with Innovative Cadd Centre, Bhopal	993396	97.50	93.73	94.03	H-1

In view of the above, the Tender Evaluation Committee further decided to meet at a convenient date & time for opening of Financial Bids of the technically qualified bidders upon receiving concurrence of the Competent Authority.

(Manas Chakrabarty)
Member

(S Ajithkumar)
Member

(R Murugaprakash)
Member

(Vishwas Sharma)
Member

(Vijith Vijayan)
Convener