

(SHORT TERM TENDER)
FOR
REQUEST FOR QUOTATION (RFQ)

**Topographical Survey, Traffic Surveys & Allied works for
Preparation of Detailed Project Report of Roads in
J & K, under Jhelum & Tawi Flood Recovery Project.**

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1 GENERAL REMARKS

The Jammu & Kashmir region owing to its geographical and geo-climatic setting is a multi-hazard prone region that has experienced natural disasters like earthquakes, floods, landslides, avalanches, high velocity winds, and snowstorms. Most parts of the Kashmir Valley fall in Seismic Zone-V. The rest of the State falls in the Seismic Zone-IV. Floods and flash floods are also frequent. Floods generally occur in the summer when heavy rains are followed by snowmelt. Flooding of the river Jhelum is the main cause of floods in the region. Floods also occur occasionally in Jammu and neighboring districts.

In September 2014, the northern region of India experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2nd to 6th, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. The Jhelum River also breached its banks flooding many low-lying areas as in Anantnag, Srinagar and adjoining districts. In many districts, the rainfall exceeded the normal by 600 percent. The Indian Meteorological Department record subscription above 244.4 mm an extremely heavy rainfall, and the region received 588 mm of rain fall in June- September period, as against the normal 477.4 mm. For example the district of Qazigund recorded 550 mm of rainfall in 6 days as against a historic normal of 6.2 mm over the same period.

Due to the unprecedented heavy rainfall the catchment areas particularly the low lying areas were flooded for more than two weeks. Some areas in urban Srinagar remained flooded for 28 days. Water level was as high as 27 feet in many parts of Srinagar. The areas from the main tributaries of river Jhelum vis-avis Brengi nallah, Vishav nallah, Lider nallah and Sundran nallah started overflowing due to the heavy rainfall causing water levels in Jhelum River to rise. Water level also increased in rivers of Chenab and Tawi, both of which the water flowing above normal levels. Due to the rivers overflowing nearly 20 districts were impacted. The total damage and loss caused by the flood is about INR 211,975 million, most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centers were also severely damaged and are still not fully operational.

The project "Jhelum & Tawi Flood Recovery Project" will focus on restoring critical infrastructure using international best practice of resilient infrastructure. Given the region's vulnerability to both flood and earthquakes, the infrastructure will be designed with upgraded resilient features, and will include contingency planning for future disaster events. Therefore, a study followed by detailed reports on flood management aims at both restoring essential services disrupted by the floods and improving the design standards and practices to increase resilience.

The Government of India/ Government of Jammu and Kashmir (hereinafter called "Borrower") has received financing from the International Development Association (IDA) (the "Bank") in the form of a "credit" (hereinafter called "credit") toward the cost of **Jhelum & Tawi Flood Recovery Project**. The Planning Development & Monitoring Department, Government of Jammu and Kashmir, an implementing agency of the Client, intends to apply a portion of the proceeds of this credit to eligible payments under the contract for which this Request for Proposals is issued. Payments by the Bank will be made only at the request of the Client and upon approval by the Bank, and will be subject, in all respects, to the terms and conditions of the financing agreement. The Financing Agreement prohibits a withdrawal from the credit account for the purpose of any payment to persons or entities, or for any import of goods, if such payment or import, to the knowledge of the Bank, is prohibited by a decision of the United Nations Security Council taken under Chapter VII of the Charter of the United Nations. No party other than the Borrower shall derive any rights from the loan agreement or have any claims to the proceeds of the loan.

The company "**Eptisa Services De - Ingeneria SL Madrid Spain Consortium Partner with Sub-consultant Eptisa (India Pvt. Ltd.)**" (hereafter the "Consultant") is requesting proposals from surveying/engineering firms (hereafter the "Tenderer") to conduct detailed Topographical/ Traffic Surveys & allied services (hereafter the "Surveying Services") for the preparation of Detailed Project Report of Roads in J & K, under Jhelum & Tawi Flood Recovery Project

The Topographical/ Traffic & allied services data obtained will be utilized by the Consultant to prepare the *Feasibility and Detailed Project Report of Roads in the state of J&K* (hereafter the "Project"), under a Contract established with the Project Management Unit (PMU), Jhelum & Tawi Flood Recovery Project (JTFRP), The Planning Development & Monitoring Department, Government of Jammu and Kashmir.

2 OBJECTIVE OF THE ALIGNMENT & AREA OF SERVICES

The objective of this component is to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit by the restored access to markets thereby increasing the economic growth in these areas and timely access to health and education services. Restoration of roads will also serve as supply/rescue lines in the event of a disaster.

The component will finance the reconstruction of damaged roads, bridges and associated drainage and slope stabilization works, retaining walls, breast walls and other structures to increase resilience.

Preparation of Highway Projects involves a chain of activities such as field surveys and investigation, selection of alignment, carrying out various design, preparation of drawing & estimates etc. to be compatible with technical requirements, consistent with economy, it is essential that every project should be prepared after thorough investigations and collecting all

relevant information and evaluating all possible alternative. The extent of high quality of investigations have a strong influence on selection of the most cost effective design, estimation of quantities and execution of the job itself. As such, accuracy and completeness of surveys deserves very special attention in project preparation. The objective can achieve by carrying out the project preparation work with the help of consultants. In any case it should be ensured that, expert having required knowledge are deployed on the work. Use of modern instruments and survey techniques ensure high degree of accuracy and can speed up the work. Quality assurance plan is required to be drawn before the start of field investigation.

Perform all necessary field investigation, survey and tests such as traffic survey topographical survey, soil test and any other test and investigation that may be required for the design of roads. Perform necessary field investigation and tests required for the design of repair, restoration and protection works of roads such as culverts, drains, embankment and any other structure that may be required for the completeness of road development/improvement of work in all respect. Conduct the reconnaissance survey in the effected length of the road and collect relevant details. Collect and inventoried data including specific survey of damaged portion of roads and the related structures thereof on both side i.e. hill side and valley side etc. and compile the information in an acceptable computerized data base format. The Detail road list is specified in Annexure 1 & 2

Annexure-1: Identified works of PW (R&B) department under JFRP (Kashmir Division)

SI No	Name of the Project Roads	Length (Approx)
1	Kadalbal-Lasjan-Rambagh including allied links in Srinagar District	12.00
2	Kawahar-Bala-Payeen Road in Baramullah District	08.10
3	Pampore Phulwama Road in Phulwama District	25.00
4	Sangam-Khudwani Road in Anantnag District	11.50
5	Hajin-Ajas via Saidnara in Bandipora District	07.30
6	Rigid Pavement of Eastern Foreshore Road (Brari-Nambal) in Srinagar District	03.40
7	Parimpora-Soibagh in Budgam District	07.30
8	Rigid Pavement of IG Road Peerbagh Bridge to Humhama Chowk in Srinagar District	01.50
9	Rigid Pavement of IG Road Rambagh to Civil Secretariat in Srinagar District	02.50
10	Harmay-Sultanpora-Nowgam to Sumbal Bridge in Baramullah/ Bandipora District	10.90
11	Shadipura-Khanpeth-Sumbal Road in Bandipora District	06.00
12	Bijbehera to Karihama National Highway via Kitriteng in Anantnag District	10.00

Total Length -106.km(Approx)

Annexure-2: Identified works of PW (R&B) department under JTFRP (Jammu Division)

SI No	Name of the Project Roads	Length (Approx)
1	Chiralla Link Road in Doda District	10.00
2	Anji Panasa Road Phase I in Reasi District	4.00
3	Deva Mai Ohli Mandir in Reasi District	5.00
4	Gulhati to Shahdra Sharief via Ghambir Gali Phase I in Rajouri District	34.00
5	Malaini to Chakrabatti Road in Doda District	10.4
6	Ghat Bhaboore Dhara Gundana Road in Doda District	26.2
7	Sidhra Surnisar Mansar Road (Km 1st to 38th) Phase I in Jammu District	18.5

Total Length - 108 (Approx)

Total Length = (Srinagar Length 106+ Jammu Length 108 km)= Approx 214km

Note 1: Length of the effected projects stretches may increase or decrease by 10% - 30% as per site condition.

3 SCOPE OF WORK

The general requirements and technical specifications for different Surveying Services under this RFQ are presented below:

3.1 Road & Bridge Inventory Surveys

Detailed road inventory surveys shall be carried out to collect details of all existing road and pavement features along the existing road sections. The inventory data shall include but not limited to the following:- Terrain (flat, rolling, mountainous), Land-use (agricultural, commercial, forest, residential etc) @ 250 m interval , Carriageway width, surfacing type @ every 250m and every change of feature whichever is earlier, Shoulder surfacing type and width @ every 250m or every change of feature whichever is earlier, Sub-grade / local soil type (textural classification) @ every kilometer or every change of feature whichever is earlier, Road intersection type and details at every occurrence, Retaining structures and details at every occurrence, Location of water bodies (lakes and reservoirs) at every occurrence, Height of embankment or depth of cut @ every 200m and every change of feature whichever is earlier Land width i.e. ROW, Culverts, Bridges and other structures (type, size, span arrangement and location), Roadside arboriculture, Existing utility services on either side within ROW, General drainage conditions etc. The data should be collected in sufficient detail. The data should be compiled and presented in tabular as well as graphical form. The inventory data would be stored in computer files using simple utility packages, such as EXCEL.

- ✓ Road Condition Surveys by determining pavement condition (surface distress type and extent), shoulder condition, embankment condition and drainage condition.
- ✓ Pavement Condition by determining cracking (narrow and wide cracking), % of pavement area affected, raveling, % of pavement area affected, potholing, % of pavement area affected, edge break in length (m) and rut depth in mm
- ✓ Shoulder Condition by determining Paved: Same as for pavement, Unpaved: material loss, rut depth and corrugation, Edge drop in mm.
- ✓ Embankment Condition by determining General condition and extent of slope erosion.
- ✓ The shoulder and embankment conditions shall be evaluated by visual means and the existence of distress modes (cuts, erosion marks, failure, drops) and extent (none, moderate, frequent and very frequent) of such distress manifestations would be recorded.
- ✓ The objective of the road and pavement condition surveys shall be to identify defects and sections with similar characteristics. All defects shall be systematically referenced, recorded and quantified for the purpose of determining the mode of rehabilitation.
- ✓ Make an inventory of all the structures (bridges, viaducts, ROBs,/RUB and other grade separated structures, culverts, etc.) along the road under the project. The inventory for

the bridges, viaducts and ROBs shall include the parameters required as per the guidelines of IRC-SP: 35 including Hydraulic and Hydrological Investigation.

3.2 Topographical Survey

Topographical survey along the existing alignment for project road and realignment will be carried out by using Total Station and DGPS or any other equipment necessary by capturing the all type ground features (such as buildings and structures within the ROW by indication indicate whether permanent or temporary dwelling, industrial or other use, type of construction and other relevant, Existing roads, tracks and paths – indicate whether paved or unpaved, together with width and levels at the centre-line of road and at edge of carriageway, Existing road junctions – whether signalized or not, position of traffic signals and islands, layout of the lane markings for signalized junctions/intersections, I. Existing drain and water courses, existing drainage structures like culverts size, type, length, inlet and outlet structural type, inlet and outlet invert levels and any other particulars, Existing vegetation or cultivation, their types and swamps and with their boundaries, Existing railway tracks including its ancillary facilities, railway telegraphic posts and lines including the levels of the top existing railway tracks, public utilities including telephone, manholes, water, sewerage and electricity post, road furniture/structure such as guardrails, road signs, bus stop and railway facilities, road kerbs, etc. and ponds, Running a continuous open Traverse along the existing road and realignments, wherever required, within the ROW along the ground alignment to consider improvements if any limited within the ROW as available etc). by fixing of all cardinal points and properly referencing the same with a pair of reference pillars fixed at safe places. The scope of topographical survey for this stretch of road encompasses creation of digital terrain model (DTM) including Contour Plan, Longitudinal and Latitudinal Sections of the landslide slope for the application of landslide stabilization countermeasure structures.

- ✓ Final Location Surveys shall be conducted in Grid co-ordinates are in terms of Universal Transverse Mercator (UTM). Surveys will be conducted in metric units flowing by IRC SP 19 2001.
- ✓ The topographical / surveys shall include all extensions as defined in section “Area of interest and scope of work”. The survey shall be prepared by a Licensed Land Tenderer, and shall be provided in the manner defined under section “Deliverables”.
- ✓ In the major Nallahs, the river cross section survey is to be carried out at every 500 m, and closer at curved reaches, bridges sections, barrage sections or any other hydraulic structure and where there is rapid change in cross-section or gradient.
- ✓ Highest flood levels shall be surveyed and marked on the maps for river/ nallahs whenever available.

The Contour Plan is to be prepared on 1: 1000 scale with 0.50 m contour interval.

The main objective of the survey is to acquire terrain data for creation of accurate model required for final design of the road including production of cross sections, longitudinal

sections and other relevant designs. Survey for all details in the corridor will be carried out so as to get X, Y, Z (Global co-ordinates) of all details falling in the corridor of survey.

Longitudinal/Cross Section

- ✓ Longitudinal section levels along Centre-line at every 25m interval, at the locations of curve points, small streams, and intersections and at locations where a change in elevation is.
- ✓ Cross-sections at every 50 m interval, in full extent of survey covering sufficient number of spot levels on existing carriageway for profile correction course and adjacent ground for widening purposes and earthwork calculations.
- ✓ The topographical survey will extend a minimum of 20 m beyond either side of the centre line of the propose carriageway or land boundary whichever is more and practically feasible for the project. At the intersection, the survey will extend to 100 m on either side of the centre line.
- ✓ Longitudinal section for cross-roads for the length adequate for design and quantity estimation purposes will be covered.
- ✓ Longitudinal and cross sections for major and minor streams as per recommendations contained in IRC Special Publication No. 13 (Guidelines for the Design of Small Bridges and Culverts) and IRC: 5-1985 (“Standard Specifications and Code of Practice for Road Bridges, Section I – General Features of Design”).
- ✓ The above data will be available in the digital format (X, Y, Z and feature code). All information of the right of way (ROW) and land acquisition plan will also be collected to enable proper preparation of plan and designing of the road alignment.

3.3 Fixations of BM & Ref. Pillar

Bench Mark pillar shall be of size 15 cm X 15 cm x 45 cm cast in RCC M-15 with a cross mark / nail fixed in the centre of the top surface and embedded in concrete M-10 (5cm all around) up to a depth of 30 cm. The balance 15-cm above the ground shall be painted yellow. The Bench Marks shall be established using high accuracy Auto/Digital Level by way of double run/fly back leveling in small circuits of 3-5 km length ensuring an accuracy of the order of $12\sqrt{k}$ in mm, where ‘k’ is the distance in km and error, if any, within permissible limits shall be distributed in rational manner to establish the accurate and effective vertical control. Establishing Reference Pillar at site connected to GTS Bench marks at a interval of 500 metres made of RCC M-15 (15 cm X 15 cm x 30 cm) with RL and BM No. marked on it with red paint.

3.4 Pavement Investigation Survey & Finding Sub-Grade

Characteristics & Strength(@2nos Trial pit per km)

Make each trial pits @ 500 m interval to ascertain the pavement composition. For each test pit, the following information shall be recorded.

- ✓ Test Pit Reference (Identification number, location)
- ✓ Pavement Composition (Material Type and Thickness)
- ✓ Sub-grade Type (Textural classification) and condition (dry, wet)

Manual excavation of 1 mx1 m size pit will be made. After reaching the sub-grade level the thickness of different pavement layers will be measured and the type of material for each layer examined visually and log for both original pavement. Field dry density (FDD) will be evaluated of the sub-grade sample. A sample of soil 300 mm below the top of sub-grade will be taken for the determining compaction characteristics and CBR values. Pit will be further excavated for 500 mm below the top of sub-grade to reach the embankment layer. Field density and moisture content test will be conducted for the same. The testing for sub-grade soil will include: -

- ✓ In-situ density and moisture content at each test pit.
- ✓ Field CBR using DCP at each test pit as per IRC codes.
- ✓ Classification (grain size and Atterberg limits) at each test pit using IS methods.
- ✓ Laboratory moisture-density characteristics (modified AASHTO compaction).
- ✓ Laboratory CBR (un soaked and 4-day soak compacted at three energy levels) and Swelling Index.
- ✓ Falling weight deflectometer (FWD) test as per IRC codes.
- ✓ And others,(as per site requirement or IRC Code.)

For problematic/ plastic/ black cotton soils, the testing will be more rigorous. The characteristics with regard to permeability and consolidation will also be determined for these soils. The frequency of sampling and testing of these soils will be finalized in consultation after the problematic soil types are identified along the road sections.

3.5 Axle Load & CTVC

Axle load surveys in both directions shall be carried out at suitable one location, either on each project road stretch or adjacent to other alignment from where traffic diverted to proposed stretch at a random basis normally for trucks only (both empty and loaded trucks) for 1 normal days - (24 hours).Count station to be finalized in consultation with EPTISA & PMU representative by using axle load pads or other sophisticated instruments. The location of Axle load & CTVC count station and the survey methodology including the data formats and the instrument type to be used shall be finalized before taking up the axle load surveys. The axle load data should be collected axle configuration-wise. The number of equivalent standard axles per truck shall be calculated on the basis of results obtained. The results of the survey should bring out the VDF for each truck type (axle configuration, if the calculated VDF is found to be below the national average, then national average shall be used. Furthermore, the data from axle load surveys should be analyzed to bring out the Gross

Vehicle Weight (GVW) and Single Axle Load (SAL) Distributions by truck type (axle configuration).

4 DELIVERABLES

The successful respondent Tender shall prepare and submit to the Contract the deliverables as follows:

- ✓ Submission of two hard copies of survey report (Word and PDF format) and survey drawings along with the editable soft copy (latest version of AutoCAD format, compatible with civil 3D version) and in GIS format.
- ✓ Processed survey data in AutoCAD file, shape file and ascii file format (x,y,z or grid).
- ✓ Survey raw data.
- ✓ Survey Report including:
 - Explanation of the method used for survey and brief note on procedure followed, along with Input parameters, if any.
 - One copy of field notes or data collector information.
 - Summarizing the survey results including survey methods used, equipment used, survey teams employed, survey accuracies achieved, any legitimate difficulties and delays in work execution, etc.
 - Photographic evidences (with geotags) of surveyed cross sections, relevant structures, gauging stations, etc.
 - Map (1:25 000 scale minimum), list and show all field benchmarks, including their elevations and photographic evidence.
 - Summary of coordination efforts with local and national governmental authorities to expedite the survey services.
 - Provide a list of the operating authority of each surveyed utility, including contact names and numbers of the representatives.
- ✓ Provide weekly progress reports including the schedule of actual work component completion versus original scheduled work plan.

All survey data shall be provided on external hard drive(s) in soft copy format and provided in mutually agreed hard copy format.

All the survey data, survey results, report and recommendations shall be in SI units - metric.

The technical specifications of the survey drawings are presented below:

- Drawings shall be submitted in the AutoCAD format with (3D format) X, Y & Z coordinate.
- All survey layers shall be indicated by the prefix SURV_.
- Surveyed Points and Contours at 0.5 m intervals shall be provided with assigned drawing elevation corresponding to their elevation in the field.

- All other entities in the drawing file shall be created on the drawing at elevation 0.00 except contour lines.
- The licensed version of AutoCAD shall be used for the submission of drawings in soft copy.

The proponent firms are encouraged to propose additional deliverables which would increase the quality and output of the Survey Services.

5 SURVEYING SERVICES SCHEDULE

All work included must be completed and a final product must be received strictly within sixty (65) days from the date of authorization to proceed. The mobilization should be commenced strictly within a week from the date of authorization. The available time to conclude the topographical and allied surveys is strictly limited, therefore, the proponent Tenderers must consider carefully the resources required to meet this commitment and proposed a suitable work plan and technical approach/methodology.

Only proponent firms that can demonstrate the availability of necessary human and technical resources to successfully undertake the Surveying Services to the standard required within the specified time frame will be considered.

It is anticipated the agreement between the selected Tender and the Consultant will be executed to allow for commencement of work immediately after signing the contract.

The Deliverables/Timeline for the survey along is as follows:

Timeline (in days)	Deliverables
Within a week from the date of authorization	Mobilization and commencement of the Survey Services simultaneously in Jammu and Kashmir region.
D+20	Completion of 25% Survey of the total road lengths each in Jammu region and Kashmir region simultaneously and submission of Documents to the Consultant.
D+45	Completion of remaining 50% Survey of the total road lengths each in Jammu region and Kashmir region simultaneously and submission of Documents to the Consultant.
D+60	Completion of remaining 25% Survey of the total road lengths each in Jammu region and Kashmir region simultaneously and submission of Documents to the Consultant.

***D is the Date of Mobilization and commencement of the Survey Services.**

Nevertheless, proponent firms are encouraged to propose alternative technologies and approaches which would enable the required quality and output to be obtained in less time.

Time is of the essence in this scope of work.

6 INSTRUCTIONS TO BIDDERS

6.1 DOCUMENTS COMPRISING THE PROPOSAL

The bidder's proposal should include the following elements:

(a) Technical Proposal, including the following elements:

- Firm information, past experience, qualification, etc.
- Technical approach and methodology, including a short write-up on the data acquisition and processing methods.
- Details of the technical specifications of the proposed products.
- Proposed work schedule and timeline to provide the requested deliverables/products.

(B). Financial Proposal, with a proposed quotation for providing the deliverables/products previously described in this RFQ.

Instructions on Proposal Submission are detailed in the Section 6.7 of this RFQ document

6.2 CLARIFICATIONS AND REQUEST FOR INFORMATIONS

The Consultant reserves the right to make clarifications, corrections, or changes in this RFQ at any time prior to the time proposals are opened. Questions and requests for information must be submitted before Feb,08th 2019 to:

itfrp.eptisa@gmail.com, & jhelumtawiprj@eptisa.com,

All prospective Bidders will be informed of said clarifications, corrections, or changes via an emailed addendum. All proposals submitted must acknowledge receipt of all addenda issued by the Consultant.

6.3 Proposal Prices & Payment Schedule

Tender participant shall quote with an appropriate breakdown of expenses to perform the Surveying Services proposed as response to this Request for Quotation (RFQ).

The completed quotation for conducting the Surveying Services shall be provided in format similar to the form presented in Appendix 2.

It should be clearly understood that the quantities to be actually executed may vary. The Consultant reserves the right to modify any aspect of the scope of survey at any time till successful completion of the contract

The cost of the Surveying Services (including the furnishing of all materials, surveying equipment and computers, labour and any required insurance) shall be based upon a stipulated sum for all services based on this proposal, with adjustments to the stipulated sum being computed in accordance with the Tenderer's attached rate schedule if changes in the work are authorized.

The cost for providing local transportation, accommodation and incidental expenses for staff deployed for survey shall be borne by Tenderer and are included in the above fee. Thus, the fee for services indicated in the above table is all-inclusive fee and no extra fee on any account shall be payable by the Consultant.

All taxes/duties as applicable shall be indicated separately in the Bill of Quantities. The Consultant will not be liable to pay any amount towards the same except for reasons of statutory changes.

The proponent Tenderer is to quote the basic rates excluding GST. GST shall be paid extra as per prevailing rates.

Invoicing & Payment Terms: Vendors will raise Invoice to EPTISA upon completion of the respective mile stones for Survey work along with data analysis during the period mentioned as per the following Payment Schedule:

1. 10% within 7 days of mobilization at site against a Bank Guarantee.
2. 15% on Submission of Survey Data and Drawings (Auto cad, Coordinates, Raw data of Total Station output in Excel file) of 50% work order length.
3. 20% on verification and approval of submitted data as per Sl. no. 2.
4. 15% on submission of Survey Data and Drawings (Auto cad, Coordinates, Raw data Total Station output in Excel file) of balance 50% work order length.
5. 20% on verification and approval of submitted data as per sl. no. 4.
6. 20% Final approval of DPR from client.

Notes:

- a. Realization of every stage of Payment shall be made within 14 days of payment receiving from client (JTFRP).
- b. TDS: Tax Deduction at Source (TDS) will be applicable as per norms of Govt. of India.
- c. Warranty: Service Provider will be providing complete warranty of the data supplied & if any problems are found they will correct & re-submit the data at no extra cost to EPTISA.

6.3.1 Proposal Currency

All prices shall be quoted in Indian Rupees (INR).

6.3.2 Period of validity of Proposal.

Proposals shall remain valid for Ninety (90) days following the tender closing date, pursuant to the clause Deadline for submission of Proposals. A Proposal valid for a shorter period will be rejected on the grounds that it is non-responsive

6.4 REJECTION OF PROPOSALS

Proposals that are not prepared in accordance with these Instructions may be rejected. If not rejected, the Consultant may demand correction of any deficiency and accept the deficiently prepared proposal upon compliance with these Instructions by the Survey Firms.

6.5 ACCEPTANCE OF PROPOSALS

Proposals submitted are offers only and the decision to accept or reject is a function of quality, reliability, capability, reputation, and expertise of the proponent Tenderer.

The Consultant reserves the right to accept the proposal that is, in its judgment, the best and most favourable to the interests of the Consultant and the Project based on the evaluation factors in this RFQ; to reject the low price proposal; to accept any item of any proposal; to reject any and all proposals; and to waive irregularities and informalities in any proposal submitted or in the request for proposal process; provided, however, the waiver of any prior defect or informality shall not be considered a waiver of any future or similar defect or informality.

This Request for Quotation (RFQ) does not commit the Consultant to award a contract or to reimburse the Proposer for costs incurred in submitting this proposal.

Additionally, the Consultant reserves the right to reject any or all proposals received as a result of this request, to negotiate with any Proposer, or to amend or cancel in part or in its entirety, this Request for Proposal, pursuant to the best interest of the Consultant and the Project.

6.6 ELIGIBILITY CRITERIA

The following criteria must be satisfied to assess the eligibility of the bidders:

a) Incorporation of the Firm:

- The Firm must be registered/ empanelled with the Central Government/ any State Government/ Central/ State Government Undertakings and should be in Survey business for the last five years. In case of Joint Venture both should be in business for last five years. Proof of the same to be attached with the RFP documents.
- The Firm must have minimum 5 years of work experience in surveying, contour mapping and geotechnical investigation, preferably in hilly terrain.
- Firm must have suitable technical and support staff to carry out such highly technical works to the satisfaction of the Project Management Unit. The details to be provided in Appendix -4
- The survey must have sufficient no. of surveying and Soil equipment
Minimum availability of in house machinery,

Total Station	4nos
DGPS	2nos
Level Machine/Auto level	4nos

Invoice must be attached

b) Similar work:

- The bidder should have successfully completed at least one similar work (certificates of completion/ substantial completion issued by the clients to be attached) for an amount not less than INR 60 Lakhs during the last five years (Only Govt & Semi Govt project are considered).

c) Turn Over:

- Annual average financial turnover of the bidder should not be less than INR 1.0 crores during last 3 financial years.
- The Firm must be registered with GST,

Note: In case of Joint Venture (JV): (i) the lead party should have at least 50% of the JV and other parties should have at least 25%; (ii) all the parties combined should satisfy all the above mentioned criteria. IN case of b) any one of the partners of JV should .have completed the work. Consortium and sub-contracting are not allowed.

6.7 EVALUATION OF PROPOSALS

The submitted proposals will be reviewed and successful bidder will be selected based upon the following factors

- 1) Capability to provide the requested deliverables/products complying with the technical specifications.
- 2) Proposed timeline for providing the requested deliverables/products.
- 3) Any additional deliverables/products not identified in this RFQ that the Bidder believes will improve the project. These should be included in breakdown in the provided quotation.

6.8 PROPOSAL DUE DATE AND SUBMITTAL PROCEDURE

Financial and Technical proposal should be submitted until **5:00 pm on 15th Feb, 2019**. Proposal received after the time specified above will not be considered.

a) Technical Proposal:

The Technical proposal should be submitted by email in **'pdf' format** to the following address:

- Team Leader, Eptisa: jtfrp.eptisa@gmail.com
- Project Head Office: jhelumtawiprj@eptisa.com

b) Financial Proposal:

The Financial proposal should be submitted in a **password protected PDF file** to the following email address without the password.-

- Team Leader ,Eptisa: jtfrp.eptisa@gmail.com
- Project Head Office: jhelumtawipri@eptisa.com

The file password of financials proposal should be shared through a separate & explicit email only to.

- Director Planning & coordination , Jhelum Tawi Flood recovery Project:
(dirpnc@gmail.com).

Any queries should be addressed to the above email (jtfrp.eptisa@gmail.com or jhelumtawipri@eptisa.com), only by or before 8th Feb, 2019. Responses to the same shall be communicated to the bidder through email .

Proposals received after the time specified above will not be considered.

All proposals must be signed by an authorized official financial Bid will be opened of those participants who technically meet the requirement of RFQ. Proposals that contain omissions, erasures, alterations, or additions not called for, conditional or alternate bids unless called for, or that contain irregularities of any kind may be rejected.

APPENDIX 1: PROPOSAL SUBMISSION FORM

To: Project Coordinator,
Eptisa Services De - Ingeneria SL Madrid Spain
Consortium Partner with Sub-consultant
Eptisa (India Pvt. Ltd.)
JKPCC Building, 2nd floor, Rail Head Complex

Jammu-180012, Jammu & Kashmir – India

Dear Sirs,

Having examined the RFQ Documents, the receipt of which is hereby duly acknowledged, we, the undersigned, offer to provide the services for **Topographical, Traffic Surveys & allied works for the preparation of Detailed Project Report of Roads in J & K, under Jhelum & Tawi Flood Recovery Project**, in accordance with your Request for Proposal dated 15th Feb,2019.We are hereby submitting our proposal, which includes this Technical Proposal and a Financial Proposal sealed in a separate envelope. In conformity with the said bidding documents for the sum of as may be ascertained in accordance with the lump sum price and unit rates attached herewith and made part of this Bid.

We undertake, if our proposal is accepted, to deliver the services in accordance with the delivery schedule specified in the RFQ documents.

We agree to abide by this Bid for period of (90) days from the RFQ closing date, and it shall remain binding upon us and may be accepted at any time before the expiration of that period.

We understand that you are not bound to accept any Bid you may receive.

We remain,

Duly authorized to sign the Bid for and on behalf of:

Company/ Business Name:

Authorized Person:

Title:

Contact Number (s):

Email:

Signature:

Date:

Particulars about General Details of the Bidding Firm

We understand that if the details given in RFP document submitted herewith by us and the support of claims made above if found to be untrue/untenable or unverifiable or both, the bid may be rejected without any reference to us.

Sl. No.	Description	Details
1	Name of Firm:	
2	Address:	
3	Telephone No.:	
4	E-mail:	
5	Name of Contact Person:	
6	Mobile No. of Contact Person:	
7	Nature of legal status of the Firm	
8	Date of Incorporation of the Firm	
9	E-mail ID of Contact Person:	
10	List of Documents enclosed showing Legal Status of Organisation	
11	Power of Attorney of Authorised Signatory (if applicable)	
12	Registration:	
	NAME:	
	REGISTRATION NO.	
	Please enclose a true copy of the registration certificate	
	Service Tax or GST Registration details (Enclose a true copy of the registration document)	
	PAN Number (Enclose a true copy of the PAN Card)	

Signature:

Name of the Authorized Signatory:

Name of the Applicant:

Designation:

Address:

Place:

Date:

Seal of the Applicant:

Particulars about Financial Details of the Bidding Firm

Name of the Firm:

Details to be furnished duly supported by figures in balance sheet / profit & loss account for the last three years duly certified by the Chartered Accountants, as submitted by the applicant to the Income Tax Department (copies to be attached)

Figures in Rupees in lakh

Sl. No.	Particulars	Financial Years		
		2015- 2016	2016-2017	2017-2018
i)	Gross Receipts			
ii)	Gross Receipts from similar Projects			
✓ Mandatory Supporting Documents (Audited Balance Sheet must be attach)				
Note: Without above-mentioned supporting documents, the response would be treated as incomplete and no weightage would be given.				

Signature:

Name of the Authorized Signatory:

Name of the Applicant:

Designation:

Address:

Place:

Date:

Seal of the Applicant:

APPENDIX 2: QUOTATION FORM

Topographical, Traffic Surveys & allied works for the preparation of Detailed Project Report of Roads in J & K, under Jhelum & Tawi Flood Recovery Project

SI No	Activities	Unit	Quantity	Rate
1	Topographic Survey	<i>Per Km</i>	<i>1 km</i>	
2	Fixation of BM & Ref. Pillar	<i>Per Pillar</i>	<i>2 nos</i>	
3	Road & Bridge Inventory Surveys	<i>Per Km</i>	<i>1 km</i>	
4	Pavement Investigation Survey & Finding Sub-grade Characteristics and Strength	<i>Per Km</i>	<i>2 nos</i>	
5	Axle Load & CTVC	<i>Per Location</i>	<i>1nos for each Road</i>	

Total Amount Rs.-

Signature:

Name of the Authorized Signatory:

Name of the Applicant:

Designation:

Address:

Place:

Date:

Seal of the Applicant:

APPENDIX 3: DETAILS OF SIMILAR WORK EXPERIENCE IN PLAIN/HILLY TERRAIN WITH GOVERNMENT/OTHER COMPLETED PROJECTS ONLY

Sl.	Name of the Client	Name of the Assignment	Value of Work	Status (On-going/Completed)	Supporting Documents*(Work Order/Completion Certificate/ MoU)

- Work order/ agreement/ completion certificate enumerating scope, value of work, deliverables etc. of the assignments to be annexed of last 5 years (one-page abstract of **10 best assignments**)
- Note: Without abovementioned supporting documents, the response would be treated as incomplete.
- Project details should be furnished year-wise.

Yours faithfully

Signature of the bidder/
Authorized Person
(official seal)

APPENDIX 4: LIST OF SURVEY EQUIPMENTS AVAILABLE WITH THE SURVEY FIRM

Topographical, Traffic Surveys & allied works for the preparation of Detailed Project Report of Roads in J & K, under Jhelum & Tawi Flood Recovery Project

The Survey Firm should provide information on the available major equipment's proposed to carry out the Contract as per list below:

Sl. No	Name of Equipment	Quantity/ No.	Name of Manufacturer	Year of Manufacture	Number of Equipment	Details of Documentary Proof
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Yours faithfully

Signature of the bidder/
Authorized Person
(official seal)

APPENDIX 5: STRUCTURE AND COMPOSITION OF TEAM WITH DETAILS OF QUALIFIED STAFF

Topographical, Traffic Surveys & allied works for the preparation of Detailed Project Report of Roads in J & K, under Jhelum & Tawi Flood Recovery Project

The Survey Firm should provide information about the structure & composition of qualified staffs those who are the member of the team along with their CVs in a specified format (**Annexure – 3**) as per list below:

Sl. No.	Name of Staff	Educational Qualifications	Area of Key Expertise	Length of Association with the Firm (in years)	Relevant Experience	Position in the Firm

Yours faithfully

Signature of the bidder/
Authorized Person
(official seal)

Annexure 3 Format of Curriculum Vitae (CV)

Position/ Title:	
Name of Expert:	
Date of Birth:	
Citizenship/ Residence	

Education:

Exam Passed	Board /University	% of Marks	Class	Year of Passing

Trainings in relevant fields:

Employment record relevant to the assignment:

Period	Employing Firm and title/position, contact information for references	Country	Summary of activities performed relevant to the assignment

Membership in Professional Associations:

Publications:

Language skills (indicate only languages in which you can work):

Adequacy for the assignment:

Detailed tasks assigned on Firm's Team of Experts:	Reference to prior work/assignments that best illustrates the capability to handle the assigned tasks
List all deliverables/ tasks as in Appendix 5 in which the expert will be involved	

Expert's contact information:

Certification:

I, the undersigned, certify that, to the best of my knowledge and belief, this CV correctly describes myself, my qualifications and my experience, and I am available to undertake the assignment in case of an award. I understand that any misstatement or misrepresentation described herein may lead to my disqualification or dismissal by the Client and/or sanctions.

Name of Expert

Date

{day/month/year}

Signature

Name of Authorized

Date

Representative (the same who signs
the Proposal)

{day/month/year}

Signature