



NATIONAL HIGHWAY AUTHORITY

Procurement & Contract Administration Section
28 Mauve Area, G-9/I, Islamabad ☎ 051-9032727, 📠 051-9260419

Ref: 6(639)/Dir (P&CA/NHA/2024/20

Dated: 16th August, 2024

To

ALL PROSPECTIVE CONSULTANCY FIRMS/JVS

SUBJECT: CONSULTANCY SERVICES FOR FEASIBILITY STUDY AND DETAIL DESIGN FOR UPGRADING OF EXISTING NATIONAL HIGHWAY (N-15) MANSEHRA-NARAN-JALKHAD-CHILAS TO A 4-LANE DIVIDED EXPRESSWAY (235 KM APPROX.)

“MINUTES OF PRE-PROPOSAL MEETING & ADDENDUM NO.1”

Reference: Pre-Proposal Meeting was held on 26th July, 2024.

Minutes of Pre-Proposal Meeting alongwith Addendum No. 1, being integral part of RFP document for the subject consultancy project are enclosed herewith for necessary action, please.


(MATEEN RAANA KAZMI)
DY.DIR (CONSULTANCY) P&CA

ENCLOSURE:

- Minutes of Pre-Proposal Meeting (03 Pages);
- Addendum No. 1 (01 Page);
- Attachments to Addendum No. 1 (03 Pages).

COPY TO:

- Member (Planning), NHA, Islamabad;
- General Manager (Planning), NHA, Islamabad;
- General Manager (Design), NHA, Islamabad;
- General Manager (P&CA), NHA, Islamabad.

MINUTES OF PRE-PROPOSAL MEETING

HELD ON 26th July, 2024

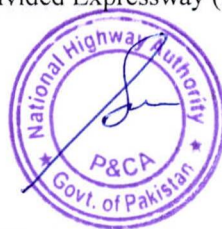
Consultancy Services for Feasibility Study and Detail Design for Upgrading of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km approx.)

A Pre-Proposal Meeting was held in NHA Auditorium at 1100 hours on 26th July, 2024 to discuss the Request for Proposal (RFP) for subject Services in the presence of NHA officials and prospective consultant. The prospective consultant has submitted queries related to the project. The clarifications/ replies are summarized below for information of all prospective bidders:

Sr. No.	Queries	Reply
1.	The RFP mentions a resource "Snow Survey & Avalanche Specialist" with an MSc in Snow Avalanche Protection Works or an equivalent. Since such a master's degree is not offered anywhere in Pakistan. Kindly change to MSc in Civil Engineering.	See Addendum No. 1.
2.	Table under Section 2.2 (Chapter 2: Description of Works) page 59 and further on pages 62 and 113, mentions the task "Ground Validation & Alignment Stakeout" in Stage II and the task "Stakeout of design alignment after approval for ground validation" in Stage III. These are essentially the same tasks. The task under stage-II shall be deleted to avoid duplication.	Agreed. The task 3.21 (Stage-II) is to be considered obsolete. Updated Mode of Payment attached to the Addendum No.1.
3.	Please refer to page 55 and 94, clarification in the scope of works for the Joint Feasibility with Chinese firm is required. What is covered under this TOR It is suggested an LS item shall be also provided in Form A-16 to cover the cost of full assistance, attend JWC meetings etc. for this scope of work.	The scope of work for joint feasibility will be decided later on. However, the Consultant shall built-in the cost in their bid in item 'others' with proper breakup of the cost. While any change in the scope of work will be subject to pro-rata.
4.	Form A-16 of the RFP, item # 8 on page 50. Please clarify the AOI for 0.3m imagery and 4m DEM separately. Further, what would be the option if the latest Archive Imagery/DEM is not available.	Minimum corridor width is 5km for 0.3 imagery so the consultant can derive AOI. For DEM catchment should be determined by consultant. Latest available Archive/DEM can be used.
5.	Form A-16 of the RFP, item # 11 on page 50 mentions "geotechnical Investigation for structures...." as an LS item. It is suggested that a total drilling length in meters should be mentioned for accurate computation, comparison of bidder cost and for healthy competition.	The project alignment includes a combination of tunnels, bridges, and galleries of varying lengths along the optimal route proposed by the successful bidder. The bidder is required to outline the alignment in their methodology, taking into

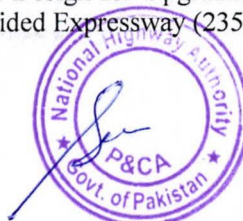


Sr. No.	Queries	Reply
		account geotechnical investigations that are best suited to the prevailing ground conditions. Tentative drilling is 1,000 meters, subject to adjustment on a pro-rata basis according to the actual drilling conducted during project execution.
6.	Form A-16 of the RFP, item # 12 on page 50 mentions "Geo-physical Testing for Tunnels... ", it is suggested that the linear meter for the geophysical survey (refraction, electromagnetic etc.) along the Tunnel Alignment shall be defined for accurate computation and comparison of bidder cost and for healthy competition.	It is advised that the consultant may visit the site before bid proposal. Thereby, ensuring a unique approach as per their own perspective and the consultant will be in better position to determine the accurate linear meters for geophysical survey. Moreover, the variation may be done on pro-rata basis during project execution.
7.	It is our understanding that the scope of works of structural design of bridges and respective cost is for the bridges which are regular bridges with heights of substructure less than 20m (bottom of transom to NSL) or with spans less than 50m. In case the approved/recommended Alignment with respect to terrain requires Major Bridges and/or Grand Bridges, then these must be taken up separately.	It is for regular/normal bridges including the sub-structure and super-structure in totality. Moreover, if some situation arises that a complex/specialist bridge has to be designed, i.e. balance cantilever, extra doped, cable stayed etc. which cannot be envisaged at the time of bidding, extra man-months will be paid as per the quoted rates at the time of bidding. Also, geotechnical investigations/ other investigations will be paid as per actual cost through open competition as per PPRA rules with 10% handling charges.
8.	Please clarify whether the project is fenced or not and whether access is controlled or not.	The Project is a divided expressway so it would be fenced and the access would be controlled as well.
9.	The Feasibility study report shall be at the end of Stage-II; after the completion of design works and estimates or otherwise the Feasibility Study will be based on tentative cost. Please confirm.	Proceed as per ToR.
10.	The commencement date mentioned in the RFP for the project is November 2024 (item 7.2, under the Data Sheet, page # 18). And the project duration is 6 months which makes the execution from November to April. The Consultant would like to point out that the N-15, from Batakundi till Babusar closed due to snowfall from mid-October/November start till the middle of May. During this time Surveying/data collection activity cannot be conducted due to the	As the project is to be all weather, therefore, it is suggested that Consultant may divide the tasks as per weather conditions, like activities based on DEM and imagery may be done in winters to determine the snow galleries, avalanche etc. also, during last winters it was observed that snow fall started in January so the corridor



Sr. No.	Queries	Reply
	<p>inaccessibility of site. Hence making it impossible to finish the project in the stated 6 months. Where the road is open till Suki Kinari even in Nov/Dec to an extent, and survey activity can only be done for Manshera to Kaghan; the data collection, survey and consequently feasibility studies for the Babusar Tunnel and upgradation of road between Naran and Babusar Should be catered for in the timelines of the project since it will greatly impact the timelines for conducting the design and feasibility of the entire project. Accordingly, the escalation in cost clause shall be provided in the contract/RFP.</p>	<p>is likely to be available for tasks to be performed. Moreover, use the man months keeping the weather conditions in view.</p> <p>As for the escalation, the consultant shall consider it in the built-in costs and may add it to the bid with no cost to the client. However, EoT (without financial effect) may be given if the situation worsens in winters and the Project cannot be concluded within requisite time.</p>

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ADDENDUM No.1

Consultancy Services for Feasibility Study and Detail Design for Upgrading of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km approx.)

Following amendments have been made in the Request for Proposal (RFP) for subject Services under this Addendum No.1, which shall be read and construed as an integral part of RFP and shall take precedence in case of any conflict(s)/ambiguity(s) amongst this Addendum No.1 and other provisions of the RFP.

1. DATA SHEET

Refer page 13 of RFP, amendment has been made in the evaluation criteria of 'Snow Survey & Avalanche Specialist' therefore, the said pages are deleted in its entirety and replace with the amended/revised page 13 attached as **Attachment-1** to **Addendum No.1**.

2. TERMS OF REFERENCES

Refer pages 112 & 113 of RFP, the task 3.21 (Stage-II) is to be considered obsolete and Mode of Payment has been revised; therefore, the said pages are deleted in its entirety and replace with the amended/revised pages 112 & 113 attached as **Attachment-2** to **Addendum No.1**.

3. All other terms and conditions shall remain same.

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	training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.
Junior Highway Engineer	<p>Education: Preferably M.Sc. in (Transportation Engineering) or minimum B.Sc. (Civil Engineering).</p> <p>Experience: Preferably seven (07) years' design experience as Highway Engineer on Highways/ Roads Projects.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
Junior Tunnel Engineer	<p>Education: Preferably PhD (Tunnel Engineering) or PhD (Geotechnical Engineering/ Structure Engineering with Experience in Tunnel Engineering) or minimum M.Sc. in Tunnel Engineering/ M.Sc. in (Structure Engineering/ Geotechnical Engineering with Experience in Tunnel Engineering).</p> <p>Experience: Preferably five (05) years' relevant experience on Highways/Tunnel Design/Design review projects.</p> <p>Rating: PhD. with relevant training - 100%; PhD. without relevant training - 90%; M.Sc. with relevant training - 80%; M.Sc. without relevant training - 70%.</p>
Pavement & Drainage Engineer	<p>Education: Preferably M.Sc. (Transportation Engineering) or minimum B.Sc. (Civil Engineering).</p> <p>Experience: Preferably fifteen (15) years' design experience as Pavement & Drainage Engineer on National Highways/ Roads Projects.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
Slope Stabilization Expert	<p>Education: Preferably M.Sc. (Soil Mechanics/ Geo-Tech Engineering) or minimum B.Sc. (Civil Engineering/ Geo-Tech Engineering).</p> <p>Experience: Preferably twelve (12) years relevant as Slope Stabilization Expert on Tunnel and Highway Design projects. Weightage shall be given to the experience in similar geographical conditions.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
Snow Survey & Avalanche Specialist	<p>Education: Preferably M.Sc. (Snow Avalanche protection works/Hydrology/Geophysical Science or equivalent) or minimum B.Sc. (Civil Engineering/Geophysical Science) with experience in Snow and Avalanche survey and protection design.</p> <p>Experience: Preferably twelve (12) years relevant experience as snow avalanche protection works on major Tunnel and Highway Design projects.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>

Consultancy Service for Feasibility Study and Detailed Design for Upgradation of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km Approx.)



Attachment-2 to Addendum No. 1**MODE OF PAYMENT**

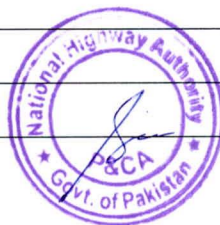
STAGE-I: FEASIBILITY STUDY		
Task No.	Description	% of "A"
3.1	Inception Report (Collection of Data & Coordination)	5%
3.2	Reconnaissance Survey Report	5%
	Satellite Imagery	LS
3.3	Existing Condition Survey and Assessment Report	5%
3.4	Alignment Study Report	5%
3.5	Traffic Survey Report	LS
3.6	Topographic Survey Report along with Plans	LS
3.7	Soil & Material Investigation Report	LS
3.8	Hydrology & Hydraulic Study Report	LS
3.9	Slope Stability Analysis and Remedial Measures including Snow Avalanche Study Report	5%
3.10	Geophysical Testing Report	LS
3.11	Geological Survey Report	5%
3.12	Feasibility Study, (Technical, Financial, Social, Environmental aspects). Special consideration should be given to the development of tourism spots and shelter areas along the alignment for the safety of commuters.	5%
	Sub-Total (a)	35%
STAGE-II: DETAILED DESIGN		
3.13	Geotechnical Investigation Report	LS
3.14	Structure Design Report	5%
3.15	Pavement Design Report	5%
3.16	Geometric Design Report	5%



3.17	Design of Tunnel/ Snow Galleries, Avalanche Galleries, *Portal facilities and Electro-Mechanical works	5%
3.18	Environmental Impact Assessment and NOC	LS
3.19	Road Safety Audit Report	LS
3.20	Innovative & Modern Architectural Design / Plan to Boost Tourism as well as Drawings detailed Estimates for Services Areas, Rest Areas, Weigh Station, Toll Plaza & Allied Buildings, NHA Office & Rest House	LS
3.21	Ground Validation & Alignment Stakeout	Not Applicable
3.22	Submission of PC-I	10%
	Sub-Total (b)	30%

STAGE-III: TENDER DOCUMENTS

3.23	Tender Documents, Drawings, BOQ, Engineer's Estimate, C-Factor, Take off Sheets etc.	10%
3.24	Land Acquisition & Utility Relocation Folders	5%
3.25	Construction Machinery & Manpower Report	5%
3.26	Building Information Modelling of Infrastructure	5%
3.27	Installation of RoW Markers	LS
3.28	Stakeout of design alignment after approval for ground validation	5%
3.29	Mass Haul Diagram	5%
-	Procurement of Codes, Technical Specifications, Books, Software, Hardware, Equipment, Accessories etc. for Planning Wing.	PS
	Sub-Total (c)	35%
	Grand Total	100%

**Notes Regarding Payment:**

- 1) "A" is to be calculated by excluding above LS/PS amounts from the Contract amount. The above LS amounts are deemed to include all direct/indirect expenses and taxes etc. Payment against any PS items shall be as per actual, with prior approval of NHA, primarily against provision of 3x Quotations and recommendations of the lowest bidder. Payment against PS Items shall be made directly to the 3rd Party.