

Tender no. NSPPL/FY26-27/RFE/R&R RCC structures/Raipur-Simga-Bilaspur

NHIT SOUTHERN PROJECTS PRIVATE LIMITED (NSPPL)

Request for Empanelment for PQC Repair and Replacement, RCC Structure Repair Works, and Related Miscellaneous Works for the Comprehensive Rectification and Rehabilitation of the Raipur-Simga and Simga-Bilaspur Sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh under NSPPL

BID SUMMARY		
(i)	Last date and time for receipt of Bidding Documents	30 September 2026 up to 17:00 Hour
(ii)	Date and Time of Opening of Bids	30 September 2026 at 18:00 Hour
(iii)	Place of Opening of Bids	Unit No.: 325, 3 rd Floor, D 21 Corporate Park, Sector- 21, Dwarka-110077, Delhi.

Note: – Bids will be opened in the presence of bidders who choose to attend as above.

NHIT Southern Projects Private Limited

Unit No.: 325, 3rd Floor, D21 – Corporate Park,
Sector-21, Dwarka –110077, Delhi

Email: tender@nhit.co.in

Date: 22.09.2026

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DISCLAIMER

The information contained in this Request for Empanelment or subsequently provided to Bidder(s), whether verbally or in documentary or any other form by or on behalf of "NSPPL under NHIT" by persons authorized to do so, is provided to the interested parties on the terms and conditions set out in this RFE and such other terms and conditions subject to which such information is provided.

This RFE is not an agreement and is neither an offer nor an invitation by NSPPL to interested parties who shall submit their quote (henceforth "Bidders") in response to this RFE. The purpose of this RFE is to provide Bidders with information that may be useful to them in preparing and submitting their Proposals ("**Proposal**") for **Repair & Rectification works of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh under NSPPL.**

NSPPL makes no representation or warranty and shall have no liability to any person or Bidder under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this RFE or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the RFE and any assessment, assumption, statement or information contained herein or deemed to form part of this RFE or arising in any way from this process.

A Bidder must warrant that all the information provided by it to NSPPL at the time of application & subsequently, is true to the best of knowledge and belief and especially warrants that it has duly complied with the provisions of laws applicable to it. Bidder indemnifies NSPPL from any liabilities arising out of error or default or negligence or contravention in regard to any of the applicable laws, including, but not limited to, submission of statutory forms & other such documents.

The issue of this RFE does not imply that NSPPL is bound to select any Bidder(s) for any project/work/ services / transaction. NSPPL may accept or reject any Proposal in its discretion and may ask for any additional information or vary its requirements, add to or amend the terms, procedure and protocol set out in RFE for bona fide reasons, which will be notified to all the Bidders invited to tender. Further NSPPL hereby reserves the right to annul the process at any time prior to issuance of Letter of Award/Proposal/Work Order without incurring any liability towards the Bidders.

The Bidders shall bear all costs associated with or relating to the preparation and submission of its Proposal including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by NSPPL, or any other costs incurred regarding or relating to its Bid. All such costs and expenses will remain with the Bidder and NSPPL shall not be liable in any manner for the same or for any other costs or expenses incurred by a Bidders in preparation or submission of the Bid, regardless of the conduct or outcome of this RFE and the related processes.

SECTION I. NOTICE INVITING TENDER

1. Background

- 1.1** NHIT Southern Projects Pvt. Ltd. (NSPPL) invites Proposal from eligible parties for Empanelment from Agencies/Firms for **Rectifications & Rehabilitation of Raipur-Simga & Simga-Bilaspur section of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the State of Chhattisgarh.**

S. No.	Name of Project Expressway	Length (km)	Estimated Cost in Crore (Ex. GST)	Bid Security	Completion period (Months)
1	Raipur-Simga & Simga-Bilaspur section of NH-130 (Old NH- 200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the State of Chhattisgarh.	Section-1 Km 0.000 To Km 48.580 Section-2 Km 48.580 To Km 126.525	Greater than 50 Crore	2% of the Estimate cost	6 (Six months) + Defect liability period (24 months)

- 1.2** Agency/Firm will be selected after technically qualifying criteria as mentioned under section 4 as described in this RFE and in accordance with the practices of NSPPL.

- 1.3** The RFE includes the following documents:

Section	Documents
1	Notice Inviting Tender
2	Instructions to Bidders
3	Scope of Works
4	Form of Technical Proposal
5	Undertaking
6	Contract Data
Annexure	Details of Project Sites

1.4 Brief Description of Bidding Process

- 1.4.1** NSPPL has adopted single stage evaluation process for selection of the Bidder(s) for empaneling of the Agency/Firms: The Proposal by the Bidders shall be **submitted in password protected soft copies** in the prescribed format in the manner and before the date and time specified herein.
- 1.4.2** After the submission of Proposal, each of the Bidders may be invited to make a presentation (if required) of their proposal to "NSPPL". The date and time of presentations would be intimated to Bidders separately by email. The

Presentation shall be made through video-conferencing facility or in person meeting at “NSPPL” office.

1.4.3 Only those Bidders whose Proposal are found to be responsive and meeting the Minimum Eligibility Criteria (hereinafter referred to as Qualified Bidders) in terms of this RFE, shall be eligible for consideration of Proposal. The bidders may send their authorized representatives along with an authorization letter on the letter head of the bidder for participation in the opening of the bid. The date and time of opening of Proposal of such Bidders, will be intimated to them separately by NSPPL through email or uploaded on NSPPL website (<https://nhit.co.in/procurement-tender/>).

1.4.4 The proposal of each bidder shall be opened and evaluated

1.5 Any queries or requests for additional information concerning the RFE shall be submitted by e-mail on the email below. The email communication shall clearly bear the following identification/title: "Queries/ Request for Additional Information: **Request for Empanelment issued by NSPPL for Rectification and Rehabilitation of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 including Service Roads, Slip Roads, Toll Plaza, Structures, Appurtenances, Project Facilities and Allied Infrastructure in the state of Chhattisgarh.**

1.6 Address of Communication

TO: gmcprocurement@translinkinfra.com

CC: technical.nhipmpl@nhai.org

1.7 Schedule of Bidding Process:

The NSPPL shall endeavor to adhere to the following schedule: Any changes to the following schedule shall be informed to the Bidders through Website or email communication.

S. No.	Description of Events	Timeline
1.	Name of Assignment	Request for Empanelment issued by NHIT Southern Projects Private Limited (NSPPL) for Rectification and Rehabilitation of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh.
2.	Date of issue of RFE	22 nd September 2026
3.	Last date for receiving queries from bidders	26 September 2026
4.	Pre-Bid Queries	No pre-bid meeting. The bidders must submit their queries through email on the below email ids TO: gmcprocurement@translinkinfra.com, CC: technical.nhipmpl@nhai.org which will be replied to at NHIT website/through email.
5.	NSPPL's response to queries latest by	28 September 2026
6.	Proposal due date (technical) (Last date for Proposal submission)	30 September 2026 up to 17:00 Hour
7.	Opening of Technical Proposal	30 September 2026 at 18:00 Hour Through Video Conferencing with the Bidders.

SECTION 2 – INSTRUCTIONS TO BIDDERS

About the company: Please refer to our website www.nhit.co.in

2.1 Proposal

NHIT Southern Projects Private Limited (NSPPL) seeks Proposals for Rectification and Rehabilitation of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh as per scope of work given in Section 3 – Scope of Work of the RFE document.

2.2 Clarification and Amendment of RFE Documents

- 2.2.1** Bidders may request clarifications on the RFE documents up to the time mentioned in Section 1. Any request for clarification must be sent/shard by e-mail provided at clause 1.6. The queries will be reverted through email/ uploading responses on website (including an explanation of the query but without identifying the source of inquiry) to all Bidders. Should NSPPL deem it necessary to amend the RFE because of clarification, it shall do so following the established procedure and inform the Bidders of the same through email communication or by uploading it on the website of NHIT.
- 2.2.2** At any time before the submission of the Proposal, NSPPL shall have the right to amend the RFE by issuing an addendum/ amendment in writing or by standard electronic means. The addendum/ amendment shall be uploaded to the website of www.nhit.co.in which will be binding on all Bidders. To give Bidders reasonable time for considering the addendum/ amendment in their Proposal, NSPPL may, if the addendum/ amendment is substantial, at its discretion, extend the deadline for the submission of Proposal.
- 2.2.3** It will be the responsibility of the Bidders/Agencies to keep track of any uploaded addendum/ amendment before submission of the Bid/Proposal for Empanelment.

2.3 Submission of Proposal

The Proposal shall be submitted as indicated below:

- 2.3.1** All the Proposal will be received in the soft copies, and no hard copies will be accepted. The Proposal File to be protected by the password.
- 2.3.2** Your proposal (i.e. email marked with subject line as “Proposal – Proposal **“Rectification and Rehabilitation of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh”** under NSPPL should reach by the emails mentioned in para 1.6, latest by date/time mentioned in the Section 1 – Notice inviting Tender and shall remain valid for 45 days thereafter. The proposal should be digitally signed by the authorized signatory of the bidder. No

proposal will be entertained after the due time and date, as stated above. NSPPL shall not be responsible for any delay whatsoever in nature. The proposals received after the due time and date will be summarily rejected.

- 2.3.3** NSPPL reserves the right to accept or reject any or all the offers received without assigning any reason. For any clarification, you may feel free to contact the NSPPL.

2.4 Modification/Substitution/Withdrawal of Proposal

- 2.4.1** The Bidder may substitute or withdraw its Proposal after submission prior to the Proposal due date. No Proposal shall be allowed to be substituted or withdrawn by the Bidder on or after the due date of submission.
- 2.4.2** Any alteration/modification in the Proposal or additional information supplied subsequent to the Proposal Due Date, unless the same has been expressly sought for by NSPPL, shall be disregarded.
- 2.4.3** Partial modification of the Proposal is not allowed. The Bidder will have to submit the revised Proposal again, as per Clause 2.4 above, mentioning "Revised Bid" in the subject line of the email and the original email will be discarded. No Proposal may be modified after the Proposal Due Date. Withdrawal or modification of Proposal between the Proposal Due Date and Expiration of Proposal validity shall result in disqualification from the bidding process.

2.5 Opening and Evaluation of the Proposal

- 2.5.1** The Proposal will be opened after the due date at the time prescribed in the RFE document. NSPPL will subsequently examine and evaluate the Proposal in accordance with the provisions set out.
- 2.5.2** After the submission of technical Proposal, each of the Bidders shall be invited for making presentation (If required) of their proposal to NSPPL. The date and time of presentations would be intimated to Bidders separately by NSPPL through email. The Presentation shall be made either through video-conferencing facility or in person meeting at NSPPL office.
- 2.5.3** Prior to evaluation of the Proposal, the NSPPL shall determine whether each Proposal is responsive to the requirements of this RFE.
- 2.5.4** The Proposal of prima-facie non-responsive Bidders shall not be evaluated.
- 2.5.5** To assist in the examination, evaluation, and comparison of Proposal, NSPPL may, at its discretion, ask any Bidder for clarification of its Bid. The request for clarification and the response shall be by email, but no change in the price or substance of the Proposal shall be sought, offered, or permitted except as required to confirm the correction of arithmetic errors discovered by NSPPL in the evaluation of the Proposal

2.5.6 The Bidders would be evaluated on the criteria mentioned in Section 4 of this RFE and shortlisted for the purpose of Proposal.

2.5.7 Except in case any clarification is asked for by NSPPL, no Bidder shall contact NSPPL on any matter relating to its Proposal from the time of the Proposal opening to the time the contract is awarded. If any Bidder wishes to bring additional information to the notice of NSPPL, it should do so in writing at the address prescribed in the Notice Inviting Tender.

2.6 Prior to evaluation of the Proposal, the NSPPL shall determine whether each Proposal is responsive to the requirements of this RFE document. A Proposal will be declared non-responsive in case:

- 2.6.1 If a Bidder/Agencies submits more than one Proposal against this RFE.
- 2.6.2 The Proposal submissions are incomplete/inadequate to the requirements of the RFE Documents.
- 2.6.3 Documents submitted are not in order. (To clarify, the documents should be serially numbered or PDF).
- 2.6.4 If in case the Power of Attorney or the Authority Letter is not provided.
- 2.6.5 If a Bidder submits a conditional Proposal or makes changes to the terms and conditions given in this RFE document.
- 2.6.6 Failure to comply with all the requirements of RFE document by a Bidder.
- 2.6.7 If the Proposal is not submitted in the formats prescribed in the RFE document.
- 2.6.8 If any requisite document/certificate is not in the prescribed format the same shall not be considered while evaluating the Proposal and the same may lead to Proposal being declared as non- responsive.
- 2.6.9 If the Proposal submitted is not password protected and marked as prescribed in the RFE document.
- 2.6.10 A Proposal valid for a period of time shorter than prescribed in the RFE document.

2.7 Conflict of Interest:

- 2.7.1 Bidders at all times should provide professional, objective, and impartial advice and at all times hold the NSPPL's interest paramount, strictly avoid conflicts with other assignments or their own corporate interests and act without any consideration for future work. No two Bidders can have the same constituents or any such arrangement pursuant to which any third party is in a position to have access to confidential information of each other.
- 2.7.2 NDA clause to be signed between NSPPL and the Agency/firm post release of the LOA, if required by NSPPL.

2.8 **Fraud and Corruption:**

- 2.8.1 Bidders would be required to observe the highest standard of ethics during the selection and execution of such work. NSPPL defines:

- **“Corrupt practice”** means the offering, giving, receiving, or soliciting of anything of value to influence the action of a public official in the selection process or in contract execution; and
- **“Fraudulent practice”** means a misrepresentation of facts in order to influence a selection process or the execution of a contract to the detriment of the NSPPL and includes collusive practices among bidders (prior to or after submission of proposals) and to deprive the NSPPL of the benefits of free and open competition.

2.8.2 NSPPL will reject a proposal for Proposal/Selection if it determines that the bidder recommended for Proposal has engaged in corrupt or fraudulent activities in competing for the work in question.

2.8.3 NSPPL will declare a bidder ineligible, either indefinitely or for a stated period of time, to be engaged if at any time determines that the bidder has engaged in corrupt or fraudulent practices in the bidding process for Proposal for the subject work.

2.8.4 The bidder declared ineligible for corrupt and fraudulent practices by NSPPL in accordance with the above paras shall not be eligible for selection.

2.9 Consortium of Bidders is not allowed

Bidder must be a single entity (natural person or a private entity), and not a group of entities (the “Joint Venture”) coming together to implement the project. Proposal from Joint ventures consortium, combination or any sort of arrangement between two or more than two entities, including Sub-Contracting, are not permitted.

2.10 Time of Completion

NSPPL proposes to complete the Rectification and Rehabilitation work for the **entire project within 6 months from the date of issue of LOA**. The contract may be further extended as per site requirements (if any) after recommendation of Engineer and by NSPPL subject to satisfactory delivery of services by Agency/firm and approval from Competent Authority for other identified works.

Minimum number of manpower required per location should be as stated below and contractor has to operate at minimum 4-5 locations or more as per requirements for completion of works within the stipulated time period of 6 months **Below are the manpower defined / required for a single section**. If the **project road is bifurcated into 2 sections, and bidder will be allowed to bid only for 1 section**.

Position	Nos.
Project Manager	1
Pavement Engineer	4

Site Engineer	3
Material and Quality Engineer	1
Quantity Surveyor	1
Traffic Marshal	6
Supervisor / Foreman	4
Surveyor /	2
Lab Technician	1

2.11 Liquidated Damages

The Contractor shall pay liquidated damages to the NSPPL at the rate or part thereof stated in the Contract Data for each day that the Completion Date is later than the Intended Completion Date. The total amount of liquidated damages shall not exceed the amount defined in the Contract Data. The NSPPL may deduct liquidated damages from payments due to the Contractor. Payment of liquidated damages shall not affect the Contractor's other liabilities.

Both the parties expressly agree that the liquidated damages payable by the Contractor are mutually agreed genuine pre-estimated loss and without any proof of actual damages likely to be suffered and incurred by the NSPPL and the NSPPL is entitled to receive the same and are not by way of penalty.

If the Intended Completion Date is extended after liquidated damages have been paid, the Engineer shall correct any overpayment of liquidated damages by the Contractor by adjusting in the next payment certificate. The contractor shall not be paid interest in the over payment of liquidated damages.

a. Amount of liquidated damages for delay in completion of works.	Liquidated Damages (LD) shall be levied at the rate of 0.1% of the value of the remaining unexecuted portion of the contract, rounded off to the nearest thousand rupees, for each day of delay, subject to a minimum of ₹10,000 per day.
b. Maximum limit of liquidated damages for delay in completion of work.	10 per cent of the Initial Contract Price rounded off to the nearest thousand

2.12 Termination

Upon finding deficiencies in quality of service/works, NSPPL will notify the Agency/firm for rectification. Agency/firm will be given 7 days for rectification in deficiencies in case of nonresponse beyond 10 days, Termination notice may be issued with 10 days of notice.

2.13 Minimum Eligibility Criteria of Qualified Bidders

The Bidder shall be an individual entity duly incorporated under the applicable laws of India and shall possess the necessary technical capability, financial capacity, managerial competence, and experience for undertaking maintenance, rehabilitation, rectification, and preservation works of rigid pavement assets on National Highways.

The Bidder shall demonstrate satisfactory experience in execution of similar works and availability of adequate key personnel, plant and machinery, and financial resources required for successful performance of the Contract. **Bidder will be allowed to bid only for 1 section out of 2 sections if financial proposals from empanelment agencies are invited for 2 sections separately.**

2.13.1 For demonstrating Technical Capacity, the Bidder shall have successfully completed, during the preceding Five (5) years reckoned from the Proposal Due Date, one or more eligible projects involving construction, rehabilitation, strengthening, major maintenance, or performance-based maintenance of Rigid Pavement.

***Similar Works** shall mean completed works involving one or more of the following activities on National Highways, State Highways, Expressways or other major roads:

For the purpose of this Clause, an "Eligible Project" shall mean a project involving any of the following activities executed on National Highways, State Highways, Expressways, Airport Pavements, Industrial Corridors, Port Connectivity Roads, Urban Arterial Roads, or other equivalent infrastructure facilities:

- Execution of Concrete Pavements works.
- Rehabilitation/ Replacement of Cement Concrete Pavements.
- Repair of Concrete Pavements works including crack repairs and joint sealing.
- Repair of Bridges/Structures.
- Replacement of expansion joints, repairs of approach slabs and replacement of wearing coat of structures.

2.13.2 The Bidder in addition to the above, shall have successfully completed during the last Five (5) years project comprising of both of the following:

1. Execution of rigid pavement works in single work order for quantity of PQC 30,000 Cum and above and
2. Execution of repair works to Bridges/structures in single Work Order of amount exceeding 25 Lakhs (two works each) or Single work of value more than 50 Lakhs.

2.13.3 The experience claimed under this clause shall be supported by Certificate of satisfactory completion of works issued by officer not below the rank of Executive Engineer or Project in Charge for the projects executed for Pvt. Entity.

For certificate issued by Private entity, supporting invoice raised for the BOQ item and payment receipt proof is mandatory.

2.14 Ownership of equipment for execution of work:

The bidder is eligible to Proposal only for 1 section out of 2 sections. The Bidder must possess the following machinery/equipment either in their own name or through their though Lease/Rent, as per the list below. The bidder should submit acceptable documentary proof for owned/hired/leased equipment to Engineer:

Sr. No.	Equipment's	No.
1	Concrete Cutting Machines.	2
2	Pavement Breakers. (Hydraulic)	4
3	Jack Hammers.	5
4	Air Compressors. (250-400 CFM)	2
5	Transit Mixers.	4
6	Concrete Saw for Joint cutting	2
7	Generator Set (125 kVA)	2
8	Water Tanker	2
9	Screed Vibrators	6
10	Cube Testing Equipment.	1
11	Plate Load/Concrete Testing Instruments.	2
12	Traffic Management/Safety Vehicle/Utility Vehicle	4
13	RMC Plant	1
14	Slipform Paver/Fixed form Paver	1

2.15 Minimum Technical Manpower Requirement:

The Bidder Should have minimum Following Technical Manpower to be eligible to participate in this RFE Process. The project road comprises of 2 sections. The below defined manpower is the requirement per sections. Bidders are allowed to Proposal only for 1 section out of total 2 sections.

Sr. No.	Key Position	Minimum Selection Criteria	Min. No.
1	Project Manager	Graduate in Civil Engineering. Minimum 15 years of construction/execution experience. At least 5 years' experience in construction or maintenance of rigid pavement highways	1
2	Highway/Pavement Engineer	Graduate in Civil Engineering. Minimum 10 years of construction/execution experience. At least 3 years' experience in construction or maintenance of rigid pavement highways	2
3	Materials and Quality Control Engineer	Graduate in Civil Engineering/Material Engineering. Minimum 8 years of experience in Quality Control of under construction Pavements. Minimum 3 years of	1

Sr. No.	Key Position	Minimum Selection Criteria	Min. No.
		experience in Quality Control of under construction Rigid Pavements	
4	Quantity Surveyor	Graduate in Civil Engineering with Minimum 5 years of experience in estimation of Quantity/Billing in road sector.	1
5	Site Engineers	Diploma in Civil Engineering with 10 years. Minimum 5years of construction experience in road sector.	3

2.16 The Bidder/ Company should have cumulative revenue/turnover of a minimum of **Rs 75 Crore** during the last three financial years ending 2023-24, 2024-25 and 2025-26. Certified copies of Financial Statements or certificate of turnover from Statutory Auditor / Chartered Accountant of the Bidder to be submitted along with the bid.

2.17 The Bidder shall have the capability to deploy **at least four (4) teams concurrently for rectification works.**

2.18 The Bidder shall not be an associate of the Sponsor i.e., NHAI, or NSPPL or IDBI Trusteeship Services Limited.

2.19 The bidder should have positive net worth as per the last three years audited financial report. – Certificate from the Statutory Auditor/ Chartered Accountant.

2.19.1 Legal Entity: The bidder should be a Legal Entity registered under the Companies Act, 2013 or the Companies Act, 1956 or a Limited Liability Partnership (LLP) registered under the LLP Act, 2008 or Indian Partnership Act 1932.

2.19.2. Blacklisting: The bidder should not be debarred/ blacklisted by any Government Agency/ NSPPL/Entities of NHIT/PSU in India as on date of submission of the Bid. Also, Bidder should not have been terminated from any highway contract exceeding ₹50 Cr in the last 3 years including Private and InvIT's.

2.19.3 Legal: The bidder should not be subjected to any legal action for any cause in any legal jurisdiction in the last five years which would materially affect its ability to perform under this RFE.

2.20 Tax Payment – GST Payment Clause:

The bidder must have a valid GST Registration and PAN in India. In the case of payment to a GST registered supplier, GST amount as claimed in the invoices by the consultant/contractor /Agency/Firm in terms of provisions mentioned in the Contract Agreement /Purchase Order may be paid along with their invoices subject to:

- 2.20.1** The GST portion that would be released would be proportionate to the amount of work certified as due for payment.
- 2.20.2** If the GST for any previous invoice is not reflected or reflected incorrectly in GSTR-2B after the due date of filling Return under GST Act is over, then for further payments the GST portion will be withheld till the previous GST amount is reflected accurately in GSTR-2B and position to the extent as depicted above is rectified.
- 2.20.3** However, the GST portion for the final invoice will be withheld till the GST of all invoices including the final invoice are accurately reflected in the GSTR-2B.
- 2.20.4** If a consultant/contractor/Agency/Firm abandons their work before completion, the unpaid GST portion of all invoices raised by them shall be withheld until the GST portion for the said invoices are reflected accurately in GSTR-2B.

2.21 Dis-Qualification Criteria:

NSPPL may at its sole discretion and at any time during the evaluation of Proposal, disqualify any respondent, if the respondent:

- 2.21.1 Submitted the Proposal documents after the due date of submission.
- 2.21.2 Made misleading or false representations in the forms, statements and attachments submitted in proof of the eligibility requirements.
- 2.21.3 Failed to provide related clarifications, when sought.
- 2.21.4 Respondent or its directors declared ineligible, debarred by CPSU/ SPSU/ Government companies/ Government organizations/NHIT/Entities of NHIT / regulatory authorities for corrupt and fraudulent practices or blacklisted.
- 2.21.5 Bidders who submit their Proposal as JV other than as provided in this document, to meet eligibility criteria will not be considered as qualified bidders. Such, JV bidder will be considered ineligible and summarily rejected.
- 2.21.6 The Bidder had any dispute with NHIT Entities or defaulted in services/works of NHIT Entities.

2.22 Technical Evaluation Criteria:

- 2.22.1 Evaluation shall be based on the Proposal submitted by the Bidders as per Section 4 – Form of Technical Proposal.
- 2.22.2 The evaluation of the Technical Proposals shall be carried out with a maximum score of 100 as per the methodology mentioned in Section 4 Form of Technical Proposal. Where Total technical score total would be computed under Section 4.

2.22.3 The Technical Proposal shall be submitted through email along with all supporting documentation/ information as mentioned along with the criteria.

2.22.4 The presentation need not be included in the Technical Proposal. The Presentation shall be made as per schedule communicated by NSPPL and a copy of presentation to be submitted on email at the time of presentation (if required). The Bidders would be evaluated on the criteria mentioned in Section – 4 based on their Proposals received and shortlisted for the purpose of Empanelment.

2.23 Financial Proposal:

Bidders need not include any Financial Proposal as part of their Proposal, Financial Proposals will be called separately from the empaneled bidders and the financial proposal are to be submitted within 3 days or as per the time period decided by NSPPL/Entities of NHIT. The qualified bidders will be officially communicated for submission of Financial Proposal.

2.24 Procedure for Proposal of Agency/s:

2.24.1 Post qualification of the minimum eligibility criteria, the bidder(s) will be selected based on the financial bidding in this section and in accordance with the practices of NSPPL.

2.24.2 Bidders, who scores **minimum 80 marks** as per **Technical Criteria** mentioned in Section 4 of this RFE, shall only be eligible for submission of Financial Proposal.

2.24.3 NSPPL retains the authority to determine the award of projects offered to Agency/Firm.

2.25 Payment Certification

The Contractor shall submit to the Engineer statements of the value of the work executed less the cumulative amount certified previously, supported with detailed measurement of the items of work executed.

2.25.1 The Engineer shall check the Contractor's statement and certify the amount to be paid to the Contractor after taking into account any credit or debit for the month in question.

2.25.2 The value of work executed shall be determined, based on measurements by the Engineer.

2.25.3 The value of work executed shall comprise the value of the quantities of the items in the Bill of Quantities completed.

2.25.4 The value of work executed shall also include the valuation of Variations and Compensation Events.

2.25.5 The Engineer may exclude any item certified in a previous certificate or reduce the proportion of any item previously certified in any certificate in the light of latest information.

- 2.25.6 The final bill shall be submitted by the Contractor within stipulated time of completion of the work; otherwise, the Engineer's certificate of the measurement and of the total amount payable for work accordingly shall be final and payment made accordingly within the stipulated time decided as per contract.

2.26 Payment Schedule:

Payment schedule shall be as per the terms and conditions set forth in the financial bid.

2.27 Documents to be submitted along with the Bid

- 2.27.1 Either power of attorney or an authority letter from Partner / Board / Managing Committee of the Bidder entity should be provided for authentication of the authorized signatory signing the document.
- 2.27.2 Proposal in the form provided in the RFE duly signed by the authorized representative of the bidder/Agencies on all pages.
- 2.27.3 Detailed profile of the Bidder certified by Authorized Signatory of the Bidder.
- 2.27.4 Documents in support of the claims of Bidder regarding eligibility/ experience duly signed by the authorized representative of the bidder on all pages. NSPPL may ask for 3rd party certificates from the Bidder(s), at a later stage.
- 2.27.5 Undertaking in the format provided in the RFE duly signed by the authorized representative of the bidder on all pages.
- 2.27.6 Company profile including Registration certificate, GST Certificate and MSME Certificate if applicable.
- 2.27.7 Experience Certificate self-attested along with copy of Work order/Purchase Orders.

2.28 Financial Bids / Fees

Financial bids for the projects will be called from empaneled bidders within **3 days**. Empaneled agencies will be communicated for submission of Financial Bid within 3 days' time period or as decided by NSPPL/Entities of NHIT.

2.29 Performance Security

- 2.29.1 Within 10 days after receipt of the Letter of Award, the selected Bidder shall furnish to the NSPPL, an irrevocable and unconditional guarantee from) a bank in the form (of Bank Guarantee for Performance Security) for an amount equal to 5% (five percent) of Contract price.

Bank Guarantee, in the name of the NSPPL, from following Banks would be accepted

- i. State Bank of India or its subsidiaries,
- ii. Any Indian Nationalized Bank
- iii. IDBI/ICICI Bank

- iv. A Foreign Bank (issued by a branch outside India) with a counter guarantee from SBI or its subsidiaries or any Indian Nationalized Bank.
- v. Any Scheduled Commercial Bank approved by RBI having a net worth of not less than Rs. 500 crores as per the latest Annual Report of the Bank. In the case of a Foreign Bank (issued by a branch in India), the net worth in respect of the Indian operations shall only be taken into account.

The acceptance of the guarantees shall also be subject to the conditions that the capital adequacy of the Bank shall not be less than the latest norms prescribed by RBI.

The bank guarantee issued by a Cooperative Bank shall not be accepted.

Additional performance security for Unbalanced Bid/Financial proposal:

S. No.	Percentage Quoted Below the Estimated Cost Quoted in the Bid	Additional Performance Security to be Deposited by the Lowest Bidder
1	Up to 10% below the estimated cost	Nil
2	More than 10% below and upto 15% of the estimated cost	50% of the difference between the estimated cost and bidder's quoted cost
3	More than 15% below and up to 20% below the estimated cost	100% of the difference between the estimated cost and the bidder's quoted cost
4	More than 20% below the estimated cost	150% of the difference between the estimated cost and the bidder's quoted cost

2.30 Key Terms and Conditions of Proposal

NSPPL reserves the right to curtail or extend the validity period of the proposal for Agency/firm.

2.31 Mobilization and Commencement of work:

The Vendor appointed for the section shall start mobilization **within 7 days of issuance of LOA by NSPPL and** the work shall commence within 7 days of issuance of Notice to proceed.

2.32 MSME Agency/Firm:

Bidder shall confirm if they are/are not registered as Micro Enterprise/ Small Enterprise/ Medium Enterprise. The registered Bidder shall submit Registration no. along with Registration Certificate issued. The bidder shall also confirm that any change in Status of their organization under the above Act shall be duly informed

to NSPPL. Any failure on their part in informing them about the changed status shall be the sole responsibility of Bidder.

2.33 Safety & Work Practice:

Safety & EHS Responsibilities and Requirements for Working on Live Road

2.33.1 Safety

- I) Personal Protective Equipment (PPE) & Safety Appliances
 The Contractor/Agency shall provide all the PPE (Personal Protective Equipment) and safety appliances required to carry out the job to all the workmen at its own cost and expenses.

- II) Permit To Work (PTW) System (Wherever applicable, Sole discretion of – NSPPL)
 The Contractor / Agency shall adhere to all the provisions of EHS requirements. In case of non-compliance or continuous failure in the implementation of any of EHS provisions. NSPPL may impose stopping work without any cost or time implications /or impose a suitable penalty for non-compliance.

2.33.2 Penalty for lapses in Safety

Sr. No.	EHS Violation	Penalty (INR)
1	Non-use of mandatory Personal Protective Equipment (PPE) by any worker/personnel.	₹1,000 per instance
2	Violation of approved barricading requirements.	₹2,000 per instance
3	Failure to display required caution boards, warning signs, or safety signage.	₹1,000 per instance
4	Execution of work without a valid Permit-to-Work (PTW) system, including EPC, O&M, and works on live traffic roads.	₹1,000 per instance
5	Use of tools, equipment, or tackles without valid third-party inspection/certification.	₹2,000 per instance
6	Deployment or operation of cranes, lifting equipment, or machinery without valid third-party certification.	₹5,000 per instance
7	Blocking of the main carriageway without prior approval and a valid PTW.	₹5,000 per instance
8	Failure to deploy a shadow vehicle where required.	₹2,000 per instance
9	Transportation of manpower using makeshift arrangements, unauthorized vehicles, or shadow vehicles.	₹2,000 per person per instance
10	Any other unsafe act, unsafe condition, or violation of site safety requirements not specifically listed above.	₹2,000 per instance

Remarks: Fines & Penalties shall be decided & revised by NSPPL project manager. Fines & Penalties amount will be deducted from Contractor / Agency payment. Above penalties are on a per violation per occurrence basis.

Repeated EHS violations will result in escalating disciplinary measures. A third occurrence of the same violation may lead to temporary suspension, while a fifth recurrence may result in permanent contract termination.

2.33.3 Method Statement & HIRA (Wherever applicable, Sole discretion of NSPPL. The Contractor / Agency shall submit a detailed Work method statement and Hazard Identification & Risk Assessment (HIRA) for review and approval before commencing work

2.33.4 Work on Live Road (Wherever applicable, Sole discretion of NSPPL. Contractor to submit the detailed Traffic Management Plan for approval of Engineer before undertaking any work on the live carriageway.

- 2.34** Work Zone – Contractor / Agency shall create and maintain the Traffic control zones as per Section 4 of IRC SP 55 2014 – Advance warning zone, Approach transition zone, Activity zone, Terminal transition zone, Work zone end, ref figure (a) attached as annexure.
- 2.34.1** Provide MS board with “Arrow marking & Work in progress” display @ 100 meters ahead of the work zone and fix red flags over it for good visibility.
- 2.34.2** Ensure to provide LED chevron or blinker in case of fog time or working during inadequate illumination.
- 2.34.3** Display sign boards such as Go Slow, Speed Limit etc.
- 2.34.4** Deploy flag man along with Red & Green batons with a whistle or virtual flagman to be placed for better visibility and a risk-free approach.
- 2.34.5** Contractor / Agency should ensure sufficient manpower to provide the safety arrangement on live carriage way.
- 2.34.6** MS board with display “Men at Work” (900 mm) & Arrow marking should be placed on the live carriageway in particular lane at least 500 m ahead of working place.

2.35 ISO 14001 and ISO 45001

The Contractors and Agencies are encouraged to comply with the requirements of ISO 14001 and ISO 45001.

2.36 Environment

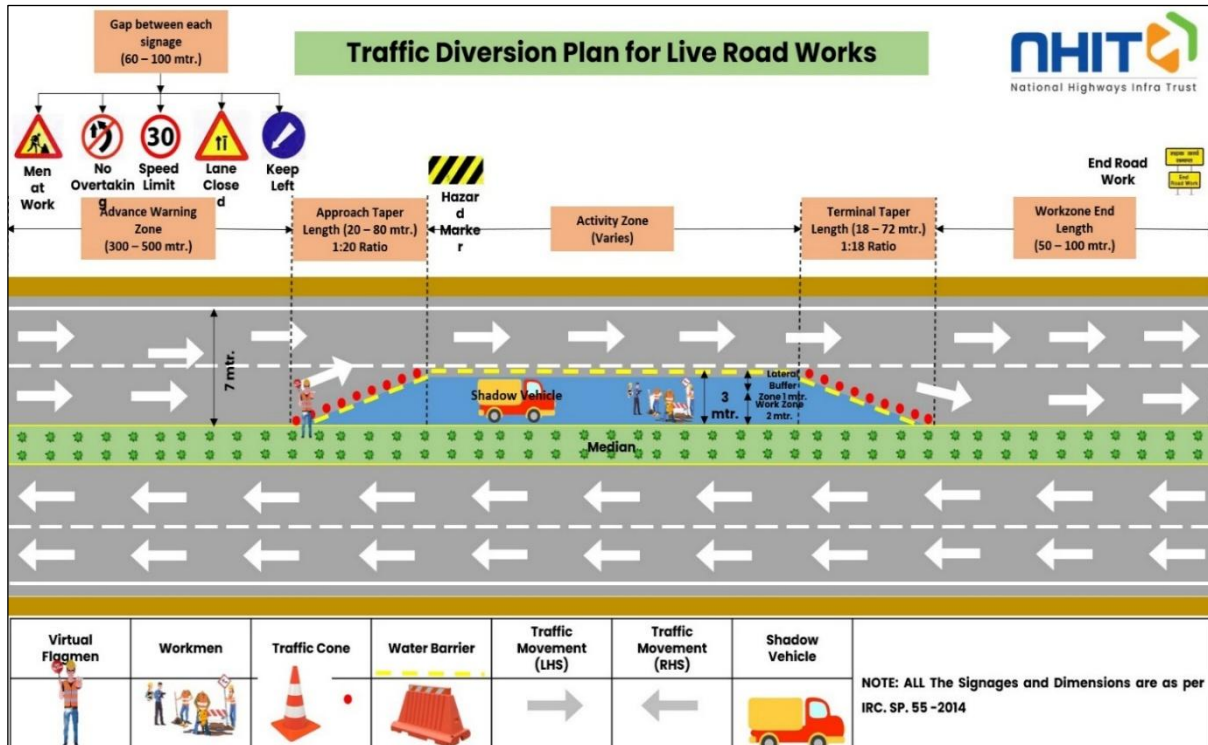
General – The Contractor/Agency shall be responsible for the storage and disposal of any waste generated as a result of its operations and comply with the respective state / central pollution control board regulations.

Routine maintenance/Initial improvement works – The Contractor/Agency shall obtain Consent to Establish (CTE) and Consent to Operate (CTO) at its own cost and expenses from the respective State Pollution Control Board and comply with the

Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.

Annexure – figure (a)

Note – In addition to the below “Men at Work” (900 mm) & Arrow marking should be placed on the live carriageway at least 500 m ahead



2.37 Indemnification:

The Agency shall hold the NSPPL/SPVs under NHIT harmless and shall indemnify the same against all claims, penalties, fines, losses, damages, costs and proceedings arising from the breach or contravention of any laws, rules and regulations referred to in this order.

2.38 Anti-Bribery & Corruption (ABC) Policy:

It is our policy to conduct all our business in an honest and ethical manner. We take a zero-tolerance approach to Bribery and Corruption and are committed to acting professionally, fairly and with integrity in all our business dealings and relationships wherever we operate and implementing and enforcing effective systems to counter bribery. Requested to report improper demands from the NSPPL/NHIT Employees. You may address the same through email at whistleblow@nhit.co.in.

2.39 Resolutions of Disputes:

Any dispute arising out of the RFE which cannot be amicably settled between the parties, shall be referred to arbitration in accordance with the Arbitration and Conciliation Act, 1996. The venue of the arbitration shall be New Delhi.

2.40 Force Majeure

A Force Majeure (FM) means extraordinary events or circumstance beyond human control such as an event described as an act of God (like a natural calamity) or events such as a war, strike, riots, crimes (but not including negligence or wrong-doing, predictable/seasonal rain and any other events specifically excluded in the clause). In the case of a FM, the contract frees both parties (NSPPL

& the Agency/Firm) from contractual liability or obligation when prevented by such events from fulfilling their obligations under the contract. However, this does not excuse a party's non- performance entirely, but only suspends it for the duration of the FM. The parties have to give notice of FM as soon as it occurs, and it cannot be claimed ex-post facto. If the performance in whole or in part or any obligation under this contract is prevented or delayed by any reason of FM for a period exceeding 90 (Ninety) days, NSPPL may at its option terminate the contract without any financial repercussion on the other side.

Notwithstanding the punitive provisions contained in the contract for delay or breach of contract, the Agency/Firm would not be liable for imposition of any such sanction so long as the delay and/or failure of the supplier in fulfilling its obligations under the contract is the result of an event covered in the FM clause.

2.41 Termination

2.41.1 The NSPPL or the Contractor may terminate the Contract if the other party causes a fundamental breach of the Contract.

2.41.2 Fundamental breaches of Contract Include, but shall not be limited to, the following

The Contractor stops work or grossly neglects works and services for 7 days when no stoppage of work is shown on the current programme and the stoppage has not been authorized by the Engineer

The Contractor is declared as bankrupt or goes into liquidation other than for approved reconstruction or amalgamation

The Engineer/NSPPL gives Notice that failure to correct a particular Defect is a fundamental breach of Contract and the Contractor fails to remedy the defect and correct it within the period of time determined by the Engineer

The Contractor has delayed the completion of Works by the number of days for which the maximum amount of liquidated damages can be paid

The Contractor fails to provide insurance cover as required

If the Contractor, in the judgement of the NSPPL, has engaged in the corrupt or fraudulent practices as defined in the Instructions to Bidder in competing for or in executing the Contract

Contractor does not deploy any of the personnel stated in Contract Data within 45 days of issue of notice to proceed

The Contractor violates the provisions of Child Labour (Prohibition & Regulation) Act, 1986

2.41.3 Without prejudice to any other right or remedies which the NSPPL may have under this contract upon occurrence of a Contractor's fundamental breach of contract, the NSPPL shall be entitled to terminate this contract by issuing a Termination Notice to the Contractor provided that before issuing the Termination Notice, the NSPPL shall by a Notice inform the Contractor of its intention to issue such Termination Notice and grant 7 days to the Contractor to make a representation and may after the expiry of such 7 days, whether or not it is in receipt of such representation issue the Termination Notice.

2.41.4 If the Contract is terminated, the Contractor shall stop work immediately make the Site safe and secure, and leave the site as soon as reasonably possible

2.42 Payment on Termination

2.42.1 If the Contract is terminated because of a fundamental breach of Contract by the Contractor, the Engineer shall issue a certificate for the value of work done and Materials ordered less advance payments received up to the date of issue of the certificate and less the percentage to apply to the value of the work not completed, as indicated in the Contract Data. If the total amount due to the NSPPL exceeds any payment due to the Contractor, the difference shall be a debt payable to the NSPPL and NSPPL may recover the same from Performance Bank Guarantee.

2.42.2 If the Contract is terminated at the NSPPL's convenience, the Engineer shall issue a certificate for the value of work done, and a pre-determined amount specified in the contract data to cover the reasonable cost of removal of Equipment and repatriation of the Contractor's personnel employed solely on the Works, and the Contractor's costs of protecting and securing the Works and less advance payments received up to the date of the certificate, less other recoveries due in terms of the Contract, and less taxes due to be deducted at source as per applicable law

2.43 Governing Law and Jurisdiction

This RFE and the subsequent agreement between the parties shall be interpreted by and shall be governed and construed in accordance with the laws of India. The Courts at New Delhi, India shall have sole jurisdiction over all matters arising out of or relating to this agreement.

2.44 Ethics & integrity:

The selected agency/firm is/are expected to maintain a high level of professional ethics and will not act in any manner, which is detrimental to NSPPL's Interest.

2.45 Matter of Confidentiality:

Each agency/firm Agency/firm will maintain confidentiality on matters disclosed.

2.46 LOA Acknowledgement:

Letter of Award will be issued to successful bidder. As a token of acceptance, successful bidders are requested to acknowledge the receipt of the letter with official seal & sign form the authorized signatory along with all Annexures (if any) – within 3 working days and initiate the process for the signing of the Agreement.

2.47 Right of Removal:

NSPPL will have the right to remove any selected Agency/firm from the selection list without assigning any reason whatsoever and without any cost & compensation therefore NSPPL also reserves the right to replace/remove any new agency/firm as the Agency/firm for an ongoing or future Requirements at any stage.

2.48 Definitions

Certificate of Completion is the Certificate issued by the Engineer upon completion of works

Contract is the Contract between the NSPPL and the Contractor to execute the repair and rectification works, complete, and maintain the works.

Contract Data defines the documents and other information, which comprise the Contract.

Contractor is a person or corporate body whose Proposal to carry out the Repair and Rectification Works and Activities has been accepted by the NSPPL.

Contractor's Proposal is the completed Bidding Document submitted by the Contractor to the NSPPL.

Contract Price is the price stated in the Letter of Acceptance and thereafter as adjusted in accordance with the provisions of the Contract.

Days are calendar days; months are calendar months.

Defect is any part of the Works and Activities not completed in accordance with the Contract Specifications.

Defects Liability Certificate is the certificate issued by the Engineer, after the Defects Liability Period has ended and upon correction of Defects by the Contractor.

Defects Liability Period means the period stipulated in the Contract Data, calculated from the Completion Date, during which the Contractor remains responsible for the rectification of any defect in the Works he has undertaken.

NHIT Southern Projects Pvt. Ltd / NSPPL is the party as defined in the Contract Data, who employs the Contractor to carry out the Works. NSPPL may delegate any or all functions to a person or body nominated by him for specified functions.

Engineer is the GMC (General Management Consultant) or any other person or entity who is responsible for supervising the execution of the Works and administering the Contract on behalf of the NSPPL.

Equipment is the Contractor's machinery and vehicles brought temporarily to the Site to execute the Maintenance Works and Activities.

Intended Completion Date is the date, as given in contract data, on which it is intended that the Contractor shall complete the Works as per scope under the contract. The intended Completion Date may be revised only by the Engineer by issuing an Extension of Time after approval from the NSPPL.

Letter of Acceptance means the formal acceptance of the Proposal by the NSPPL.

Materials are all supplies, including consumables, used by the Contractor for incorporation in the Maintenance Works and Activities.

Maximum Response Time means the maximum permissible time within which remedial action must be completed prior to a defect exceeding the permissible tolerance. Maximum Response Time commences from the time of earliest detection of the defect by (i) observation of the defect by the Contractor, or (ii) notification of the defect by the Engineer, or (iii) intimation of the defect by a road user.

Notice to Proceed means the notice issued by the NSPPL to the Contractor to proceed with the work after signing of the contract.

Permissible Tolerance means the maximum permissible amount or quantity of a defect in road-asset condition that will not be exceeded at any time. If any defect exceeds the permissible tolerance, it shall be treated as "non-compliance" and the Contractor shall be paid in accordance with the relevant provisions in this contract.

Project Manager is a person appointed by the Contractor who is in charge of managing all activities of the Contractor under the Contract. He is also the Contractor's Representative for the purpose of this Contract.

Road means the Road or package of roads in network or scattered for which the Maintenance Works and Activities are to be carried out under the Contract.

"Road Assets" include the following:

- i) Main carriageway with shoulders (paved and / or earthen), medians, slip roads, service roads, crossroads under Fly over (within ROW), underpasses, interchanges, Toll/Ramp Plaza Complexes with all its assets etc.
- ii) Road embankment including slopes, turfing, protection works, kerbs and chute drains; and Energy dissipation chambers
- iii) Roadway in cutting including slopes protection works, drains;
- iv) Culverts, Bridges, Rail over Bridges, Fly overs, Over/Underpasses, retaining walls, Guide bunds, Floor protection works; Rainwater Harvesting Structures, RE wall.
- v) Road signs, road markings, road delineators, guardrails, metal beam crash barrier, safety barriers, railings, Median, ROW and other fencings, parapets, kilometer/100m signs, road boundary stones, chevron markers, and all other road appurtenances and Furnitures;
- vi) All types of drains, trees, bushes, saplings, plantations, all erosion control measures, landscaped areas on interchanges;
- vii) Road land;
- viii) All electrical installations like streetlight, High Mast, Solar Farms, Toll Plaza, Ramp Plaza, way side Amenities, Toll management system and any other project facility or asset forming integral part of the Project Expressway.

Road Maintenance Standards is the collective term for parameters which define the condition in which the road assets are required to be maintained and other requirements regarding safety and quality of works to be complied with by the Contractor.

Works and Activities to be carried out by Contractor shall include:

Repair and Rectification works specified in the BOQ including all variations and executing other items of work as ordered by the Engineer.

Rectification Standard

The Contractor shall maintain the specific parts of the road aspects as specified in BOQ or as ordered by the Engineer and comply with the road maintenance standards and

ensure road users safety and comfort. The maintenance activities shall be so planned that the defects are repaired within the prescribed time.

Site is the area defined as such in the Contract Data, where maintenance works are to be executed.

Specifications means the Specifications of the Works as described below:

Manual of specifications and standards for expressway, published by IRC and MORTH Specifications for Road and Bridge Works (Fifth Revision) which shall include policy circulars, guidelines, manuals and special publications issued in respect thereof by IRC or MoRTH as the case may be, from time to time and shall incorporate all amendments and/or modifications to such codes and standards which are available to public 60 days before the Proposal due date unless otherwise specified in the schedule.

Where the aforesaid guidelines, codes, standards and specifications are silent on any aspect, the following standards in order of preference shall be adopted in consultation with the Engineer, unless otherwise specified anywhere in this contract.

- i) Indian Road Congress (IRC) Codes and Standards
- ii) IRC revised codes or new codes or amendments to existing codes (with mutual consent of Contractor and Engineer and NSPPL), which become applicable after the deadline specified in preceding para.
- iii) Bureau of Indian Standards (BIS)
- iv) NHA Maintenance Manual 2025 circulated vide policy circular MoRTH 9.4.31/2025 dated 27/09/2025
- v) Good Industry Practice shall be adopted to the satisfaction of the Engineer

Start Date is given in the Contract Data. It is the date when the Contractor shall commence execution of the Works.

Service Level means the defined condition in which the road assets are to be maintained by the Contractor.

Temporary Works are works designed, constructed, installed and removed by the Contractor that are needed for Works and Activities.

Time for Completion means the duration for completing the execution of maintenance works and passing the tests on completion of the Works or any Section or part thereof as stated in the Contract Data or as extended by the Engineer/NSPPL by issuing an Extension of Time after the approval from the NSPPL.

Variation is an instruction given by the Engineer in writing which varies the scope of Works.

Work Order is an order issued by the NSPPL/Engineer to the Contractor for execution of certain works, specifying the time limits which may be in variance with the approved programme or in variation to the scope of work depending upon the site requirement.

2.49 General terms and conditions:

2.49.1 The agency/firm is solely responsible for ensuring the timely submission of their Proposal.

2.49.2 The agency/firm shall not sublet, subcontract, transfer or assign the package and should offer Terms with 100% Carrying Capacity.

2.49.3 The NSPPL reserve the right to reject any or all Proposal without assigning any reason or whatsoever. Bidders are advised to visit site before submission of Proposal. Contractor shall not subcontract the whole or any part of the work under the contract.

2.49.4 The Contractor shall employ the technical personnel named in the Contract Data or other technical persons approved by the Engineer. The Engineer will approve of any proposed replacement of technical personnel only if their relevant qualifications and abilities are substantially equal to or better than those of the personnel stated in the Contract Data. If the personnel stated in the Contract Data are not deployed on site by the Contractor within 15 days of issue of notice to proceed with the work, a penalty of 2000/- per person per day shall be levied for next 30 days, beyond which it shall be treated as a breach of Contract

2.49.5 The Contractor shall use the equipment identified in the Proposal along with competent operators and adequate stock of spares for smooth operations.

2.49.6 All risks of loss of or damage to physical property and of personal injury and death, which arise during and in consequence of the performance of the Contract other than the excepted risks, are the risks of the Contractor.

2.49.7 The Contractor at his cost shall provide, in the joint names of the NSPPL and the Contractor, insurance cover from the Start Date to the completion of defect liability period, in that amounts and deductibles stated in the Contract Data for the following events which are due to the Contractor's risks

- a. Loss of or damage to the Works and Materials
- b. Loss of or damage to Equipment
- c. Loss of or damage to property (except the Works Materials and Equipment) in connection with the Contract
- d. Third Party Liability Insurance
- e. Automobile Liability Insurance
- f. Workers' Compensation
- g. Employer's Liability
- h. Other Insurances

2.49.8 The Insurance policies and certifications for insurance shall be delivered by the contractor to Engineer for approval before start date. All such insurance shall provide for compensation to be payable in Indian Rupee to rectify the loss or damage control.

2.49.9 Alterations to the terms of insurance shall not be made without the approval of the Engineer

2.49.10 The Contractor may commence execution of the Maintenance Works and Activities on the Start Date and shall carry out the Works in accordance with the Programme submitted by the Contractor, as updated with the approval of the Engineer, and complete them by the Intended Completion Date.

2.49.11 The Contractor shall be responsible for the safety of all activities on the Site, including arrangements for smooth flow of traffic at his own cost as per guidelines of the IRC/Ministry of Road Transport & Highways. He shall provide proper barricading, diversion boards, etc. He shall be fully responsible for the safety of workers and staff at site and provide safety helmets, reflective jackets and other PPE to the workers, inspecting officers and supervisors

2.50 General information

2.50.1 Profile of the Agency/Firm with full particulars of the constitution, ownership, and business activities of the prospective Agency/Firm shall be provided along with the Bid/Proposal.

2.50.2 Commitment(s) which shall act either as a constraint or as a conflicting interest in the proposed assignment (if any) shall be provided along with the Bid/Proposal.

2.50.3 The Bidder shall visit the site before submission of Bid/Proposal.

SECTION 3 – SCOPE OF WORKS

Scope of work: The detailed scope shall be as given below; The work shall be executed with due diligence, adhering to environmental and safety measures, and ensuring compliance with the project's specifications and MoRTH standards.

The selected contractor shall be responsible for Rectifications and Rehabilitation works of Raipur – Simga & Simga – Bilaspur sections of NH-130 (Old Nh-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 in the state of Chhattisgarh, as instructed by the Engineer. The details of the sections are below.

SECTION – 1 RAIPUR – SIMGA

Project Chainage	Km 0+000 to Km 48+580
Length	48.580 Km
Lane Configuration	4/6 Lane Divided Carriageway
Type of Median	Raised
Type of Pavement MCW	Rigid - PQC
Type of Pavement SR	Rigid - PQC
Length of Service Road	28.250 Km
Major Bridges	2
Minor Bridges	8
Flyovers	2
VUP	10
PUP	1
BOX Culverts	81
Pipe Culverts	21
Toll Plaza	Km.32.013 at Tarpongi

SECTION – 2 SIMGA – BILASPUR

Project Chainage	Km 48+580 to Km 126+525
Length	77.945 Km
Lane Configuration	4 Lane Divided Carriageway
Type of Median	Raised
Type of Pavement MCW	Rigid - PQC
Type of Pavement SR	Rigid - PQC
Length of Service Road	33.380 Km
Major Bridges	2
Minor Bridges	11
ROB	1
Flyovers	1
VUP	12
PUP	9
BOX Culverts	100
Pipe Culverts	37
Toll Plaza	Km.97.520 at Bhojpuri
	Km.110.290 at Mudipar

3.1 General Scope

The scope includes supply of materials, construction, laying, compaction, finishing, testing, quality control, traffic management, and maintenance for rigid pavement works in accordance with:

- MoRTH Specifications
- IRC Codes
- Best/Latest Industry Practices
- Approved drawings and Technical Specifications
- Rates of all the items should include rates of labor, materials, machinery, testing, traffic management, disposals, leads, lifts and incidental works

3.2 Rigid Pavement Works

The work to be done will be derived after the joint condition survey with Engineer/NSPPL officials. The detailed distress mapping will be done before start of the work. Repair treatment should be selected based on the nature, severity and root cause of distress, particularly for pumping, settlement, voids, foundation failure and joint failures.

Acceptance criteria for concrete strength/flexural strength, slab thickness, levels, crossfall, surface regularity, joints, dowel alignment, texture and riding quality to be as listed below.

Sr. No.	Parameter	Acceptance Criteria (MORTH/IRC)	Reference
1	Concrete Flexural Strength (Modulus of Rupture)	Characteristic flexural strength at 28 days shall be ≥ 4.5 MPa. A higher target mean strength may be adopted as per approved mix design	IRC:58, IRC:15, MoRTH Sec. 602
2	Compressive Strength (where specified)	PQC shall generally conform to minimum M40 grade concrete.	IRC:58, MoRTH
3	PQC Slab Thickness	Average thickness shall not be less than design thickness. Individual core thickness may be accepted within-10 mm of the specified thickness, provided the average thickness of the lot meets the design requirement.	MoRTH Sec. 600 / IRC:15
4	Surface Levels (Finished Pavement Elevation)	Finished surface level shall be within ± 10 mm of the design level.	IRC:15, MoRTH
5	Crossfall / Camber	Deviation from specified crossfall shall not exceed $\pm 0.2\%$.	IRC:15, MoRTH
6	Surface Regularity (Longitudinal & Transverse)	Gap under a 3 m straight edge shall not exceed 3 mm for expressways/high-quality pavements and 5 mm for general highway works.	MoRTH Sec. 600, IRC:15
7	Joint Alignment and Spacing	Joints shall be straight and true to line. Deviation from designed alignment shall not exceed ± 10 mm. Joint spacing shall conform to approved drawings.	IRC:15, IRC:58

Sr. No.	Parameter	Acceptance Criteria (MORTH/IRC)	Reference
8	Joint Width / Sealant Installation	Joint groove dimensions and sealant depth shall conform to approved drawings and manufacturer's recommendations. Joints shall be clean, properly sealed and free from damage.	IRC:15, IRC SP:78
9	Dowel Bar Alignment	Horizontal or vertical misalignment shall generally not exceed ± 10 mm per meter length of dowel bar. No locked or visibly skewed dowels shall be accepted.	IRC:58, IRC:15
10	Tie Bar Placement	Location, spacing, diameter and embedment length shall conform to approved drawings. Deviation in spacing is not exceeding 50 mm.	IRC:58, IRC:15
11	Surface Texture (Tinning)	Texturing shall be uniform over the entire pavement width. Typical transverse tinning depth 3 ± 1 mm.	IRC:15, MoRTH
12	Skid Resistance / Surface Finish	Surface shall have a uniform texture without laitance, scaling, tearing or excessive mortar patches.	IRC:15
13	Edge Alignment	Edge deviation from designed line shall not exceed ± 10 mm.	MoRTH
14	Honeycombing / Surface Defects	No significant honeycombing, segregation, cracking, spalling or surface defects affecting durability or performance shall be permitted.	IRC:15
15	Riding Quality (IRI)	International Roughness Index (IRI) shall generally be ≤ 2.0 m/km for newly constructed highway concrete pavements and ≤ 1.8 m/km for expressways where specified in concession/project requirements.	MoRTH, NHAI Performance Standards
16	Faulting Across Joints	Difference in level across joints shall generally not exceed 3 mm.	IRC:15
17	Cracking	No uncontrolled structural cracks shall be permitted. Any crack beyond specified limits shall be investigated and treated as per IRC guidelines.	IRC:15, IRC:58
18	Curing	Continuous curing for minimum 14 days with approved curing compound/wet hessian method.	IRC:15

The scope shall include, but not be limited to, the following:

**a) Pothole Repair
Surface Preparation**

- Saw-cut the repair area to neat vertical faces.

- Remove all loose and deteriorated concrete using light breakers or milling equipment.
- Avoid damaging sound surrounding concrete.
- Clean the repair cavity thoroughly using compressed air and water jetting.

A. Shallow Potholes (< 50 mm Depth)

- Apply approved bonding agent as per manufacturer's recommendations.
- Fill with polymer-modified repair mortar, micro-concrete, or rapid-setting concrete repair material.
- Compact and finish to match adjacent pavement texture and level.

B. Deep Potholes (> 50 mm Depth)

- Use high-strength non-shrink concrete, micro-concrete, or rapid-hardening concrete.
- Install dowel bars or anchors where load transfer restoration is required.
- Place concrete in layers if necessary and compact adequately.
- Finish surface flush with adjoining slab.

Quality Control

The following should be verified:

- Dimensions of repair area.
- Bond quality.
- Repair material strength.
- Surface level and riding quality.
- Joint reinstatement, where applicable

BOQ Description	Unit of Measurement
Saw cutting of concrete pavement around pothole repair area to form neat vertical faces	Running Meter (Rm)
Removal and disposal of loose, damaged and deteriorated concrete from pothole area	Cubic Meter (m ³)
Cleaning of repair cavities using compressed air/water jet prior to repair	Square Meter (m ²)
Providing and applying approved epoxy/polymer bonding agent on prepared concrete surface	Square Meter (m ²)
Providing and placing polymer-modified repair mortar/micro-concrete/rapid-setting repair mortar for shallow potholes (<50 mm depth)	Cubic Meter (m ³)
Providing and placing high-strength non-shrink concrete/rapid-hardening concrete/micro-concrete for deep potholes (>50 mm depth)	Cubic Meter (m ³)
Drilling and fixing dowel bars with epoxy grout for load transfer restoration	Metric Ton
Drilling and fixing anchor bars/tie bars with epoxy grout	Metric Ton
Finishing and texturing repaired surface to match adjacent pavement	Square Meter (m ²)
Curing of repaired concrete surface using curing compound or wet curing method	Square Meter (m ²)

- b) **Crack Repair**
Shrinkage cracks
Dormant cracks
Crack width generally below 3 mm

Cleaning

- Remove dust and debris using compressed air.
- Clean crack using wire brush and vacuum.

Drying

- Ensure cracks are completely dry.
- Remove moisture using compressed air.

Crack Sealing – Inject with

- Low-viscosity epoxy resin
- Polymer resin
- Approved crack sealant by Engineer/IE/NSPPL

Surface Finishing

- Remove excess sealant.
- Finish flush with pavement surface.

BOQ Description (Composite Item)	Unit of Measurement
Repair of dormant/shrinkage cracks up to 3 mm width in concrete pavement by cleaning, drying, injection of approved low-viscosity epoxy/polymer resin, removal of excess material and surface finishing complete as per specifications	Running Meter (Rm)

Active transverse cracks

Longitudinal cracks

Crack Width generally 3 mm to 10 mm

Routing

- Mark Crack Alignment – Full Length
- Create reservoir using routing machine (width:6mm-20mm & Depth:10mm-25mm)
- Or dimensions as directed by Engineer/IE/NSPPL.

Cleaning

- Air Blasting.
- Vacuum Cleaning
- Remove of laitance and loose particles.

Crack Sealing – Inject with

- Low-viscosity epoxy resin
- Polymer resin
- Approved crack sealant by Engineer/IE/NSPPL

Backer Rod

- Install Compressible Baker Rod. (as per applicability)

Sealant Application

- Silicon Sealant
- Hot poured Sealant
- Polysulphide Sealant
- As suggested by Engineer/IE/NSPPL

BOQ Description	Unit of Measurement
Providing and carrying out routing, cleaning, installation of backer rod (where required), and sealing of active transverse and longitudinal cracks of width 3 mm to 10 mm in rigid pavement using approved silicone sealant, hot-poured elastomeric sealant, polysulphide sealant or other approved sealant, including marking, routing to specified dimensions, air blasting, vacuum cleaning, removal of laitance and loose particles, application of sealant, finishing, tooling, disposal of waste material and all labour, materials, equipment, incidentals and traffic management complete as per MoRTH Specifications, IRC Guidelines and directions of the Engineer.	Running Meter (Rm)

Structural Cracks with no significant movements

Cleaning

- Clean Crack thoroughly with pressurized air.
- Remove of laitance and loose particles.

Install Injection Ports

- 300mm to 500mm spacing.

Seal Crack Surface

- Apply Epoxy resin paste along the surface.

Injection

- Inject low viscosity epoxy under pressure.
- Start from lowest point.
- Continue until epoxy emerges from adjacent ports.

Ports Removal

- Remove Ports.

- Grind Surface smooth.

BOQ Description	Unit of Measurement
Providing and carrying out repair of structural cracks in rigid pavement having no significant movement by cleaning the crack with compressed air, removal of laitance and loose particles, fixing injection ports at appropriate spacing, sealing the crack surface with epoxy paste, pressure injection of approved low-viscosity epoxy resin until complete penetration is achieved, removal of injection ports, grinding and finishing the surface flush with the surrounding pavement, including all materials, labour, equipment, traffic management, disposal of waste and incidental works complete as per MoRTH Specifications, IRC Guidelines and directions of the Engineer	Running Meter (Rm)

c) **Stitching/Stapling**

Typical Design Parameters for Rigid Pavements

- Staple Bar Diameter: **16 mm**
- Staple Length: **500-750 mm**
- Embedment on Each Side of Crack: **250-375 mm**
- Slot Depth: **60-75 mm**
- Slot Width: **30-50 mm**
- Staple Spacing: **450 mm c/c**

Crack Survey and Marking

- Mark Stich locations at regular intervals across the crack.
- Typically 300mm to 750mm c/c depending on crack severity. Closer spacing for wider or structurally significant cracks

Crack Severity	Staple Spacing
Minor	600-750 mm
Moderate	450-600 mm
Severe	300-450 mm

Layout of Slots

- Saw cut the marked slots.
- Ensure clean and regular access.
- Avoid additional damage to surrounding concrete.
-

Saw Cutting

- Low-viscosity epoxy resin
- Polymer resin
- Approved crack sealant by Engineer/IE/NSPPL

Removal of Concrete

- Remove concrete within the slot using a light chipping hammer.
- Avoid Over Breaking
- Clean the Cavity thoroughly.

Crack Cleaning

- Remove all loose particles
- Use compressed air and vacuum cleaning
- Ensure cracks and slots are dry and clean

Installation of Staple Bars

- Bend reinforcement into a U shape as per requirements.
- Position Bar across the cracks.
- Maintain specified cover from pavement surface.

Anchoring

- Fill Slots primarily with epoxy grout.
- Place staple bars in the slot
- Complete filling using grout or epoxy mortar or material suggested by Engineer
- Ensure complete encapsulation of reinforcement.

Finishing

- Remove concrete within the slot using a light chipping hammer.
- Avoid Over Breaking
- Clean the Cavity thoroughly.

Curing

- Cure as per manufacturer's requirements for cementitious grouts.
- Protect repaired area from traffic during curing. Approval of Engineer before opening to traffic.
- For epoxy systems recommended curing period/approval of Engineer before opening to traffic,

BOQ Description	Unit of Measurement
Crack stitching/stapling for minor structural cracks including staple bars, epoxy grout and all incidental works complete.	Running Meter (Rm)
Crack stitching/stapling for moderate structural cracks including staple bars, epoxy grout and all incidental works complete.	Running meter (Rm)
Crack stitching/stapling for severe structural cracks including staple bars, epoxy grout and all incidental works complete.	Running meter (Rm)

d) **Partial Depth Crack Repair**

1. **Identify and Mark Repair Area**

- Delineate the distressed area by visual inspection and hammer sounding.
- Extend repair limits into sound concrete beyond visible deterioration.

2. **Provide Traffic Control**

- Install barricades, warning signs, cones, and diversion arrangements as required.
- Secure the work zone before commencing repairs.

3. **Saw-Cut the Repair Boundary**

- Saw-cut the perimeter to form neat rectangular boundaries.
- Maintain vertical faces and avoid feather edges.
- Typical saw-cut depth: 25-40 mm.

4. **Remove Unsound Concrete**

- Use light chipping hammers to remove deteriorated concrete.
- Continue removal until sound concrete is exposed.
- Avoid damaging adjacent concrete.

5. **Clean the Repair Cavity**

- Remove dust, slurry, loose particles, and debris using compressed air and/or water jetting.
- Ensure the surface is clean and sound.

6. **Treat Existing Crack (if any)**

- Remove loose material around the crack.
- Stitch/staple the crack if specified in the repair design.
- Ensure no weakened concrete remains.

7. **Apply Bonding Agent**

- Apply approved epoxy bonding agent or polymer bonding slurry to all exposed surfaces.
- Place repair material before the bonding coat loses tackiness.

8. Place Repair Material

- Use approved rapid-hardening concrete, polymer-modified mortar, or micro-concrete.
- Fill the cavity completely and uniformly.

9. Compact and Consolidate

- Compact using hand tools or light vibration.
- Eliminate air voids and ensure proper bonding with existing concrete.

10. Finish the Surface

- Finish flush with adjacent pavement.
- Match existing level, cross-fall, and surface texture (broom/tined finish).

11. Re-Establish Joint (if intercepted)

- Re-saw the joint after the repair material gains strength.
- Install approved joint sealant.

12. Curing

- Apply curing compound or wet curing as per material specifications.
- Protect the repair from premature drying.

13. Quality Checks

- Verify repair dimensions.
- Check bond, finish, levels, and material strength.
- Ensure no cracking, debonding, or honeycombing.

BOQ Description	Unit of Measurement
Partial Depth Repair of Concrete Pavement up to 50 mm depth complete	Cubic Metre (m ³)
Partial Depth Repair of Concrete Pavement from 50 mm to 75 mm depth complete	Cubic Metre (m ³)
Partial Depth Repair of Concrete Pavement from 75 mm to 100 mm depth complete	Cubic Metre (m ³)
Partial Depth Repair of Concrete Pavement exceeding 100 mm depth but not requiring full-depth replacement complete	Cubic Metre (m ³)

BOQ Description	Unit of Measurement
Saw cutting of repair boundaries	Running meter (Rm)
Removal of deteriorated concrete and disposal	Cubic meter (m ³)
Cleaning and preparation of repair cavity	Square meter (m ²)
Application of epoxy/polymer bonding agent	Square meter (m ²)
Crack stitching/stapling where specified	Running meter (Rm)
Supply and placement of rapid-hardening concrete/micro-concrete/polymer modified mortar	Cubic meter (m ³)
Reinstatement of joint including saw cutting and sealant application	Running meter (Rm)
Surface finishing and texturing	Square meter (m ²)
Curing and protection of repaired area	Square meter (m ²)

e) **Full Depth Crack Repair**

Condition Assessment and Delineation

- Identify crack type, extent, severity, and root cause.
- Confirm that deterioration extends through the slab depth.
- Determine whether repair is required over a portion of the slab or the entire slab.
- Mark repair boundaries beyond all visible distress into sound concrete.

Traffic Management

- Install barricades, warning signs, delineators, and diversion arrangements.
- Isolate the repair area from traffic.
- Ensure safe working conditions as per traffic management requirements.

Establish Repair Limits

For Transverse Crack

- Minimum repair length should generally extend at least **0.6 m beyond the crack** on each side or as determined from distress mapping.

For Corner Breaks

- Include the entire distressed corner and adjacent weakened concrete.

For Shattered Areas

- Encompass the entire failed zone to sound concrete boundaries.

Full-Depth Saw Cutting

- Saw cut the perimeter through the full slab depth.

- Provide straight and vertical edges.
- Avoid feather edges and irregular boundaries.
- Ensure adjacent slabs remain undisturbed. Typical saw-cut width:
- 6 mm to 10 mm saw blade.

Removal of Existing Concrete

- Break concrete within the saw-cut area using light to medium breakers.
- Remove concrete carefully to avoid damage to adjacent slabs.
- Lift broken concrete using suitable lifting equipment. Heavy demolition equipment shall not be used near repair boundaries.

Removal of Loose Material and Inspection

After slab removal:

- Remove debris and loose concrete.
 - Inspect exposed DLC/sub-base/subgrade.
 - Examine for:
 - Pumping
 - Voids
 - Erosion
 - Water ingress
 - Settlement
 - Contamination
- Root causes must be corrected before reconstruction.

Repair of Foundation Layers

If deficiencies are observed:

DLC Repair

- Remove damaged DLC.
- Replace with fresh Dry Lean Concrete.

Granular Layer Repair

- Replace contaminated or weakened layers.
- Re-compact to specified density

Void Correction

- Fill voids using approved material.
- Restore uniform support conditions. The replacement slab shall not be placed on a distressed or unstable foundation.

Installation of Dowel Bars

Where transverse joints are reconstructed:

Dowel Hole Drilling

- Drill holes in existing slab face.
- Clean holes using air compressor.

Dowel Installation

- Insert epoxy-grouted dowel bars.
Typical NH practice:
- Diameter: 32-38 mm
- Length: 450-500 mm
- or as per original pavement design.
- One half of the dowel shall remain debonded to permit slab movement.

Installation of Tie Bars

Where longitudinal joints are intercepted:

- Drill holes in existing slab face.
- Insert epoxy-grouted tie bars.
Typical tie bar:
- Diameter: 12-16 mm
- Length: 600-1000 mm
- or as per pavement design.

Preparation for Concreting

Before concrete placement:

- Clean all faces thoroughly.
- Ensure dowels and tie bars are properly aligned.
- Verify levels and dimensions.
- Fix formwork if required.
- Apply bond-breaker to dowel bars where movement is intended.

Placement of Concrete

Use approved:

- Pavement Quality Concrete (PQC), or
- Rapid-Setting Concrete for fast-track repairs.
Requirements:
- Place continuously.
- Avoid segregation.
- Ensure full encapsulation of dowels and tie bars.
- Maintain designed slab thickness.
- Concrete shall comply with project specifications and strength requirements.

Vibration and Compaction

- Compact concrete using internal vibrators and screeding equipment.
- Ensure complete consolidation.
- Eliminate honeycombing and trapped air.
- Over-vibration shall be avoided.

Surface Finishing

- Strike off concrete to finished level.
- Match existing pavement profile.
- Restore crossfall and longitudinal grade.
- Finish surface with broom or tining to match adjacent pavement texture.
- No abrupt level differences shall remain at repair interfaces.

Joint Re-establishment

After concrete gains sufficient strength:

- Saw contraction joints at designated locations.
- Match original joint configuration.
- Clean and seal joints with approved sealant.
- Proper joint construction is critical to prevent random cracking.

Curing

Immediately after finishing:

- Apply curing compound, or
- Provide wet curing.
- Maintain curing for the specified duration.
- Rapid-setting materials shall be cured in accordance with manufacturer recommendations.

Quality Control Checks

Verify:

- Repair dimensions.
- Slab thickness.
- Dowel alignment.
- Tie bar placement.
- Surface levels.
- Joint dimensions.
- Concrete strength.
- Surface texture.
- Riding quality.

Opening to Traffic

Open the lane only after achieving the specified opening strength.

Typical requirements:

- Conventional PQC only after 28 days after attaining specified compressive strength of 32 MPa /flexural strength of 4.05 MPa.
 - Rapid-setting concrete: as recommended by manufacturer and approved by Engineer.
 - Premature opening shall not be permitted.
- Full-Depth Repair shall be carried out by isolating the distressed area through full-depth saw cutting, removing the deteriorated concrete, repairing the underlying foundation where necessary, installing dowel and tie bars to restore load transfer, placing approved pavement-quality or rapid-setting concrete, restoring joints, texture and riding quality, and curing the repaired slab until the specified opening strength is achieved. The completed repair shall be free from cracking, faulting, settlement, debonding, pumping and other defects throughout the maintenance period

Sr. No	BOQ Description	Unit of Measurement
1	Dismantling of pavement quality concrete (PQC) in existing panels, ensuring minimal disturbance to adjoining panels by using precision equipment such as jackhammers, handheld concrete saws, or low-impact concrete splitters. The PQC must be broken into small pieces, sized appropriately for ease of handling and transport, with pieces suitable for potential reuse in debris filling applications at approved locations. All dismantled material shall be loaded, transported, and disposed of within a lead of 1 km from the worksite. Any serviceable materials such as embedded steel bars encountered during the dismantling shall be carefully removed, cleaned, and stacked separately for potential reuse or disposal as directed by the Engineer. The rate includes the cost of all labor, equipment, transportation, stacking, and any incidental works. Cost Inclusions: The final price covers all expenses for equipment usage, labor, transportation up to the specified lead distance, material handling, and stacking of serviceable steel, as well as any incidental costs. Relevant Specifications: This work should comply with relevant MoRTH and IRC standards for dismantling and debris management to ensure safety and efficient waste handling practices.	Cubic meter (cu.m.)
2	Strengthen Subgrade & Subbase by Grouting	Square meter (sq.m.)
3a	Dismantling of Pavement up to Sub Grade Bottom	Cubic meter (cu.m.)
3b	Construction of sub-grade and earthen shoulders with approved material obtained from borrow pits with all lifts & leads, transporting to site, spreading, grading to required slope and compacted to meet requirement of table No. 300-2 (Reference to MoRT&H's specification clause 305).	Cubic meter (cu.m.)

Sr. No	BOQ Description	Unit of Measurement
3c	Construction of granular sub-base by providing graded material such as natural sand/crushed gravel/crushed stone/combination depending upon the required grading spreading in uniform layers with motor grader on prepared surface, mixing by appropriate mechanical mixture (with controlled addition of water), and compacting with vibratory roller to achieve at least 98% of the maximum dry density for the material determined as per IS:2720 (Part 8), complete as per clause 401	Cubic meter (cu.m.)
3d	Dry Lean Cement Concrete Sub- base (Construction of dry lean cement concrete Sub- base over a prepared sub-grade with coarse and fine aggregate conforming to IS: 383, the size of coarse aggregate not exceeding 25 mm, aggregate cement ratio not to exceed 15:1, aggregate gradation after blending to be as per table 600-1, cement content not to be less than 150 kg/ cum, optimum moisture content to be determined during trial length construction, concrete strength not to be less than 10 Mpa at 7 days, mixed in a batching plant, transported to site, laid with a paver with electronic sensor, compacting with 8-10 tonnes vibratory roller, finishing and curing.)	Cubic meter (cu.m.)
4	Cement Concrete Pavement (Construction of un-reinforced, dowel jointed, plain cement concrete pavement over a prepared sub base with 43 grade min. cement content @ 360 kg per cum, coarse and fine aggregate conforming to IS 383, maximum size of coarse aggregate not exceeding 25 mm, mixed in a batching and mixing plant as per approved mix design, transported to site, laid with a fixed form or slip form paver or Manual spread, compacted and finished in a continuous operation including provision of contraction, expansion, construction and longitudinal joints, joint filler, separation membrane, , admixtures as approved, curing compound, finishing to lines and grades as per drawing)	Cubic meter (cu.m.)
5	Dowel Bar- All charges for providing, cutting, bending, transporting, and tying of Dowel bar steel of designation FE 500 as per IS 1786 for Rigid Pavement construction work. The vendor shall supply all necessary steel and Dowel Bar Caps. Dowel bars are to be cut & fix as per approved drawings, ensuring precise dimensions and placements. Dowel bars shall be securely fix with provided chair as per Morth Specification. No separate payment for chair to be considered. Steel will be measured by weight in kilograms, excluding chair & binding wire and without allowances for overlaps or wastage. The scope of work includes supply, handling, and on-site quality assurance	Metric Ton

Sr. No	BOQ Description	Unit of Measurement
	for positioning, alignment, and compliance with specifications and as directed by Engineer. Safety measures and quality checks shall be implemented during all stages, ensuring high-standard reinforcement for structural integrity. Reinforcement bars from the approved make shall only be used.	
6	Tie Bar- All charges for providing, cutting, bending, transporting, and tying of Tie bar steel of designation FE 500 as per IS 1786 for Rigid Pavement construction work. The vendor shall supply all necessary steel . bars are to be cut & fix as per approved drawings, ensuring precise dimensions and placements. Tie bars shall be securely fix with provided chair as per Morth Specification. No separate payment for chair to be considered. Steel will be measured by weight in kilograms, excluding chair & binding wire and without allowances for overlaps or wastage. The scope of work includes supply, handling, and on-site quality assurance for positioning, alignment, and compliance with specifications and as directed by Engineer. Safety measures and quality checks shall be implemented during all stages, ensuring high-standard reinforcement for structural integrity. Reinforcement bars from the approved make shall only be used.	Metric Ton
7	Repair of old Joints Sealant (Removal of existing sealant and re sealing of contraction, longitudinal or expansion joints in concrete pavement with fresh sealant material) as directed by Engineer	Running meter (Rm)

f) Slab/Panel Replacement

Identification and Delineation of Slab for Replacement

- Conduct visual condition assessment.
- Confirm that repair alternatives are not technically feasible.
- Mark the complete slab limits for replacement.
- Identify adjoining slabs, joints, dowel arrangements, and tie-bar locations.

Traffic Management and Work Zone Safety

- Prepare approved Traffic Management Plan.
- Install warning signs, barricades, cones, reflective devices, and flashers.
- Arrange lane closure/diversion.
- Ensure safe movement of traffic around the work zone.

Marking and Saw Cutting

- Mark the slab boundary including joints.
- Perform full-depth saw cutting along all edges of the slab.

Requirements

- Straight cuts.
- Vertical faces.
- Full slab depth cutting.
- No over-cutting beyond slab corners.

Purpose

- To isolate the slab and prevent damage to adjoining slabs during removal.

Break and Remove Existing Slab

- Break slab into manageable pieces using light-to-medium concrete breakers.
- Remove concrete fragments carefully.
- Lift and dispose of debris.

Precautions

- Avoid impact damage to adjacent slabs.
- Do not use heavy breakers near slab edges.
- Protect dowel locations and adjoining joints.

Inspection of Underlying Layers

After slab removal, inspect:

- Dry Lean Concrete (DLC)
- Granular Sub-Base (GSB)
- Subgrade
- Drainage condition

Check For

- Pumping.

- Voids.
- Water accumulation.
- Erosion.
- Soft spots.
- Differential settlement.

Underlying deficiencies must be rectified before placement of the new slab

Repair and Restoration of Foundation

If DLC is Damaged

- Remove deteriorated DLC.
- Relay DLC to original thickness and grade.

If Granular Layer is Damaged

- Remove weak material.
- Place fresh granular material.
- Compact to specified density.

If Voids are Present

- Fill and compact.
- Restore uniform support conditions.

Requirements

- Finished level to match adjacent pavement profile.
- Uniform support across the entire slab area.

Drilling and Installation of Dowel Bars

- Drill holes in exposed transverse faces of adjacent slabs.
- Clean holes using compressed air.

Installation

- Fix dowel bars using approved epoxy grout.

As per IRC 57 2018

- Diameter: 32 to 38 mm
- Length: 450 to 500 mm
- or as per original pavement design.

Requirements

- Proper horizontal and vertical alignment.
- Debonding arrangement on one half of the dowel.

Purpose

- To restore load transfer across transverse joints.

Installation of Tie Bars

Where longitudinal joints exist:

- Drill holes in existing slab face.
- Insert tie bars using epoxy anchoring grout.

Typical Practice

- Diameter: 12 to 16 mm
- Length: 600 to 1000 mm
- or as per original design.

Purpose

- Maintain lane integrity.
- Prevent joint opening.

Placement of Separation Membrane (If Applicable)

Where specified in the original pavement configuration:

- Re-establish bond breaker or separation membrane over DLC.
- Restore original pavement layer configuration.

Formwork and Level Verification

- Verify slab thickness.
- Check finished levels.

- Confirm cross-fall and longitudinal profile.
- Secure forms where required.

Checks

- Dowel alignment.
- Tie bar alignment.
- Foundation level tolerance.

Placement of Concrete

Material

- Pavement Quality Concrete (PQC), or
- Rapid Hardening Concrete for fast-track repairs.

Activities

- Place concrete continuously.
- Ensure complete filling around dowels and tie bars.
- Maintain specified slab thickness.

Requirements

- Concrete shall comply with the project specifications and strength requirements

Vibration and Compaction

Activities

- Compact concrete using internal vibrators.
- Screed and level concrete.

Objective

- Eliminate honeycombing.
- Achieve full consolidation.
- Ensure proper bond around embedded steel.

Precautions

- Avoid segregation and over-vibration.

Surface Finishing and Texturing

Activities

- Finish concrete flush with adjacent slabs.
- Restore pavement profile.
- Match cross-fall and longitudinal grade.

Texturing

Provide:

- Broom finish, or
- Tined finish
- matching adjacent pavement surface.

Requirement

- No step, depression, or hump shall remain at interfaces.

Saw Cutting of Contraction Joints

After achieving adequate concrete strength:

Activities

- Saw contraction joints at designated locations.
- Match original joint layout.

Requirements

- Correct joint width.
- Correct depth.
- Straight alignment.

Joint Sealing

Activities

- Clean joints thoroughly.
- Install approved backer rod where required.
- Apply approved sealant.

Purpose

- Prevent ingress of water.
- Prevent entry of incompressible materials.
- Preserve joint performance.

Curing

Activities

Immediately after finishing:

- Apply curing compound, or
- Provide wet hessian/wet curing.

Requirement

Maintain curing as per specification until required strength is achieved.

Objective

Prevent:

- Plastic shrinkage cracking.
- Surface deterioration.
- Early-age distress.

Quality Assurance and Testing

Verify

- Slab dimensions.
- Thickness.
- Concrete grade.
- Compressive/flexural strength.
- Dowel alignment.
- Surface levels.
- Joint dimensions.
- Surface texture.

Acceptance Criteria

- No honeycombing.
- No cracking.
- Proper riding quality.
- Correct joint configuration.

Opening to Traffic Conditions

Open to traffic only after:

- Pavement to be opened for traffic only after achieving minimum compressive strength of 32Mpa/ Flexural Strength of 4.05Mpa/28 days whichever is higher.
- Joint sealing is completed.
- After Approval of Engineer.

The damaged concrete slab shall be completely isolated by full-depth saw cutting, removed without disturbing adjacent slabs, and replaced with pavement quality concrete conforming to the original pavement design. The underlying foundation shall be inspected and restored where necessary, dowel and tie bars shall be reinstated, joints shall be re-established and sealed, and the finished slab shall match the level, profile, texture, and riding quality of the adjoining pavement. The replaced slab shall remain free from faulting, pumping, cracking, settlement, and other structural deficiencies during the maintenance period

Sr. No	BOQ Description	Unit of Measurement
1	Dismantling of pavement quality concrete (PQC) in existing panels, ensuring minimal disturbance to adjoining panels by using precision equipment such as jackhammers, handheld concrete saws, or low-impact concrete splitters. The PQC must be broken into small pieces, sized appropriately for ease of handling and transport, with pieces suitable for potential reuse in debris filling applications at approved locations. All dismantled material shall be loaded, transported, and disposed of within a lead of 1 km from the worksite. Any serviceable materials such as embedded steel bars encountered during the dismantling shall be carefully removed, cleaned, and stacked separately for potential reuse or disposal as directed by the Engineer. The rate includes the cost of all labor, equipment, transportation, stacking, and any incidental works. Cost Inclusions: The final price covers all expenses for equipment usage, labor, transportation up to the specified lead distance, material handling, and stacking of serviceable steel, as well as any incidental costs.	Cubic meter (cu.m.)

Sr. No	BOQ Description	Unit of Measurement
	Relevant Specifications: This work should comply with relevant MoRTH and IRC standards for dismantling and debris management to ensure safety and efficient waste handling practices.	
2	Strengthen Subgrade & Subbase by Grouting	Square meter (sq.m.)
3a	Dismantling of Pavement up to Sub Grade Bottom	Cubic meter (cu.m.)
3b	Construction of sub-grade and earthen shoulders with approved material obtained from borrow pits with all lifts & leads, transporting to site, spreading, grading to required slope and compacted to meet requirement of table No. 300-2 (Reference to MoRTH's specification clause 305).	Cubic meter (cu.m.)
3c	Construction of granular sub-base by providing graded material such as natural sand/crushed gravel/crushed stone/combination depending upon the required grading spreading in uniform layers with motor grader on prepared surface, mixing by appropriate mechanical mixture (with controlled addition of water), and compacting with vibratory roller to achieve at least 98% of the maximum dry density for the material determined as per IS:2720 (Part 8), complete as per clause 401	Cubic meter (cu.m.)
3d	Dry Lean Cement Concrete Sub- base (Construction of dry lean cement concrete Sub- base over a prepared sub-grade with coarse and fine aggregate conforming to IS: 383, the size of coarse aggregate not exceeding 25 mm, aggregate cement ratio not to exceed 15:1, aggregate gradation after blending to be as per table 600-1, cement content not to be less than 150 kg/ cum, optimum moisture content to be determined during trial length construction, concrete strength not to be less than 10 Mpa at 7 days, mixed in a batching plant, transported to site, laid with a paver with electronic sensor, compacting with 8-10 tonnes vibratory roller, finishing and curing.)	Cubic meter (cu.m.)
4	Cement Concrete Pavement (Construction of un-reinforced, dowel jointed, plain cement concrete pavement over a prepared sub base with 43 grade min. cement content @ 360 kg per cum, coarse and fine aggregate conforming to IS 383, maximum size of coarse aggregate not exceeding 25 mm, mixed in a batching and mixing plant as per approved mix design, transported to site, laid with a fixed form or slip form paver or Manual spread, compacted and finished in a continuous operation including provision of contraction, expansion, construction and longitudinal joints, joint filler, separation membrane, , admixtures as approved, curing compound, finishing to lines and grades as per drawing)	Cubic meter (cu.m.)

Sr. No	BOQ Description	Unit of Measurement
5	Dowel Bar- All charges for providing, cutting, bending, transporting, and tying of Dowel bar steel of designation FE 500 as per IS 1786 for Rigid Pavement construction work. The vendor shall supply all necessary steel and Dowel Bar Caps. Dowel bars are to be cut & fix as per approved drawings, ensuring precise dimensions and placements. Dowel bars shall be securely fix with provided chair as per Morth Specification. No separate payment for chair to be considered. Steel will be measured by weight in kilograms, excluding chair & binding wire and without allowances for overlaps or wastage. The scope of work includes supply, handling, and on-site quality assurance for positioning, alignment, and compliance with specifications and as directed by Engineer. Safety measures and quality checks shall be implemented during all stages, ensuring high-standard reinforcement for structural integrity. Reinforcement bars from the approved make shall only be used.	Metric Ton
6	Tie Bar- All charges for providing, cutting, bending, transporting, and tying of Tie bar steel of designation FE 500 as per IS 1786 for Rigid Pavement construction work. The vendor shall supply all necessary steel . bars are to be cut & fix as per approved drawings, ensuring precise dimensions and placements. Tie bars shall be securely fix with provided chair as per Morth Specification. No separate payment for chair to be considered. Steel will be measured by weight in kilograms, excluding chair & binding wire and without allowances for overlaps or wastage. The scope of work includes supply, handling, and on-site quality assurance for positioning, alignment, and compliance with specifications and as directed by Engineer. Safety measures and quality checks shall be implemented during all stages, ensuring high-standard reinforcement for structural integrity. Reinforcement bars from the approved make shall only be used.	Metric Ton
7	Repair of old Joints Sealant (Removal of existing sealant and re sealing of contraction, longitudinal or expansion joints in concrete pavement with fresh sealant material) as directed by Engineer-In-Charge	Running meter (Rm)

3.3 Ancillary & Associated Works

The scope shall also include:

- Construction of Rigid shoulders (if required)
- Works at junctions, service roads, slip roads
- Approach roads to structures

- Bituminous Wearing Course on the Structures
- Approach Slab & Deck Slabs repair & rehabilitation
- Bus bays, Truck lay-bys, and toll plaza lanes

3.4 Quality Control & Testing

Contractors shall establish and maintain **field laboratory** and shall be responsible for:

- Testing of aggregates and mix design
- Approval of Mix Design
- Slump test – For mechanical paving 25 ± 15 mm, For manual paving – 40mm (max)
- Field density – 97%MDD
- Temperature – 30°C
- Thickness of PQC – ± 5 mm
- Surface regularity tests
- Other tests are required as per MORTH/IRC.
- Compliance with MoRTH Clause 900
- Rectification of non-conforming works at its own cost

3.5 Traffic Management & Safety

Preparation of traffic management plan and approval from Engineer before implementation of Traffic Management Plan (TMP) for the work on live carriageway. The following items to be mandatorily included in the TMP/Diversion plan for safety:

- Barricades (Water Filled, Metal and Concrete)
- Delineators (Flexible, Post Mounted, Hazard Markers)
- Drums
- Signages
- Tapes
- Retro Reflective Traffic Cones
- Blinkers, Flashing Beacons and Reflectors
- Ensuring safety of road users and workmen
- Night working arrangements (where required) – Mobile Lighting

Towers, Generator sets, Reflective Caution Tapes.

The Contractor shall provide, install, operate and maintain all temporary traffic control devices including advance warning signs, regulatory signs, delineators, retro-reflective traffic cones, barricades, flashing lamps, arrow boards, chevron markers, crash barriers, lighting arrangements and personal protective equipment as required under IRC:SP:55 and relevant IRC/MoRTH specifications. All traffic safety devices shall be kept operational at all times during construction, maintenance and emergency activities to ensure the safety of road users and work personnel.

3.6 Environmental Protection

- Dust suppression and pollution control
- Safe handling and disposal of waste materials
- Compliance with environmental norms and statutory approvals

- Noise control during plant and site operations

3.7 Maintenance During Defect Liability Period (DLP) – 24 months

- Rectification of defects such as:
- Cracks
- Potholes
- Slab Replacement
- Partial Depth repairs
- Maintenance of riding quality
- Compliance with performance standards stated in Schedule F of NSPPL Concession Agreement during DLP.
- Please refer to our website for present location of our Projects, however these may increase during period of Proposal.
- All costs regarding transport and handling of all the materials procured for use in the Works, including all the equipment, labor, machinery, tools and tackles required for supplying the safety items shall be included in the Quoted Price and no extra claim on account of these charges will be entertained.

The Contractor shall, throughout the Defect Liability Period, maintain the Works in a safe, serviceable, and roadworthy condition and shall, at its own cost, promptly rectify any defect, deficiency, deterioration, settlement, failure, or damage arising from defective materials, workmanship, design (where applicable), or non-compliance with the Contract.

The Contractor shall undertake all routine, preventive, corrective, and emergency maintenance activities and shall immediately make safe and rectify any defect identified by the Engineer within the stipulated timeframe.

The Contractor shall be responsible for repair and maintenance of all pavements, drainage, road safety, and associated highway assets, including cracks, potholes, joint failures, slab failures, shoulder defects, road markings, signs, and safety barriers.

In the event of the Contractor's failure to rectify any defect within the specified period, the Employer may carry out such works at the Contractor's risk and cost and recover the associated expenditure from any monies due, retention money (6% of invoice amount limited to 5% of Contract price which will be released after the DLP period), or performance security.

Any repaired or replaced work shall remain under Defect Liability for a further period commencing from the date of its acceptance. The Contractor's obligations under this Clause shall survive issuance of the Completion Certificate or taking over of the Works by the Employer.

SECTION 4 - FORM OF TECHNICAL PROPOSAL

(On the letter head of the bidder)

To,

Procurement Cell,

E mail: gmcprocurement@translinkinfra.com

Sub: Request for Empanelment issued by NHIT Southern Projects Pvt. Ltd. for Rectification & Rehabilitation of Raipur -Simga & Simga-Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km. 48.580 to Km 126.525 in the state of Chhattisgarh

Section A: General Information

- I. Profile of the organization with full particulars of the constitution, ownership and business activities of the prospective Agency/Firm.
- II. Commitment(s) which shall act either as a constraint or as a conflicting interest in the proposed assignment (if any).

Section B: Technical Information (For works executed in last 5 years)

Sr. No.	Evaluation criteria & scoring guidance	Maximum Points
1	Execution of rigid pavement works in single work order for quantity of PQC 30,000 Cum and above	30
2	Execution of bituminous pavement works (DBM, BC) on National Highways in a single work order of value not less than ₹5 Crore, or two work orders of value not less than ₹3.5 Crore each during the preceding five (5) years reckoned from the Proposal Due Date.	15
3	Cumulative Turnover for Last Three years:	15
	150 Crore or more – 15 marks	
	100 Crore to less than 150 Crore – 10 marks	
	75 Crore to less than 100 Crore – 5 marks	
4	Manpower Requirements – Minimum 50 Employees	15
	Less than 50 Employees – 0 Marks	
	50 Employees to 100 Employees – 10 Marks	
	100 or more – 15 Marks	
	Proof of the same shall be submitted as part of Bid	
5	Number of O&M projects executed with Rigid Pavement (Main Carriageway & Service Road) in last 5 years	10
	3 to 5 Projects – 10 Marks	
	1 to 2 Projects – 5 Marks	
6	Number of Bridges/Structures repair works or new work in last 5 years	10
	3 to 5 Projects – 10 Marks	
	1 to 2 Projects – 5 Marks	

7	Experience in working with Retexturing, Geopolymer Concrete, Fiber Reinforced Concrete, Rolled Compacted Concrete, Glass Grid, Polyurethane Injection Grouts, polyurethane Slab Stabilization Grouting, Diamond Grinding, TWT	5
	3 to 5 Projects – 5 Marks	
	1 to 2 Projects – 3Marks	
	Total Technical Score:	100

- **Minimum Qualifying marks shall be 80 marks.**

We accept all the terms & conditions mentioned in the RFE. In the event of any contradiction in the terms and conditions mentioned in the RFE and our proposal/offer to NSPPL's decision shall prevail.

Name & Signature of Bidder's

Authorized Signatory

Date

SECTION5–Undertaking

(On the letter head of the bidder)

From <Name & Address and Complete contact details of the bidder> To

To,

Procurement Cell ,

E mail: gmcprocurement@translinkinfra.com,

Sub: Request for Empanelment issued by NHIT Southern Projects Pvt. Ltd. for Rectification& Rehabilitation of Raipur –Simga & Simga-Bilaspur sections of NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 including Service Road, Slip Road, Toll Plazas, Structures, Appurtenances, Project Facilities and Allied Infrastructure in the state of Chhattisgarh.

We undertake that: -

- 5.1 The Proposal submitted hereunder shall remain valid for a period of at least 45 days from the last date for submission of the Proposal.
 - 5.2 No other fees/cost/ expenses/taxes/levies shall be payable by NSPPL or any of its associated entities for the Services rendered by Agency/firm except as mentioned in Financial Proposal as mentioned in the RFE
 - 5.3 Bidder has not been banned/ blacklisted/ de-listed/ disqualified/debarred by any organization/ government agency/NHIT/Entities of NHIT/ quasi-government agency/ PSU to participate in their tenders for Proposal. We further certify that there is no investigation pending against us or the CMD/CEO/Directors of our Company and no action has been initiated against us/ our Directors by CVC/ RBI or any other government/ statutory agency regarding any financial irregularities.
 - 5.4 The Bidder does not have any conflict of interest, which is prejudicial to the scope of work. Further, the bidder will ensure that no such business or professional activities will be carried out by it, which may affect the interest of NSPPL/NHIT.
 - 5.5 The Bidder has adequate infrastructure, personnel, resources to carry out the required Services and are eligible for acting as Agency/firm. The Bidder has understood the scope of work properly and shall comply with the terms of Proposal.
 - 5.6 No bankruptcy/ liquidation proceedings have been initiated against the Bidder by any entity/ government agency/ quasi-government agency/ PSU and there is no material case/ proceeding against the Bidder/ its directors that is likely to have significant impact on its business as selected Bidder/ empaneled Agency/firm or on its deliverables pursuant to this Bid/RFE .
 - 5.7 All the information submitted as part of the Proposal is true and correct.
- We accept all the terms & conditions mentioned in the RFE . In the event of any contradiction in the terms and conditions mentioned in the RFE and our Proposal/ offer to NSPPL, the NSPPL decision shall prevail.

Name & Signature and Contact Details of Bidder's Authorized Signatory

Date:

Annexure I – List of Projects

Sr. N.	Project	Toll Plaza	Latitude	Longitude
1	Raipur – Simga	Tarpongi	21.4834	81.743
2	Simga to Bilaspur	Bhojpuri	21.65	82.3
3	Simga to Bilaspur	Mudipar	21.7854	82.1711

Notwithstanding the above, SPVs under NSPPL reserve the right to consider the selected vendor for any additional or upcoming projects during the Proposal period, without any obligation.

SECTION 6 – Contract Data

Items marked “N/A” do not apply in this Contract.

1. The Client is **[Cl. 1 of Section-1]**
Authorized Signatory
NHIT Southern Projects Pvt. Ltd. (NSPPL)
Unit 325, 3rd Floor, D21 Corporate Park, Sector 21, Dwarka, New Delhi –110077.
011-41520397
2. The Engineer is: (Will be intimated later) **[Clause 1.1 of section 1]**
3. The Intended Completion Date for the whole of the Works is 6 months from Start Date **[Cl.2.10 of Section 2]**
4. The Site is located at Chhattisgarh, Raipur – Simga & Simga – Bilaspur NH-130 (Old NH-200) from Km 0.000 to Km 48.580 & Km 48.580 to Km 126.525 **[Cl.1.1.1 of section-1]**
5. The Start Date shall be within 7 days after issuance of LOA **[Cl. 2.31 of Section-2]**
6. (a) The law which applies to the Contract is the law of Union of India. **[Cl.2.43 of GCC]**
7. The Technical Personnel are **[Cl. 2.15 of Section-2]**

Sr. No.	Key Position	Minimum Selection Criteria	Min. No.
1	Project Manager / Team Leader	Graduate in Civil Engineering. Minimum 15 years of construction/execution experience. At least 5 years' experience in construction or maintenance of rigid pavement highways	1
2	Highway/Pavement Engineer	Graduate in Civil Engineering. Minimum 10 years of construction/execution experience. At least 3 years' experience in construction or maintenance of rigid pavement highways	4
3	Materials and Quality Control Engineer	Graduate in Civil Engineering/Material Engineering. Minimum 8 years of experience in Quality Control of under construction Pavements. Minimum 3 years of experience in Quality Control of under construction Rigid Pavements	2
4	Site Engineers	Diploma in Civil Engineering with 10 years. Minimum 5years of construction experience in road sector.	6
5	Safety Engineer	Degree/Diploma with recognized safety certification. Minimum 5 years' experience in highway work zone safety management.	4
6	Mechanical Engineer	Minimum 8years of experience in handling Plant & Machineries for road projects	1

****Deployment list of above team members should be submitted by the O&M Agency before commencement of the work. All above staff will perform their duties as per NHAI Maintenance Manual 2025 and as per the requirement of Engineer.***

8 Amount for insurance are: **[Cl. 2.49.7 of Section-2]**

- a) Rupees equivalent to Contract Price
- b) Rupees equivalent to 5% of Contract Price.
- c) Rupees equivalent to 5% of Contract Price
- d) Rupees 20 lakhs for multiple incidents.

The said insurance shall include all liabilities as per Clause 2.49.7 and shall be deductible as per premium rate.

9. Amount to be withheld as Retention Money will be 6% of Invoice Value limited to 5% of Contract value. **[Cl. 3.7 of Section -2]**

10 The Defect Liability Period will be 24 months and shall be counted from the issuance of the overall Completion Certificate for the respective section. **[Cl. 1.1 of NIT]**

11. The Liquidated Damages and penalties **[Cl. 2.11 of Section-2]**

a. Amount of liquidated damages for delay in completion of works.	0.1 percent of the remaining value of contract to be executed, rounded off to the nearest thousand, per day with the minimum of Rs. 10000/- per day.
b. Maximum limit of liquidated damages for delay in completion of work.	10 per cent of the Initial Contract Price rounded off to the nearest thousand

12. The standard form of Performance Security acceptable to NSPPL shall be in the form of Bank Guarantee, Demand Draft, or any other approved instrument. **[Cl.1.1 of Section-1]**

13. The stoppage of work for 7 days and not shown in concurrent program leads to fundamental breach of contract and termination **[Cl. 2.41.2 of Section-2]**

14. Contractor does not deploy any of the personnel stated in Contract Data within 45 days of issue of notice to proceed **[Cl. 2.41.2 of Section-2]**

15 Termination because of a fundamental breach of Contract by the Contractor, the amount any to be recovered from the contractor will be done from the Performance Security. **[Cl. 2.42.1 of Section-2]**

16 The reasonable cost of removal of equipment and repatriation of the Contractor's personnel employed solely on the works in the event of termination of the contract at the NSPPL's convenience or because of a fundamental breach of contract by the NSPPL is to be treated as 5 lakhs. **[Cl. 2.42.2 of Section-2]**