**Kolkata Metro Rail Corporation Limited.**

**(A Government of India Undertaking )**

**Reg. Office: KMRCL Bhaban, 2nd & 3rd floor,Munshi Premchand Sarani ,**

**Kolkata – 700 021. Tel No.: - (033) 2213-4345**



**NIT No: Civil/1 of 2013-14 Contract Package- EWE-2[R]**

**NOTICE INVITING TENDER**

**1.1 GENERAL**

1.1.1 Kolkata Metro Rail Corporation Ltd. (KMRCL) invites sealed tenders in 2 (two) packet system from eligible tenderers for the following works –

Name of work: Design, Construction of 365.646m Viaduct from (Ch. 8958.405m to 9324.051m) connecting Via-duct constructed on either side along the Elevated Section of East West Corridor of Kolkata Metro

1.1.2 Background:

M/s. Gammon India Limited was awarded the contract for the design and Construction of 4.725 Km viaduct work from Subhas Sarovar to Salt Lake Sector V (P1 to P182) including the Depot entry viaduct for a length of around 1.048 Km in early 2009. Major part of the work virtually completed by M/s. Gammon. The portion of the original alignment between P37 and P51 could not be constructed due to the existence of Dattabad Settlement. Subsequently, KMRC developed an alternative alignment with increased span adopting balanced cantilever type superstructure with adjacent spans from P37 to P51 which will affect least number of hutments. The two major foundations of the balanced cantilever are proposed at two water bodies (Ponds) of the locality. Both piers P37 and P51 along with pier caps were already constructed. The finished track level at P-37 is 15.650 m. The finished track level at P-51 is 13.155m. The ground level excepting the pond locations is around 3.20m. Pier P50, was already constructed excepting the pier cap. The scope of work would include construction of civil works for foundations, sub-structure and superstructure along with appurtenances from chainage 8958.405 m to 9324.051m on a Design Built basis, including shifting and relocation of underground and over ground utilities, restoration of road/median or other facilities, affected due to construction. The Contractor has to include in his bid all the eventuality associated during construction in and around existing human settlement. The Contractor may adopt alternative methods for construction.

All spans should have similar cable duct and walkway arrangements as on the already constructed span.

Thus, the brief scope of work shall include detailed survey and soil Investigation of the alignment for the viaduct, fixing an optimized span configuration avoiding shifting of utilities to the extent possible and without affecting the human settlement along the proposed alignment. Design of all components of viaduct and related works as per detailed design requirement as mentioned above; and construction of following components of viaduct including related works:

* 1. Pile foundation for viaduct.

(ii) Pile cap including leveling course.

* 1. Pier and pier cap matching with the shape and finishes of already constructed pier and pier caps
	2. Crash barrier
	3. Bearings as per design including bearing pedestals, seismic devices
	4. POT/PTFE bearings on continuous spans/special spans including vertical stoppers.
	5. Construction of main span of the superstructure by balanced cantilever construction method
	6. Construction of the side spans at both ends of the main span including stitching of the PSC adjacent span structures with the PSC structure.
	7. Precast parapets and railing.
	8. Precast cable ducts & covers. The top of duct cover should have proper neat cement finish.
	9. Inserts for track plinth (Track plinth is not in the scope of this work)
	10. Expansion joint, sealant in the expansion joints of ramp walls.
	11. Man holes with manhole covers.
	12. Earthing arrangement, drainage system (only GI Pipes of sufficient dia of medium class is to be provided for drainage purpose) at all locations, water collecting boxes at the pier location & its openable cover made up of mesh/jail, inserts for traction/signaling masts in parapets.
	13. The work also includes the construction of pier and pier arm**/cross girder** at the start and end chainage of the each station area, if required. The Contractor will have to verify the structural stability of the common pier, already constructed
	14. Construction for ground water recharging/Rain harvesting.
	15. Special spans arrangements as per site requirement.
	16. Detailed survey of the alignment for execution of the work as shown in the tender drawings.
	17. Provision for cutouts in the viaducts required for services in coordination with various system contractors
	18. Approved grooves on the parapet
	19. The design and drawing prepared by the DDC of the Contractor will be proof checked by GC. The Contractor will have to make their DDC available at Kolkata during review of the design and drawing by GC
	20. The Contractor will have to install safety monitoring devices for continuous monitoring of deflection and torsion during the construction of the superstructure over inhabited settlement. They will have to continuously monitor the safety aspect and carry out necessary rectification immediately on observation of any distress.
	21. Final documents related to the negotiation with the inhabitants below the structure are to be submitted to the KMRCL for record after completing the Work.
	22. Shifting of all dry utilities like electricity, telephone as per shifting plan and policy approved by utility owning agency/department and shifting of all related structures.

1.1.3 Cost of Tender:

Tender documents for the above work can be purchased from the office of the Chief Engineer, Kolkata Metro Rail Corporation Limited at the address given below on payment of Rs. 25,000.00 in the form of a cross Demand Draft issued from an Indian Scheduled Bank excluding Co-operative Bank drawn in favour “**Kolkata Metro Rail Corporation Limited**”, India for each document.

**1.1.4. Eligibility Criteria**

Each Tenderer shall satisfy the following Eligibility Criteria failing which his tendershall be rejected:

1. **Experience**

Must have proven experience of having successfully completed design and construction of elevated corridor for Rail/Road or Bridge Structure comprising at least 1200mm diameter RCC bored Piles with RCC balanced cantilever superstructure for at least 60m long main span during last 5 calendar years ending 31st December , 2012

* One similar work costing not less than Rs.27 Crores or
* Two similar works costing not less than 17 Crores each or
* Three similar works costing not less than 13.5 Crores each
1. **Average Annual Financial Turnover**

 Average Annual Financial Turnover should be at least Rs.12.0 Crores during last three financial years ending 31st March, 2013.

The Contractor must submit the construction methodology to suit the existing site constrains and taking care of the safety of the inhabitants. The bid without the Construction methodology will be declared as informal. The proposed methodology of the formal bidder will be first examined. The price bid of those Contractors whose methodology are not acceptable to KMRCL, will not be opened and returned back in sealed condition

**Late or delayed submittals will not be accepted under any circumstances**

**1.1.5. Key details:**

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| **Tender Security amount** | Rs. 70 lakhs (Rupees Seventy lakhs only) |
| **Completion period of the Work** | 15 months |
| **Tender documents on sale**  | From 16.05.2013 to 31.05.13 (between 10.00 hrs to 1700 Hrs) on working days |
| **Last date of seeking clarification** | 14/06/2013 |
| **Pre-bid Meeting** | 22/06/2013 at 1200 Hrs.Venue: KMRCL Conference Room |
| **Last date of issuing addendum** | 28/06/13 |
| **Date &time of Submission of****Tender** | 12/07/13 (between 1000 Hrs and 12.30 Hrs) |
| **Date & time of opening of Tender** | 12/07.2013 at 15.00 hrs |
| **Authority and place for purchase of tender documents, seeking clarifications and submission of completed tender documents** | Chief Engineer(civil)Kolkata Metro Rail Corporation LimitedKMRCL Bhawan, HRBC office ComplexMunshi Prem Chand SaraniKolkata-700021India |
| **Website, Email & Fax**  | KMRC website: [www.kmrc.in](http://www.kmrc.in)Phone/Fax: 91 33 2213 4345/ 2213-4380 |

1.1.6 The Tender documents consist of:

 **Volume 1**

* + - Notice Inviting Tender (NIT)
* Instructions to Tenderers (ITT)
* Special Conditions of Contract (SCC)
* General Conditions of Contract (GCC)

 **Volume 2**

* + - Design Basis Report
		- Structural Specifications
* Geo-technical Report
* Drawings

 **Volume 3**

* Bill of Quantities (BOQ) & Schedule of Payment

 **Volume 4**

* Safety, Health and Environment Manual (SHE)

**All the documents listed above shall form integral part of Contract Agreement.**

1.1.7 All Tenderers are hereby cautioned that tenders containing any material deviation or reservations as described in Clause 24.0 of “Instructions to Tenderers” and/or minor deviation without quoting the cost of unconditional withdrawal shall be considered as non-responsive and shall liable to be rejected.

**1.1.8 Late tenders (received after date and time of submission of bid) shall not be accepted under any circumstances**

1.1.9 Applicant must not have been blacklisted or deregistered by any govt. agencies or public sector undertaking during last 10 years. Also the applicant must not have resigned after award of contract.

1.1.10 Tenders shall be valid for a period of 150 days from the date of submission of Tenders and shall be accompanied with a Tender Security of the requisite amount as per form B in the form of a Bank Guarantee from Scheduled Commercial Bank in India.

2.0 Tender documents are available on payment of Rs.25,000.00 in the form of a cross Demand Draft issued from an Indian Scheduled Bank excluding Co-operative Bank drawn in favour “Kolkata Metro Rail Corporation Limited” payable at Kolkata from

The Managing Director,

Kolkata Metro Rail Corporation Limited

KMRC Bhawan (2nd & 3rd Floor)

Munshi Premchand Sarani

Kolkata 700021

2.1 Tenderer may download tender documents from web site [www.kmrc.in](http://www.kmrc.in) and submit the document duly filled in after taking print out through laser print only in A4 size paper. Master copy of Tender Document is available in KMRCL’s Office. In case, any discrepancy between Tender Document down loaded from the web site and the master copy, the latter shall prevail and binding on the Tenderers. The Tenderer shall submit a crossed Demand Draft from Nationalized or Schedule Bank in India in favour of “Kolkata Metro Rail Corporation Limited” payable at Kolkata along with tender document down loaded from web site without which the tender shall not be opened. The said Demand Draft shall be put into a separate envelop super scribing “Demand Draft for the cost of Tender Document” followed by the name of the Tender.

KMRCL reserves the right to accept or reject any or all proposals without assigning any reasons thereof, No tenderer shall have any cause of action or claim against the KMRCL for rejection of his proposal**.**

**Managing Director**

**Kolkata Metro Rail Corporation Ltd**