



**Kolkata Metro Rail Corporation Limited.**  
**(A Government of India Undertaking )**  
Reg. Office: KMRC Bhaban, 2<sup>nd</sup> & 3<sup>rd</sup> floor, Munshi Premchand Sarani ,  
Kolkata – 700 021. Tel No.: - (033) 2213-4345

**NIT No: Civil/6 of 2014-15 Contract Package- EWE-2[R1]**  
**NOTICE INVITING TENDER**

**1.1 GENERAL**

1.1.1 Kolkata Metro Rail Corporation Ltd. (KMRC) 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 Duttabad Settlement. Subsequently, KMRC developed an alternative alignment with increased span with adjacent spans from P37 to P51 which will affect least number of hutments. 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 in between 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:

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- (i) Pile foundation for viaduct.
- (ii) Pile cap including leveling course.
- (ii) Pier and pier cap matching with the shape and finishes of already constructed pier and pier caps
- (iii) Crash barrier
- (iv) Bearings as per design including bearing pedestals, seismic devices
- (v) POT/PTFE bearings on continuous spans/special spans including vertical stoppers.
- (vi) Construction of superstructure using steel girders & RCC deck slab.
- (vii) PSC Box girders at two end spans
- (viii) Precast parapets and railing.
- (ix) Precast cable ducts & covers. The top of duct cover should have proper neat cement finish.
- (x) Inserts for track plinth (Track plinth is not in the scope of this work)
- (xi) Expansion joint, sealant in the expansion joints of ramp walls.
- (xii) Man holes with manhole covers.
- (xiii) 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 & openable cover made up of mesh/jail, inserts for traction/signaling masts in parapets.
- (xiv) 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
- (xv) Construction for ground water recharging/Rain harvesting.
- (xvi) Special spans arrangements as per site requirement.
- (xvii) Detailed survey of the alignment for execution of the work as shown in the tender drawings.
- (xviii) Provision for cutouts in the viaducts required for services in coordination with various system contractors
- (xix) Approved grooves on the parapet
- (xx) 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 draw by GC
- (xxi) 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.
- (xxii) 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.

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### 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 tenders shall 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 Steel girder cum RCC Deck superstructure during last 5 calendar years ending 31<sup>st</sup> December, 2013 or thereafter till date of submission of tender.

- 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

#### 2) Definition of Similar Works

"Similar Works" means the type of construction technique and span arrangement as proposed by the Contractor for this Contract. If steel girder cum RCC decking type construction is proposed, the Contractor should have already constructed Project(s) with superstructure over river, highway, railway yard etc., using same construction methodology for at least 30m long main span.

#### 3) Average Annual Financial Turnover

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

The Contractor must submit the construction methodology to suit the existing site constraints 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:

<b>Tender Security amount</b>	Rs. 50 lakhs (Rupees Fifty lakhs only)
<b>Completion period of the Work</b>	15 months
<b>Tender documents on sale</b>	From 11.02.2014 to 25.02.2014 (between 10.00 hrs to 1700 Hrs) on working days

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<b>Last date of seeking clarification</b>	06.03.2014
<b>Pre-bid Meeting</b>	12.03.2014 at 2.30 PM. Venue: KMRCL Conference Room
<b>Last date of issuing addendum</b>	20.03.2014
<b>Date &amp; time of Submission of Tender</b>	11.04.2014 (between 1000 Hrs and 12.30 Hrs)
<b>Date &amp; time of opening of Tender</b>	11.04.2014 at 15.00 hrs
<b>Authority and place for purchase of tender documents, seeking clarifications and submission of completed tender documents</b>	Chief Engineer(civil) Kolkata Metro Rail Corporation Limited KMRCL Bhawan, HRBC office Complex Munshi Prem Chand Sarani Kolkata-700021 India
<b>Website, Email &amp; Fax</b>	KMRC website: 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.**

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- 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 (2<sup>nd</sup> & 3<sup>rd</sup> Floor)  
Munshi Premchand Sarani  
Kolkata 700021

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.

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Managing Director  
Kolkata Metro Rail Corporation Ltd

