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ROYAL GOVERNMENT OF BHUTAN
MINISTRY OF WORKS & HUMAN SETTLEMENT
DEPARTMENT OF ROADS

Bridge Division, Thimphu: Bhutan

"Construction Industry: Solutions through innovation and improved technology"

Date: 6th May 2020

Minutes of Pre-Proposal Meeting

Name of Work: Detail Design and Construction of Dhamdum Bridge at Samtse on Samtse – Sipsu SNH
Bid Ref. No.: MoWHS/DoR/BD/15/2019-2020/01
Date: 5th May, 2020
Venue: DoR Conference Hall, MoWHS, Thimphu
Attendee: 1) Specialist, Bridge Division
2) Chief Engineer, Bridge Division
3) Dy. EE, Bridge Division
4) Consultants'/Contractors' Representatives (as attached)

The Chief Engineer (CE), Bridge Division welcomed all the participants for attending the pre-proposal meeting. The meeting commenced with a brief background on Addendum No.1, which was issued on 22nd April 2020. The CE briefly explained all the clauses mentioned in the Addendum. In continuation of the discussion, the floor was appraised that due to the changes in the ToR and based on this pre-proposal meeting, Addendum No.2 would be issued. Some of the issues that are likely to be included in the issuance of Addendum No.2 was presented to the floor for further discussion and clarifications. It was informed that addendum 2 would be issued on the Ministry's Website by 6th May 2020.

The following were discussed and clarified during the pre-conference meeting:

1) Length of the Approach Road:

The Consultant/Contractor raised concern on the length of the approach road mention in the SRFP. The road level needs to be raised from the existing road level and as such to maintain adequate gradient, the total approach road length may exceed 50 m.

Bridge Division clarified that minimum ruling gradient would be discussed and finalized including any changes in approach road length. Accordingly, the changes would be notified through an addendum.

2) Span and Type of Bridge:

The Consultant/Contractor sought clarification of the bridge span/length and the bridge type that would not be accepted in the technical proposal.

Bridge Division clarified that the total length of the bridge is 170 meters approximately. It was informed that bridge types such as multi-span slab culvert, deck girder bridges, closed steel truss bridges, etc. shall not be accepted as specified in the SRFP. Further, it was clarified that deck girder bridge type shall also include the steel composite deck girder bridge, which will be not accepted.

3) Changes in Scope of Work during Construction Period:

Since the contract is lump-sum, concerns were raised on the unforeseen changes in the bridge span, approach road length, etc. during the construction phase.

It was clarified that any additional works arising during construction phase which are beyond the scope of works specified in the Contract Document shall be addressed by following its relevant clauses.

4) Traditional Architecture and Aesthetics:

The Consultant/Contractor sought as to what level traditional architecture and aesthetics to be included in the technical proposal.

Bridge Division clarified that traditional architecture to be included only on the railings. Not much of aesthetic preference shall be emphasized. Further, it was clarified that evaluation for "*Adequacy of the proposed methodology and work plan in responding to the Terms of Reference*" shall be carried by the technical committee of the Department during bid evaluation.

5) Phase II: Bridge Construction Works - ITB 1.2:

The Consultant/Contractor sought clarification of Clause ITB 1.2 of Bidding Data Sheet.

Bridge Division clarified that if proper protection and remedial measures such as temporary sheds are provided, concreting works would be allowed even during the time of rainfall. In addition, it was informed that such Clauses were inserted mainly to avoid unnecessary request for time extensions later on.

6) Work Award and locking of Manpower and Equipment:

The Consultant/Contractor informed that after the award of works and during the design phase of 4 months, the manpower and equipment of Contractor would be locked using e-tool system. The actual construction works would start only after 4 months i.e. after completing the design works. It was requested if the manpower and equipment could be locked only during the construction phase.

The concerns and locking of manpower and equipment were noted. At this point in time, Bridge Division would not be in a position to consider such requests. However, the concerns would be submitted to tender award committee or CDB later on during evaluation and award of work.