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Royal Government of Bhutan
Ministry of Works & Human Settlement
Department of Roads

"Construction Industry: Solutions through innovation & improved technology"

MoWHS/DoR/DD/08/2020-21/

3202

February 8, 2021

Minutes of Meeting

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A pre-proposal / pre-bid meeting for the preparation of **Detailed Project Report (DPR) for construction of road from Sherichu to Gongrizomsa** was held at the Department of Roads' conference hall on 5th February, 2021. It was chaired by Chief Engineer, Design Division and following officials from their relevant companies attended the meeting:

1. Mr. Ugyen Tshering, Bhutan Consultants & Research
2. Mr. Tashi Jamtsho, Gyaltshen Consultancy
3. Mr. Kinzang Chogyel, Gyaltshen Consultancy
4. Mr. N.B Dhital, Hemco Consultancy
5. Mr. Mahindra Chhetri, Hemco Consultancy
6. Mr. Rohit Adhikari, Apecs Consultant
7. Mr. Arun Gurung, Mandala Consultant

This meeting was kept to serve as a platform for the prospective consultants to clarify their doubts regarding the submission of the proposal. The following were discussed during the meeting:

Pre-Feasibility Report

Few consultants were not aware of the availability of the Report of the Feasibility Study done for the road in 2011, though it was put in the request for proposal document. The floor was informed on it and asked the consultants to study it.

Number of Bridges and Culverts

The ToR specified only 8 number of Bridges and 3 numbers of Culverts on the almost 50 Km road. Therefore, the consultant raised an issue on the number of culverts which as per norm has to be a minimum of 5 numbers every kilometer of road. To this, it was clarified that the number of culverts specified in the ToR is only for the perennial water crossings as per the feasibility report of the study done in 2011 and the need for a minimum of 5 cross drainage structures per kilometer shall remain the same. It was also reminded that the number of culverts and bridges will be subjected to change after the final feasibility study as per the chosen alignment.

Qualification of Surveyor

The consultants informed the Department that the qualification requirement for Surveyor which requires the surveyor to have a degree is a bit high since there are no surveyors in the market with a degree especially for road works. However, the Department clarified that the requirement of a degree is kept with

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the view that major portion of the prospective road might be inaccessible for conventional surveying and would require implementation of high end survey techniques such as drone survey and a surveyor with diploma will not be adequate for it. Further, the Department also informed that there is provision kept for assistant surveyor, a surveyor who will work in the field with a qualification requirement of diploma.

Pavement Design

It was pointed out that the ToR specifies a design life of 20 years for pavement design however, the type of pavement is not mentioned. The Department clarified that the type of pavement is not mentioned to keep the options open for the consultants to propose different kinds of adequate pavement for the road.

Conceptual Design of Bridges

One consultant asked doubt on when the conceptual design of the bridges needs to be presented and added that it will be bit difficult at the moment since they have no clue on the bridge point as of now. It was clarified that the presentation of the conceptual design needs to be done only after the feasibility study of the road is completed and the road alignment is fixed. This will need to be done only after one is awarded the work.

Endorsement of Terms of Reference of EIA by NEC

The Department was informed that before carrying out any EIA, the Department must get the ToR for it endorsed by the National Environment Commission (NEC) and the Department agreed to get the endorsement before the EIA is started.

Groundwater table analysis

Regarding the ground water table analysis in the Geotechnical Investigation, It was pointed out that the equipment for it may not available and also conducting the geophysical investigation for the entire stretch may not be possible. The Department informed DoR is carrying out such studies under the GCF project and the equipment are available in India. In addition, the consultants were informed that such ground water analysis need not be done over the entire stretch, rather only at the problematic stretches.

Issues Regarding Bridge Design

In Bridge Design, the consultants were not confident about designing the bridges for which geotechnical testing is inaccessible. DoR clarified that the superstructure of the bridge will not change with the parameters. As for the substructures for bridges who are inaccessible for geotechnical testing can be done with assumed parameters provided that the consultant carries out the testing during construction period to verify the assumed parameters and to modify the design.

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Risk in quoting the price for the Work

Few consultants shared their worry on quoting of the price since there is no proper basis other than the feasibility report of the study done in 2011. The Department advised them to visit the site once before submission of the proposal to eliminate risks of under quoting or over quoting build the cost for all expected activities.

Presentation on the Methodology and Approach for Evaluation

Doubts on who should present the methodology and approach was raised and the Department clarified that the personnel to give the presentation is not specified and it is up to the consultant. However, the presenter must have good knowledge on what he is presenting. Further it was informed that virtual zoom presentation will also be entertained if the presenter is from outside and cannot make it physically.

Chief Engineer
Design Division
DoR : Thimphu