

M.P. Road Development Corporation Limited

Pre-bid reply for Consultancy Services for preparation of Detailed Project Report for Construction of Tunnel at Chhuhiya Ghati Section (existing km. 18+550 to 32+800) of Rewa Shahdol Road (SH-57) in the State of Madhya Pradesh

(Tender ID: 2026_MPRDC_502421_1)

NIT No. I/955759/706/MPRDC/Procu/2026 Dated 17.04.2026

Sr. No	Clause No. Reference	Queries	Suggestion	Reply of MPRDC
1.	Please refer to Clause 1 and 2 of Table-1: Minimum Eligibility Requirements of on page no. 27	<p>1) A Firm applying for a package should have Experience of preparation of Detailed Project Report (DPR) of two/four/six lane / Feasibility Report (FR) of Two/ four/ six lane projects of aggregate length equal to the indicative length of the package (i.e. 100 km if the indicative length of the package is 100 km). Firm should have also prepared DPR for at least one project of 2/4/6laning of minimum 40% of the indicative length of the package (i.e. 40 km if the indicative length of the package is 100 km) or Feasibility Study of two/four/six laning of minimum 60% of the indicative length of the package (i.e.60 km if the indicative length of the package is 100 km)</p> <p>Note: The experience of a firm in preparation of DPR/FS for a private concessionaire/contractor shall not be considered.</p>	<p>We understand that the minimum eligibility criteria comprise two distinct requirements: the first relates to experience in road projects, while the second pertains to experience in tunnel projects.</p> <p>Whereas for the eligibility of road projects, there is no explicit restriction on considering experience from projects executed both within India and internationally.</p> <p>However, for the eligibility of tunnel projects it specifies that only experience from projects undertaken for Indian public sector clients shall be considered.</p> <p>As the present tender falls under a special category since twin tunnel is included with road as a component and is broadly aligned with standard MoRTH/NHAI RFP</p>	<p>Yes, the experience with international public sector clients (such as government agencies or state authorities) may also be considered towards meeting the eligibility criteria.</p>

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		<p>2) A Firm applying for the project should have Experience of preparation of Detailed Project Report of Tunnel of length equal to or greater than 40% of the indicative length of the package or 1500 meters, whichever is more, for Indian Railways/Metro Corporations/ State Bridge Corporations/ PSUs/ State Government/ Central government agencies.</p> <p>Note:</p> <ol style="list-style-type: none"> 1. The experience of a firm in preparation of DPR for a private concessionaire /contractor shall not be considered. 2. The experience of feasibility study shall not be considered. 3. Length of tunnel is excluding approaches. Experience of tunnels constructed through cut and cover method shall not be considered. 	<p>frameworks. In such similar tenders and frameworks which falls under the special category, experience from international public sector projects is mostly permitted under defined conditions.</p> <p>In this regard, we kindly seek clarification on whether experience with international public sector clients (such as government agencies or state authorities) may also be considered towards meeting the eligibility criteria.</p>	
2.		General Clause	<p>We note that the RFP is silent on the participation of foreign firms and Indian subsidiaries utilizing the technical and financial credentials of their foreign parent company. While the RFP appears to be aligned with the standard MoRTH framework, hence no specific provision in this regard has been identified. However, such an approach is generally followed by MoRTH and similar public sector clients.</p>	Not accepted.

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			In this context, we respectfully seek clarification on whether the technical and financial credentials of the parent company may be considered for the purpose of qualification under this tender.	
3.	Please refer to NIT, clause 2, Project Stretch. And Annexure-I Details of the Stretch proposed for DPR preparation on page no. 24	Project length 14.250 Km. And Tentative Length (in km): 3.50	We understand that the length mentioned in the NIT refers to the total project length of 14.250 km, whereas the Tentative length specified in Annexure-I pertains to the tunnel length which is 3.50 km. Kindly Confirm our understanding.	As mentioned in NIT the existing length of road is 14.25 Km and the indicative length of proposed tunnel is 3.50 Km.
4.	Residual Bid Capacity Please refer Letter of Invitation clause 3.1.3 (iii) on Page no. 11	The above guideline will not be applicable in case of Special projects such as standalone projects of tunnel, bridge, emergency landing facility, flyovers and ROB/RUB/ Underpass only.	We understand that the subject project falls under the category of special projects, such as standalone tunnel works, where submission of Residual bid capacity is generally not required. In this regard, we kindly request confirmation on whether bidders are required to submit Form T-11 pertaining to Residual DPR Bid Capacity.	Yes, submission of form-T 11 is required.
5.	Page No. 29	A1 Firm's Profile, turnover and professionals working with the firm S. No. 1 - Nos. of Key Professionals with the firm for more than 1 years* 1.1 <10 - 0 1.2 >10 but ≤25 – 1.5 Marks 1.3 >25 but ≤40 – 2.5 Marks	Please consider In-house experts working with the firm for more than one year, supported by CA certificate/Government-issued certificate (EPS/ESIC/Insurance), not registered on Infracon portal, along with those registered on Infracon portal.	Not accepted.

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		<p>1.4 >40 but ≤60 – 3 Marks 1.5 >60 – 5 Marks Note: The key professionals who possess degree in Civil Engineering/Transport Planning /Transport Economics/Traffic Management/ Geology/ Environment Science or Engineering and 8 years' experience in highway/bridge /tunnel with employment in the firm for more than one year. The current Employment Certificate shall be uploaded by Key Personnel on INFRACON. These Key-Personnel should be inclusive of at least 3 Sr Highway Design Engineer, 2 Senior Pavement/material Specialist, 2 Senior Bridge design Engineer, 2 geotechnical Engineer and 2 Traffic/Road Safety Expert on employee roll at Head Office or Site Office of the Consultant to be eligible for marks in this criteria.</p>		
6.	Page no 27 of clause Table no 1 Minimum Eligibility Criteria	Table no 1 Minimum Eligibility Criteria S. No. 1	<p>1-We understand that the DPR/FS aggregate length equal to the indicative length of the project 2/4/6 lane is for a normal road project, it is not for a tunnel. Please clarify. 2- If it is for Tunnel Projects, then please consider the aggregate tunnel length equal to the indicative length of Road/Rail/Metro Tunnel projects, and remove 2/4/6 lanes.</p>	Yes, Sr. No. 1 of Table-1 is for normal road project and evaluation purpose the indicative length of the package is 14.25 Km.

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7.	Page No. 29 - 30	<p>A2 Firm's relevant experience in last 7 years for DPR work</p> <p>S. No. 1.1 - Aggregate Length of DPR / Feasibility study of 2/4/6 lane NH/SH/Expressway projects,</p> <p>S. No. 1.2 - DPR for 2/4/6 laning NH/SH/Expressway projects each equal to or more than 40 % of indicative length of a package applied for (or Feasibility Study for 2/4/6 laning NH/SH/Expressway projects each equal to or more than 60 % of indicative length of a package applied,</p> <p>S. No. 2 - DPR of Major Bridges/ROBs/ Viaducts having length more than 1000 m (excluding approaches)</p>	<p>We understand that the requirement of aggregate DPR/FS length equivalent to the indicative project length (for 2/4/6 lane configurations) is primarily applicable to road/highway projects and may not be directly applicable to tunnel-based projects, where lane configuration is not a relevant parameter.</p> <p>Please Clarify.</p> <p>In case the provision is applicable to tunnel projects, we request that the evaluation criteria may kindly be modified to consider:</p> <p>Aggregate tunnel length equivalent to the indicative project length, for Rail/Metro tunnel projects having minimum diameter of 5 meters.</p> <p>2/4/6 lane configuration may be suitably removed, as it is not relevant for tunnel-based infrastructure.</p> <p>This will ensure a more appropriate and technically aligned evaluation of experience for projects involving underground works.</p>	Yes, it is applicable to highway project.
8.		<p>S. No. 3 - DPR for 2/4/6 lane standalone tunnel projects (excluding approaches) each equal to or more than 80% of indicative length of tunnel applied</p>	<p>We request the Authority to kindly consider experience from Rail / Road / Metro Tunnel Projects (either standalone or forming a major part of the project) for the purpose of evaluation.</p>	Not accepted.

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			<p>It is understood that, in Rail/Metro projects, the concept of “lane configuration” is not applicable. Therefore, we propose that Metro/Rail tunnel projects wherein the tunnel length constitutes more than 80% of the total project scope, and having a minimum diameter of 5 meters, may be considered equivalent to a 2-lane road tunnel for evaluation purposes, irrespective of whether they are single line or double line tunnels.</p> <p>This consideration will enable fair evaluation of technically relevant experience across similar underground infrastructure projects</p>	
9.		Pre-bid Meeting Date – 30-04-2026, Offline - HO, MPRDC, Bhopal	<p>We understand that the pre-bid meeting is scheduled to be conducted offline. We would like to kindly request if it could be arranged in an online mode instead. This would help us ensure participation from our team members more efficiently.</p> <p>We would appreciate it if you could share the meeting link and relevant details, in case the online option is feasible</p>	Not accepted, Queries received over mail has also been answered.

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10.	Clauses 1.2 Page no 191	In case of JV, the Lead Partner should fulfil at least 75% of all eligibility requirements and the other partner shall fulfil at least 50% of all eligibility requirements.	We request the Authority to kindly allow technical criteria be allowed to be fulfilled by either the lead member or any member of the JV/Consortium Suggested Clause: “In case of JV, the Lead Partner should fulfil at least 75% of all eligibility requirements and the other partner shall fulfil at least 50% of financial criteria. ”	Not accepted.
11.	Clauses 4.5.2 Page no 248	Removal and / or replacement of personnel. Replacement of one Key Personnel shall be permitted subject to reduction of remuneration equal to 5 % (five percent) of the total remuneration specified for the Key Personnel who is proposed to be replaced. In case of second replacement the reduction in remuneration shall be equal to 10% (ten per cent) and for third and subsequent replacement, such reduction shall be equal to 15% (fifteen per cent). The maximum age limit of replaced key personnel shall be 65 years as on the date of submission of proposal for such replacement.	Query: As per standard guidelines of ADB/World Bank/JICA, that replacement of personnel is generally permitted without penalty, subject to maintaining equivalent or higher qualifications and relevant experience Request: We request the Authority to kindly allow replacement of key personnel without any penalty, provided that the proposed replacement personnel possess qualifications and experience equal to or better than those of the originally proposed personnel.	Not accepted.
12.		Penalty for delay In case of delay in completion of services, a penalty equal to 0.05% of the contract price per day subject to a maximum 5% of the contract value	We request the Authority to kindly consider limiting the maximum penalty to 2% of the contract value. Kindly consider	Not accepted.

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13.	General	kindly Allow Non-Substantial partner	We request Authority to kindly Allow Non-Substantial partner in consortium arrangement. Any member having less than 25% participation shall be considered a Non-Substantial Member, and their financial capability and work experience shall not be considered for the evaluation of the JV/Consortium.	Not accepted.
14.		Date of proposal Submission	We request you to kindly extend the submission date at least by three weeks from the date of issue of minutes of pre bid meeting. Kindly consider	Not accepted.
15.	NIT, Page 3 Annexure-I, page 24 No. IX A.1 of page Form-II, 187	Project length & length of tunnel Project length 14.250 km Tentative length (in Km) is mentioned as 3.50km Topographic Survey: 7.92km	There is difference in project length mentioned at the NIT, Annexure-I & Form-11 of Financial Proposal. Therefore, we request you to confirm the Project length & Length of tunnel.	As mentioned in NIT the existing length of road is 14.25 Km and the indicative length of proposed tunnel is 3.5 Km
16.	Sr. No. 2 of Clause 12.1, page 27	Minimum Requirements Eligibility A Firm applying for the project should have Experience of preparation of Detailed Project Report of Tunnel of length equal to or greater than 40% of the indicative length of the package or 1500 metres, whichever is more, for Indian Railways Metro corporations / State Bridge Corporations/ PSUs/ State Government/ Central government agencies.	Normally, for tunnel projects, the requirement is set at 40% of the indicative tunnel length, not the indicative project length. Therefore, we request you to kindly revise this requirement to read: "40% of the indicative length of the tunnel." Kindly Confirm Further, we understand that Metro & railway tunnel along with Highway tunnel project from International Govt.	Yes, the experience with international public sector clients (such as government agencies or state authorities) may also be considered towards meeting the eligibility criteria.

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			Client will also be considered. Kindly Confirm	
17.	Sr. No. 3 of Table below A2 on page 30	<p>Standalone tunnel projects</p> <p>DPR for 2/4/6 lane standalone tunnel projects (excluding approaches) each equal to or more than 80% of indicative length of tunnel applied for</p>	<p>We request the Client to also consider highway/railway/metro which tunnels is also a part along with the Standalone tunnel projects.</p> <p>Kindly Consider.</p>	Not accepted.
18.	Clause 3.1.1(vi) &(vii) of letter of invitation on page 10 & 11 Clause 5.1(vii) on page 18.	<p>Stamp paper of Rs. 100 or Rs. 500</p> <p>Power of Attorney on a stamp paper of Rs. 500/--notarized and duly authorizing to submit the proposal.</p> <p>In case of Joint Venture/Association of firms, the proposal shall be accompanied by a certified copy of legally binding Memorandum Understanding (MOU) on a stamp paper of Rs. 500/-, signed by all firms to the joint venture/ Association as detailed at para 1.8.2 above.</p> <p>In case Venture/Association of firms, the proposal shall be accompanied by a certified copy of legally binding Memorandum of Understanding (MOU) on a stamp paper of Rs.100, signed by all firms to the joint venture/Association detailed at para 1.8.2 above.</p>	<p>Clause 3.1.1 (vi) and (vii) of the Letter of Invitation stipulate that a ₹500 stamp paper is to be used for the Power of Attorney (PoA) and the JV/Association Agreement. However, Clause 5.1 (vii) specifies that a ₹100 stamp paper is to be used for the JV/Association Agreement.</p> <p>In view of the above discrepancy, kindly confirm which denomination of stamp paper should be used for Power of Attorney (PoA) and the JV/Association Agreement.</p>	Please refer the Addendum-1.
19.	Clause 3.2.1(x) on page 14	<p>Number of Key personnel</p> <p>CVs of all 10 (Ten) Key Personnel's shall be submitted only through Infracon in Form-T-10 at the time of bid submission.</p>	Clause 3.2.1(x) of the Letter of Invitation stipulates that only 10 key personnel CVs are to be submitted. However, Clause 12.2(D) of the Data	The CVs of total 12 nos Key Personnel's are to be submitted.

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			Sheet provides evaluation marks for 12 key personnel. We understand that Clause 3.2.1(x) of the Letter of Invitation may contain a typographical error. Kindly confirm.	Please refer the Addendum-1.
20.	2.4.3 of Appendix - V on page 205	<p>Senior Geophysicist, Desirable Qualification :- Full Time Graduation in Geophysics/ Geo Science/Earth Science or Equivalent from any IIT/NIT/IISC/BITS or other State Government Engineering College Repute or of Engineering Colleges of Developed Countries.</p> <p>Post-Graduation: Full Time/Regular Post-Graduation in Geophysics/Geo Science/ Earth Science For PG from any IIT/NIT/IISC/BITS or other State Government Engineering College of Repute or Engineering Colleges of Developed Countries*</p>	We request the Client to also consider Graduation in Geology in Desirable qualification and Post-Graduation in Geology in Post-Graduation qualification along with the other requirements. Kindly consider.	Not accepted.
21.	Additional Point	Extension of Date	It is requested that the date of submission of the proposal may please be extended and a period of at least 2 weeks may please be granted for the preparation of the proposal from the date of issue of clarifications so that our Experts can prepare a comprehensive proposal addressing all the issues of the RFP document /ToR.	Not accepted.
22.	As per clause I. Remuneration for Local Staff, Page 185 of 390	<p>I. Remuneration For Local (including Staff per diem allowance) 1. Team Leader cum Senior Tunnel Engineer - 2,50,000/-</p>	We would like to submit that the proposed remuneration for the positions of Team Leader-cum-Senior Tunnel Engineer, Tunnel Design Expert, and Senior	Not accepted.

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		<p>2. Tunnel Design Expert - 2,50,000/-</p> <p>3.Senior Geophysicist 1,75,000/-</p>	<p>Geophysicist appears to be significantly lower than industry norms, particularly in light of the complexity and highly specialized nature of tunnel engineering projects. The limited availability of suitably qualified and experienced professionals in highway and infrastructure tunnelling further intensifies market competition, resulting in substantially higher prevailing remuneration levels.</p> <p>It is pertinent to note that, in comparable assignments undertaken by agencies such as the National Highways Authority of India and other leading infrastructure authorities, the remuneration for the Team Leader-cum-Senior Tunnel Engineer and Tunnel Design Expert typically falls in the range of 5.0 lakh per month, while that for the Senior Geophysicist is generally around 3.5 lakh per month.</p> <p>In view of the above, we respectfully request that the remuneration for these key positions be suitably revised to align with prevailing industry standards and to reflect the criticality and expertise required for these roles.</p>	

Digitally signed by
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18:06:30

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