Expression of Interest (EoI) for Consultancy Services

Consultancy Services for preparation of Urban Roads Improvement Plan including tunnels, by-passes, and alternate roads for Shimla and Dharamshala.
Assignment Title: Consultancy Services for preparation of Urban Roads Improvement Plan including tunnels, by-passes, and alternate roads for Shimla and Dharamshala.

1. OBJECTIVES

The objective of the plan is to build on the authentic qualities of Himachal Pradesh and to explore opportunities to refresh and enhance the quality of the life of people. Infrastructure within the city areas is nearing the end of its lifespan and it will need to be replaced in the coming years. An Urban Roads Improvement Plan will ensure that the concerned department/agency is prepared for improvements of the urban roads to be implemented in coordination with infrastructure upgrades. The main objectives of this programme are as follows:

- To provide better facilities for sustainable modes such as walking, cycling, and public transport.
- To provide a holistic approach to urban road design, incorporating mobility element e.g. footpaths, cycle tracks, carriageways-as well as additional elements such as trees, bus stops, street furniture and organized vending spaces in an integrated design.
- To ensure that the road design is based on scientific assessment of needs and behavior of road users, to be observed in the surveys as part of this study.
- To ease road congestion through improved intersection design and more efficient use of the existing public right-of-way in lieu of major capacity additions.
- To provide traffic calming measures to ensure pedestrian safety on all roads/streets.
- To ensure that all spaces, including footpaths, refuge islands, and pedestrian crossings, are accessible to differently abled persons as per the Persons with Disabilities Act of 1995. To improve access for persons with disabilities, the designs should employ at-grade crossings in addition to foot over bridges and subways.

For effective Implementation of Urban Roads Improvement Plan Consultant will also conduct pre feasibility studies for the proposal of tunnels at appropriate locations.
2. SCOPE OF WORK

Stage 1:

i) Conduct stakeholders’ meeting, community workshop and field visit to assess the current conditions and proposed development in the urban roads of above cities/towns for the welfare of the public.

ii) Preparation of 3 (three) different urban road design concept plans with different strategies for the above cities/towns.

iii) Present the profile of the 3 (three) different urban road design strategies at stakeholders meeting in the office of the Engineer-in-Chief HPPWD Shimla for getting feedback and selection of an urban road design.

Stage 2:

i) Preparation of detailed Urban Road Design Improvement Plan and drawings including Structural drawings, cost estimates, packaging and tender document for the selected concept design.

ii) Draft Urban Road Design Improvement Plan, drawings including Structural drawings, cost estimates and implementation strategy shall be presented at a workshop in the office of the Engineer-in-Chief HPPWD Shimla.

iii) Feedback received on the Draft report will be addressed and a Final report will be submitted to the Engineer-in-Chief HPPWD Shimla for approval and further the report will be sent to the Govt. for approval.

3. The unique features of the Urban Road Improvement Plan are:

- A permanent sustainable asset creation withstanding all seasons.
- 100% coverage within selected specific area (urban limits of the selected cities/towns)
- Designs based on scientific assessment of needs.
- Urban design improvement plan for the project area which includes assessment of current land use pattern, environmental impacts, existing condition of roads, drains and its connectivity, footpath, various utility services, vehicle parking, parks, playground, open spaces, water bodies, etc., and in line with the future development based on population growth, traffic growth, socio economic growth, sustainability, etc.
• Integrated approach by providing comprehensive plan that includes an intelligent road system and a series of strategies for key elements in the public including providing proper footpath with utilities service zone, storm water drainage, ducting facilities for infrastructure, underground cabling, signage, sidewalk, lighting, pedestrian crossing, road/street furniture, junction improvement, cycle lane, vehicle parking, bus stops (with proper location), CCTV Camera, tubular or box advertisements public art, way side amenities etc.,

• Environmental protection by roadside open space Development (road side parks), landscaping & greenery with provision for watering plants and rainwater harvesting.

• Update Geographical Information System (GIS) mapping of the road and open space related assets created under the project.

• Detailed designs and drawings including shifting of utilities services (for individual roads/lanes, cost estimates, packaging, tender documents for the proposed projects and implementation strategy.

The Terms of Reference for this assignment and Request for Expression of Interest are available from the Chief Engineer-cum-Project Director, HPRIDC, Nirman Bhawan, Nigam Vihar, Shimla-171002 on the HPRIDC Website: http://himachalservices.nic.in/hpridc/

The Chief Engineer-cum-Project Director, HPRIDC, Nirman Bhawan, Nigam Vihar, Shimla-171002, now invites Institutions and Consultancy firms to register their interest with the following details as per the attached proformas in the REOI.

a) Name, address and fax number of Consultancy firm
b) Ownership and Organizational Structure of the firm
c) Financial Statement for the last five years
d) Name and short CV’s of Key Staff
e) Details of Experience in Similar nature of assignment.

Expression of Interest must be submitted during office hours on or before 25-10-2019 at 1500 hrs to the above address: Documents received thereafter will not be accepted.

On the basis of obtained information from interested Consultancy firm, the Chief Engineer-cum-Project Director, HPRIDC, Nirman Bhawan,
Nigam Vihar, Shimla-171002 will prepare and short Consultants who will be invited to submit their proposals.

Interested parties may obtain further information about the assignment from the following officers at the address mentioned below:

**Contact Personnel:**

2. Er. Tamanna Rani Executive Engineer, HPRIDC Mobile No. 9805090418

Sd/-
Chief Engineer-cum-Project Director
HP State Road Project, HPRIDC
Shimla (H.P.)
**Instructions for submission of Expression of Interest:**

<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>1.</td>
<td>Consultant shall go through the guidelines given below and section II before preparing EoI proposal.</td>
</tr>
<tr>
<td>2.</td>
<td>Consultant who meets short listing criteria given in section II, shall prepare EoI as per the guidelines. If the Consultant feels to submit certain information not covered in the guidelines would be in his interest, he may submit such information.</td>
</tr>
<tr>
<td>3.</td>
<td>Accomplished Expression of Interest (Application) must be submitted together with a Letter of Intent not later than <strong>15:00 hours (IST) on 25-10-2019</strong>. Documents in support of all qualification information shall be submitted with application. Proposal of EoI with qualification information shall be furnished on/before the due date of submission at the address shown under Para 12 here below.</td>
</tr>
<tr>
<td>4.</td>
<td>The Application shall be basis of drawing up a shortlist of eligible consultants who will be invited to submit proposal for services required.</td>
</tr>
<tr>
<td>5.</td>
<td>All Applications shall be submitted in English.</td>
</tr>
<tr>
<td>6.</td>
<td>Power of attorney (on stamp paper duly notarized) of the person submitting the Expression of Interest on behalf of the Applicant shall be attached. Joint Venture (JV) shall not have more than 3 members. One of the members should be a Lead Member.</td>
</tr>
<tr>
<td>7.</td>
<td>The Consultant (including the individual members of any Joint Venture) shall submit only one Proposal, either in its own name or as part of a Joint Venture member in another Proposal, if a Consultant, including any Joint Venture member, submits or participates in more than one proposal, all such proposals shall be disqualified and rejected.</td>
</tr>
<tr>
<td>8.</td>
<td>The Application and all related correspondence and documents should be written in the English language. Supporting documents and printed literature furnished by Applicant with the Application may be in any other language provided that they are accompanied with translations in the English language. Supporting materials, which are not translated into English, may not be considered. For the purpose of interpretation and evaluation of the Application, the English language translation shall prevail.</td>
</tr>
<tr>
<td>9.</td>
<td>HPRIDC reserves the right to reject any Applications, without assigning any reasons thereof.</td>
</tr>
<tr>
<td>10.</td>
<td>The Applicant shall provide all the information sought under this REoIDocument. HPRIDC would evaluate only those applications that are received in the required format and complete in all respects. Incomplete and / or conditional Applications shall be liable to rejection.</td>
</tr>
<tr>
<td>11.</td>
<td>No claims whatsoever will be entertained if submission is not received by due date and time.</td>
</tr>
</tbody>
</table>
| 12. | The Proposal of EoI must be submitted not later than:  
**Date:** 25-10-2019  
**Time:** 15:00 hours (IST)  
**Opening of the EoI Proposal,**  
Procedure of opening shall be:-  
EoIs will be opened by **Chief Engineer-cum-Project Director** on below mentioned date and time specified, in the presence of members of opening committee and consultants or their authorized representatives who have offered the EoI proposal may choose to remain present. |
The opening shall take place at:
Chief Engineer-cum-Project Director
State Road Project,HPRIDC
Nirman Bhawan, Nigam Vihar, Shimla-171002(H.P)
Tel:+91-177-2627602
Fax: +91-177-2620663
E-mail: pdsrp-hp@nic.in

**Date:** 25-10-2019, **Time:** 15:30 hours (IST)

| 13. | The Consultant shall submit a signed and complete EoI comprising the documents and forms in accordance with EoI documents. |
| 14. | An authorized representative of the Consultant shall sign the original submission letters in the required format for EoI submission and shall initial all pages. The authorization shall be in the form of a written power of attorney attached to the EoI Proposal. |
| 15. | The signed EoI shall be marked “ORIGINAL”, and its two copies marked “COPY-1 & COPY-2” as appropriate. Copies shall be made from the signed original. If there are discrepancies between the original and the copies, the original shall prevail. |
| 16. | The original and the copies of the EoI submission shall be placed inside a sealed envelope clearly marked “EoI PROPOSAL”, to provide “Consultancy Services for preparation of Urban Roads Improvement Plan including tunnels, by-passes and alternate roads for Shimla and Dharamshala” reference number, name and address of the Consultant, and with a warning “DO NOT OPEN UNTIL 25-10-2019, Time: 15:30 hours (IST)” |
| 17. | The sealed envelopes containing the EoI submission original and copies shall be placed into one outer envelope and sealed. This outer envelope shall bear the submission address, reference number, the name of the assignment, Consultant’s name and the address, and shall be clearly marked “DO NOT OPEN BEFORE __25-10-209, Time: 15:30 hours (IST)” |
| 18. | If the envelopes and packages with the EoI are not sealed and marked as required, the Client will assume no responsibility for the misplacement, loss, or premature opening of the EoI. |
| 19. | **Any submission must be addressed to the following:**

Chief Engineer-cum-Project Director
State Road Project,HPRIDC
Nirman Bhawan, Nigam Vihar, Shimla-171002(H.P)
Tel:+91-177-2627602
Fax: +91-177-2620663
E-mail: pdsrp-hp@nic.in |
### Guidelines for Preparation of Expression of Interest

Following information shall be submitted using given formats and where no formats are specified, free format can be used.

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Complete name of firm, date of establishment and type of organization whether individual, proprietorship, partnership, private limited company, public limited company etc. (<a href="#">Annexure I</a>).</td>
</tr>
<tr>
<td>2.</td>
<td>Exact and complete corporate/registered/home office address, business address, telephone numbers, fax numbers, E-mail and cable address. For consultant of foreign registry, indicate if there is any branch office(s) established in India with details in aforesaid manner. Information is to be furnished by sole applicant or members of JV individually (<a href="#">Annexure I</a>).</td>
</tr>
<tr>
<td>3.</td>
<td>If present firm is the successor to or outgrowth of one or more predecessor firms, fresh name(s) of former entity (ties) and year(s) of their original establishment with details in aforesaid manner. Information is to be furnished by sole applicant or members of JV individually (<a href="#">Annexure I</a>).</td>
</tr>
<tr>
<td>4.</td>
<td>Present a brief narrative description of the firms. Information is to be furnished by sole applicant or members of JV individually (<a href="#">Annexure I</a>).</td>
</tr>
<tr>
<td>5.</td>
<td>List of not more than two (2) principals who may be contacted by this Office. Listed principals must be empowered to speak for him or for the firm on policy and contractual matters. Information is to be furnished by sole applicant or members of JV individually. (<a href="#">Annexure I</a>)</td>
</tr>
<tr>
<td>6.</td>
<td>Under this item, indicate financial figures from consultancy business for past 5 (five) financial years. (<a href="#">Annexure II</a>)</td>
</tr>
<tr>
<td>7.</td>
<td>Organizational strength/Key Personalsof consultant and its constituents in case of a JV shall be given. (<a href="#">Annexure III</a>)</td>
</tr>
<tr>
<td>8.</td>
<td>Consultantshall haveexperienceinpreparation of detailed Urban Road Design Improvement Plan, preparation of drawings, cost estimates, packaging and tender document with contract amount not less than Rs.5 crore. (<a href="#">Annexure IV</a>)</td>
</tr>
<tr>
<td>9.</td>
<td>As many references from employers as the consultant (for each member in case of JV) may choose shall be submitted.</td>
</tr>
<tr>
<td>10.</td>
<td>An undertaking for supply of true information shall be given as per Annexure V.</td>
</tr>
</tbody>
</table>
Section - II

Short Listing Criteria

A. Annual Turn Over

(i) Average Annual turnover of the last five financial years i.e. from 2014-2015 to 2018-2019 updated to the current financial year shall be more than Rs.10 crores in case of single entity. In case of JV, the lead member shall have more than Rs. 6 crores of average annual turn-over (updated) of the last five financial years. This threshold for each other member of JV shall be more than Rs. 2 crores (Joint venture having two partners except lead member) and more than 4 crores for single partner with lead member.

(ii) For arriving at updated value, turnover of any financial year shall be multiplied by the enhancement/updating factor corresponding to that year given in the Annexure-II.

B. Experience

Consultant must have as prime consultant successful experience as follows:

(a) Consultant firm should have at least 5 years experience standing/completed in preparation of detailed Urban Road Design Improvement Plan, preparation of drawings, cost estimates, packaging and tender document for project with contract value not less than Rs.5 crore.

(b) Consultant firm should have completed minimum two similar assignments in last five years with contract amount not less than Rs. 5 crore each.

(c) Consultant firm should have completed minimum two similar assignments in last five years, assisted by World Bank/ADB with contract amount not less than Rs. 5 crore each.

C. ORGANISATIONAL STRUCTURE & PERMANENT STAFFING:

(a) Key Persons as desired as per Annexure III
(b) At least 5 no. of permanent Key-Saff.
(c) At least 3 no. of support staff.
Annexure-I

Expression of Interest Form for Consulting Engineering Firm or Joint Venture (To be filled up by each of the constituent in case of a Joint Venture)

1.

<table>
<thead>
<tr>
<th>Consultant</th>
<th>Date of Establishment</th>
<th>Country</th>
<th>Type of organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td></td>
<td></td>
<td>Individual Partnership Corporation Other</td>
</tr>
</tbody>
</table>

2. Corporate/registered Office/ Business Address/ Telephone Nos./ Cable Address/ email address of consultant and its branch offices for consultant (including members in case of JV).

3. Consultant’s former name and year of establishment (including that of members in case of JV).

4. Narrative description of Consultant firms if any (Use other sheet, if necessary).

5. Name of, not more than two (2) principals who may be contacted with title, telephone number/fax number, E-mail address.
## Annexure-II

**Financial Statement of the last five financial years**

### Rupees in Crore

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1</td>
<td>Annual turnover from Consulting business</td>
<td>Lead Member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other member(1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other member(1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Net Profit</td>
<td>Lead Member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other member(1)</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Other member(1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:

i. Values should be duly certified by statutory body like Chartered Accountant or Independent Auditors who are competent to do so as recognized by the State concerned.

ii. The amount shall be stated in Indian Rupees (INR).

iii. For the purpose of short listing, conversion to Indian Rupees shall be based average of the buying and selling rates of Reserve Bank of India as on the EoIProposal submission date.

iv. In case the exchange rate for any currency is not available as per the provision of this section, then HPPWD reserves the right to use the rate available from an alternative source at its sole discretion.

v. Enhancement/Updating Factor:-

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Year</th>
<th>Enhancement/ Updating factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2018-19</td>
<td>1.0</td>
</tr>
<tr>
<td>2</td>
<td>2017-18</td>
<td>1.1</td>
</tr>
<tr>
<td>3</td>
<td>2016-17</td>
<td>1.21</td>
</tr>
<tr>
<td>4</td>
<td>2015-16</td>
<td>1.2221</td>
</tr>
<tr>
<td>5</td>
<td>2014-15</td>
<td>1.34431</td>
</tr>
</tbody>
</table>
## Annexure-III

**Organizational strength/Key Personals:**

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Specialisation</th>
<th>Number required</th>
<th>Name</th>
<th>Name of firm</th>
<th>Experience desired</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Team Leader /Architect Planner</td>
<td>1</td>
<td></td>
<td></td>
<td>Post Graduate in Civil Engineering having ten years experience Urban Design Engineering Plan related projects.</td>
</tr>
<tr>
<td>2.</td>
<td>Transport Planner</td>
<td>1</td>
<td></td>
<td></td>
<td>Masters in Transport / Urban Planning having at least 7 years' experience in Highway Design Engineering related projects.</td>
</tr>
<tr>
<td>3.</td>
<td>Infrastructure Specialist</td>
<td>1</td>
<td></td>
<td></td>
<td>Masters Degree in Environmental/ Public Health Engineering/Structural Engineering having at least 10 years' experience in Infrastructure Design Engineering related projects.</td>
</tr>
<tr>
<td>4.</td>
<td>Quantity Surveyor</td>
<td>1</td>
<td></td>
<td></td>
<td>Graduate in civil engineering with having at least 10 years' experience in Infrastructure Development related projects as`Quantity Surveyor.</td>
</tr>
</tbody>
</table>
1. The above team should be supported by other persons especially by architects, structural, surveyors, other experts/specialists, etc., as required to ensure that the objectives of the assignment are achieved within the stipulated timelines.

2. Copy of the degree certificate/educational qualifications has to be enclosed with the C.V.

3. The proposed team leader shall be assigned full-time for this project and shall not be associated with any other full-time ongoing assignment with any other client.

For all positions, experience in government departments/agencies in Himachal Pradesh will be an added advantage.
Annexure-IV

Details of Experience :

<table>
<thead>
<tr>
<th>SR. NO.</th>
<th>Name of Project</th>
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<tr>
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Note: only those assignments shall be considered for which consultant has provided services as lead member in case that work is done by a JV.

Each assignment shall be supported by following details:

- Name of Overall assignment: ____________________________
- Location of Overall assignment: _________________________
- Owner’s Name and Address: _____________________________
- Completion: ________________________________
- (Actual/Estimated vis-à-vis Stipulated):
- Description of assignment: ___________________________
- Description of Services provided by the firm: ________

Authorized Signatory
Name of Client
Annexure-V

Undertaking

I certify that the information in the above Expression of Interest forms is true to the best of my knowledge. I also understand that any misleading or wrong information will disqualify this application straightway.
TERMS OF REFERENCE

Consultancy Services for preparation of Urban Roads Improvement Plan including tunnels, by-passes, and alternate roads for Shimla and Dharamshala.

1. PROJECT BACKGROUND

The State of Himachal Pradesh, India, intends to engage Consultancy Services for preparation of Urban Roads Improvement Plan including tunnels, by-passes, and alternate roads for Shimla and Dharamshala.

The objective of the plan is to build on the authentic qualities of Himachal Pradesh and to explore opportunities to refresh and enhance the quality of the life of people. Infrastructure within the city areas is nearing the end of its lifespan and it will need to be replaced in the coming years. An Urban Roads Improvement Plan will ensure that the concerned department/agency is prepared for improvements of the urban roads to be implemented in coordination with infrastructure upgrades.

It is proposed to prepare the Urban Roads Improvement Plan for developing the following:

- Development of modern Road Infrastructure facilities in the urban areas of HP to meet future requirements.
- Standard & quality of life of residents can be improved to better standards.
- Development of walkers tract/pathways, foot over bridges, road furniture, solar lighting, junction improvements and road signage/markings etc. along the existing roads along with other related amenities to improve the living conditions in the urban environs.
- Development of park, recreational open spaces by planting the suitable variety of plant for supporting and supplementing the floral & faunal eco systems.
- Concept for urban road/street furniture
- Responsibility should be entrusted to the local community for successful implementation of the programme.
- Encouraging implementation of the Urban Roads Improvement Plan under PPP/other commercial modes of infrastructure development.
- Propagate awareness on the benefit of the program to the local people and their Participation
2. URBAN ROAD IMPROVEMENT PLAN

The Cities in India face several challenges due to lack of application of urban design concepts to the urban infrastructure process. This has resulted in congestion as well as safety hazards for its citizens. An illustrative example may be the planning of footpaths in the Cities. The footpaths are mostly narrow with utilities like Electrical Posts / other infrastructure preventing free movement of users. Hence, the activities of the ULBs’ in improving urban design have been limited. In this respect, the model city need to support the urban expansion through proper planning of urban areas leading to better comfort for the citizens.

The preparation of urban road improvement plan, thus aims to incorporate urban design concepts and detailing specific projects for the selected specific area in the selected cities/towns of Himachal Pradesh. The area-specific shall incorporate best practices in urban design, mobility and open space management. The plan shall be prepared in line with the environmental and social management framework of World Bank.

3. OBJECTIVES

The objective of the plan is to build on the authentic qualities of the selected cities/towns of HP and to explore opportunities to refresh and enhance the quality of the life of people. Infrastructure within the above cities/town areas is nearing the end of its lifespan and it will need to be replaced in the coming years. An Urban Road Improvement Plan will ensure that the concerned ULBs'/departments are prepared for improvements of the selected cities/towns and to be implemented in coordination with infrastructure upgrades. The main objectives of this programme are as follows:

- To provide better facilities for sustainable modes such as walking, cycling, and public transport.
- To provide a holistic approach to road/street design, incorporating mobility elements—e.g. footpaths, cycle tracks, carriageways, improved junctions, solar lights—as well as additional elements such as trees, bus stops, street furniture and organised vending spaces in an integrated design.
- To ensure that road/street design is based on scientific assessment of needs and behaviour of road/street users, as observed in the surveys as part of this study.
- To ease road congestion through improved intersection design and more efficient use of the existing public right-of-way in lieu of major capacity additions.
- To provide traffic calming measures to ensure pedestrian safety on all streets.
- To ensure that all spaces, including footpaths, refuge islands, and pedestrian crossing, are accessible to differently abled persons as per the Persons with Disabilities Act of 1995. To improve access for persons with disabilities, the designs should employ at-grade crossings rather than foot over bridges and subways.

For effective Implementation of Urban Roads Improvement Plan Consultant will also conduct pre feasibility studies for the proposal of tunnels at appropriate locations.
4. SCOPE OF WORK

Stage 1:

i) Conduct stakeholders’ meeting, community workshop and field visit to assess the current conditions and proposed development in the selected areas within the above cities/towns for the welfare of the public.

ii) Preparation of 3 (three) different urban design concept plans with different strategies for each of the selected city/town.

iii) Present the profile of the 3 (three) different urban design strategies at stakeholders meeting in the selected cities/towns for getting feedback for selection of an urban design.

Stage 2:

i) Preparation of detailed urban design drawings including Structural drawings, cost estimates, packaging and tender document for the selected concept design.

ii) Draft urban road improvement plan, drawings including Structural drawings, cost estimates and implementation Strategy shall be presented at a workshop at the office of the Engineer-in-Chief HPPWD.

iii) Feedback received on the Draft report will be addressed and Final report will be submitted to the Engineer-in-Chief HPPWD for approval and further the report will be sent to the Govt. for approval.

5. The unique features of the Urban Road Improvement Plan are:

- A permanent sustainable asset creation withstanding all seasons
- 100% coverage within selected specific area (project area)
- Urban design improvement plan for all roads, open space, parks, amenities etc., separately,
- Designs based on scientific assessment of needs.
- Urban Road Improvement Plan for the project area which includes assessment of current land use pattern, environmental impacts, existing condition of roads, drains and its connectivity, footpath, various utility services, vehicle parking, parks, playground, open spaces, water bodies, etc., and in line with the future development based on population growth, traffic growth, socio economic growth, sustainability, etc.,
- Integrated approach by providing comprehensive plan that includes an intelligent road system and a series of strategies for key elements in the public including providing proper footpath with utilities service zone, storm water drainage, ducting facilities for infrastructure, underground cabling, signage, sidewalk,
lighting, pedestrian crossing, road/street furniture, junction improvement, cycle lane, vehicle parking, bus stops (with proper location), CCTV Camera, tubular or box advertisements public art, public amenities like public playground and washrooms etc..

- Environmental protection by roadside open space development (road side parks), landscaping & greenery with provision for watering plants and rainwater harvesting.
- Update Geographical Information System (GIS) mapping of the roads and open space related assets created under the project.
- Detailed designs and drawings including shifting of utilities services (for individual roads/lanes, open spaces and others separately), cost estimates, packaging, tender documents for the proposed projects and implementation strategy.

6. Detailed Scope:

All the roads, parks, open space, water bodies, etc., within the project area including small lanes would be included under this assignment. The focus of this assignment is to develop a sustainable urban design improvement plan with an intelligent road system and a series of strategies for key elements of utility services in the public with an International Quality for each road, open space, etc., separately.

The scope of work of the consultants includes but not limited to the following:
I. The urban road improvement plan shall include an intelligent road system and a series of strategies for key elements in the public including providing proper footpath with utilities services, storm water drains, sidewalks, ducts for infrastructure, and all other street furniture such as medians, signage, etc. wherever feasible and of International Quality.

- Improvements of Roads surface and culverts
- Footpath with utilities service zone
- Storm water drain and proper connectivity
- Ducting to be provided for all service infrastructure lines
- Underground cabling
- Signage
- Sidewalk
- Lighting (Solar/other)
- Pedestrian crossing
- Roadside open space development
- Road/street furniture
- Junction improvement
• Cycle Lane
• Vehicle Parking
• Improvements to entries/exits of Bus Stops where required (with proper location)
• CCTV Cameras.
• Provision for tubular or box advertisements in potential areas
• Public art, public amenities like public play ground and washrooms
• Street landscaping, Green cover along the roads & Greenery with provision of facilities for watering plants and rainwater harvesting.
• Traffic Management Plan.
• Other if any

II. The Consultant shall collect and review all relevant reports, with particular attention to the City Development Plan (CDP), Master Plan, Comprehensive Mobility Plans, Comprehensive Traffic and Transport Studies, City Corporate plans, transport-related Detailed Project Reports, and any plans related to the urban design improvement/Smart City Project. Based on this information, the Consultant shall prepare a brief profile of the planning area including:
  • Location
  • Demographic information of study area
  • Major linkages communicating through the study area
  • Socio-economic data; and
  • Environmental assets, such as natural conservation areas, heritage areas and parks or open spaces.

III. Survey of land use, activities, and transport network
• The Consultant shall compile information on adjacent areas to inform the design of the road.

• The Consultant shall carry out a land use survey for every building in the Study Area.
In cases where the ground floor use is different from that of rest of the floors, the surveyors should make a note. Important activity generators, such as shopping areas, theatres, housing developments, and parks, should be identified. The Consultant also should record the dead spaces with little activity.

• The Consultant shall map all publicly accessible roads/streets and paths in the Study Area. The Consultant shall also map public transport facilities, including bus stops, bus terminals, and railway stations within the Broad Study Area.

• All data should be recorded using the GIS platform.
IV. **Topographic Survey** - The Consultant shall conduct total station surveys to inform the preparation of conceptual plans. The topographic surveys must cover the entire Study Area.

V. **Survey of NMT movements** - Surveys shall be carried out to assess non-motorised transport (NMT) user flows in the Study Area. The Consultant shall record the number of pedestrians and cyclists moving along the road on important corridors. The survey shall be from 06:00 to 22:00 on a normal working day. The Consultant should record the pedestrian and cycle movements in the network map. The Consultant also conducts a tracking survey of pedestrian crossing movements at important crossing points or junctions within the Study Area. Before conducting the surveys, the Consultant must seek approval of the survey locations from the Client.

VI. Parking survey - A parking survey must be carried out on all corridors in the Study Area to identify parking patterns and occupancy rates. Parking demand should be established by a manual count, classified by vehicle type. The count should cover the Study Area streets plus streets within a buffer of 300 m-500 m to either side of the Study Area streets. The survey shall be conducted for one hour during morning peak and one hour in the evening peak period in such areas. The survey should cover both on-street parking areas as well as off-street public or semi-public parking.

VII. Survey of street vending and related activities - The survey must make note of all the vendors in the Study Area. The survey should note the type of vending and the physical typology of the vending structure (i.e. permanent or temporary structure). The survey should also note whether the vendor is an obstruction to pedestrian and cycle movement. The location and characteristics of each vendor should be recorded using GIS. The survey also should capture social gathering spaces and other activities found in the public ROW in the study area. The location and number of people engaged in the activities should be noted using GIS. This information will inform the placement of road/street furniture and other elements in the final design.

VIII. Analysis of crash data - The Consultant shall obtain data on traffic crashes over the past 3 years. The crash location, type, and users involved (i.e. pedestrian, cyclist, two-wheeler, car, bus, etc.,) will be mapped using a GIS platform. This information will enable the Consultant to identify major traffic safety "black spots" and suggest traffic calming, intersection modifications, and other interventions to improve safety for vulnerable street users.

IX. The Consultant shall prepare detailed road designs for all roads in the Study Area. The design must be consistent with relevant plans, including plans for public transport networks, cycling networks, pedestrian networks, and pedestrian zones with particular regards to the Sustainable Cities through Transport strategic plan. The designs shall be prepared following relevant Indian Roads Congress standards, especially IRC 103:2012, Guidelines for Pedestrian Facilities. The Consultant should also refer to street design manuals such as Better Streets, Better Cities: A Guide to Street Design in Urban India by
the Institute for Transportation and Development Policy, the Street Design Guidelines prepared by UTTIPEC, and Tender Sure: Specifications for Urban Roads Execution, written by Bangalore City Connect and the India Urban Space Foundation.

I. Intersection designs should promote pedestrian safety through elements such as pedestrian refuge islands, reduced angles of approach, reduced turning radii, and traffic calming. The design of pedestrian crossings at intersections and in mid-block locations should ensure that pedestrians do not need to cross more than 2 lanes (6 m) at a time. Where extra ROW is available, the Consultant should identify opportunities to improve and/or create plazas, markets, and other public spaces.

II. The Consultant shall submit a plan drawing as well as cross-sections at every 50m. The plans will be submitted in hard copy and electronic format. It must include at least three 3D renderings and photomontages of the design proposal.

III. The project also looks at providing proper drains and connectivity for all roads, road-side parks, kiosks, etc., wherever possible. Also the work involves reviewing the proposed/available designs related to the SWDs in the study area and to redesign the drains suitable for urban design improvement plan.

IV. The project also aims at improving parking lots wherever possible.

V. Provide appropriate infrastructure for Bus Route Roads, Arterial roads and market areas.

VI. Project envisages that all other infrastructure to be taken under duct which would include water pipes, cables for electricity, telephones, cable networks, etc. shall be comprehensively addressed in the project. The consultants shall discuss with all line departments and private agencies in this regard. This work upon implementation will lead to trench less technology in and around roads and save under 'Road restoration charges' for the service providers. It will result in no digging the pavement nor damaging the service lines.

VII. Provide Cement Concrete (CC) roads or white topping in narrow lanes where SWD cannot be provided;

VIII. The consultant shall identify the following and thus develop a database for each of the roads. The following needs consideration:

   a) Roads that can be widened without L.A and the width to be determined and taken up for implementation.
   b) Other urban transportation infrastructures like grade separators, ROBs, RUBs, foot over bridges etc. have to be identified based on stakeholder's consultations and field reconnaissance and proposed for later phase.
   c) If the roads can qualify as an arterial road in the near future, infrastructure may be provided as required.

IX. Design shall be based on latest technological developments and procurement packages should be of sufficient scale to apply modern construction technologies.
X. Design and estimation of underground utilities including OFC cables, etc. as well as above ground obstructions such as HT lines, transformer, hoardings etc, which will affect the project works.

XI. Prepare utility shifting plans for each road.

XII. Suggest modern plant, equipment/machinery for ULBs'/departments to procure so as to minimize use of human resource such as road laying(milling and recycling asphalt machine), cable laying (exclusive duct / trench corridors for service lines to be laid and attending to faults), drain cleaning (desilting sewage and SWD), cable tracers and trench less technology provisions.

XIII. Conduct necessary field surveys/field investigations, etc., for the study area as required XIV. Prepare detailed designs, contract packages, implementation plans, including EA and EMP, costing and bid documents.

XV. Quality assurance plan, road safety plan including safe access to households where the improvement work is taken up.

XVI. In areas served with water supply/sewerage/cable system, provisions in the estimate for disconnection and reconnect of household connections and in areas not served with any scheme, provisions for providing house service connections to the houses adjoining to the Footpath/ projects, which can be later connected to proposed scheme.

XVII. Environmental Management Plan along with manpower requirement for their Implementation and cost thereof;

XVIII. Investment planning - alternatives for investment- phasing of Construction of various items relating to time frame and funds available;

XIX. Procurement plan and implementation time schedules;

XX. Resource allocation - Cash flow- human resource, machinery and equipment - materials. XXI. Prepare social and environmental impact assessment report and the outcome of consultation should be brought into the Final Report.

XXII. BoQ to be detailed and comprehensive to cover all aspects, including safety, worker facilities, EMP, etc. as part of DPR / Bid document preparation. In addition, a sample BOQ from a similar, international (any developed / advanced country) civil work / project to be attached as part of the report and differences highlighted for consideration of Employer / ULB;

XXIII. BoQ/ Estimate Provisions / Bid Docs: Critical costs that need to be included in cost estimates, among others, are: (i) Shifting of utilities; (ii) safe disposal of muck from the SWD during construction, (iii) disconnection of house service connections and reconnect (iv) working in unsafe and unhygienic areas- narrow areas-highly populated and high traffic areas and high rock and high water table; (v) market rates for the material of construction not available in the schedule of rates (vi) Provision for Finance charges, insurance charges, labourcess, third party inspection charges, employer's office, transport, etc.,; (vii) statutory taxes and duties; (viii) provisions for safety planning including safety of households and access to households where works are taken up, Environmental
Management Plan; (ix) appropriate costs shall be provided in the estimate to cover the additional cost towards vehicles, staff, laboratory equipment and tests etc. for the employer; (x) Price contingencies linked to implementation time frame and expected escalation; and (xi) Detailed BOQ, technical specifications, designs and drawings for all project components.

XXIV. Environmental and Social Impact Assessments: The Consultant shall prepare Environmental and Social Impact Assessment studies as per the World Bank Environmental Social Management Framework (ESMF). The initial environmental and social screening report along with environmental and social categorisation shall be at the interim report stage. Secondly based on the Environmental and Social Categorisation prepare necessary mitigation plans complying with the ESMF categorisation requirements. The consultant shall also provide the details of the sites required and availability of RoW, etc. The outcome of the stakeholder consultations and proceedings of the consultation to be included in the Environmental and Social Impact Assessment Reports. As per the World Bank ESMF, consultations shall be conducted at Screening stage and after Draft Final Stage.

XXV. A GIS mapping of the entire road and open space related asset created has to be developed.

XXVI. Prepare an implementation strategy for the project.

XXVII. Capacity building for all stakeholders by introducing/supplying manuals and road shows for creation and upkeep of the asset created.

The Consultant responsibility would include:

a) Data

The details given in the technical conditions and specifications taken in conjunction with the study are only a reasonable preliminary basis. The nature of the overall contract is such that after the proposal, the consultant shall be wholly responsible for all the details of the proposal, the physical and conditions, the execution methodology etc. All data utilized in preparation of the proposal shall be presented indicating the sources of the data and also the basis of assumptions, if any. The consultant shall be responsible for accuracy/reliability of all the data or designs and drawings given by them.

b) Design and Estimates

Consultant is only responsible for data, design, estimates and other details. The Employer shall not be responsible (except as to risks specifically accepted under the conditions of contract) for the validity of the project details, designs and estimates.

7. OUTPUT EXPECTED

The work of the consultants includes but not limited to the following:
i) Work includes detailed feasibility study for up-gradation and new construction of roads, footpaths, sidewalks, culverts, etc., with flexible pavement/ flexible overlay/rigid pavement on the existing pavement/replacement of pavement/structures where required, construction of C.D works

ii) Measures to enhance all road capacity / service levels:
   - Road surface.
   - Footpath with utilities service zone
   - Geometric correction of the critical curves
   - Rehabilitation / Reconstruction of existing culverts
   - Edge of carriageway to be kept free from any development
   - Provision of reflective road studs along the entire stretch for illuminated guiding
   - Provision of traffic guide posts and delineators at regular intervals, crash barriers and cheron signs along the curves
   - Storm water drain and its connectivity
   - In built up areas and junctions, a network of sub-surface drains with interception chambers need to be proposed to intercept the surface flow. The system design also should suit the individual sections / locations.

iii) Study and outputs will focus on options for rehabilitation of the existing pavement and for the new pavement construction.

iv) The services provided by consultant would broadly include preparation of urban design concept plans and design improvement plan, preparation of detailed designs and drawings, cost estimates, tender documents, implementation strategy, utility shifting plans and liaison with client including obtaining approvals.

v) Project facilities and associated components (road safety, arboriculture, landscaping and open space development etc.) are:
   - Road and structural inventory and condition surveys
   - Pavement roughness and deflection surveys and soil and subgrade investigations
   - Preparation of specifications and supervision of topographical surveys
   - Boreholes for structures and supervision of non-destructive testing to assess strength of structures.
   - Geometric, pavement and structural design for detailed engineering design (comprehensive and cost effective detailed engineering design required for works to be completed and delivery of ready-to-implement "Good for construction (GFC) drawings for all road and pavement elements, culverts / CD structures)
   - Alternative pavement technology options
   - Detailed drawing of junctions.
• Landscaping, architecture and connected proposals and drawings
• Lighting
• Safety plan

vi) Estimation of underground utilities including OFC cables, etc. as well as above ground obstructions such as HT lines, hoardings etc, which will affect the project works.

vii) Environment and Social Assessments: The outputs shall include Environment and Social Assessment Reports and Mitigation Plans as per the World Bank ESMF.

viii) Technical support to ULBs for performing Consultation with stake holders and disseminating the project profile and advantages to the general public/other stakeholders.

ix) Capacity building for all stake holders by introducing manuals and road shows for creation and upkeep of the asset created.

8. DURATION OF THE STUDY

The duration of the assignment will be 6 months from the date of issue of work order.

9. DATA, SERVICES AND FACILITIES TO BE PROVIDED BY THE CLIENT

The client shall make available all relevant reports and other documents pertaining to the said assignment, as required, subject to availability.

10. LIST OF KEY PROFESSIONAL POSITIONS

The following key experts with the prescribed qualification and experience for carrying out this Consultancy service are required. Necessary support staffs/experts shall be brought in by the consultants, as required in order to achieve the objectives of the assignment within the stipulated time-lines. For all positions, experience in government departments/agencies in Himachal Pradesh will be an added advantage.
<table>
<thead>
<tr>
<th>S. No.</th>
<th>Key personnel</th>
<th>Qualification / Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Team Leader / Architect Planner</td>
<td>Post Graduate in Civil Engineering having at least 10 years' experience in Urban Design Engineering Plan related projects.</td>
</tr>
<tr>
<td></td>
<td>Transport Planner</td>
<td>Masters in Transport / Urban Planning having at least 7 years' experience in Highway Design Engineering related projects.</td>
</tr>
<tr>
<td></td>
<td>Infrastructure Specialist</td>
<td>Masters Degree in Environmental/Public Health Engineering/Structural Engineering having at least 10 years’ experience in Infrastructure Design Engineering related projects.</td>
</tr>
<tr>
<td></td>
<td>Quantity Surveyor</td>
<td>Graduate in civil engineering with having at least 10 years’ experience in Infrastructure Development related projects as ‘Quantity Surveyor.</td>
</tr>
<tr>
<td></td>
<td>GIS/CADD Specialist</td>
<td>Graduate in civil engineering and hands-on experience of about 5 years in developing GIS/ CADD applications.</td>
</tr>
<tr>
<td></td>
<td>Environment Specialist</td>
<td>B.E. Civil and ME/M.Tech Environmental Engineering with 5 years related experience.</td>
</tr>
<tr>
<td></td>
<td>Social Development Specialist</td>
<td>MSW/MA Sociology with 5 years infrastructure project experience.</td>
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</table>

1. The above team should be supported by other persons especially by architects, structural, surveyors, other experts/specialists, etc., as required to ensure that the objectives of the assignment are achieved within the stipulated timelines.

2. Copy of the degree certificate/educational qualifications has to be enclosed with the C.V.
3. The proposed team leader shall be assigned full-time for this project and shall not be associated with any other full-time ongoing assignment with any other client.

11. TERMINATION

In event of unsatisfactory working of the agency, the Employer shall be free to cancel the agreement.

12. DELIVERABLES

a. Inception Report (5 hard copies and soft copy)
b. Interim Report (Concept Plan for Urban Design Improvement) Plan (5 hard copies and soft copy)
c. Draft Final Report (5 hard copies and soft copy)
d. Final Report (5 hard copies and soft copy)

Schedule of deliverables:

<table>
<thead>
<tr>
<th>Reports</th>
<th>Desired outputs</th>
<th>Output schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inception Report</td>
<td>Existing status of identified area, road features, and other facilities available etc. and proposed methodology.</td>
<td>30 days from the date of LOI</td>
</tr>
<tr>
<td>Interim Report</td>
<td>3 different concept (Urban design improvement) plan</td>
<td>60 days from the date of LOI</td>
</tr>
<tr>
<td>Draft Final Report</td>
<td>Draft designs and drawings for the identified area covering Road alignment, utilities design, landscaping, pedestrian facilities, junction improvement, utilities shifting plan, cost estimates packaging, draft bid documents and implementation strategy.</td>
<td>120 days from the date of LOI</td>
</tr>
<tr>
<td>Final report</td>
<td>Final designs and drawings for the identified area covering road alignment, utilities design, landscaping, pedestrian facilities, junction improvement, utilities shifting plan, cost estimates packaging, draft bid documents and implementation strategy.</td>
<td>150 days from the date of LOI</td>
</tr>
</tbody>
</table>
13. COMPOSITION OF REVIEW COMMITTEE TO MONITOR CONSULTANT'S WORK

The Review Committee headed by the Pr. Secy (PW) to the GoHP and consisting of the following officials will review the deliverables/reports in each stage.

a) Pr. Secy (PW) to the Govt. of HP
b) Engineer-in-Chief, HPPWD
c) Engineer-in-Chief (Projects), HPPWD
d) Chief Engineer-cum-Project Director, HPRIDC
e) Chief Engineer (NH), HPPWD
f) Director Urban Development, HP
g) Director Town & Country Planning, HP
h) Superintending Engineer, HPRIDC
i) Executive Engineer, HPRIDC

14. TERMS OF PAYMENT

The consultancy cost will be paid to the consulting firm based on the recommendations of the review committee as follows:

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Payment Terms</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Submission of Inception Report</td>
<td>20%</td>
</tr>
<tr>
<td>On Submission of Interim report</td>
<td>20%</td>
</tr>
<tr>
<td>On Submission of Draft Final Report</td>
<td>25%</td>
</tr>
<tr>
<td>On Submission of Final Report</td>
<td>35%</td>
</tr>
</tbody>
</table>