

**EXPRESSION OF INTEREST FROM CONSULTANCY FOR PREPARING
AND SUBMITTING THE DETAILED PROJECT REPORT (DPR) UNDER
PMGSY-IV IN STATE OF KERALA**

Section-1

Online Notice Inviting Tender (NIT-2)

1. The Executive Engineer Programme Implementation Unit (PIU), invites online Expression of Interest (EOI) proposals as per the formats given in the EOI document for providing consulting services towards preparation of “ **Detailed Project Report (DPR)**” under PMGSY-IV Scheme in Pathanamthitta district of Kerala from consultancy firms fulfilling the following criteria:-

a. The consultancy firm shall have experience in executing related consultancy job(s), Preparation of DPR for road / Bridge works in Government / PSU/ Autonomous Bodies in India during the last 3 Financial Years (FY22-23, FY23-24, FY24-25) with a minimum order value as given below:-

At least one completed consultancy jobs of value of work done not less than Rs.25 lakhs.

2. Bid documents are available in website name www.principaldirectorate.lsgkerala.gov.in and should be submitted between from 27/12/2025, 10AM to 08/01/2026, 5PM. Specifications and the set of terms & conditions of contract to be complied with by the bidders. MoRD specifications for Rural Roads-2014 are adopted for Rural Roads.

3. Cost of tender form of Rs. 1800/- (Rupees One thousand Eight hundred only) Per district/ or (for a 33km length in each District)



(Non Refundable) shall be in the form of Demand Draft in favour of the Member Secretary, KSRRDA payable at Thiruvananthapuram drawn on any Nationalized bank. The DD Shall be attached with the e-tender bid.

4. EMD of Rs. 29250/- (Rupees Twenty Nine thousand Two hundred and Fifty) per district/ (for a 33km length in each District) shall be in the form of Bankers Cheque / DD/Fixed Deposit receipt in favour of the Executive Engineer, PIU, Pathanamthitta payable at Pathanamthitta drawn on any nationalized bank. The instrument of EMD shall also be attached with the e-tender bid.

5. The bidder shall submit the originals of instruments of cost of tender form and EMD to Executive Engineer, PIU, Pathanamthitta by post / hand before 08/01/2026, 5 PM. Non delivery of these items or delay in delivery shall leave the tender bids unqualified. The bids will be opened on 09/01/2026 at 11 AM. The bids received will be evaluated and will be submitted to the Kerala State Rural Road Development Agency for approval. The bid for the work shall remain open for acceptance for a period of ninety days and submit to the approval of DPR by KSRRDA from the date of opening of bids. If any bidder/tenderers withdraws his bid/ tender before the said period or makes any modifications in the terms and conditions of the bid, the said earnest money shall stand forfeited. Right to reject or cancel any or all the tenders without assigning any reason thereof whatever may be is reserved by the undersigned. Further Details are available in the Bidding Document.



The Executive Engineer
Programme Implementation Unit
Kappil Arcade Building
Pathanamthitta, 689645.



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INSTRUCTION TO CONSULTING FIRMS

**The Executive Engineer
Programme Implementation Unit
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Submissions and Receipt of Proposal

1. An authorized representative of the consulting firm shall initial all documents enclosed with the Expression of Interest (EOI) proposal. The authorization shall be in the form of a written Power of Attorney accompanying the Proposal or in any other form demonstrating that the Representative has been duly authorized to sign.
2. The original EOI proposal shall contain no interlineations or overwriting, except as may be necessary to correct errors made by the consulting firm itself. The person who signed the proposal on behalf of the consulting firm must initial all such corrections.
3. Bid documents are available online and the hard copy should only be submitted to the office.
4. The bidder shall submit the originals of instruments of cost of tender form and EMD to **The Executive Engineer Programme Implementation Unit, Pathanamthitta** by post / hand before 08/01/2026, 5PM. Non delivery of these items or delay in delivery shall leave the tender bids unqualified. Carefully see that the instruments submitted physically are the originals of respective copies. No excuse of postal delay or otherwise shall be entertained. Any proposal received by the Employer after the deadline for submission shall be returned unopened. In the event of the specified last date for receiving the proposal being declared holiday, the proposals shall be received up to the appointed time on the next working day.
5. The Employer i.e. The Executive Engineer Programme Implementation Unit will not accept the proposals delivered through fax or email.



6. Proposal has to be concise, brief and shall not contain irrelevant material.
7. The Employer (i.e. The Executive Engineer Programme Implementation Unit) will carry out the entire evaluation process and submit the received quotation to Kerala State Rural Road Development Agency within 7 days after evaluating the bids.
8. The Proposal shall be accompanied by a "Letter of Proposal Submission" as attached of the EOI document. The Letter of Submission is to be signed by authorized representative of the Consulting firm.
9. The complete postal address for correspondence has to be given in the "Letter of Proposal Submission" and in case of any change therein at a later date, the employer's representative (*details given here in after*) has to be promptly informed. Any loss of communication on account of non-compliance of this condition shall be to the account of the intending Consulting Firm.
10. Cost of tender form of Rs. 1800/- (Rupees One thousand Eight hundred only) per district/or (for a 33km length in each District) (Non Refundable) shall be in the form of Demand Draft in favour of the Member Secretary, KSRRDA payable at Thiruvananthapuram drawn on any nationalized bank.
11. For details regarding the site conditions and list of roads will be available with the concerned Executive Engineers of Programme Implementation Units.
12. EMD of Rs 29250/- (Rupees Twenty nine thousand Two hundred and Fifty only) per district/ or (for a 33km length in each District) shall be in the form of Bankers Cheque/DD/Fixed



Deposit receipt in favour of the Executive Engineer, PIU, Pathanamthitta payable at Pathanamthitta drawn on any nationalized bank.

13. The selected agency shall enter into agreement with the undersigned along with security deposit in the form of bank guarantee for Rs. 58500/- (Rupees Fifty eight thousand and Five hundred only) which will be released on clearance of DPR by NRRDA.
14. 90% of the sanctioned amount will be released by the competent authority as and when the projects are cleared by State Technical Agency (State Technical Agencies). Balance 10 % will be released subject to the clearance from NRRDA. However part payments to this will be made based on the recommendations submitted by concerned PIUs to KSRRDA.
15. Any clarification may be obtained from the following The Executive Engineer Programme Implementation Unit, Office Address.

The Executive Engineer
Programme Implementation Unit
Kappil Arcade Building
Pathanamthitta, 689645



OBJECTIVE

The Government of India have accorded approval for the GSS survey conducted through mobile app under PMGSY-IV with regard to the road leading to unconnected habitations of 14 districts of Kerala. The Detailed project Report for the construction of these roads as detailed below are to be prepared based on the guidelines of PMGSY roads issued by NRRDA. The DPR's prepared will be scrutinized by the State Technical Agency for getting approval from the Government of India. Now invites eligible consultancy firms to indicate their interest in providing their professional service for preparation of the DPR's. Submission of soft copies DPRs in word file, pdf format, excel sheets, autocad files, kml formats. Submission of hard copies of DPRs to PIU for scrutiny and modifications (if required) to be made during the vetting of PIU.

Submission of DPRs to STA and KSRRDA for vetting after PIU approval and modifications of STA and KSRRDA to be incorporated until approval from STA and KSRRDA.

Submission of DPR hard copies to NRIDA and 4 sets of hard copies of DPRs (bound) to be submitted to PIU after clearance from NRIDA. No firm should quote for more than 33 kms of DPR preparation with in a district.

| Name of District | Tentative Length in KM for which DPR has to be Prepared under PMGSY IV |
|------------------|--|
| Pathanamthitta | 33.00 |



SCOPE OF WORKS

1. DPRs to be prepared as per the directions of PIU and submitted to the Executive Engineer, PIU in the in prescribed formats and templates of PMGSY issued from NRIDA, MoRD.
2. Engaging professionally qualified Engineers for the DPR preparation in prescribed formats and templates of PMGSY issued from NRIDA, MoRD.
3. Conduct transect walk with PIU officials and local bodies as per guidelines. Videography and minutes of transect walk, Grama Sabha to be submitted to PIU as per guidelines.
4. Arrange traffic survey as per guidelines-3 day, 24 hr traffic volume count is to be conducted on the proposed road and also already completed or similar type of PMGSY road in the vicinity of the project road. The Classified Volume Count survey is to be carried out in accordance with the requirements of the TOR and relevant codes (IRC: 9-1972, IRC: SP: 19-2001, IRC: SP: 20- 2002, IRC: SP: 72-2015).
5. Survey of the road including preparation of road alignment map and plotting in the prescribed scale. Marking boundary, collection of hydraulic particulars for the design of cross drainage of crust, carriage way, protection works etc. Computation of quantities of earth works shall be supported by levels calculations. LS and CS plotting carried out in prescribed scale as per PMGSY norms and preparation of various appraisals form, furnishing details of various factors including graphical representation of required items.
6. Topographic survey adopting high precision instruments using Differential Global Positioning System (DGPS) to capture the essential ground features so as to fix a feasible road alignment in concurrence



with the local bodies and the PIU. To obtain the alignment in kml format and AutoCad format and to be submitted to PIU and modifications thereof. Fixing chainages, establishing TBMs and geotagged photos of TBMs. Fixing a suitable gradient as per IRC norms and PMGSY guidelines with minimal earthwork cutting and filling works (cutting depth and filling depth not to exceed 5 m). Cross sections are to be taken at 15 m interval and at closer interval 5 m to 10 m as per radius of curves in curved portion. Cross sections to be taken for minimum of 14 m land width. Cross sections of stream and culvert locations to be taken, Presentation of reduced levels in proper format (soft copy and hard copy). Presentation of Longitudinal sections and cross sections in AutoCAD format in suitable scale. Hard copies and soft copies as mentioned in the general conditions of the contract.

7. Conduct soil investigation tests as per standards. Soil testing laboratories should be established or tests should be conducted within the district.
8. Soil samples are to be collected along and around the road alignment at suitable locations per km, from the adjoining borrow areas, as well as one sample is to be collected from the existing road. Soil Classification tests like grain size analysis and Atterberg's limit are to be conducted for all the samples collected. Standard Proctor test and the corresponding 4 day soaked CBR test are to be conducted either for a minimum of one test per km for soil samples of same group or more tests due to variation of soil type. The following tests are to be conducted as detailed below:

| Item Description |
|------------------|
|------------------|



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|--|
| Grain size analysis as per IS : 2720 (Part 4) – 1985 |
| Atterberg's limit as per IS : 2720 (Part 5) – 1985 |
| Standard Proctor density test as per IS : 2720 (Part 7) – 1980 |
| 4 day soaked CBR test as per IS : 2720 (Part 16) – 1987 |

9. The laboratory soaked CBR value ranges from % to %. The soil laboratory test results are summarized in Table 4.1 as per the DPR template.
10. Hydrological Survey: This chapter deals with the importance of “Hydrological Survey”. Hydrological Survey is necessary for design of adequate and safe Cross Drainage Structures so that the rain water can pass as per natural slope.
11. Geometric Design Standards: This chapter deals with the importance of Geometric Design Standards of PMGSY Roads. The geometric design standards for this project conform to PMGSY guidelines and the guidelines as stated in IRC-SP 20:2002.
12. Alignment Design: This chapter pertains to PMGSY Road Alignment. The basic aim of highway design is to identify technically sound, environment-friendly and economically feasible highway alignment. The selection of the alignment is to be made after economic, social and environmental analysis, the details of the same is presented in succeeding chapters.
13. Pavement Design: This chapter deals with the “Pavement Design” according to the Traffic volume study, considering the sub grade strength, projected traffic and the design life, the pavement design for low volume PMGSY roads is to be carried out as per guidelines of IRC: SP: 72-2015, IRC: SP: 77-2008 “Design of Gravel road”, IRC: SP: 62-2014 “Cement Concrete



roads” and IRC: 37-2018 “Guidelines for Design of Flexible Pavement for roads having higher category of traffic”

14. Design all CD works, retaining walls, Bridge, pavement (asperIRC72)etc required for the road work and cross section details of pavements.
15. Preparation of detailed drawings of all structures (CD works, retaining wall, Bridges, drains etc to scale.)
16. Protective Works & Drainage: This chapter deals with the “Protective & Drainage Works” and emphasis on the new technologies for protection work to reduce the cost of protection work e.g. Gabion structure, use of Geo-synthetic material, turfing etc.
17. Environmental impact assessment studies to be included in DPR as men.
18. Land Acquisition: This chapter deals with the Land requirement for acquisition for construction of PMGSY road. The width of carriageway is to be considered as 3.75m/5.5m in accordance with the IRC: SP: 20- 2002.Collection of asset registers of roads, land acquisition details, ownership of land certificates, other necessary certifiactes from other associated Government departments, local bodies etc as per the directions of the officials of the PIU.
19. Utility shifting/relocation: This chapter deals with the requirement of utility shifting/ relocation. The existing utilities must be shown on the drawings. Utilities to be relocated must be highlighted and the new location shown on the drawings.
20. Preparation of detailed estimate based on Government approved schedule of rates including rate analysis conveyance statement and



abstract of estimate

21. Specification: This chapter defines the “Specification for Rural Roads” published by IRC on behalf of the Ministry of Rural Development; Govt. of India has been followed.
 22. Submission of DPR as printed and soft copies to State Technical Agency for scrutiny.
 23. Checklist of scrutinized DPR by STA and Package Summary should be converted into PDF format and submitted separately.
 24. To make necessary changes if any required in the DPR as per the direction of State Technical Agency and submit the final DPR (4set of hard copies and one soft copies) for approval of the NRRDA
 25. The consultancy shall take all precautions of the accuracy and correction of the DPR and will be professionally liable for all damages.
 26. The DPR’s format should be as per the template for PMGSY-IV
13. Time of Completion:- All activities regarding the DPR preparation are to be completed within 60 days from the date of selection notice.

General Conditions for Topographic Survey

- 1.) The Basic objective of the topographic survey would be to capture the essential ground features so as to fix a feasible road alignment in concurrence with the local bodies and the PIU
- 2.) To obtain the alignment in kml format and AutoCad format and to be submitted to PIU
- 3.) Modifications in the alignment if necessary to be done as per the instructions of the Head of PIU
- 4.) One set of final colour printout of the alignment in suitable scale and A2 paper size after the approval of the soft copy by the PIU



- 5.) Benchmarks, either temporary or permanent, should be established at intervals of 250 to 500 metres with proper marking, painting as per code and should be non-disturbing. The levels should be connected to GTS datum.

| No | Description | Location of BM/ TBM | Levels | Altitude | Longitude |
|----|-------------|------------------------------|--------|----------|-----------|
| | | | | | |

- 6.) Fixing and Paint marking of chainages
- 7.) Cross sections are to be taken at 15 m interval and at closer interval 5 m to 10 m as per radius of curves in curved portion.
- 8.) All physical features of the road to be recorded.
- 9.) Presentation of reduced levels in proper format (soft copy and hard copy)
- 10.) Cross sections to be taken for minimum of 14 m land width
- 11.) Cross sections of stream and culvert locations to be taken
- 12.) Presentation of Longitudinal sections and cross sections in AutoCAD format in suitable scale
- 13.) Modifications in the longitudinal profile and cross sections if necessary to be done as per the instructions of the Head of PIU
- 14.) One set of final colour printout of the LS and CS in suitable scale and A3 paper size after the approval of the soft copy by the PIU
- 15.) Presentation of volume and area calculations in word/ excel formats
- 16.) One set of final printout of the volume and area calculations in A4 paper size after the approval of the soft copy by the PIU
- 17.) Modifications if necessary as per the directions of the Head of PIU



18.) Soft copies of the geotagged photos of TBMs, their reduced level and description to identify the same

19.) Assisting the PIU during inspection from KSRRDA, STA and NRIDA.

Special condition If any

The Executive Engineer reserves the right to terminate this agreement without any notice and withhold any payments, if there is any delay in conducting the investigation works and submission of results or if there is proper proof/evidence of that the results/tests are manipulated or wrong/ delay in submission of DPRs.



Schedule for BOQ

| Description | Unit | Amount excluding GST |
|---|--------|-------------------------|
| Preparing the documents and submitting as envisaged in objectives and scope of works by including all the chapters as envisaged in the DPR's template for PMGSY-IV. Submission of soft copies DPRs in word file, pdf format, excel sheets, autocad files, kml formats. Submission of hard copies of DPRs to PIU for scrutiny and modifications (if required) to be made during the vetting of PIU. Submission of DPRs to STA and KSRRDA for vetting after PIU approval and modifications of STA and KSRRDA to be incorporated until approval from STA and KSRRDA. Submission of DPR hard copies to NRIDA and 4 sets of hard copies of DPRs (bound) to be submitted to PIU after clearance from NRIDA. | Per km | |



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