

## Corrigendum

RFP No: 13 / PPOMU / 19-20

Date of Issue: 10.12.2019

### IMPACT ASSESSMENT OF PERIODICAL MAINTENANCE OF RURAL ROADS IN ODISHA

Sl.No.	Page Number / Section	Existing RFP Clause	Corrigendum
1	Page No. 22 / Section 3 / Terms of Reference / 1. Introduction / Para 3	As true to the Indian context, rural roads in Odisha too play an important role in socio-economic development of its rural population. As per the Odisha Rural Roads Maintenance Policy, 2017, rural roads constitute a whopping 88% of the entire road network in the State covering 2,19,675 kms. Of this, PMGSY and non-PMGSY roads constitute 36,128 km. (as on 31.03.2016). Such PMGSY and non-PMGSY roads in the State are known as other district roads (ODRs) and village roads (VRs), and are owned and maintained by Finance Department (RD) Department.	As true to the Indian context, rural roads in Odisha too play an important role in socio-economic development of its rural population. As per the Odisha Rural Roads Maintenance Policy, 2017, rural roads constitute a whopping 88% of the entire road network in the State covering 2,19,675 kms. Of this, PMGSY and non-PMGSY roads constitute 36,128 km. (as on 31.03.2016). Such PMGSY and non-PMGSY roads in the State are known as other district roads (ODRs) and village roads (VRs), and are owned and maintained by <b>Rural Development</b> (RD) Department.

## Pre- Proposal Clarification

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### IMPACT ASSESSMENT OF PERIODICAL MAINTENANCE OF RURAL ROADS IN ODISHA

SI No	RFP Document (Section / Page Number)	Content of RFP requiring Clarification	Query / Clarification Requested	Consideration for Inclusion	Reply / Clarification
1	Page No. 8/ Eligibility Criteria , SI No 3	Successfully completed at least 2 assignments of similar nature (having Contract Value $\geq$ Rs. 25.00 Lakh and Duration $\geq$ 3 Months), i.e. Concurrent Evaluation / Impact Assessment / Process Monitoring / Baseline Survey for any Infrastructure sector under Central / State Govt. / EAPs*/ Autonomous bodies operated under Govt. administrative control / International and National Organisation during the last 3 years**. Prior experience in evaluation of road projects will have preference.	Whether Road Work and Supervision and monitoring be treated as Concurrent Evaluation or not ?	Road Work Supervision as Concurrent Evaluation	Yes
			Whether Social and environmental Impact Assessment of any Road be considered as experience as pertaining to the assignment or not ?	Social and Environmental Impact Assessment as experience	Yes
			Whether Detail Project Report (DPR) for any road project that includes SIA, Census-Survey Data, Socio-economic study data, survey findings etc, be considered as experience for baseline survey work of the bidder for the proposed assignment ?	Detailed Project Report (DPR) preparation of Road as Experience	Yes
			Whether the construction and supervision of any road be treated as Process Monitoring or not ?	Construction Supervision / Independent Engineers as Process Monitoring.	Yes

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2	Page No 23 / Terms of Reference , Methodology , Para 3	The study will involve collection of both qualitative and quantitative data and their analysis. Further, data will be collected from both primary and secondary sources. For cost-benefit analysis, at least 20 km. road from the sample will be studied (5 kms. each from PMGSY roads and non-PMGSY road belonging to 2 different geographical terrain- plain terrain and hilly terrain). Half of the samples collected will be tested in Government laboratory and the rest half will be tested in a private laboratory.	Quantum of Sample test will help in preparation of Financial Proposal	Sample size for laboratory test may be provided	As per the Codal Rule (IRC Code), the frequency of the test is codified with respect to the quantity of the work executed.
3	Page 25 /ToR/ Clause 8 / Composition of Consulting Team	<b>Social Scientist:</b> This key person in the project is required to have extensive experience in social development including institutional analysis, monitoring & evaluation and carrying out cost-benefit analysis. The person should be a post-graduate in management or in social sciences (preferably Economics) with a minimum of 10 years of working experience in evaluation projects.	The person should be a post-graduate in management or in social sciences (preferably Economics) with a minimum of 10 years of working experience in evaluation projects. This Expert should be well versed with sampling, research designs, evaluation techniques, study instrument designing and cost-benefit analysis.	Social Science Back Ground Only	As per the terms and conditions of the RFP. No Change

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4	Page No 23 / Terms of Reference , Methodology , Para 2	The study will follow a stratified random sampling method. As has already been mentioned, periodic maintenance of 13,468.93 kms. of roads <sup>1</sup> has been carried out by RD Department till 31.03.2019. Out of this, 1,000 km. road will be selected for the study purpose of which PMGSY roads will be of 800 km and the remaining 200 km will be non-PMGSY roads. The sample should be selected in such a manner that it must represent roads from different years and belong to different terrains.	As, it has already been mentioned, periodic maintenance of 13,468.93 Kms of roads has been carried out by RD Department till of this, 1000 Km. Road will be selected for the study purposed of which PMGSY Roads will be of 800 Kms and the remaining 200 Km will be non-PMGSY roads. The sample should be selected in such a manner that it must represent roads from different years abd belong to different terrain.	Location of the Roads, year wise and terrain wise should be provided. This will help in working out the budget for the respective activities.	The bidder has to do the sample design for the purpose based on the information available in the PMGSY website.

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