

**EXPRESSION OF INTEREST FOR CONSULTANCY WORK FOR
THE COMPREHENSIVE TRAFFIC AND TRANSPORT STUDY &
FORMULATION OF CMP FOR THE ROHTAK URBAN AREA**

COST OF DOCUMENT: Rs. 2,500/-

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NOTICE

EXPRESSION OF INTEREST FOR CONSULTANCY WORK FOR THE COMPREHENSIVE TRAFFIC AND TRANSPORT STUDY & FORMULATION OF CMP FOR THE ROHTAK URBAN AREA

Expression of Interest is invited from reputed Consultancy Firms having proven experience in this field to provide consultancy services for the **comprehensive traffic and urban study for Rohtak urban area.**

Consultancy services for the following:

- > **Confirm scope and time frame (Area covered by CMP and planning horizons for short term, medium term and long term target)**
- > **Collect data and analyze urban transport environment such as**
 - a) Review the city profile.**
 - b) Collect data and review urban transport system.**
 - c) Traffic surveys and inventories such as**
 - i) Manual classified counts.
 - ii) Parking survey.
 - iii) Origin destination survey.
 - iv) Speed and delay surveys.
 - v) Mass transit and passengers survey.
 - vi) Commuter survey.
 - vii) House hold survey.
 - viii) Vehicle operators survey.
 - ix) Terminal area survey
 - x) Pedestrian survey
 - xi) Road inventory
 - xii) Topographic surveys at key sections/junctions
 - xiii) Develop base year transport demand model
 - d) Review land use plan**
 - e) Analyze traffic/transport situation**
 - i) Comparative analysis of urban situation
 - ii) Diagnosis of urban transport situation
 - iii) Analysis of traffic characteristics
 - iv) Analysis of traffic
 - v) Analysis of social conditions
- > **Prepare and evaluate**
- > **Urban transport development strategy**
 - a) Visions and goals

- b) Urban growth scenarios
- c) Development Urban land use and transport strategy
- > **Develop Urban mobility plans**
- a) Public transport improvement plan**
 - i) Development of bus service or bus improvement plan
 - ii) Development of trunk and feeder public transport network
- b) Road network Development plan**
 - i) Hierarchical road network
 - ii) Arterial road constructions/widening projects
 - iii) Secondary road constructions/widening projects
 - iv) Intersections improvement projects
 - v) Flyover projects
 - vi) Railway over bridge or underpass projects
- c) Non motorized transport facilities**
- d) Mobility management measures**
 - i) Pedestrians facilities
 - ii) Non motorized vehicle facilities
 - iii) Traffic control measures
 - iv) Parking plan
 - v) Intersection Improvement projects (in parallel with road network development plan)
 - vi) Demand management measures
 - vii) Traffic safety plan
 - viii) Para transit plan
 - ix) Intelligent transport system and user information
- e) Regulatory and institutional measures**
 - i) Bus service improvement (concession, privatization and lease contract).
 - ii) Traffic safety improvement (traffic regulation, mandatory road users education, enforcement systems).
 - iii) Introduction of transport demand management measures.
 - iv) Vehicle emission (focus on non fuel based vehicles and compressed natural gas vehicles).
 - v) Public private partnership.
 - vi) Coordination mechanism to integrate public transport operation and to integrate fares
 - vii) Establishment of unified urban transport authority
 - viii) Establishment of special purpose vehicle for the implementation of projects
 - ix) Changes necessary to promote public private partnerships

f) Fiscal measures

- i) Fare policy for public transportation and parking
- ii) Subsidy policy for public transport operators
- iii) Taxation on private vehicles and public transport vehicles
- iv) Potential for road congestion charging

g) Comprehensive mobility plan measures and National urban transport policy**h) Prepare implementation programme**

- i) Preparation of project long list
 - ii) Selection of priority measures
 - iii) Prioritization methodology
 - iv) Identification of implementation agencies
 - v) Identification of possible financing options
 - vi) Development of implementation programme
 - vii) Social and environmental impact assessment
 - viii) Project profile sheets for short term projects
- **Holding workshops and seminars at the stage of inception report, interim report and draft final report to develop a working relationship.**

The consultancy firm should have completed similar assignments at least of one project valued Rs.20.00 Lacs or more in the last five years. Its annual turnover should be Rs.100.00 lacs or more during any financial year among the last three years (only the professional fees towards consultancy work will be accounted for).

The bid shall be submitted in two separate sealed envelopes, one marked, 'Technical Pre-Qualification' and the second marked, 'Financial Bid'. The "Technical Pre-Qualification" and "Financial Bid" are to be submitted on the prescribed application form which can be obtained on the payment of Rs. 2,500/- in cash or DD/pay order/DAC in favour of Commissioner, Municipal Corporation, Rohtak payable at Rohtak from the office of Executive Engineer-II, Municipal Corporation, Rohtak or can be downloaded from our official web site www.mcrohtak.gov.in. and then cost of the document Rs. 2,500/- shall be deposited through DD/pay order/DAC in favour of Commissioner, Municipal Corporation, Rohtak payable at Rohtak along with documents contained in envelop marked as 'Technical Pre-Qualification'

Pre-bid meeting will be held in the office of Executive Engineer-II, Municipal Corporation, Rohtak on 28.02.2013 at 11:00 AM

Detail terms and conditions may be seen in the application form.

Offers should reach the office of the undersigned on or before 19.03.2013 by 3:00 PM.

**For & on behalf of Commissioner, Municipal Corporation, Rohtak
Executive Engineer-II**

GENERAL RULES AND DIRECTIONS FOR THE GUIDANCE OF CONSULTING FIRMS.

- 1. Offers will be received by the Executive Engineer, Municipal Corporation, Rohtak up to 3:00 PM on 19.03.2013 and “Technical Bid” will be opened by him in the presence of authorized representative of the Consulting Firms who may wish to present on 19.03.2013 at 3:30 PM. in the office of Executive Engineer-II, Municipal Corporation, Rohtak. The date of opening of “Financial Bid” will be notified to Consulting Firms who qualify the prescribed criteria.**
- 2. Pre-bid meeting will be held in the office of Executive Engineer-II, Municipal Corporation, Rohtak on 28.02.2013 at 11:00 AM**
- 3. In case, Document has been downloaded from our official web site www.mcrohtak.gov.in. and then cost of the document Rs. 2,500/- shall be deposited through DD/pay order/DAC in favour of Commissioner, Municipal Corporation, Rohtak payable at Rohtak along with documents contained in envelop marked as ‘Technical Pre-Qualification’**
- 4. Any offer received after the dead line for submission of offer as prescribed above will not be accepted and is liable to be returned unopened to the bidder.**
- 5. Offers must be delivered in person by the Consulting Firm or by his agent to the Executive Engineer-II, Municipal Corporation, Rohtak.**
- 6. The consultancy firm should have employed staff having experience in team leader/urban transport planner, public transport planner, land use planner, non motorized transport planning and traffic management specialties, Highway Engineer, traffic survey and modeling specialist, environmental and social expert.**
- 7. The consulting Firms has to submit relevant experience in carrying out similar work along with a copy of client certificate/testimonials, CVs for proposed staff in technical bid along with other qualifying documents. The consulting firms shall be short listed keeping in view of the parameters required for qualification.**
- 8. Financial bid will be opened for those who compete through technical bid.**

9. The Consulting Firm whose offer is accepted is required to execute a contract agreement on the prescribed form of contract and on non-judicial stamp paper of Rs. 10/-.
10. The Consulting Firm should submit his offer in two envelopes. First envelope subscribe as "Technical Pre-Qualification" will contain a technical performance of the Consulting Firm in the format appended thereto and the condition. Second envelop subscribe as "Financial Bid" shall contain only the fee for providing Consultancy. Any departure in the above would make the offer invalid and it will not be opened. If it is erroneously opened, it will not be considered at all.
11. Offers shall remain valid and open for acceptance for a period of 3 months from the date of opening of offers. If the bidders fails to keep the offer open for acceptance as stated above or if the bidder withdraw his offer before the expiry of the said period or makes any modifications in the terms and conditions of the offer then the Commissioner, Municipal Corporation, Rohtak without prejudice to any other right shall cancel his offer out-rightly.
12. Acceptance of offer will rest with the competent authority who does not bind itself to accept the lowest offer and reserves to itself the authority to reject any or all the offers without assigning any reason.
13. The offer of the Consulting Firm against whom there is any criminal proceedings in any court of law, shall not be considered.
14. If any information furnished by the Consulting Firm is found incorrect at a later date, the firm shall be liable to be debarred from taking up works in future in Municipal Corporation, Rohtak. Corporation reserves the right to verify the particular furnished by the Consulting Firm independently.
15. All documents are to be prepared on computer.

**Executive Engineer-II,
Municipal Corporation, Rohtak**

EXPRESSION OF INTEREST

DESCRIPTION OF PROJECT

The project involves consultancy work for the comprehensive traffic and transport study & formulation of CMP for the Rohtak Urban area.

INTENT:

Municipal Corporation, Rohtak intent to avail consultancy services for the comprehensive traffic and urban study for Rohtak urban area required for completion of work to the entire satisfaction of Engineer-in-Charge.

INTRODUCTION

Rohtak Town measuring 14632 hectares lies at a distance of 75 kilometer from Delhi towards its north – west on National Highway No.10 (Delhi-Hisar Road).

EXISTING PHYSICAL FEATURES:

Delhi- Hisar Road passes though the town, thus the shape of the town has emerged into a linear form due to developments along the Highway. The only bye-pass on Delhi-Hissar-Sulemanki Road is towards its north and is bisected by the intercity roads to Sonipat, Gohana and Jind. On eastern side of the town flows a distributory in the name of Bhalaut sub – branch. It is also acting as a source of water supply to the town. The drain No. 8 runs on the western side of the town and is useful source for protecting the town from flood from that side.

On the north – western side of the town, there is an undulating area of about 200 hectare known as old Rohtas Garh (Vanished with the time and buried over here). This area has been reserved by the Archeology Department, Government of India for Archeological findings. The heart of the town is of bowl shape. Besides this, there are other pockets where discharge of storm water through gravity is not possible and as such pumping system is the only remedial measure.

The ground water being brackish, the water supply is canal based. Although there are two water works, one along Sonipat road and other along Jhajjar Road but there has been acute shortage of water supply in the town.

There are a number of drains on the northern side of the town, which have been creating flooding problems from time to time because of general slope being from North to South.

EXISTING IMPORTANT FACILITIES:

The town is enjoying a nodal location due to the following consideration: -

1. Rohtak town besides being District Headquarter is also functioning as Head Quarter of Divisional Commissioner and Inspector- General Police, court complex, Central Excise and Customs office, Income Tax Circle office. Thus it accommodates a large number of Government Offices.
2. The town is well connected through a network of broad gauge Northern Railway linking National Capital Delhi, Haryana state Bhiwani-Hisar-Sirsa towards west, Panipat –Ambala- Chandigarh towards north and Jind-Narwana on the north-west side. The road linkages are through NH-10, NH-71 and 71 –A in addition to Bhiwani, Sonipat through scheduled roads. It has a large grain market, vegetable market, Fodder Market; it also commands a position in cloth merchandise in the region and a sweet namely 'Rewari'.
3. It has privilege of having the only Post – Graduate Institute of Medical Science in the state besides Maharishi Dayanand University and Baba Mast Nath College. There are two Ayurvedic Colleges, eight degree colleges five Engineering College, three Women College, two Polytechnics besides Indian Institute of management and many different level educational institutions Kandriya vidalaya. It now will have a fashion design institute a State Institute of Film and TV, a fine art college and an Urban Planning and Architectural College
4. It enjoys the pride position for having All India Radio Station of Haryana.

5. It has two tourist Complexes namely, Tilyar and Myna. The Tilyar Complex being located on Delhi – Hisar – Sulemanki road in a spacious area, having a zoo and lake, has become a centre of interest for the town and its surrounding areas as well as for tourist and business entrepreneurs.

6. It has a large scale industrial unit i.e. sugar mill as an agro based unit promoting sugarcane cultivation in the region. The industrial sector, industrial Development Colony (IDC), houses Laxmi Precision Screws (LPS) and number of ancillary units; Milk product unit under the nomenclature VITA exists on Gohana road.

7. It has a bus terminus, railway station, Jail complex, police line, Food Corporation of India (FCI) Godowns, three stadiums also existing in Rohtak town.

POPULATION PROJECTION:

| Year | Population | % Growth rate | Population of settlements in urbanisable area |
|-------|----------------------|---------------|---|
| 1951 | 71902 | -- | |
| 1961 | 88183 | 22.5 | |
| 1971 | 124754 | 41.4 | |
| 1981 | 166768 | 33.68 | |
| 1991 | 215844 | 29.43 | |
| 2001 | 381889 | 77.00 | 294577 (M Con) + 87312 (villages & outgrowth) = 381889***. |
| 2011 | 477877 | 25.13 | 373133 (M Con) + 104744 villages (87312 x 20%) as district Rohtak growth rate] = 477877 |
| 2021* | 764603 | 60.00 | * Projected |
| 2031* | 1299825 (13 lacs) | 70.00 | * Projected |

SCOPE OF WORK

The Consulting Firm shall be responsible for the following scope of work.

| | | |
|---|---------------|---|
| ➤ | Task 1 | Confirm scope and time frame |
| ➤ | Task 2 | Collect Data and analyze Urban Transport Environment |
| ➤ | Task 3 | Prepare and evaluate urban Development Strategy |
| ➤ | Task 4 | Develop Urban Mobility Plans |
| ➤ | Task 5 | Prepare Implementation Programme |
| ➤ | Task 6 | Stakeholder Consultation |

Task 1 Confirm scope and time frame

The area covered by the CMP will be 14632 hectares and the planning horizons (Long, medium and short term) shall be 2018, 2023, 2031 and base year shall be 2013.

Task 2 Collect data and analyze urban transport environment

Task 2-1 Review the city profile.

Prepare a brief profile of the CMP planning area from available documents including

- Location
- Population and demographic data
- Land area
- Regional linkages
- Socio-economic data
- Environmental issues, such as natural conservation areas

Task 2-2 Collect data and review urban transport system.

Collect and review all relevant reports, with particular attention to City Development plan. Data on socio-economic characteristics, vehicle ownership, the transport network, transport policy and other available engineering parameters relevant to CMP shall be collected. All other relevant information related to accidents, land use

planning, mapping, right of way on key corridor shall be collected. Any inconsistency or deficiency in the information shall be addressed.

In addition to above the consultant shall collect the following items

- . Small scale maps land use maps
- . SPOT-satellite images
- . Socio-economic data

Prepare a database more specifically relative to land-use and topography of the area. Of special importance in the process of traffic model development and generating engineering solutions is the evaluation of SPOT satellite imagery, providing an update picture of land use.

To review the existing urban transport systems, the consultant should collect and review the following data and information, through literature review, interview survey and field survey.

- Existing Studies, reports and proposals
- Existing transport infrastructure
- Public transport
- Traffic safety and enforcement
- Institutional and financial situation
- Environmental and social condition

Task 2-3 Traffic surveys and inventories

Traffic and other surveys, as defined below, shall be carried out in the forms of surveys, data collection, assessment, analysis and evaluation. The objective is to determine

- Traffic flow and composition by link
- Assessment of level of service
- Vehicle characteristics for determination of vehicle operating costs

Proposed traffic survey locations should be identified during task 1 and be listed in the inception report.

Task 2-3-1 Manual classified counts.

Classified volume counts will be conducted at critical links and intersections for a period of 8 hours(4 in the morning and 4 in the evening) including the morning and evening peak hours. The following data will be collected.

- . Category wise hourly flow
- . Category wise hourly turning movements
- . Variation in flow before, during and after the peak.
- .

Task 2-3-2 Parking survey

Work and business centers, shopping complexes and tourist attractions are major generators of parking demand. Parking demand should be established by a manual count of each vehicle type where there is significant on street parking occurs. The survey will be conducted for a period of 12 hours continuously in such areas.

Task 2-3-3 Origin destination survey.

Origin-destination survey will be conducted through roadside interviews on an outer cordon i.e. major entry/exit points and on corridors where important activity locations are situated. The tentative number and location of survey stations, the survey time in hours per day will be confirmed after detail discussion with the client. The location and timings of the road side interviews will coincide with that traffic counts to facilitate adjustment of sampling. The information shall be obtained by trained enumerators supervisors and include type of vehicle, make, type of commodity carried, origin and destination, trip purpose, place of residence and employment of road user and frequency of travel.

Task 2-3-4 Speed and delay surveys

These surveys will establish road capacity and extent of congestion on key sections to determine possible improvements, widening, intersections, traffic control, traffic management etc. The consultants shall carry out speed delay surveys in both peak and anti-peak hours directions during peak and off-peak hours.

The free speed shall be observed and impact of the prevailing traffic on running speed during peak and off-peak hours for each section shall be established to indicate the level of congestion. Typical delay and causes shall be identified.

Task 2-3-5 Mass transit and passengers survey

The survey will be conducted on routes within the city and at terminal areas for a period for 24 hours. The basic purpose of the survey will be to collect information regarding origin, destination, trip purpose, frequency of travel and other particulars. The random survey sampling technique will be adopted to survey the passengers and will cover all modes.

Task 2-3-6 Commuter survey

Public and private trips by all modes which originate/terminate outside the city planning area with destination/origin within the city will be surveyed. The survey will be planned for 24 hours at railway stations and at an outer cordon.

Task 2-3-7 House hold survey

This survey will collect data on travel characteristics of the household influencing trip making. The study area will be divided into zones. A sample size of a minimum of 2% households will be covered. Based on the survey, travel demand characteristics will be established.

Task 2-3-8 Vehicle Operators' survey

A sample survey of operators of taxis, auto rickshaws, good vehicles along with slow moving goods vehicles will be conducted inside the city area with assistance from the vehicle owners' associations. Information on vehicle and operating characteristics will be collected. In the case of slow moving goods vehicles, operating cost, socio-economic characteristics of operators and routes of operation will be determined.

Task 2-3-9 Terminal area survey

This survey will collect information on movement patterns of persons/goods at major terminal and market areas: vehicle (good and passenger) entry/exit, including commodity/occupancy etc. The survey is to undertaken at main railway stations, bus terminals etc.

Task 2-3-10 Pedestrian survey

Pedestrian survey will be carried out to assess flows/demand at identified major intersections and road corridors. The survey will be from 06:00 to 22:00 on a normal working day and will detail the number of pedestrians moving along and across the road at mid block and at intersections.

Task 2-3-11 Road inventory

An inventory will be conducted along all major roads in adequate detail, including link lengths, cross-sections details, type and general surface conditions, street furniture, intersections, control devices, drainage conditions, abutting land use etc.

Task 2-3-12 Topographic surveys at key sections/junctions

The consultants shall conduct plane table surveys to prepare base plans for critical sections and junctions to facilitate improvements. Total station survey will also be conducted for major terminals (bus and rail), based on the prevailing traffic circulations pattern and parking demand etc. and appropriate improvement proposals will be established.

Task 2-3-13 Develop base year transport demand model

In this task, a base-year transport demand model will be developed using results of the O-D survey.

The CMP should apply traffic demand modeling to analyze/evaluate urban land use and the transport system. Modeling provides a quantitative and scientific approach to improving mobility. The modeling should emphasize person-based travel patterns, along with vehicle movements and include more NMV/pedestrian movements than conventional modeling approaches. It should also enable integrated planning of urban land use and the transport system.

Task 2-4 Review land use plan

Data on existing land use and land use plan should be collected and presented, through a detailed review of existing development plans, including the Master plan and/or the City Development Plan. In particular, new development areas that will affect transport demand in the planning area should be inventoried and summarized.

Task 2-5 Analyze traffic/transport situation

Based on information/data collected, a basic analysis of the transport and traffic situation should be carried out identifying characteristics and issues for the city. The following should be carried out

- Comparative analysis of urban situation
- Diagnosis of urban transport situation
- Analysis of traffic characteristics
- Analysis of traffic
- Analysis of social conditions

Task 3 Prepare and evaluate Urban transport development strategy

Task 3-1 Visions and goals

It is essential that mobility improvement measures in CMP form a coherent package with a consistent vision and goals for the desirable directions of city urban transport. The vision and goals define the desired form of long-term urban transport system in the city. While visions are statements of the desirable directions of urban transport development, goals are quantitative/qualitative targets for major indices, to be achieved within the planning horizons.

Task 3-2 Urban growth scenarios

In this task, optimal land use and transport systems will be examined. For analytical purposes, urban growth scenarios will be developed in combination with strategic level transport networks. Master plans regulate land use pattern, but the CMP could provide a preferred growth scenario from the view point of an optimal urban land use and transport development pattern.

Task 3-3 Future Transport Network Scenarios

The future transport network consists of the existing network and additional network. Future modal split (ratio of trips made by public and private transport modes) needs to be estimated by the use of modeling analysis. When the detailed modeling method

is not applied, it is recommended to set several modal scenarios that will be used in generating alternative networks to meet the future travel demand.

Task 3-4 Development Urban land use and transport strategy

Each combination of transport network and urban growth scenario developed in the previous tasks should be assessed using the transport demand model. Land use patterns will be included in the modeling analysis, in terms of a specific distribution of residential population and employment. Various land-use planning measures should be considered in relation to transport development strategies. The alternative development scenarios will be evaluated by using criteria, such as potential for developing public transport systems, total travel time, average travel speed, and economic indices. Based on the evaluation, a desirable urban development strategy will be proposed.

Task-4 Develop Urban mobility plans

Urban transport projects should be identified which would support the CMP vision and goals and the development scenario. The existing project list, summarized in Task 2, will be a starting point.

Task-4-1 Public transport improvement plan

A public transport improvement plan should be developed that covers

- . Development of bus service or bus improvement plan
- . Development of trunk and feeder public transport network

Task-4-2 Road network Development plan

Road projects will be developed and listed in the CMP, including the following:

- . Hierarchical road network
- . Arterial road constructions/widening projects
- . Secondary road constructions/widening projects
- . Intersections improvement projects
- . Flyover projects
- . Railway over bridge or underpass projects

The road network plan should include the following aspects: (i) existing and future traffic bottlenecks, (ii) explanation of proposed strategy in terms of land use pattern, (iii) public transport network, (iv) role and benefit of each project within the road

network plan, (v) recommendations for infrastructure, (vi) operations and maintenance on existing and proposed road networks, (iv) provision of sidewalks and NMV lanes, and (viii) estimated costs of proposed projects.

Task-4-3 Non motorized transport facilities

Planning for pedestrians, bicycles and cycle rickshaws will be one of the most important tasks in CMP preparation. As the CMP sets out visions/goals for the metropolitan region and serves as a strategic level plan for urban land use and transport systems, the NMT policy level planning may be accepted. However, detailed NMT improvement plans and traffic management measures can be worked out for CBD, Commercial centres, and other major activity centres, which refine NMT policy for the whole region and provide the costing basis to implement such policy.

Task-4-4 Mobility management measures

Measures for mobility management should be developed with implications for regulation and enforcement. The topics to be covered in this plan include:

- . Pedestrians facilities
- . Non motorized vehicle facilities
- . Traffic control measures
- . Parking plan
- . Intersection Improvement projects (in parallel with road network development plan)
- . Demand management measures
- . Traffic safety plan
- . Para transit plan
- . Intelligent transport system and user information

Task-4-5 Regulatory and institutional measures

Effective development of urban land use and the transport system often requires regulatory and institutional changes. Such requirement should be thoroughly worked out and documented in the CMP. The regulatory and institutional plan should include the followings:

- Bus service improvement (concession, privatization and lease contract)
- Traffic safety improvement (traffic regulation, mandatory road users education, enforcement systems)

- Introduction of transport demand management measures
- Vehicle emission (focus on non fuel based vehicles and compressed natural gas vehicles)
- Public private partnership
- Coordination mechanism to integrate public transport operation and to integrate fares
- Establishment of unified urban transport authority
- Establishment of special purpose vehicle for the implementation of projects
- Changes necessary to promote public private partnerships

Task-4-6 Fiscal measures

Fiscal measures should also be considered to achieve balanced modal split, and to secure the budget necessary to implement urban transport projects. The following aspects may have to be examined in the CMP document:

- Fare policy for public transportation and parking
- Subsidy policy for public transport operators
- Taxation on private vehicles and public transport vehicles
- Potential for road congestion charging

Task-4-7 Comprehensive mobility plan measures and National urban transport policy (NUTP) obligations

Prepare a table to summarizing the relationship between the NUTP objectives and the measures proposed in the CMP, together with a classification of the measures according to their implementation time frame(Short, medium and long term)

Task-5 Prepare implementation programme

Task-5-1 Preparation of project long list

An implementation programme including practical procedures to implement the proposed measures, in terms of timeframe, financing options and implementation agencies, should be prepared. A brief summary of project information is required , including project title, location, estimated cost etc. Proposed projects should be

evaluated and prioritized against clear criteria and classified into short, medium and long term.

Specifically, the following tasks should be conducted.

- Preparation of project long list
- Selection of priority measures
- Prioritization methodology
- Identification of implementation agencies
- Identification of possible financing options
- Development of implementation programme

Task-5-2 Social and environmental impact assessment

Perform preliminary social and environmental impact assessments of each priority project and the results and implications be fully reflected in the recommended projects. Conduct also a Strategic Environmental Impact Assessment (SEIA) in order to examine and evaluate the project justification within the national/regional and/or municipal planning framework.

Task-5-1 Project profile sheets for short term projects

Project profile sheet should be prepared for short term projects.

Task-6 Stakeholders consultations

The CMP should be discussed with stake holders throughout the study. An Advisory committee and workshops/seminars should be organized to coordinate and develop a consensus. In particular workshops/seminars should be held at the stage of inception report, interim report and draft final report stages. The primary objective of (i) should be to develop a working relationship with stakeholders and to obtain their views on the CMP

The Primary stake holder, the Municipality and its concerned staff should be fully involved throughout the work, such that all aspects of the CMP development process and its subsequent updating are within the capacity of such officials by the end of the study.

STUDY DELIVERIES:

The study should be completed within twelve months deliverable as per schedule as listed below

| Deliverables | Submission date (Maximum no. months from the start of work) | Number of copies |
|--|--|-------------------------|
| Inception report and detailed work plan | 1 | 25 |
| Interim report | 6 | 25 |
| Draft final CMP | 11 | 100 |
| Final CMP with executive summery | Within 1 month of receipt of comments | 100 |

A soft copy including database material (in PDF and Word/Excel/PPT/Dwg. Format) shall be submitted with each of above.

Inception report and work plan: This report shall cover Task 1 and provide the consultants initial assessment, a review of problems encountered (if any) and proposed solutions and confirmation of the work plan for the remainder of the study.

Interim report: This report shall cover Task 2 (data collection, Analysis of Existing Urban Environment and development of transport model) and will detail the necessary surveys/studies, data collection and analysis for the short term traffic management plan and proposals that need to be implemented. The report shall also contain conceptual insight for the medium and long term.

Draft final CMP: This shall contain the Comprehensive Mobility Plan (Tasks 3, 4, 5, and 6) and recommendations. The Interim report database and traffic model shall be included as an Annex, updated if required

Final CMP and executive summary: This shall contain final CMP and executive summery including responses to comments from Ministry of Urban Development.

Report formats shall be proposed in the Inception Report and after agreement with the client, subsequent reports shall be submitted in the agreed format.

PAYMENT SCHEDULE:

Payment shall be made according to the following schedule, which is based on the submission of deliverables.

| Sr. No. | Submission/Acceptance of: | Payment as % of Total |
|----------------|--|------------------------------|
| 1. | Inception report and detailed work plan | 10% |
| 2. | Interim report | 30% |
| 3. | Draft final CMP | 30% |
| | Sub Total | 70% |
| 4. | Acceptance of Draft final CMP | 10% |
| 5. | Acceptance of Final CMP with executive summary | 20% |
| | Total | 100% |

QUALIFYING REQUIREMENTS**Initial criteria of eligibility:**

Consultancy Firm shall be of repute firm with a demonstrable track record in the services of similar nature and magnitude.

Consultancy Firm should have a minimum experience of 5 years (the experience of individuals shall not be accounted for)

Consultancy Firm should have completed similar consultancy assignments at least of one project valued not less than Rs.20.00 Lacs during five years ending 31.12.2012 for any Government/Semi-Government / Private Sector. The cost of works executed by the firm shall be updated @10% per annum compoundable.

Consultancy Firm should have an annual turnover of Rs.100.00 lacs atleast in one year among last three years (only the professional fee towards consultancy shall be accounted for).

Consulting Firm should furnish the following documents duly signed by them:

List of all project where similar assignments were successfully completed during the last five years.

List of the projects under execution or awarded.

Particulars of completed works and performance of the Consulting Firm duly authenticated/ certified by an officer not below the rank of Executive Engineer or equivalent should be furnished separately for each work completed or in progress.

Organisation information

Consulting Firm is required to submit the following information in respect of his organization.

Name & Postal Address, including Telephone & Telex Number etc.

Copies of original documents defining the legal status, place of Registration and principal places of business.

Names & Title of Directors and Officers to be concerned with the work, with designation of individuals authorized to act for the organization.

Information on any litigation in which the applicant was involved during the last five years, including any current litigation.

PRICE

The Consulting Firm shall quote consultancy fees in lump sum for the project in Annexure "I".

GENERAL CONDITIONS

Each page of the documents should be signed by the bidder or his authorized representative. Offer shall be submitted in sealed cover super-scribing the name of the work on the cover.

Municipal Corporation, Rohtak shall recover the security deposit from the work done of the Consulting Firms @ 10% from each running account bill subject to a maximum of Rs.2.00 lacs and shall be released within one month from the date of successful completion of project to the entire satisfaction of the Engineer-in-Charge.

The interim payment of consultancy bill in respect of complete items of work shall be made on Pro-rata basis fees being worked out based on quantum of work completed for different item of work.

Consulting Firm shall submit the time frame for completion of various stage of the job of works assigned to them.

Statutory taxes or any kind of tax and its increase or decrease after submission/ opening of offers shall deemed to be included in the fee quoted herein. No claim shall be entertained.

Termination: In case Consulting Firm fails to fulfill its duties diligently as per the completion time schedule, its services shall be terminated with 15 days notice and security amount will be forfeited.

In the event of any dispute between the parties hereto arising out of or in any way relating to or concerning this consultancy work the same shall be referred to the Sole Arbitrator not below the rank of Superintending Engineer either serving or retired appointed by the Commissioner, Municipal Corporation, Rohtak. The award of the Arbitrator so appointed shall be final and binding on both the parties. The Arbitrator shall give written reasons for his award.

Commissioner, Municipal Corporation, Rohtak reserve the option and right to cancel the Contract if it is found during the currency of the Contract that the speed of the work done does not commensurate with the time elapsed and re-

allot the same to any other Consulting Firm with due notice without liability of any kind of payment or any compensation.

Rates quoted by the Consulting Firm shall be for complete work in all respects and include supply/carriage of laboratory equipments, machinery, material royalty, octroi and all other taxes including service tax and no claim on account of fluctuation of price due to any cause shall be entertained.

Taxes including service tax, if any, shall be paid by the Consulting Firm themselves direct to the respective departments in accordance with their rules and regulations in force from time to time without intervention of Municipal Corporation, Rohtak. However Income Tax shall be deducted at source from the payments due to the Consulting Firm as per provisions of Income Tax Act.

Nothing extra shall be paid for material/labour required for the work directly or indirectly and the rates to be quoted by the Consulting Firm shall include all the charges thereof.

MCR shall be entitled to copy right of all the documents, drawings and other materials produced for the purpose of this project by the Consulting Firm who shall not use any of such documents or material for any other purpose other than project except with the permission of the Engineer-In-Charge.

Any other details which is considered necessary and relevant to the work and not covered in the scope of work above and directed by Engineer-in-Charge shall also be deemed to have been covered in the scope of work and shall be carried out by the Consulting Firm without any extra cost to MCR.

All disputes regarding this work shall be restricted to Civil Courts located at Rohtak.

Engineer-in-Charge or his representative shall have the right to watch and supervise the work.

Consulting Firm shall submit the Price Bid to cover all the professional charges for the service rendered for the jobs mentioned above on lump sum basis.

Time schedule and payment schedule are explained under the head "Payment Schedule" & "Study Deliveries".

In case, the Consulting Firm abandon the work for any reason whatsoever or become incapacitated from providing Services as per aforesaid agreement then MCR will make the payment of the Consultancy Charges payable for the services so provided up to that stage stipulated in the agreement after making 10% (Ten Percent) deduction of the Total Fees payable to the Consulting Firm under this agreement. In case, the 10% deduction of Total Fee payable to Consulting Firm is more than the amount payable to the Consulting Firm then the Firm has to deposit the balance amount.

In case the MCR decide to scrap the project due to any reason at any stage, the fee as payable as per agreement up to that stage will be paid to the Consulting Firm.

In case the MCR decide to change the scope of the work during the currency of the scope of the work and the MCR decide to avail Consultancy Services according to the changed scope of work from the Consulting Firm then the Consulting Firm will have to provide the services as per the new concept at the Fee already decided. However, the payment up to the stage the services provided by the Consulting Firm as per the previous concept will also be paid. The payment of different stages will be determined as per the stages prescribed in the agreement.

DOCUMENTS TO BE SUBMITTED BY THE CONSULTING FIRM

First envelope

Complete Bio-data of Firm

Experience of the firm during last 5 years as per Form "A" enclosed.

Annual Turnover as per Form "B" enclosed.

Any other document in support of the applicant.

Performance Certificates.

Organization Information.

CVs for proposed staff

DD/pay order/DAC amounting Rs. 2,500/- in favour of Commissioner, Municipal Corporation, Rohtak payable at Rohtak, in case document has been downloaded from our official web site

Note: Enclose Documentary evidence in support of all contents.

Second envelope

Only Price Bid in lump sum on the Prescribed Form appended at Annexure "1"

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**Executive Engineer-II,
Municipal Corporation, Rohtak**

FORM-B**ANNUAL TURNOVER (AUDITED)****(Only professional fee to be accounted for)**

| S.No. | Financial year | Rs. in lacs. |
|--------------|-----------------------|---------------------|
| 1 | 2011-12 | |
| 2 | 2010-11 | |
| 3 | 2009-10 | |
| 4 | 2008-09 | |
| 5 | 2007-08 | |

Annexure-I**FINANCIAL BID/PRICE BID****(To be enclosed in separate seal cover)****NAME OF WORK:**

**EXPRESSION OF INTEREST FOR CONSULTANCY WORK FOR THE
COMPREHENSIVE TRAFFIC AND TRANSPORT STUDY & FORMULATION OF
CMP FOR THE ROHTAK URBAN AREA**

SUB HEAD:**Consultancy services for the following:**

- **Confirm scope and time frame (Area covered by CMP and planning horizons for short term, medium term and long term target)**
- **Collect data and analyze urban transport environment such as**
 - a) Review the city profile.**
 - b) Collect data and review urban transport system.**
 - c) Traffic surveys and inventories such as**
 - i) Manual classified counts.
 - ii) Parking survey.
 - iii) Origin destination survey.
 - iv) Speed and delay surveys.
 - v) Mass transit and passengers survey.
 - vi) Commuter survey.
 - vii) House hold survey.
 - viii) vehicle operators survey.
 - ix) Terminal area survey
 - x) Pedestrian survey
 - xi) Road inventory
 - xii) Topographic surveys at key sections/junctions
 - xiii) Develop base year transport demand model
 - d) Review land use plan**
 - e) Analyze traffic/transport situation**
 - i) Comparative analysis of urban situation
 - ii) Diagnosis of urban transport situation
 - iii) Analysis of traffic characteristics

- iv) Analysis of traffic
- v) Analysis of social conditions
- **Prepare and evaluate**
- **Urban transport development strategy**
 - a) Visions and goals
 - b) Urban growth scenarios
 - c) Development Urban land use and transport strategy
- **Develop Urban mobility plans**
 - a) Public transport improvement plan**
 - i) Development of bus service or bus improvement plan
 - ii) Development of trunk and feeder public transport network
 - b) Road network Development plan**
 - i) Hierarchical road network
 - ii) Arterial road constructions/widening projects
 - iii) Secondary road constructions/widening projects
 - iv) Intersections improvement projects
 - v) Flyover projects
 - vi) Railway over bridge or underpass projects
 - c) Non motorized transport facilities**
 - d) Mobility management measures**
 - i) Pedestrians facilities
 - ii) Non motorized vehicle facilities
 - iii) Traffic control measures
 - iv) Parking plan
 - v) Intersection Improvement projects (in parallel with road network development plan)
 - vi) Demand management measures
 - vii) Traffic safety plan
 - viii) Para transit plan
 - ix) Intelligent transport system and user information
 - e) Regulatory and institutional measures**
 - i) Bus service improvement (concession, privatization and lease contract
 - ii) Traffic safety improvement (traffic regulation, mandatory road users education, enforcement systems
 - iii) Introduction of transport demand management measures
 - iv) Vehicle emission (focus on non fuel based vehicles and compressed natural gas vehicles
 - v) Public private partnership

- vi) Coordination mechanism to integrate public transport operation and to integrate fares
- vii) Establishment of unified urban transport authority
- viii) Establishment of special purpose vehicle for the implementation of projects
- ix) Changes necessary to promote public private partnerships

f) Fiscal measures

- i) Fare policy for public transportation and parking
- ii) Subsidy policy for public transport operators
- iii) Taxation on private vehicles and public transport vehicles
- iv) Potential for road congestion charging

g) Comprehensive mobility plan measures and National urban transport policy

h) Prepare implementation programme

- i) Preparation of project long list
- ii) Selection of priority measures
- ix) Prioritization methodology
- x) Identification of implementation agencies
- xi) Identification of possible financing options
- xii) Development of implementation programme
- xiii) Social and environmental impact assessment
- xiv) Project profile sheets for short term projects

- **Holding workshops and seminars at the stage of inception report, interim report and draft final report to develop a working relationship.**

(The Consulting Firm shall quote consultancy fees in lump sum)

For the above mentioned consultancy work, we shall charge a lump sum fee of:

1. Rs...../- (Rupees.....)
.....) CONSULTANCY WORK FOR THE
COMPREHENSIVE TRAFFIC AND TRANSPORT STUDY & FORMULATION OF
CMP FOR THE ROHTAK URBAN AREA

Signature of Authorized Signatory