



MILLENNIUM CHALLENGE ACCOUNT NEPAL (MCA-NEPAL)

Minutes of Site Visit

for

**Recycling Pilot Works Contract – Dhan Khola Lamahi 40 km
Road Section**

MCA-N/RMP/CB/008

VENUE: PROJECT SITE

13 November 2024

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I. MEETING

All Participants were requested to meet at Dhan Khola Bridge, Dhan Khola (22 km west of Chanauta), near Shiva Mandir, starting chainage of the road on 13 November 2024 at 11.30AM. Representatives of the more than 20 prospective Offerors attended the meeting; The participants were instructed to strictly adhere to health and safety norms such as safe physical distancing and wearing face mask all the time during the site visit.

II. AGENDA

- Welcome remarks by Procurement Agent
- Welcome remarks and small brief by MCA-Nepal team
- Proceed for Site Visit as per brief
- Lunch
- Further proceed for Site Visit
- End and Closing Remarks

III. MEMBERS PRESENT

- MCA-Nepal's representative
- DoR's representative
- MCC Due Diligence Consultant's representative
- MCA-Nepal Soil and FDR's Consultant
- SWECO's representative
- Procurement Agent's representative
- Prospective Offeror's representative

Note: Attendance of all prospective Offerors is attached in Annex A of this minutes

IV. WELCOME REMARKS BY PROCUREMENT AGENT

The Senior Procurement Specialist of Procurement Agent welcomed prospective Offeror's representatives and thanked them for attending the site visit. He also emphasized the importance of safety and security during the site visit and requested all participants to indemnify MCA-Nepal against any mishap and take own responsibility during site visit.

V. WELCOME REMARKS AND SMALL BRIEF BY MCA-NEPAL TEAM

MCA-Nepal Road Specialist briefed the participants on how the team will visit different places while completing the travel from one end to another of the road. He further highlighted that sample locations have been chosen to highlight various site-specific issues such as resettlement, widening, road maintenance activities, bridge conditions and design requirements.

The Senior Procurement Specialist of the MCA-Nepal Procurement Agent requested the prospective Offerors to submit all questions in writing and stated that the responses provided during the site visit are draft only and the final official responses shall be provided in writing as responses to requests for clarifications. He also requested all participants to

make the site visit by following each other in close proximity and contact with MCA-Nepal Road Specialist. The Senior Procurement Specialist of the MCA-Nepal Procurement Agent also highlighted that in case there is any discrepancy between statements made during the site visit and the Bidding Document (including its amendments) the provisions in the Bidding Document shall prevail.

He also informed the participants that the next event will be the pre-proposal conference which will be on 15 November 2024 starting at 10.00AM; the link for the meeting/webinar is provided in the Bidding Document.

VI. PROCEED FOR SITE VISIT AS PER BRIEFING

The participants were first taken to the starting location at Dhan Khola bridge and then proceeded in accordance with the plan already presented to the prospective Offerors.

The record of the site visit as per locations is attached as Annex B.

VII. LUNCH

All Participants had lunch at Bhalubang, at around 2 PM.

VIII. QUESTION AND ANSWERS

During the site visit, MCA-Nepal team answered the prospective Offerors questions; however, they were requested to submit the questions in writing so that MCA-Nepal can formally respond them.

IX. END AND CLOSING REMARKS

At the end of the road section at Arjun Khola, MCA-Nepal Road Specialist thanked prospective Offerors again for their participation and wished them all the best.

The meeting was closed around 4:20 PM.


Annexes:

Annex A: Attendance Register

Annex B: Record of Site Visit as per Location

Annex C: Questions and Answers during Site Visit

ANNEXES/ATTACHMENTS

Annex A Attendance Register	 Site Visit Attendance.PDF
Annex B Record of Site Visit as per Location	Attached
Annex C Question and Answer during Site Visit	Attached

Annex A
Attendance Register



**MILLENNIUM CHALLENGE ACCOUNT NEPAL (MCA-NEPAL)
ATTENDANCE REGISTER**

SITE VISIT

Recycling Pilot Works Contract – Dhan Khola Lamahi 40 km Road Section
(Ref: MCA-N/RMP/CB/008)

Date: 13 November 2024

S. No.	Name of the Person	Organization	Designation	Email Address	Signature
1	Tulasi Prasad Sitaula	DT Global	Technical Specialist	sitaulatp@gmail.com	
2.	PRAKASH BASNET	MCA-Nepal	ESP-Specialist	prakash.basnet@gmail.com	
3	Rakesh Kumar	DT-Global	SPS	rakesh.kumara@dt-global.com	
4	TUNISHA GYAWALI	DoR	Engineer	gyawalitunisha1@gmail.com	
5.	Alex Apragyei	MCA-Nepal	FDR Expert	a.apragyei@usda.gov	
6	Jehoor Bhatta	" "	Proc. Specialist	ishwaribhatta@mccmp.org	
7.	Prabin Jang Thapa	" "	Road Specialist	prabin.thapa@mccmp.org	



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Date: 13 November 2024

S. No.	Name of the Person	Organization	Designation	Email Address	Signature
8	Mukunda Raj Adhikari	DOR, DCID	SDF	dordcidmukunda@gmail.com	
9	Tukraj Pandey	Dok, Dang	fr	nityakuraji@gmail.com	
10	Sailesh Palkot	Samantara	Procurement Manager	sailesh@samantaragroup.com	
11	Ranjit Panta	Banda Bhegabhai	197	info@bandabhegabhai.com	
12	Vijay Bhattarai	Baniya N.S.	Chief Ex.	vijaybhattarai@gmail.com	
13	Nicholas Pandey	Vedanthai	MD	nicholas@kalika-group.com	
14	Sushant Mainali	Kankai Int Builders Pvt Ltd	Dir. for	sushant.mainali@kankaibuilders.com	



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S. No.	Name of the Person	Organization	Designation	Email Address	Signature
15.	Hari Bhakta Pokharel	Kaunkai Zest Builders Pvt. Ltd	Sr. Engineer	dkp834@gmail.com	
16	Genesh Chand.	C.A. B. Construction Pte. Ltd	Chairman	chandrabasent@gmail.com	
17	Dinbandu Kable	Rautaha Construction Pvt. Ltd	Engineer	rautaha@gmail.com	
18)	Bharu Joshi	Ashish Nirman Sewa	Engineer	ashishnirmansewa@gmail.com	
19)	Prakash Chadka	khadka krishna	Chairman	khadka.krishna.2070@gmail.com	
20	Binod K Gantun	DINA NIRMAN SEWA PR.	Sr. E.	dina.nirmansewa@gmail.com	
21	Trishna Pokharel	Hannuman Construction Pvt. Ltd	Engineer	hcprojects.nepal@gmail.com	



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S. No.	Name of the Person	Organization	Designation	Email Address	Signature
22.	Suk Bahadur Tamang	KSNC	Contract Manager	Tamangsuk707@gmail.com	
23.	Nirbhay Singh	Nirbhay Construction	M.D	Nirbhayconstructions@gmail.com	
24	Mangal Mani Mishra	Blacklead Infra Pvt Ltd.	D.P.M.	mishramangalngui@gmail.com	
25	S.K. Gany	EDRPL	W.P	sg@inckah.com sg@inckah.com	
26	Aditya Ksh. Gupta	Translink Infrastructure Highway Engineer. Consultant Pvt Ltd		aditya.gupta@translinkinfra.com	
27	Ram Pal. Aryal	Sharma & Co. (P) Ltd	Project Manager	rp.aryal@sharmaco.com	
	Prameshwar Raj Adhikari	Con-Tech P. Ltd	Project Coordinator	Prameshwarcontech@gmail.com	



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Date: 13 November 2024

S. No.	Name of the Person	Organization	Designation	Email Address	Signature
29	Ashu Dhiman	Blackbd Infotech PVT. Ltd	Planning Manager	Planning@Blackbd Infotech.com	Ashu Dhiman 13/11/2024
30	D.P Bhnsal	Sharma & Co (P) Ltd	D. DM	dpbhnsal102@gmail.com	D.P Bhnsal
31	Dipesh Rimal	Gayarmulchi Nirman Company Pvt. Ltd.	Engineer	shamarpan21@gmail.com	Dipesh Rimal
32	Suraj Paudel	Lumbini Builders Pvt. Ltd.	Engineer	Paudel Suraj 555@gmail.com	Suraj Paudel
33	Shailesh Bhandari	Sargam Construction & Engr Pvt. Ltd.	Engineer	Shaileshsargam@gmail.com	Shailesh Bhandari
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35	Kashi Nath Dotel	Tundi Construction Pvt. Ltd.	C.T.O.	KnDotel.tg@gmail.com kn.dotel@tundi group.com	Kashi Nath Dotel



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Date: 13 November 2024

S. No.	Name of the Person	Organization	Designation	Email Address	Signature
36	Suyit Shrestha	INS	Engineer	Suyit@sns/td.com.np	
37	Shubhakar Bhusal	Swachchhanda Nirman Sewa Pvt. Ltd (SNS)	Engineer	sns/td@mos.com.np business@sns/td.com.np	
38	Adwitiya Subedi	Tundi Cons P. Ltd	Engineer	adwitiya.subedi tundi@gmail.com	
39	Prakash Khadka	Khadka Krishna Construction Pvt. Ltd	Chairman	khadka.krishna 2070@gmail.com	
40	Sushil Budhathoki	Sagun Construction 2015@gmail.com	Manager	Sagunconstruction2015 @gmail.com	
41	Suman Mishra	Sagun Construction and Engg. Pvt. Ltd	Com	Sagun Mishra Suman 70810 @gmail.com	
42	Rohit S Acharya	SWECO-ITECO	Project Coordinator	rohitsacharya@gmail.com	

Annex B

Record of Site Visit as per Location

Records of Meeting as per Location

1. Dhan Khola

- Starting point of RMP road section
- Starting chainage is Ch: 675.90 km

Points Discussed

- Welcome remarks & introduction
- General Site Visit Requirement briefing
- Technical team briefed technical requisites of project design
- Information on project road's starting and ending locations was made.
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Picture 1: Briefing at Dhan Khola



Picture 2: Briefing at Dhan Khola



Picture 3: Briefing at Dhan Khola



Picture 4: Briefing at Dhan Khola

2. Dhan Khola Bridge

- General technical briefing on project road's starting and ending locations, pavement improvement, bridge maintenance, and geometric design parameters were briefed.
-



Picture 5: Briefing beside Dhan Khola Bridge



Picture 6: Participants crossing Dhan Khola Bridge

3. Dhan Khola Bazar

- Dhan Khola bridge to Dhan Khola Bazar section does not include widening of the road and at starting location from Dhan Khola Bazar was shown. The non-widening section is approximately 870m from Dhan Khola Bridge to Dhan Khoa Bazar.



Picture 7: Briefing at Dhan Khola Bazar



Picture 8: Briefing by Soil and FDR Expert at Dhan Khola Bazar

4. Bhalubang Bazar

- The urban area roadway improvement at Bhalubang Bazar was briefed to participants. The approximate length for market center improvement is about 200m with medians. The overall width of improvement is 46m.
- Briefing on the junction improvement at Bhalubang was also made.



Picture 9: Briefing at Bhalubang Bazar



Picture 10: Briefing at Bhalubang Bazar

5. Arjun Khola – End Point

- Intersection improvement at Arjun Khola on the way to Ghorahi and Nepalgunj was briefed to participants. Arjun Khola is the end location of the project road.
- Meeting concluded at around 4:20 PM.



Picture 11: Briefing at Arjun Khola



Picture 12: Briefing at Arjun Khola



Picture 13: Briefing at Arjun Khola

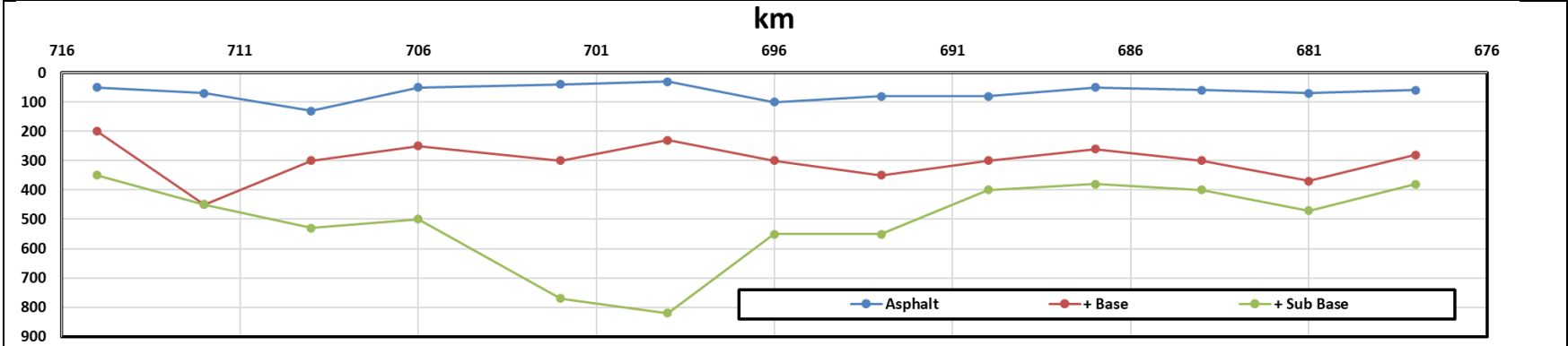


Picture 14: End of Site Visit at Arjun Khola

Annex C
Question and Answer during Site Visit

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
1.	Is the bridge construction also in Scope of works?	There will be only bridge repairs, no new bridge construction. Please see the drawings for details.
2.	Will the contractor have to maintain road even after completion of the construction?	As per the provisions of the contract, the contractor is responsible for any defects of the Works during the Defects Notification Period (DNP). The contractor is also responsible for regular road maintenance which will be paid for under the Provisional Sum item. Please see the specifications clause 109 for details.
3.	What about involvement of design/supervision engineer for the project?	The Supervision engineer will act as the “Engineer” as defined in the FIDIC red book conditions of contract. Please see the contract documents in details.
4.	Can you please give the details of the carriage way width at different sections of the proposed road alignment?	The carriageway width is 7 m except in urban areas. Please refer to the design drawings for details.
5.	What about cement additive for FDR?	Cement to be added to achieve Unconfined Compressive Strength of 2.1 MPa after 7 days of curing with a maximum value of 3.1 MPa. MCA-Nepal will issue an appropriate correction to clause 1318.
6.	What about the depth of the FDR?	Two FDR depths are specified: a 250 mm depth from Ch 676+720 to 693+000 on the eastern end and 300 mm depth from Ch 693 to 714+985 on the western end of the project. Data obtained from the trial pits conducted shows that the existing pavement is generally adequate for the entire pavement length FDR operations. However, we would note that some of the subbase material is likely to be incorporated in the FDR stabilization in those areas where the combined

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		<p>asphalt and base thickness is smaller. The information in the figure below is from the trial pit logs. This can be contrasted to that in the DCP test sheets – which generally provides provide the same information but in a little less detail. This information is all within the appendices to the pavement design volume of information.</p> <p>The only trial pit which is suggestive of the need to incorporate material below the subbase layer is that on the extreme western part of the project.</p>



7.	What about the usage value of FDR?	FDR will be provided under the carriageway as well as the shoulders, including where widening is required.
8.	Is there DBST too in the scope?	The DBST is proposed for the shoulders and access roads improvement.
9.	For the DBST in shoulder part, won't it be difficult to construct the shoulder as DBST and the carriage way as FDR?	The FDR will be for the entire roadway including the carriageway and the shoulders. The FDR on the carriage will be overlaid with asphalt concrete while the shoulders will be covered with DBST. Details are provided in the drawings.

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
10.	How will the compaction factor of the FDR be achieved?	<p>It is the contractor's choice on how to achieve density of an FDR project. However, the sheep's foot type roller is often the first roller used, and passes are made until the roller "walks out" of the layer being compacted.</p> <p>MCA-Nepal would suggest that bidding contractors review the methods for compaction that are generally available. For example, the document at https://www.cement.org/wp-content/uploads/2024/08/guide_to_fdr_with_cement_jan_2019.pdf provides some useful guidance. However, the choice of equipment to achieve the desired specification requirements is made by the contractor.</p>
11.	Reclaim of the 300mm thickness at once is mentioned, however DoR Yellow Book will only allow up to 150mm. How will the field density be achieved?	<p>It is not recommended to place stabilized layers in more than one lift to avoid bonding issues. Contractors should select the size of rollers to achieve proper compaction of the 250/300 mm FDR layer specified by the contract.</p> <p>Also, note that in the current present document the DoR Yellow Book being referred to has been amended as "Greater thicknesses of layer may be compacted provided the contractor can demonstrate that the required compaction throughout the whole layer may be obtained with the proposed equipment."</p> <p>Also, note the provision under Section 1318(4) for the case when additional granular material (sub-base or processed aggregate base) is required. In this case, "Subsequent to the compaction of the reclaimed sub-base material, any reshaped material or additional material placed on the roadway should not exceed 125mm in depth before being compacted."</p>

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		The entire length of the pavement will involve compaction of layers greater than 150mm. This is considered normal practice in the construction of FDR layers.
12.	Is the 24-month construction period sufficient?	This is based on the design consultant's best estimate of the work involved. The Contractor is required to plan and deploy required resources to complete the construction work within 24 months period.
13.	As the FDR equipment are not yet introduced in Nepal, the custom clearances to carry/return/import them will take time, that may affect construction. Any remedy envisaged to resolve such probable issues?	Options may include 1) explore temporary leasing of FDR machinery from countries with existing FDR projects, such as India or China. 2) Build partnerships with international FDR experts who can assist with technical know-how, etc.
14.	Is the 24-month construction period only for pavement works? Will the extra time be granted for other civil structures like retaining/breast walls, drains etc.?	The 24-month construction period includes all construction works.
15.	Seems like 4% cement of the 138,000 Cum of FDR is a considerable amount. Will it be available locally?	There are many cement producers in Nepal. Contractors should verify the availability of the amount of cement required for the works in both Nepal and elsewhere.
16.	The Eastern section of this particular alignment (Butwal-Gorusinge, WB funded) has been recently awarded for construction as Asian highway standard with 4 lane. Gorusinge-Chanauta 50km section has also been proposed 4 lane. Even the Daunne area (the hill road section) under construction is a 3-lane road. Why is this (MCA project) proposed with less carriage way width? It would be better to have a 4 lane Bhalubang-Lamahi road section.	The alignment for the project was decided by DoR based on multiple considerations.
17.	In BOQ the cement quantity is 2,717.28 tons, which seems less. Because to achieve field density for MDD value 2.2 with a thickness of 250mm, around 11,000 ton seems to be required. Will you please clarify this?	The 2,717.28 tons is a contingency item for when the actual cement used in the FDR is different from 4%. The 11,000 ton of cement you mentioned is included in the rate for providing FDR. For example, if the mix design results in, say 4.5%

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		cement to achieve the specified strength criteria, the extra tons of cement will be paid up to 2,717.28 tons.
18.	Are there NEA electricity pole reallocation along the alignment?	Yes, the electric poles need to be shifted as per the provisions of the BOQ.
19.	Is the width at Bhalubang Bazar area (44m) including median?	The total width at Bhalubang is 44m including median. Please see the drawings for details.
20.	Is the roadside drainage construction there on the scope of works along Bhalubang Bazar area?	Yes. Please see the drawings for details.
21.	What is the status of tree cutting for the road alignment?	IEE has estimated the number of trees that needs to be cleared. MCA-Nepal will work with the DFO to do forest census and obtain forest clearance permit. The contractor will be responsible for clearing trees based on the issued permit.
22.	What is the solution of narrow bridge and the area where existing irrigation canal are there along the stretches of the road alignment?	The provision of structure is made for the irrigation canal which will be affected during the widening.
23.	The specifications says homogeneous mixing is required for the base course material. Will the new or additional material be required? Is the blending of existing and foreign material with proportion required/allowed?	<p>The Contractor is expected to conduct a mix design for approval by the engineer. Whether new materials are required or not will be based on the results of the approved mix design.</p> <p>Furthermore, the Contractor will be expected to determine the amount of additional materials to be used for the various sections and base mix designs incorporating new and additional materials.</p>
24.	How to know about the quantity to be added while increasing the road width maintaining the required thickness?	The Contractor is expected to conduct a mix design for approval by the engineer. Whether new materials are required or not will be based on the results of the approved mix design.

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
		Sufficient information is provided in the drawings to allow the contractor to estimate the quantity.
25.	Please describe the construction methodology thoroughly.	This can be found in the specifications. In general, two technologies are specified: recycling the existing pavement using FDR with cement and overlaying the completed FDR layer with Superpave asphalt concrete on the main carriageway and DBST on the shoulders.
26.	Quantity of DBST seems more. Is the whole width going to be covered with DBST?	The carriageway will be overlaid with asphalt concrete (Superpave mix). The DBST will be used to overlay the shoulders and other areas such as the access roads at various locations along the road.
27.	Will laboratory property/equipment/facilities be Employer's after construction. Generally, it is owned by the constructor.	The specifications state “The site laboratory equipment and furniture shall be the property of the Employer with the exception of the Falling Weight Deflectometer, associated tow vehicle and accessories.”
28.	How much is the mobilization advance?	As per Appendix to Offer of the Bidding Document, Clause 14.2 “Total advance payment shall be: Ten (10%) percent of the Accepted Contract Amount less Provisional Sums and shall be payable in the currencies and proportions in which the Accepted Contract Amount is payable.”
29.	What about the port duty, custom duty for the plant?	Any goods/plants/materials that is imported in the name of MCA-Nepal in connection with the Compact activities will have custom taxes exemption. MCA-Nepal will be responsible for getting custom taxes exemption from the respective Ministry of the Government of Nepal. Contractor’s obligation is to provide the necessary documents in time to enable MCA-Nepal to timely obtain the custom clearance documents.

SN	Questions from Offerors	Response of Millennium Challenge Account Nepal (MCA-Nepal)
30.	If the additional material are required during construction, how will this be managed? Requesting, you to please provide Excel BOQ for subject tender.	<p>Additional materials for the shoulder construction are anticipated. Since the longitudinal profile is being maintained with only small adjustments, 100 mm of FDR grindings will be available from the existing pavement which can be incorporated into the shoulders. However, with widening and shoulders construction, additional materials will be needed, thus, the Contractor will need to review the cross sections to determine the amounts in given locations.</p> <p>We have assumed that additional materials will be obtained from similar sources to other materials for pavement construction, namely river deposits. The Offeror should also identify the source of availability of the material before submitting the Offer.</p>
31.	What is the target strength of the FDR?	<p>Cement to be added to achieve target Unconfined Compressive Strength of 2.1 MPa after 7 days of curing with a maximum value of 3.1 MPa.</p> <p>We will issue an appropriate correction to clause 1318.</p>