



Dili, 18 de Agosto de 2025

Publicação de ata de Conferência Prévia

Exmos. Concorrentes,

Tornamos, por este meio, pública a ata de conferência prévia referente ao processo de aprovisionamento para o projeto de **Consultor de Gestão de Projeto para os Trabalhos de Supervisão do Contrato de Conceção e Construção da Estrada Rodoviária de Zumalai a Natarbora (TENDER-RFP/091/MPRM-2025)**, que teve lugar nas instalações da Comissão Nacional de Aprovisionamento no dia 7 de Agosto de 2025 às 10 horas.

Publication of Minutes of Pre-Bid Meeting

Dear Bidders,

We hereby publish the minutes of Pre-Bid Meeting regarding the procurement process for **Project Management Consultant for The Supervision Works of Design Build Contract for The Highway Road from Zumalai to Natarbora (TENDER-RFP/091/MPRM-2025)** which was held at National Procurement Commission's premises on the 7 August 2025 at 10:00 local time.


Hermingardo Albano Soares

Diretor-Executivo da Comissão Nacional de Aproveitamento (CNA)

MINUTES No.1

PRE-PROPOSAL MEETING

PROJECT MANAGEMENT CONSULTANT FOR THE SUPERVISION WORKS OF DESIGN-BUILD CONTRACT FOR THE HIGHWAY ROAD FROM ZUMALAI TO NATARBORA

LOT 1: SECTION 1 - ZUMALAI – BETANO HIGHWAY (STA. 34+155 - STA. 59+767)

LOT 2: SECTION 2 - BETANO – UMA BERLOIC HIGHWAY (STA. 59+767 - STA 85+259)


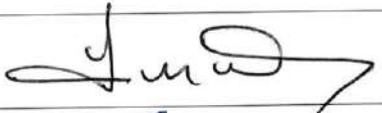


**LOT 3: SECTION 3 – UMA BERLOIC – NATARBORA HIGHWAY (STA. 85+259 - STA.
110+787)**

TENDER-RFP/091/MPRM-2025

1. The pre-proposal meeting was held at 10:00 hours local time on 7 August 2025 at the Meeting Room of the Novo Turismo at Avenue Bidau Lecidere, Dili - Timor Leste. This meeting was attended by representatives from the National Procurement Commission (NPC), Project Owner- Ministry of Petroleum and Mineral Resources (MPMR-TIMOR GAP) and prospective Consultants.
 - a. Project identification: **TENDER-RFP/091/MPRM-2025**
 - b. Project owner: **Ministry of Petroleum and Mineral Resources**
 - c. Name of the project: **Project Management Consultant for The Supervision Works of Design Build Contract for The Highway Road from Zumalai to Natarbora**
2. The meeting was followed by a brief presentation on the RFP Document by NPC, MPRM and TIMOR GAP. The presentation slides are enclosed in Annex-1.
3. The questions-and-answers session of the pre-proposal meeting took place immediately after the presentation.
4. The pre-proposal conference was concluded at 10:40 hours. NPC, MPRM and TIMOR GAP thanked all the participating proposers for their active participation in the pre-proposal meeting.

Dili, 7 August 2025

By the jury.

No.	Name	Position	Signature
1.	Mr. Abdul Basit	President	
2.	Mr. Alexandre Soares Cristóvão	Effective Member	
3.	Mr. Deonísio dos Santos	Effective Member	
4.	Mr. Vitor Paiva	Effective Member	
5.	Mr. Valdo Sope da Cruz	Effective Member	
6.	Ms. Deliana Monteiro	Effective Member	

ATA Nº.1

REUNIÃO DE CONFERÊNCIA PRÉVIA

SERVIÇOS DE CONSULTADORIA EM GESTÃO DE PROJETOS PARA A SUPERVISÃO DO DESENHO E CONSTRUÇÃO DA AUTOESTRADA DE ZUMALAI-NATARBORA

LOTE 1 : SECÇÃO 1 - AUTOESTRADA DE ZUMALAI – BETANO (SEG. 34+155 - SEG. 59+767)





LOTE 2 : SECÇÃO 2 - AUTOESTRADA DE BETANO – UMA BERLOIC (SEG. 59+767 – SEG. 85+259)

LOTE 3 : SECÇÃO 3 – AUTOESTRADA DE UMA BERLOIC – NATARBORA (SEG. 85+259 - SEG. 110+787)

1. Aos 7 dias do mês de Agosto de 2025, pelas 10 horas, nas instalações do Novo Turismo sitas em Avenida de Bidau Lecidere, Dili - Timor Leste, o júri reuniu com o dono-de-obra (Ministério do Petróleo e Recursos Minerais) e os concorrentes para proceder à conferência prévia.
 - a. Identificação do procedimento: **TENDER-RFP/091/MPRM-2025**
 - b. Entidade adjudicante: **Ministério do Petróleo e Recursos Minerais**
 - c. Objeto do procedimento: **Consultor de Gestão de Projeto para os Trabalhos de Supervisão do Contrato de Conceção e Construção da Estrada Rodoviária de Zumalai a Natarbora**
2. De seguida, foi ministrada uma breve apresentação referente ao Caderno de Encargos pela CNA, MPRM e TIMOR GAP. Apresentamos no Anexo I os respetivos slides da apresentação.
3. A sessão de perguntas e respostas teve lugar imediatamente após a supracitada apresentação.
4. Por nada mais haver a tratar, a conferência prévia foi encerrada às 10h40m pela CNA, MPRM e TIMOR GAP que agradeceu a presença de todos os participantes na mesma.

Díli, 7 de Agosto de 2025

Pelo Júri,

Nº	Nome	Função	Assinatura
1.	Sr. Abdul Basit	Presidente	
2.	Sr. Alexandre Soares Cristóvão	Vogal Efetivo	
3.	Sr. Deonísio dos Santos	Vogal Efetivo	
4.	Sr. Vitor Paiva	Vogal Efetivo	
5.	Sr. Valdo Sope da Cruz	Vogal Efetivo	
6.	Sra. Deliana Monteiro	Vogal Efetivo	

ANNEX-1



MINISTÉRIO DO PLANEAMENTO
E INVESTIMENTO ESTRATÉGICO
IX GOVERNO CONSTITUCIONAL



Ministério do Planeamento e Investimento Estratégico

PRE-PROPOSAL MEETING

PROJECT MANAGEMENT CONSULTANT FOR THE SUPERVISION WORKS OF DESIGN-BUILD CONTRACT FOR THE HIGHWAY ROAD FROM ZUMALAI TO NATARBORA

LOT 1: Section 1 - Zumalai – Betano Highway (STA. 34+155 - STA. 59+767)

LOT 2: Section 2 - Betano – Uma Berloic Highway (STA. 59+767 - STA 85+259)

LOT 3: Section 3 - Uma Berloic – Natarbora Highway (STA. 85+259 - STA. 110+787)

TENDER-RFP/091/MPRM-2025

7 AUGUST 2025, 10:00 AM HOURS





MINISTÉRIO DO PLANEAMENTO
E INVESTIMENTO ESTRATÉGICO
IX GOVERNO CONSTITUCIONAL







Ministério do Planeamento e Investimento Estratégico



IMPORTANT POINTS



CLAUSE	
ITC 2.1	Employer: Ministry of Petroleum and Mineral Resources (MPRM) Method of selection: Quality and Cost Base Selection (QCBS) with Weight given to the Technical and Financial Proposal is 70% and 30%
ELIGIBILITY	Participation in this process is open to all interested international and national Consultants
ITC 6.3.1	<p>A list of debarred lists of the following International Financial Institutions:</p> <ul style="list-style-type: none"> World Bank's debarment process on Fraud and Corruption: List of Ineligible Firms: WB Debarment List (https://www.worldbank.org/en/projects-operations/procurement/debarred-firms) EBRD'S Procurement Policies and Rules: EBRD Debarment List (https://www.ebrd.com/home/who-we-are/strategies-governance-compliance/ebd-sanctions-system/ineligible-entities.html) Asian Development Bank (ADB): ADB Debarment and Suspension Register (https://sanctions.adb.org/) Inter-American Development Bank (IDB) Group: Integrity: Sanctioned Firms and Individuals (https://www.iadb.org/en/who-we-are/transparency/sanctions-system/sanctioned-firms-and-individuals) African Development Bank Group: Institution's Procurement Rules and Procedures: List of Debarred Entities (https://www.afdb.org/en/projects-operations/debarment-and-sanctions-procedures)



 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 	
<u>IMPORTANT POINTS</u>	
CLAUSE	
ITC 16.4.3	Maximum budget for the assignment (for each LOT): USD 12,968,314.00 (Twelve Million Nine Hundred Sixty-Eight Thousand Three Hundred and Fourteen US Dollars), inclusive of Taxes and Contingency.
ITC 9.1	This RFP has been issued in the English language. Proposals shall be submitted in English language. All correspondence exchange shall be in English language.
ITC 12.1	Proposal Validity: Proposal must remain valid 90 calendar days
ITC 2.3.1	Site visit is MANDATORY . Date: 08 August 2025 Time: 10:00am local time (the registration for site visit start from 9:00am to 10:00am). Place: Timor Gap Fuel Station, Kamanasa, Suai, Covalima Google Map Geo location: https://maps.app.goo.gl/zEmcuwDh3aE9Qwiv5 The Consultants are required to attend the site visit in order to assess local conditions for survey. Not attending the site visit will result in DISQUALIFICATION of the Consultant.



 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 	
<u>IMPORTANT POINTS</u>	
CLAUSE	
ITC 13.1	Clarification of Proposal Purposes: The contact information for requesting clarification is: National Procurement Commission (NPC) Office Attention: Mr. Hermingardo Albano S.C. Soares - Executive Director, National Procurement Commission (NPC) E-mail: vc@cna.gov.tl Copy to: as@cna.gov.tl ; ns@cna.gov.tl ; ab@cna.gov.tl ; mj@cna.gov.tl ; dm@cna.gov.tl ; and nf@cna.gov.tl and always send copy 3 person below: Mr. Deonísio dos Santos, E-mail: ddsantos@mprm.gov.tl Mr. Alexandre Cristovao, E-mail: alexandre.cristovao@timorgap.com Mr. Vitor Paiva, E-mail: vitor.paiva@timorgap.com Requests for clarification should be received by the Employer no later than Twenty-One (21) days before the submission deadline.



	MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL	
IMPORTANT POINTS		
CLAUSE		
ITC 10.1	<p>The Proposal shall comprise the following For FULL TECHNICAL PROPOSAL (FTP): 1st Inner Envelope with the Technical Proposal:</p> <ol style="list-style-type: none"> 1) Power of Attorney to sign the Proposal 1. QUAL - 1 2. QUAL - 2 3. EXP - 1 4. EXP - 2 5. TECH-1 6. TECH-2 7. TECH-3 8. TECH-4 9. TECH-5 10. TECH-6 11. LCD 12. Proposal Security <p>AND 2nd Inner Envelope with the Financial Proposal:</p> <ol style="list-style-type: none"> 1. FIN-1 2. FIN-2 3. FIN-3 4. FIN-4 5. FIN-5 	

	MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL	
IMPORTANT POINTS		
CLAUSE		
ITC 16.1	<p>[A list is provided below for guidance. others may be added.]</p> <ol style="list-style-type: none"> 1) a per diem allowance, including hotel, for experts for every day of absence from the home office for the purposes of the Services; 2) cost of travel by the most appropriate means of transport and the most direct practicable route; 3) cost of travel within Timor-Leste, including vehicles, fuel and maintenance; 4) cost of office equipment's, supplies and consumables; 5) communications costs; 6) cost of purchase or rent or freight of any equipment required to be provided by the Consultants; 7) cost of reports production (including printing) and delivering to the Employer; 8) working Permits 9) transfer of knowledge to Employer's personnel 10) office support staff; and 11) other allowances where applicable. <p>Provisional Sum: Nil Contingency: 10% of Contract Price</p>	

 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 	
IMPORTANT POINTS	
CLAUSE	
ITC 11.1	Participation of Sub-consultants, Key Experts and Non-Key Experts in more than one Proposal is <u>not permissible</u>
ITC 11.2	The Consultant are NOT PERMITTED to submit an alternative proposal in addition to Technical Proposal
ITC 14.1	<p>A Proposal Security is required. The amount and currency of the Proposal Security shall be USD 150,000 (One Hundred and Fifty Thousand US Dollar)</p> <p>Any Technical Proposal do not accompanied by a Proposal Security shall be rejected by the Employer as non-responsive and shall not be considered for proposal evaluation</p> <p>Proposal Security Validity Period Should be (90+28) = 118 days from the date of the Bid Submission.</p>
ITC 16.1	<p>Proposals are being invited for individual lots (contracts)</p> <p>a. Consultants are permitted to participate and submit proposal for ONE LOT ONLY;</p> <p>b. If the Consultant(s) submit proposal for more than ONE LOT, then shall be DISQUALIFIED.</p>
ITC 16.5	A price adjustment provision applies to remuneration rates: No
ITC 17.4	<p>The Consultant must submit:</p> <p>Technical Proposal:</p> <p>One (1) Original and 4 copies</p> <p>One (1) Softcopy of Complete Technical Proposal</p> <p>Financial Proposal:</p> <p>One (1) Original and 4 copies</p>

 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 	
IMPORTANT POINTS	
CLAUSE	
ITC 17.7 and 17.9	<p>The Proposals must be submitted no later than:</p> <p>Date: 9 September 2025</p> <p>Time: 15:00 hours Local Time</p> <p>The Proposal submission address is:</p> <p>National Procurement Commission (NPC) Office</p> <p>Attention: Mr. Hermingardo Albano S.C. Soares - Executive Director, National Procurement Commission (NPC)</p> <p>Address: Avenida de Balide, Património Estado (Ex. Dempal)</p> <p>City: Dili</p> <p>Country: Timor-Leste</p>
ITC 19.1	<p>An online option of the opening of the Technical Proposals is offered: NOT APPLICABLE (N/A)</p> <p>Opening of Technical Proposal should be immediately after the time for the submission deadline</p> <p>(immediately after submission)</p>

 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 			
<u>EVALUATION CRITERIA</u>			
No	Evaluation Criteria	Sub-Criteria Weight	Total Weight (w)
1	Qualification of the Firm		
1.1.	1.1. Experiences	10	22
1.2.	1.2. Financial Capabilities	8	
1.3.	1.3. Average Annual Turnover	4	
2	Technical Competence		
2.1.	II. Approach and Methodology	34	44
2.2.	III. Local Content Development	10	
3	Key experts		
3.1.	Leadership and Contract Management	14	66
3.2.	Design Reviewers	20	
3.3.	Site Supervisors	32	
Total Score			132

 MINISTÉRIO DO PLANEAMENTO E INVESTIMENTO ESTRATÉGICO IX GOVERNO CONSTITUCIONAL 		
<u>EVALUATION CRITERIA Cont..</u>		
<u>DISQUALIFICATION OF AN EXPERT</u>		
	Zero (0%) rating resulting in disqualification will be given to a nominated expert in particular circumstances:	Reference
1.	The expert is proposed for a national position but is not a citizen of that country or the expert failed to state his citizenship on the CV	TECH-6
2.	The expert is a current employee of the Employer	ITC 6.3.3 or TECH-6
3.	The Consultant and the expert failed to disclose any situation of an actual or potential conflict of interest, sanctions, criminal records or other information that would make the expert ineligible under Sections 5 and 6 about the expert.	ITC 3
4.	The expert is also nominated in other proposal (s) and the timing of the input is in conflict with the schedule of the other proposal(s)	ITC 3



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EVALUATION CRITERIA Cont..

The formula for determining the Scores for Technical Proposals (T_p) and Financial Proposal (F_p) are calculated as following:

a. Technical Proposal (Quality)

The formula for determining the Scores for Technical Proposals (T_p) is calculated as following:

$$T_p = \left[\frac{S}{S_{max}} * Tw \right] * 100$$

Where:

T_p = Technical Proposal Score

S = the total Technical Score by the Consultant under consideration/evaluation

S_{max} = the maximum of Technical Score

Tw = Weight for Technical which is 0.7 = (1- Fw)



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EVALUATION CRITERIA Cont..

b. Financial Proposal (Cost)

The formula for determining the financial scores (F_p) of the Proposals is calculated as following:

$$F_p = \left[\left(\frac{C_{low}}{C} * Fw \right) \right] * 100$$

Where:

F_p = Financial Proposal Score

C = the Total Financial Proposal of proposed by the Consultant under consideration/evaluation

C_{low} = the lowest of all Evaluated Financial Proposal among responsive Consultants, which is amount is not below 30% of budget estimated specified in ITC 16.4.3

Fw = Weight for Cost which is 0.3

The evaluated Financial Proposal is given the maximum financial score (F_p) of 0.3 (30) for C below or equal to C_{low} .



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EVALUATION CRITERIA Cont..

c. Technical & Financial Proposal Combined Score

An Evaluated Proposal Score (TF) will be calculated for each responsive Proposal using the following formula, which permits a comprehensive assessment of the evaluated Cost and the Technical merits of each Proposal:

$$TF = T_P + F_P$$

The combined score (TF) will rank from higher to lowest among responsive Consultants, the Proposal with the higher combined score (TF) shall be the Most Advantageous Proposal and shall be invited for contract negotiation.



MINISTÉRIO DO PLANEAMENTO
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CONTRACTING

- **The Contract:** Lump-Sum Contract
- **Termination of Contract for Failure to Become Effective (GCC 12.1):** The time period shall be three (3) Months.
- **Commencement of Services (GCC 13.1):**

The number of days shall be 5 (five).

Confirmation of Key Experts' availability to start the Assignment shall be submitted to the Employer in writing as a written statement signed by each Key Expert.
- **Expiration of Contract (GCC 14):** 42 Months including the defects notification period of 12 months after the effective date of Contract.



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CONTRACTING Cont..

- **The insurance coverage against the risks shall be as follows [GCC 24.1] :**
 - a) **Professional liability insurance**, with a minimum coverage of One Hundred Percent (100%) of the Contract Price;
 - b) **Third Party motor vehicle liability insurance** in respect of motor vehicles operated in the Employer's country by the Consultant or its Experts or Sub-consultants, with a minimum coverage of Two Hundred Thousand US Dollars (USD 200,000.00)
 - c) **Third Party liability insurance**, with a minimum coverage of Five Hundred Thousand US Dollars (USD 500,000.00)
 - d) **Employer's liability and workers' compensation insurance** in respect of the experts and Sub-consultants in accordance with the relevant provisions of the applicable law in the Employer's country, as well as, with respect to such Experts, any such life, health, accident, travel or other insurance as may be appropriate; and
 - e) **Insurance against loss of or damage** to (i) equipment purchased in whole or in part with funds provided under this Contract, (ii) the Consultant's property used in the performance of the Services, and (iii) any documents prepared by the Consultant in the performance of the Services.



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CONTRACTING Cont..

- **[GCC 27.2]:** The Consultant shall not use reports and documents prepared for the Services for purposes unrelated to this Contract without the prior written approval of the Employer.
- **[GCC 38.1]:** The Contract Price is fixed & Price adjustment on the remuneration does not apply.
- **[GCC 40.1]:** The currency of payment shall be the following: **UNITED STATES DOLLARS**
- **[GCC 42.1]:** The interest rate is: *0.5%*
- **[GCC 45.1]: Dispute Resolutions:** Disputes shall be settled by arbitration in accordance with the following provisions:
 1. Selection of Arbitrators.
 2. Rules of Procedure.
 3. Substitute Arbitrators.
 4. Nationality and Qualifications of Arbitrators.
 5. Miscellaneous.



MINISTÉRIO DO PLANEAMENTO
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CONTRACTING Cont..

• **[GCC 41.2]: Lump Sum Installment Payments**

- 1) **1st payment: Submission and Approval of Inception Report:** 2.5% of the Contract Price will be paid to the Consultant after the Inception Report is reviewed and approved by the Employer
- 2) **Preliminary Design reviewed and Certified - Payments:** 2.5% of the Contract Price will be paid to the Consultant on the Certification of the Preliminary Design by the Consultant
- 3) **Detailed Design reviewed and Certified - Payments:** 10% of the Contract Price will be paid to the Consultant on the Certification of the Detailed Design by the Consultant
- 4) **Construction - Payments:** 70% of the Contract Price will be paid to the Consultant on submittal and Employer acceptance of the invoice along with monthly progress = split in 24 monthly equal instalments

In relation to Milestone-4 "Construction", payment will be made by monthly instalments of US\$[xxxxxxx] each up to a maximum of 24 instalments. Should the Construction Period not be completed within 24 months of the starting of the construction other than due to the fault or negligence of the Consultant, the Employer will determine the Key Expert(s) required for the outstanding Services required up to the completion of the construction and monthly payments payable to the Consultant should be calculated on the basis of the costs of such Key Expert(s) as per the pricing information disclosed by the Consultant in their Proposal

- 5) **Issuance of Completion Certificate:** 10% of the Contract Price will be paid to the Consultant when Completion Certificate issued, submission of Final Report and approval by the Employer
- 6) **End of Defects Liability Period:** 5% of the Contract Price will be paid on submittal and approval of Final Project Report

In relation to Milestone 4 "Construction", Payments: The Employer will **retain five (5) %** from each progress payment as Quality Guarantee for satisfactory quality of the Contract. The total retention money will be payable after successful completion of the Contract

ZUMALAI – NATARBORA HIGHWAY PROJECT MANAGEMENT CONSULTANT

Presentation to Consultants

AUGUST 2025

CONTENTS	
1	SCOPE OF HIGHWAY PMC SERVICES
2	HIGHWAY PROJECT
3	KEY EXPERTS AND NON-KEY EXPERTS
4	PMC TENDER SCHEDULE HIGHWAY PROJECT MASTER SCHEDULE

SCOPE OF HIGHWAY PMC SERVICES	
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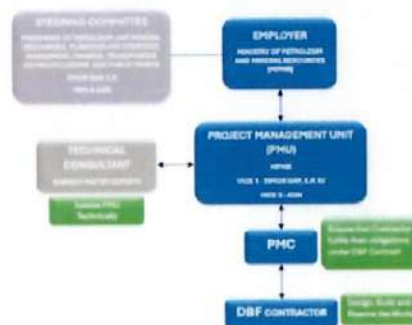
HIGHWAY PMC SERVICES

There will be one PMC per HIGHWAY Section

The number and identification of lots (contracts) comprising the RFP is 3 (three):

- LOT 1 : Section 1 - Zumalai – Betano
(STA. 34+155 - STA. 59+767)
- LOT 2 : Section 2 - Betano – Uma Berloic
(STA. 59+767 - STA 85+259)
- LOT 3 : Section 3 – Uma Berloic – Natarbora
(STA. 85+259 - STA. 110+787)

MAIN STAKEHOLDERS



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SCOPE OF HIGHWAY PMC SERVICES

The Scope of Services is as follows:

- **Overall Project Management;**
 - Support PMU in managing the Highway project by monitoring cost, time, quality, and risks; overseeing the DBF Contractor's compliance; resolving critical issues; managing delays; ensuring safety; arranging progress meetings; reviewing reports; and proactively solving problems.
- **Contract management;**
 - Support PMU by ensuring up-to-date contract documentation, managing acceptance procedures, monitoring scope changes and variations, verifying invoices, coordinating with agencies, enforcing warranties, managing claims, and assisting in variation order reviews.
- **Design management and standards;**
 - Ensure the DBF Contractor's design complies with contract and standards by managing design reviews, technical queries, variation proposals, complementary surveys, and authority submissions, while aligning closely with PMU to monitor quality and timely delivery.
- **Electronic document management system;**
 - Provide and manage a secure, centralized project controls platform encompassing document control, design management, communication, cost tracking, change management, and scheduling, with the PMC responsible for ensuring system usage, training, and ongoing support.

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SCOPE OF HIGHWAY PMC SERVICES

- **Construction Management and Supervision;**
 - Manage and supervise all DBF Contractor activities across project stages, ensuring quality, safety, compliance with design and contractual requirements, overseeing equipment and materials, managing construction interfaces, inspections, testing, commissioning, handover, final documentation, and assisting PMU with government liaison.
- **Environmental, Health and Safety Management;**
 - Ensure DBF Contractor's compliance with environmental and HSSE obligations by managing implementation of environmental and social plans, monitoring activities, reviewing documentation, overseeing permit validity, and enforcing corrective actions for non-conformances.
- **Defects Liability Period;**
 - Manage the 12-month defects liability period by coordinating inspections, ensuring defect rectification by the DBF Contractor, and issuing the final completion certificate upon satisfactory completion.

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HIGHWAY PROJECT

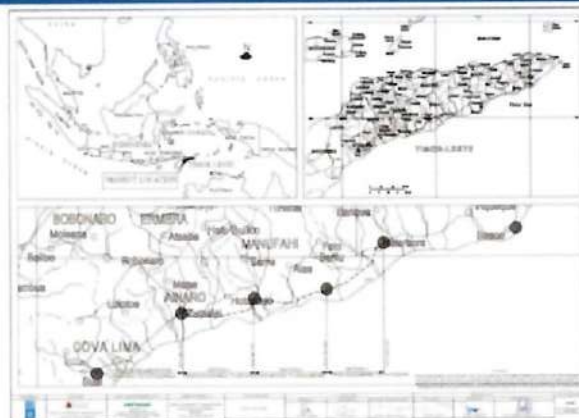
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TECHNICAL DATA

▪ Total Length	: 76.632 km
	: Sta 34+155 – Sta 110+787
▪ Interchange & On-Off Ramp	: 7 Locations
1. On, Off Ramp	: Fatukai/Mola
2. On, Off Ramp	: Betano
3. Interchange	: Betano
4. On, Off Ramp	: Escola Primaria EP Mota Kelan
5. On, Off Ramp	: Uma Berloic
6. On, Off Ramp	: Fatuberliu
7. Intersection	: Natarbora
▪ Designed speed	: 80 km/hour (hilly)
	: 100 - 120 km/hour (flat)
▪ Number of lanes	: 4 Lane 2 Way Divided (4/2D)
▪ Lane width	: 3.6 meters
▪ Outer shoulder width	: 3.0 meters
▪ Inner shoulder width	: 1.5 meters
▪ Median width	: 2.5 meters
▪ Box Crossing/Underpass	: 28 (incl IC Ramp)
▪ Bridge	: 19 (incl IC Betano)
▪ Box Culvert	: 107

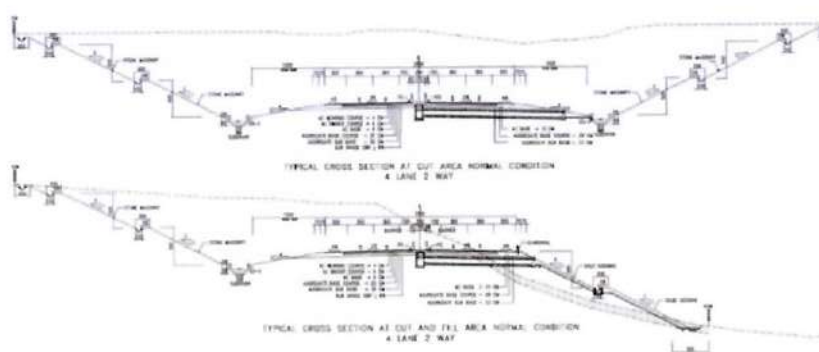
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HIGHWAY PROJECT



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TYPICAL CROSS SECTION



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DESIGN CRITERIA

TYPICAL DESIGN CRITERIA

No.	Elements of Technical Geometric Design Criteria	Criteria Value
1	Via (qph) ²⁴	100-120
	Flat Terrain	80
	Hilly & Mountainous Terrain	40
2	Grade Max. (%)	6.0
	Flat Terrain	6.0
	Hilly & Mountainous Terrain	6.0
3	Maximum Skid Resistance (GSI)	0.12
4	Maximum Superelevation (max) %	6.0
5	Maximum Horizontal Curve Radius (m)	2000
6	Minimum Vertical Curve Radius (m) or K value	120m
7	Maximum Length of Straight Road Section (m)	K _{max} = 11 and K _{eq} = 17
	Type of Road	(4 lanes/2 routes) divided
8	Type of Road and Road Dimension	Width of Lanes (m)
		3.00
		Width of Shoulder (m)
		2.20
		Width of Roadway Median
		3.00
		Side Ditch, V Type (m)
		1.50
9	Crossways Slope	Lane (%)
		2%
		Shoulder (%)
		4%
10	Type of Pavement	Asphalt Concrete
11	Road Space	Road Utility Space (m)
		28
		Road Right of Way (m)
		38
12	Maximum Distance for Intersection (DM)	5

²⁴ The Design Speed will be developed by the EIR Contractor

DESIGN LIFE

Table 4-9 Pavement Design Life

No.	Type of Pavement	Life (Year)	Notes
1	Flexible Pavement (Asphalt)	15-20 years	The design life takes into account factors such as traffic load, environmental conditions, and the properties of the asphalt mix. With proper maintenance, they can last longer.
2	Rigid Pavement (Concrete)	30-40 years	Concrete roads are known for their durability and long service life, but they require less maintenance over time.
3	Composite Pavement	20-30 years	Depending on the materials used and the expected traffic load.

Table 4-10 Bridge Design Life

No.	Type of Bridge	Life (Year)	Notes
1	Concrete Bridge	50-100 years	They can last longer with regular maintenance and rehabilitation.
2	Steel Bridge	50-75 years	

Table 4-11 Drainage Design Life

No.	Type of Drainage	Life (Year)	Notes
1	Surface Drainage	5-10 years	They require maintenance to prevent clogging and ensure proper water flow.
2	Subsurface Drainage	10-20 years	They require less frequent maintenance but may need to be replaced if they become clogged or damaged.

Table 4-12 Lighting and Electrical Design Life

No.	Type of Item	Life (Year)	Notes
1	Lighting Fixtures	20-30 years	They incorporate the specific service life requirements (e.g., LED, CFL, etc.).
2	Electrical Cables	20-30 years	

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SECTION 1 **STARTING POINT - STA. 34+155**



HIGHWAY PROJECT – SECTION 1

BOX TRAFFIC

[illegible]

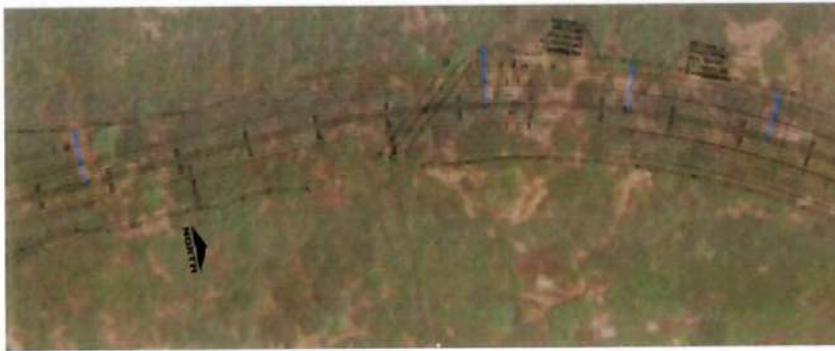
BOX CULVERT

Date	Position		Time	Weather		Wind	Temp	Humid	Visib	Clouds	Pressure	Tide	Current	Remarks
	Lat	Long		Wind	Temp									
1965-01-01	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-01	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-01	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-02	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-02	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-02	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-03	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-03	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-03	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-04	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-04	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-04	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-05	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-05	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-05	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-06	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-06	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-06	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-07	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-07	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-07	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-08	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-08	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-08	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-09	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-09	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-09	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-10	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-10	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-10	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-11	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-11	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-11	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-12	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-12	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-12	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-13	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-13	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-13	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-14	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-14	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-14	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-15	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-15	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-15	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-16	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-16	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-16	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-17	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-17	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-17	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-18	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-18	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-18	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-19	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-19	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-19	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-20	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-20	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-20	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-21	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-21	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-21	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-22	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-22	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-22	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-23	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-23	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-23	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-24	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-24	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-24	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-25	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-25	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-25	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-26	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-26	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-26	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-27	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-27	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-27	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-28	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-28	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-28	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-29	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-29	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-29	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-30	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-30	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-30	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear
1965-01-31	10° 00' N	105° 00' E	0600	10	25	10	25	75	10	10	1010	Low	None	Clear
1965-01-31	10° 00' N	105° 00' E	1200	10	26	10	26	75	10	10	1010	Low	None	Clear
1965-01-31	10° 00' N	105° 00' E	1800	10	24	10	24	75	10	10	1010	Low	None	Clear

BRIDGES

No.	Size	Type of Structure	Containing	Dimensions (m) Length	Width	Span (m)	
1	4m x 7.5	Mass Bridge	River	4 x 12.7	1.05	30 x 60 x 6	
2	4.5 x 5.69	5.2 x 7.59 (12 x 10.5)	Mass Bridge	5 x 12.7	2.05	7 x 5	
3	5.6 x 2.5	Mass Bridge	River	5 x 12.7	7.0	40 x 30	
4	5 x 0.54	5.4 x 2.54	Mass Bridge	River and Road	2 x 12.7	3.60	8 x 5
5	5.7 x 4.09	5.7 x 4.09	Mass Bridge	River and Road	2 x 12.7	4.02	5 x 5
6	5.6 x 0.69	Mass Bridge	River	2 x 12.7	1.10	3 x 5	

SECTION 2 STARTING POINT - STA. 59+767



HIGHWAY PROJECT - SECTION 2

BOX TRAFFIC

BOX TRAFFIC (UNDERPASS)				
CHANGING ROAD - SECTION 2				
No.	Sta.	Type of Structure	Existing Road	Dimensions (Feet)
1	60+280.142	Box Underpass	Local Road (Urban Street)	16x5.5/8
2	61+085.197	Box Underpass	Local Road (Urban Street)	16x5.5/8
3	62+078.174	Box Underpass	Local Road (Urban Street)	16x5.5/8
4	63+200.170	Box Underpass	Local Road (Urban Street)	16x5.5/8
5	64+100.100	Box Underpass	Highway Road	16x5.5/8
6	65+400.173	Box Underpass	Local Road (Urban Street)	16x5.5/8
7	70+000.000	Bridge	St. Bernard	16x5.5/8
8	75+000.000	Box Underpass	Highway Road	16x5.5/8
9	80+000.000	Box Underpass	Local Road (Urban Street)	16x5.5/8
10	85+000.000	Box Underpass	Local Road (Urban Street)	16x5.5/8

BOX CULVERT

No.	Sta.	Type of Structure	Existing Road	Dimensions (Feet)
1	60+280.142	Box Culvert	Local Road (Urban Street)	16x5.5/8
2	61+085.197	Box Culvert	Local Road (Urban Street)	16x5.5/8
3	62+078.174	Box Culvert	Local Road (Urban Street)	16x5.5/8
4	63+200.170	Box Culvert	Local Road (Urban Street)	16x5.5/8
5	64+100.100	Box Culvert	Highway Road	16x5.5/8
6	65+400.173	Box Culvert	Local Road (Urban Street)	16x5.5/8
7	70+000.000	Box Culvert	St. Bernard	16x5.5/8
8	75+000.000	Box Culvert	Highway Road	16x5.5/8
9	80+000.000	Box Culvert	Local Road (Urban Street)	16x5.5/8
10	85+000.000	Box Culvert	Local Road (Urban Street)	16x5.5/8

BRIDGES

No.	Sta.	Type of Structure	Spanning	Dimensions (Feet)	Length (Feet)	Span (Feet)
1	60+280.142	Main Bridge	River	2 x 12.7	400	12 x 40
2	61+085.197	Main Bridge	River	2 x 12.7	100	12 x 40
3	62+078.174	Main Bridge	River	2 x 12.7	100	12 x 40
4	63+200.170	Main Bridge	Interchange	2 x 12.7	220	40 x 40 x 40 x 40
5	64+100.100	Main Bridge	River	2 x 12.7	120	12 x 40
6	65+400.173	Main Bridge	River	2 x 12.7	140	12 x 40
7	70+000.000	Main Bridge	River and Road	2 x 12.7	120	12 x 40

SECTION 3 STARTING POINT - STA. 85+259



HIGHWAY PROJECT - SECTION 3

BOX TRAFFIC

TRAFFIC (Continued)				
Location: Station 85+259.0				
No.	Sta.	Edge of Shoulder	Existing Road	Intersection, Width
1	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
2	85+259.0	Box Underpass	Local Road	1.0 x 12.7
3	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
4	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
5	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
6	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
7	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
8	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
9	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
10	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7

BOX CULVERT

No.	Sta.	Edge of Shoulder	Existing Road	Intersection, Width
1	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
2	85+259.0	Box Underpass	Local Road	1.0 x 12.7
3	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
4	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
5	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
6	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
7	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
8	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
9	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7
10	85+259.0	Box Underpass	Local Road (Urban Street)	1.0 x 12.7

BRIDGES

No.	Sta.	Type of Structure	Crossing	Dimensions (m) Length x Span (m)	Width (m)
1	85+259.0	Main Bridge	River	2 x 12.7	200
2	85+259.0	Main Bridge	River	2 x 12.7	70
3	85+259.0	Main Bridge	River	2 x 12.7	110
4	85+259.0	Main Bridge	River	2 x 12.7	200
5	85+259.0	Main Bridge	River	2 x 12.7	100
6	85+259.0	Main Bridge	River	2 x 12.7	300

SECTION 3 END POINT - STA. 110+787



**KEY EXPERTS AND NON-KEY EXPERTS
PER LOT**