



**Lao People's Democratic Republic**  
Peace Independence Democracy Unity Prosperity

**Ministry of Public Works and Transport**  
**Department of Public Works and Transport - Xayabouly Province**

## **Request for Bids**

### **(One-Envelope Bidding Process)**

**Name of Project:** Lao Road Sector Project 2 (LRSP2)  
**Contract Title:** CW-XAY-02: Climate Resilient Maintenance of Road No. 3602 from Km 0+000 (Ban Namtuan) to Km 35+002 (Ban Nong Ngua) and Access Roads from Km 0+000 to Km 3+104 and from Km 0+000 to Km 0+987  
**RFB Reference No.:** CW-XAY-02-RFB2

1. The Lao People's Democratic Republic has received financing from the World Bank toward the cost of the Lao Road Sector Project 2 (LRSP2) and intends to apply part of the proceeds toward payments under the contract for Contract CW-XAY-02: Climate Resilient Maintenance of Road No. 3602 from Km 0+000 (Ban Namtuan) to Km 35+002 (Ban Nong Ngua) and Access Roads from Km 0+000 to Km 3+104 and from Km 0+000 to Km 0+987 in Xayabouly Province.
2. The Ministry of Public Works and Transport now invites sealed Bids from eligible Bidders for the Climate Resilient Maintenance of Road No. 3602 from Km 0+000 (Ban Namtuan) to Km 35+002 (Ban Nong Ngua) and Access Roads from Km 0+000 to Km 3+104 and from Km 0+000 to Km 0+987. The works comprise the following:
  - a) In flat to rolling terrain, outside the villages, the road will be with gravel surfacing to existing 5.0m carriageway without shoulders. In the villages, the existing road will be upgraded with DBST surfacing to existing 5.0m carriageway width, without shoulders. The total length of improvement is approximately 32.30 km.
  - b) The existing pavement is to be regraded and compacted and/or scarified and recompacted with additional material as necessary to form the subgrade and overlaid with 200 mm gravel thickness in the areas outside the villages and in flat to rolling terrain. In the villages and in sections with steep gradients, the subgrade will be overlain by a 100mm granular subbase, 100mm granular base course and sealed with DBST.
  - c) Over the most part, the alignments, both horizontal and vertical, will follow those existing although in sections the vertical profile has been raised to provide for more effective cross drainage and to minimize the risk of flooding in the wet season.
  - d) Works include drainage improvements or construction, such as construction of new 800mm and 1000mm diameter pipe culverts, and concrete box culverts with concrete inlet/outlet structures and providing concrete side drains in very steep gradients and in villages.
  - e) Works also include provision of traffic signs and traffic markings in DBST paved sections.
  - f) The major quantities have been estimated as follows:

Common Excavation	19,939	m <sup>3</sup>
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