DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED

(A Government of India Enterprise)

ADDENDUM NO. 2 DATED 08.11.2012

ADDENDUM /AMENDMENTS TO THE BIDDING DOCUMENTS FOR

"Contract 101, 102 & 103: Design-Build Contract for Civil, Structures and Track Works"

ICB No.: HQ/EN/DB/Bhaupur – Khurja

Date of Submission of First Stage Technical Proposals: 30.03.2012

Date of Submission of Second Stage Bid: 20.12.2012

SN	Reference to		Amendments in the Bidding Documents
	Bidding Document (Part/ Volume/ Section No. etc	Paragraph or Sub Paragraph No. etc	
1.	Part-I Section II [Bid Data Sheet]	ITB 27.1(d) (page 042)	**In ITB 27.1 (d) has been mentioned twice. Second "27.1 (d)" may be read as 27.1 (e) which is replaced as** under: "27.1 (e) Confirmation through letter of bid- Two Stage Bidding , Second Stage Bid that the first stage technical proposal submitted originally by bidder shall constitute the ' updated First Stage technical proposal', for the purpose of the Second Stage Bid, together with the method statement, method statement for mechanized track laying, details of personnel, equipment, manufacturer authorization, and the work plan submitted by bidder originally and resubmitted pursuant to the clarifications requested by the employer. References of bidder's letters under which various clarifications regarding personnel, equipment, understanding of Employer's Requirement and current contract commitment were submitted by bidder pursuant to the request from the employer in this regard, and which shall form an integral part of the updated First Stage technical proposal, have been listed in the Letter of Bid for the Second Stage Bid. Bidder should also refer Addendum No. 2 to the Bidding Documents through which Employer's Requirements have been revised to incorporate such aspects of the Alternate technical proposals which have been considered acceptable by the Employer as a result of the First Stage technical evaluation. Bidder should also note that those alternate technical proposals which have not been incorporated in the Employer's Requirements are not acceptable to the Employer."
2.	Part-1 Section II [Bid Data Sheet]	ITB 29.8 (Page 042)	**Delete** the contents of ITB 29.8, in Bid Data Sheet (Section II) of Part-1, and **replace** with the following "The bidders may note that DFCC project being funded by the World Bank, qualifies for exemption from payment of Customs Duty and Excise Duty on goods supplied / intended to be supplied to the project in terms of Government of India's Notification no. 84/97 – customs dated 11.11.1997 and Central Excise Notification no. 108/95-C E Dated 28.08.1995 (read with all subsequent

<table>
<tr><td></td><td></td><td></td><td>amendments including amendment dated 01.03.2008) respectively.

However, while quoting the bid price, bidders are advised to ascertain exemptions of custom & excise duty and / or availability of deemed export benefits for goods required as inputs for completion of the Works under the World Bank Funded Projects. The bidders are also advised to ascertain the availability of the custom / excise exemptions for the goods supplied by their sub-contractors used as input for the construction of Works.

In this regard bidders' attention is also drawn to sub-clause 4.11 of the Particular Conditions."</td></tr>
<tr><td>3.</td><td>Part – 1, Section – IV, Bidding Forms</td><td>Bidding Form – LOB – SS
(page 079-081)</td><td>Delete the contents of Form – LOB – SS and replace with the New FORM – LOB- SS attached as Annexure.:</td></tr>
<tr><td>4.</td><td>Part -1 Section-IV Bidding Forms</td><td>Price Schedule 2.0
(Page 086)</td><td>Price Schedule 2.0, table is replaced as under :
<table>
<tr><th>S N</th><th>Cost Center</th><th>Percentage of Contract Price</th></tr>
<tr><td>(1)</td><td>(2)</td><td>(3)</td></tr>
<tr><td>1</td><td>Survey, investigation, Design, Setting out and As Built drawings</td><td>1.0</td></tr>
<tr><td>2</td><td>Earthwork</td><td>30.0</td></tr>
<tr><td>3</td><td>Bridges (Minor)</td><td>14.0</td></tr>
<tr><td>4</td><td>Bridges (Major)</td><td>6.0</td></tr>
<tr><td>5</td><td>Track Works</td><td>40.0</td></tr>
<tr><td>6</td><td>Other Engineering Works</td><td>6.0</td></tr>
<tr><td>7</td><td>Integrated Testing & Commissioning and Inventory supply</td><td>3.0</td></tr>
<tr><td></td><td>Total</td><td>100%</td></tr>
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<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>5</td><td>Part -1 Section-IV Bidding Forms</td><td>Price Schedule 2.2 (Page 088)</td><td>In 5th Column cost percentage modified as “30%”.</td></tr>
<tr><td>6</td><td>Part -1 Section-IV Bidding Forms</td><td>Price Schedule 2.3 (Page 089)</td><td>In the 2nd Column Item of Work is replaced as “ Construction of Minor Bridges, Road Under Bridges, Culverts on Roads, Buried Box at Level Crossings”.
In 5th Column cost percentage modified as “14%”.</td></tr>
<tr><td>7.</td><td>Part -1 Section-IV Bidding Forms</td><td>Price Schedule 2.5 (Page 091)</td><td>In 5th Column cost percentage modified as “40%”.</td></tr>
<tr><td>8.</td><td>Part-2 [Employer’s Requirements], Volume-1 [Scope of Work], Section-VI</td><td>Sub Clause 2.0 (6) (f) (Modification of foot-over bridges ……) (Page 104)</td><td>Add the following in Sub Clause 2.0 (6) (f) :
“At following IR stations, the alignment of DFC is passing through the circulating areas of existing IR stations:
<table>
<tr><td>S.No.</td><td>Slice/Lot No.</td><td>Existing IR station</td></tr>
<tr><td>1.</td><td>101 (Km. 1040-1170)</td><td>Pata, Samhon</td></tr>
<tr><td>2.</td><td>102 (Km. 1170- 1266)</td><td>Balrai, Hirangaon</td></tr>
</table>
Therefore, a FOB across DFC lines will have to be constructed at each of these IR stations to facilitate access to the station building.”</td></tr>
<tr><td>9.</td><td>Part-2 [Employer’s Requirements], Volume-1 [Scope of Work], Section-VI</td><td>Sub Clause 2.0 (6) (g) (Level Crossing)
(page 105)</td><td>Add the following in Sub Clause 2.0 (6) (g):
“Level crossings, brought out in the table below, have been identified to be replaced with Limited height subways (LHS)/ Road under bridges (RUB). However, for the present, the level crossings will remain and therefore in the present scope of work, the contractor will construct (a) level crossing including approaches and also (b) buried RCC boxes adjacent to the level crossing.</td></tr>
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<tr><th>Slice/Lot No.</th><th>Total Number of level crossings, where buried boxes are to be provided (Nos)</th></tr>
<tr><td>101</td><td>28</td></tr>
<tr><td>102</td><td>17</td></tr>
<tr><td>103</td><td>17</td></tr>
</table>
The tentative locations of said buried boxes have been listed in the Part 4 - Reference document – 1. Site data including alignment and survey details, utility, GADs – Sectional details of slice/ Lot 101, 102, 103. The exact location along with GAD will be finalised in consultation with North Central Railway, State Government Authorities and will be cleared by Engineer. Buried box below NCR Track and Road Approaches on NCR Track side is not included in the scope of work to be executed by CST Contractor. Buried box below DFCC Track for the barrel length shown in the indicative GAD is included in the scope of work for this contract.
These buried boxes will be constructed as per Typical GADs No.(a) HQ/DFCC/BURIED BOX-1 and (b)HQ/DFCC/BURIED BOX-2. They will be converted into LHS/RUB, at a later stage. Therefore, the work of approaches and return/ wing walls of LHS/RUB on DFCC side and connection to the nearest road is not included in the present scope of work.
The design of these buried RCC boxes shall be governed by clause 3.0 of Bridge Design criteria, Part 2 Vol. 4 of bid document. The Typical GADs mentioned above are indicative. The contractor will develop definitive GADs with designs, to be adopted for construction, as detailed in Part-2, Volume-3, [Design Procedures and Processes] of bid document.
Any change in either the total number of buried boxes or the size of box/boxes shall be treated as variation."
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<td>10.</td>
<td>Part-2 [Employer's Requirements], Volume-1 [Scope of Work], Section-VI</td>
<td>Sub Clause 2.0 (6) (k) (Work in Station area & yards)
(page 105)</td>
<td>In the 2nd line of 2nd para after platforms, add " Friction buffer stops, "</td>
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<td>11.</td>
<td>Part-2 [Employer's Requirements], Volume-2 [General], Section-VI</td>
<td>Addition of New Sub Clause 14.0 (4)
(Page 116)</td>
<td>Add the following new Sub Clause 14.0 (4) after Sub Clause 14.0 (3):

"(4) Enterprise wide IT System
(A) DFCCIL is in the process of implementing an Enterprise wide IT System through a World Bank Funded Project titled "Supply & Installation of Integrated IT System". The objective of the IT Plan is to automate core organizational business functions/ processes and develop a working environment that enables higher efficiency and effectiveness, not only in internal functions, but across the entire ecosystem of DFCCIL, including Contractors. A total of eight (8) applications are envisaged for DFCCIL and components of the proposed system include the following elements:
a) An ERP System for covering Finance & Accounting, HR, Project Managements, General Administration to ensure an integrated management control
b) A Document Management System to ensure that all drawings/critical documents related to the construction phase are well documented and archived
c) A Geographical Information System that will initially have details of every asset that is created. It will have the</td>
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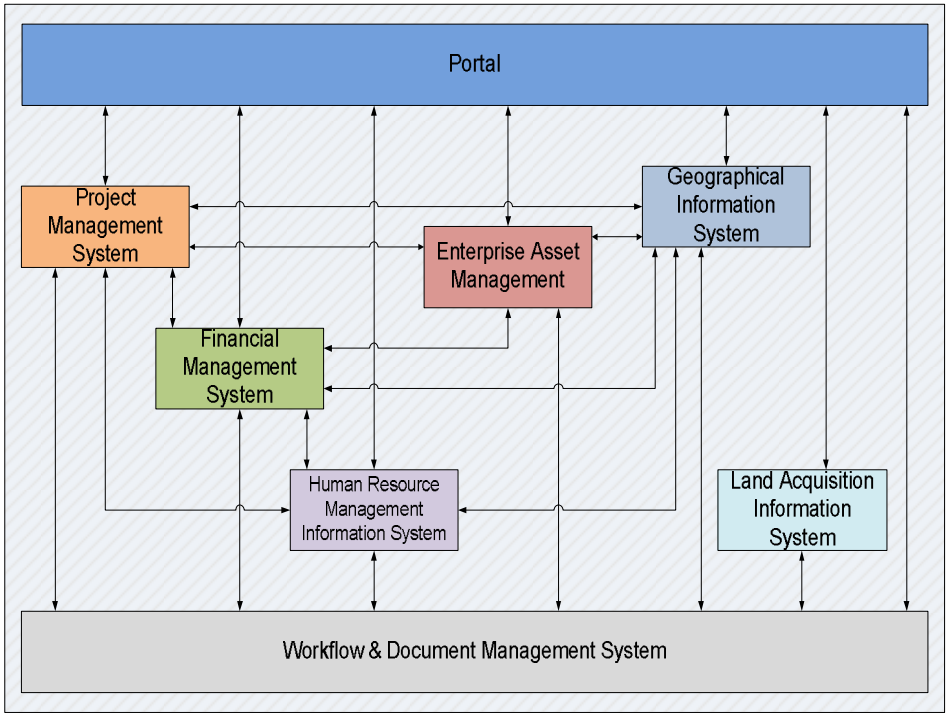
</table>

entire alignment geo-referenced. The monitoring of various Contracts is proposed to be done through Dashboards that will have a significant component of GIS.

d) An Enterprise Asset Management that has spatial co-ordinates of every asset



(B) The proposed IT system has been designed for facilitating preservation of important artifacts (plans, drawings, notes, documents, reports etc) in a secure and manageable environment in digitized format. Appropriate triggers will generate dashboards and management reports every time an event causes a substantial shift in project risk or timeline or is a deviation in processes developed. The envisaged system would expedite decision making, ensure better planning and co-ordination between different functions, better data management, effective reporting, knowledge management, etc. Program Management will provide senior management with critical information related to various contracts, activities and funds in the form of management dashboards with inbuilt triggers to ensure timely decision making.

(C) Since most of the Project related Data creation would happen outside DFCCIL core organization, the proposed IT system is largely dependent on data being created and uploaded by Contractors.

(D) While DFCCIL would define the data collection templates, Contractor would upload actual data into the system. As such, a part of the Scope of Work of the Contractor will include the following elements:

1. Upload/definition of Project Plans as per the template and using the software defined by DFCCIL
2. Maintenance and updation of uploaded Project Plans in software used by DFCCIL
3. Upload of drawings/designs created by Contractor as per the classification and on the software platform defined by

			DFCCIL 4. Online MB (Measurement Book) Entry in Project Monitoring System, in a template defined by DFCCIL. 5. Asset details needs to be updated in the system in format prescribed by DFCCIL. 6. Geo-referencing of the alignment on WGS 84 Coordinates 7. Capture and upload of geo-referencing coordinates of the assets into GIS 8. Upload of digitally signed invoices for payment processing (E) It will be the responsibility of the Contractor to ensure there is interoperability between the Contractors' IT System and that being developed by DFCCIL so that movement of information and data across the DFCCIL boundaries is feasible in a seamless manner. This must be factored in, by the bidders, while preparing the price bids."
12	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 2.3.2 (2) and (3) [Geometric and Cross -Sectional Features] of Clause 2.0 [Earth Works] (Page 141)	Delete the contents of Sub Clause 2.3.2 (2) and replace as under : "(2) Bidders shall follow RDSO GE: 0014 "Guidelines and specifications for design of formation of heavy axle load. However a. Width of formation shall be as per clause 2.3.2 (1). b. In GE:0014, specifications of Nov. 2009, in the diagrams on Page 35 of 75 and Page 36 of 75, minimum layer of 1.0 meter of embankment fill above HFL have been indicated. These provisions are not mandatory. For exceptional locations prone to flooding, the Engineer may call for the stability analysis of banks" Delete the contents of sixth bullet point of Sub-Clause 2.3.2 (3) and replace as under: "In case the Contractor follows the RDSO design for formation then a uniform total thickness of formation layers of 1.75 m should be provided including blanket, prepared subgrade & top layer of embankment fill etc. (Ref foot note on page 33 of 75 and page 34 of 75 of RDSO "Guidelines and specifications for design of formation of heavy axle load Nov. 2009 (2.0 metre has been changed to 1.75 metre). In case the difference between formation level and ground level is less than required the existing ground will have to be excavated to provide the formation layers of requisite thickness and specifications as mentioned in the said specifications. In case the existing ground soil at a particular lavel satisfies the specifications of the formation layers at that level, then the existing ground shall not be cut to provide total thickness."
13.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 2.3.6 (1) [Retaining structures] of Clause 2.0 [Earth Works] (Page 144)	In the second line of Sub Clause 2.3.6 (1); "RE Walls" is replaced by "Reinforced Soil Walls/Slopes".

14.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 2.3.8 [Drainage] of Clause 2.0 [Earth Works] (Page 144)	**Delete** the contents of Sub Clause 2.3.8 (2) and **replace** as under : "(2) Where the alignment is parallel to the existing Indian Railway formation and the distance between the centre lines of the nearest DFC and IR tracks is equal to or more than 8.0 m, open drains shall be provided to ensure satisfactory drainage of the area between the DFC and Indian Railway's formation. These drains shall be designed and shall consist of suitable shape, material and dimensions to provide adequate flow capacity, permit easy maintenance and uniform longitudinal gradient adequate to ensure a self-cleansing velocity etc. As per site requirements these shall be linked with cross drains at suitable intervals wherever required. Where the distance between the centre lines of DFC and IR tracks is less than 8.0 m (a situation which may arise in existing IR yards) and provision of open drains is not feasible, alternative drainage arrangements in the form of suitably designed drains using good engineering practices and technically sound systems such as perforated pipes etc. should be used with the approval of the Engineer. It should be functional throughout the year and amenable to user-friendly maintenance."
15.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 2.4.3 (1) [Blanket, prepared sub-grade, Embankment fill] of Clause 2.0 [Earth Works] (Page 145)	Delete the contents of Sub-Clause 2.4.3 (1) and replace as under: "(1) Material for blanket, prepared sub-grade, embankment, formation fill shall be conforming to the specification of material as detailed in the relevant specifications of formation".
16..	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 3.1 (9) [General] of Clause 3.0 [Bridge Design Criteria] (Page 147)	**Delete the contents of Sub Clause 3.1 (9) and replace as under :** "(9) All steel bridges shall be capable of carrying through LWR/CWR as per the provisions of manual of instructions on LWRs – 1996 of IR, reprint 2005 (Henceforth referred as "LWR Manual"). Bridges with ballasted decks having individual spans less than 20 m shall be designed for LWR forces and LWR/CWR will be continued over the bridge. Bridges with ballasted deck of individual span equal to or greater than 20 m shall be isolated from LWR/CWR by inserting SEJ's so as to avoid transfer of LWR forces to bridges."
17.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 3.1 (14) [General] of Clause 3.0 [Bridge Design Criteria] (Page 147)	**Delete the contents of Sub Clause 3.1 (14) and replace as under :** "(14) All bridge abutments are to be designed with an appropriate drainage system. Reinforced Soil Walls /Slopes and other earth retaining structures may be used in RUBs as well as RFOs, but not behind the bridge abutments. Similarly, reinforced soil Walls /Slopes may be used in approach embankment slopes of RUBs and RFOs. Design specifications for Reinforced Soil Walls/Structures shall be as per Para 3.1 (31), Volume 4, Part 2 of the bidding documents. "
18.	Part-2 [Employer's Requirements], Volume-4 [Design	Addition of New Sub Clause 3.1 (29) [General] of Clause 3.0 [Bridge	**Add the following New Sub Clause 3.1 (29):** **"(29) Bearings of Bridges** - For bridge spans smaller than 30.5m, either POT-PTFE or Elastomeric bearings may be provided.

	Criteria and Specifications], Section-VI	Design Criteria] (Page 148)	However, for bridge spans equal to or greater than 30.5m, POT-PTFE bearings shall be provided. Bearing should be procured through RDSO approved source or other International reputed firm to be approved by Engineer. "
19.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of New Sub Clause 3.1 (30) [General] of Clause 3.0 [Bridge Design Criteria] (Page 148)	**Add the following New Sub Clause 3.1 (30):** "(30) Post-tensioned precast segmental box girder construction is not permitted for this project."
20.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of New Sub Clause 3.1 (31) [General] of Clause 3.0 [Bridge Design Criteria] (Page 148)	**Add the following New Sub Clause 3.1 (31):** **"(31) Reinforced Soil Walls/Structures**: Reinforced soil walls/structures should be designed in accordance with any of the following standards/guidelines - BS 8006-1:2010, FHWA GEC-011. The design requirements shall be as follows: 1. Design life for reinforced soil walls shall be 120 years. 2. The structures shall be designed to satisfy the requirement to maintain the designed horizontal and vertical alignment of the DFC tracks and to resist the relevant loads and vibrations imposed by the DFC loading. 3. The minimum embedment of the reinforced soil walls below ground level shall be 1.0 m. 4. The facing for walls shall be precast concrete discrete panels with a minimum nominal thickness of 180 mm. The thickness at any point (except along joints) shall not be less than 160 mm. The minimum grade of concrete shall be M35. 5. Steel soil reinforcement and connection fixtures shall be hot dip galvanized with a minimum zinc coating thickness of 140 microns. 6. The long-term design strength of geo-synthetic reinforcement shall be determined in accordance with ISO/TR 20432 considering the service temperature as 30°C. Certifications from a competent authority or test reports from an independent accredited laboratory shall be furnished in support of the reduction factors. 7. The reinforcement shall be connected to facing using durable mechanical fixtures, fasteners or devices. Purely frictional connections are not permitted. The connections shall be designed to transfer the load without rupture or excessive deformations. Satisfactory documentary evidence to demonstrate the adequacy of the connection including design calculations, test reports and performance report of actual structures should be furnished. 8. The long-term design strength of the connection between the facing and reinforcement shall not be less than the long-term design strength of the reinforcement. The long-term design strength of the connection should be determined

			through appropriate calculations and testing taking into account the actual conditions experienced during construction and in service. 9. The fines content (passing 75 micron sieve) of reinforced fill for walls shall not exceed 10 %. In the case of geo-synthetic reinforcement, the maximum particle size of fill should not exceed 37.5 mm. 10. Satisfactory outlet for surface runoff and water draining out of the ballast and blanket should be provided. The structures should have adequate internal drainage arrangement. 11. Provision for supporting masts of the 2x25 KV OHE electrical systems and pipes/ ducts for signaling and telecommunication cables should be made. 12. The topmost reinforcement layer shall be minimum 300 mm below the bottom of the blanket to permit future maintenance / replacement of the blanket layer. 13. The design, detailing and construction should cater to the stringent requirements of compaction of fill – 100 % for blanket, 98 % for prepared sub-grade and 97 % for embankment fill. The design calculations and construction drawings for the reinforced soil structures shall be prepared by a qualified engineer with a minimum of three years experience in the design of similar structures. The construction of the reinforced soil structures shall be supervised by a qualified technician with a minimum of three years experience in the construction of similar structures."
21	Part-2 [Employer's requirements], Volume-4 [Design Criteria and Specifications], Section VI	Addition of Sub Clause 3.1 (32) [General] of Clause 3.0 [Bridge Design Criteria] (Page 148)	**Add** the following new Sub Clause 3.1 (32) "(32) All bridges should have suitable hand railing of height not less than 750 mm above rail level."
22.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of New Sub Clause 3.1 (33) [General] of Clause 3.0 [Bridge Design Criteria] (Page 148)	Add the following New Sub Clause 3.1 (33): "(33) All Reinforcement Steel (TMT Bars) and Structural Steel shall be procured as per specifications mentioned in BIS's documents – IS:1786 and IS:2062 respectively. Independent tests shall be conducted, wherever required, to ensure that the materials procured conform to the specifications. These steel shall be procured only from those firms, which are Established, Reliable and Primary Producers of Steel, having Integrated Steel Plants (ISP), using iron ore as the basic raw material and having in-house iron rolling facilities, followed by production of liquid steel, as per Ministry of Steel's (Government of India) guidelines. However, only certain isolated sections of structural steel, not being rolled by ISPs can be procured from the authorised re-rollers of ISPs or authorised licensee of BIS having traceability system and who use billets produced by

<table>
<tr><td></td><td></td><td></td><td>ISPs with the approval of Engineer.</td></tr>
<tr><td>23.</td><td>Part-2 [Employer's requirements], Volume-4 [Design Criteria and Specifications], Section VI</td><td>Addition of New Sub Clause 3.1 (34) [General] of Clause 3.0 [Bridge Design Criteria]

(Page 148)</td><td>Add the following new Sub Clause 3.1 (34)

"(34) At such of existing IR stations where alignment of proposed DFC lines is passing through the circulating area of existing IR station, a FOB across the proposed DFC lines, with gangway 3 m wide, will have to be constructed to facilitate access to IR station building including provision for physically challenged persons as per IR guidelines. The alignment of proposed DFC lines shall be designed in such a way that it does not infringe with the existing IR station building or any other structure existing at IR station. Further, permanent continuous unscalable but see through fencings should be provided on both sides of two DFC lines so as to isolate them from the circulating area. These fencings should extend for a distance equal to the distance between outer most points and crossings on both sides of the station yards or for the length of longest stopping train at the IR station, whichever is more."</td></tr>
<tr><td>24.</td><td>Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI</td><td>Sub Clause 4.1.1 (6) [General] of Clause 4.0 [Track Design Criteria]

(Page 151)</td><td>Delete the contents of Sub Clause 4.1.1(6) as added in Addendum No. 1 and replace as under:

List of such RDSO drawings is appended below:

<table>
<tr><th>S.N.</th><th>Description of Drawings</th><th>Drawing no. & Location</th></tr>
<tr><td>1.</td><td>Prestressed Concrete Sleeper for 25 tone Axle Load for BG</td><td>RDSO / T – 7008</td></tr>
<tr><td>2.</td><td>Rail seat Assembly on concrete sleeper with 60 kg UIC rails.</td><td>RDSO / T- 7009</td></tr>
<tr><td>3.</td><td>ERC MK V</td><td>RDSO / T- 5919</td></tr>
<tr><td>4.</td><td>10 mm thick composite GRSP</td><td>RDSO /T – 7010</td></tr>
<tr><td>5.</td><td>Fish plates and Fish bolts for UIC 60 rail</td><td>RDSO /T- 5916</td></tr>
<tr><td>6.</td><td>PSC sleeper for BG (1676 mm), 60kg (UIC) running rail & 60kg (UIC) guard rail on Bridge approaches</td><td>RT – 8229 Bridge approach</td></tr>
<tr><td>7.</td><td>PSC guard rail sleeper for 60 kg running rail & 60 kg (UIC) guard rail for BG (1676 mm)</td><td>RT- 8228 Ballasted Bridge Deck</td></tr>
<tr><td>8.</td><td>Glass filled Nylon- 66 insulating liner for use with ERC mk-V on concrete sleeper (RT – 7008) suitable to 60kg UIC rail for 1676mm gauge</td><td>RT- 8222 & RT- 8223 Rail Seat</td></tr>
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			<table><tr><td>9.</td><td>SEJ 60kg</td><td>RDSO /T-4165 (80 mm gap)</td></tr><tr><td>10.</td><td>SEJ PSC Sleeper for 60kg</td><td>RDSO /T-4149</td></tr></table>
25.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.1.1 (6) [General] of Clause 4.0 [Track Design Criteria] (Page 151)	**Delete the contents of Sub Clause 4.1.1 (7) and replace as under** "(7) Some of IR Drawings referred in the document are for 1673 track gauge which differs from DFC Track Gauge. "
26.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of Sub Clause 4.2.10 (1) [Handling of Rails] of Clause 4.2 [Rails] (Page 154)	**Add new Sub- Clause 4.2.10 (1)** **" (1) Handling of Rails:** During handling and transportation of rails, guidelines issued by IR on this important aspect will be strictly followed. This, among other things includes providing suitable dunnage /spacers to protect rails against point contact and the protection of rail ends. At ports, availability of proper facilities for handling of rails will have to be ensured. A method statement describing in detail the precautions that will be taken during handling and transport of rails and the supervision that will be exercised in ensuring compliance of the right procedures, will be submitted to the Engineer for his approval. The Engineer at his discretion will inspect the rails on arrival at site against any defect and reject them and order for their removal from site. The guidelines issued vide RDSO drawing no. RDSO/T-6219 will be strictly followed.
27.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.3.3 (2) & (3) [Welding of Rails] of Clause 4.3 [Continuously Welded Rail Track] (Page 155)	**Delete the contents of Sub- Clause 4.3.3 (2) & (3) and replace as under:** "(2)The rails panels of length 260m or more shall be welded together in-situ to make LWR/CWR panels as per the approved plans using mobile flash butt welding plant with adequate capacity and butting force to weld 260m long panels at site for conversion of LWR/CWR. In special locations where the use of mobile flash butt welding plant is not practicable, SKV Alumino Thermic (AT) weld process may be used, with prior permission of the Engineer. The detailed process of all rail welding shall be submitted along with acceptance tests & acceptance criteria by the Contractor for acceptance for approval by the Engineer. The design concepts & performance criteria for Flash Butt welding of rail joints are given in detail in **Indian Railway's Manual for Flash Butt Welding of Rails-2004** (**herein after referred as FBW Manual**). (3)The design concepts & performance criteria for SKV Alumino Thermic (AT) weld process shall be as per "RDSO Manual for Alumino Thermic (AT) process".
28.	Part-2 [Employer's Requirements], Volume-4 [Design	Sub Clause 4.4.1 (1) [General] of Clause 4.4 [Turnouts and	**Add the following after Sub Clause 4.4.1 (1) (j):** **"(k) Design speed on loop lines 55 Km/h**

	Criteria and Specifications], Section-VI	Derailment Switches (Page 156)	**(I) Maximum Cant deficiency 75 mm"**
29.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.4.1 (4) [General] of Clause 4.4 [Turnouts and Derailment Switches (Page 156)	**Delete the contents of Sub Clause 4.4.1 (4) and replace as under:** "(4) The left hand and right hand turnouts shall be designed with common concrete bearers (PSC fan-shaped layout) and shall have provision of cant for the rails, anti-creep fastenings and other relevant fastenings and fixtures. Steel/cast iron bearing plates shall be provided on the common concrete bearers with the fixtures on the bearing plates ensuring the right orientation of the rails. Design of these concrete bearers and the relevant fastenings and fixtures will be cleared at detailed design stage. "
30.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.4.3 (1) [Switch Assembly] of Clause 4.4 [Turnouts and Derailment Switches] (Page 157)	**Delete the contents of Sub Clause 4.4.3 (1) and replace as under :** "(1)Each thick web switch device shall consist of 2 stock rails, one left hand and one right hand and two switch rails, one left hand and one right hand, complete set of PSC sleepers along with all fittings e.g. slide chairs, base plates/special base plates, brackets, rail pads, insulating bushes, washers, all stretcher bars, various blocks, bolts and nuts, any special fittings like spring setting device etc. Coated slide chairs (Ni-Cr) with the addition of rollers on slide chairs shall be provided conforming to well-established international standard."
31.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.4.3 (6) [Switch Assembly] of Clause 4.4 [Turnouts and Derailment Switches] (Page 157)	**Delete the contents of Sub Clause 4.4.3 (6) and replace as under:** "(6)Spring setting device having second back drive properly integrated with the front drive shall be provided for efficient switch operation."
32.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.4.5 (1) [Crossing Assembly] of Clause 4.4 [Turnouts and Derailment Switches] (Page 157)	**Delete the contents of Sub Clause 4.4.5 (1) and replace as under** : "(1) Suitably designed Standard fixed nose weldable CMS crossings shall be provided on all crossings. "
33.	Part-2 [Employer's Requirements], Volume-4 [Design	Sub Clause 4.4.5 (2) [Crossing Assembly] of Clause 4.4 [Turnouts and	**Delete the contents of Sub Clause 4.4.5 (2) and replace as under :** "(2) All crossings on the DFC shall be 1 in 12 weldable Cast Manganese Steel (CMS) {manufactured from Austenitic

	Criteria and Specifications], Section-VI	Derailment Switches] (Page 157)	Manganese steel as defined in IRS : T-29-2000} crossing for the turnouts. These should have provision of 1 in 20 Cant."
34.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.4.7 (1) [PSC Sleeper for Turnouts] of clause 4.4 [Turnouts and Derailment Switches] (Page 158)	**Delete the contents of Sub Clause 4.4.7 (1) and replace as under:** "(1) Common concrete bearers (PSC fan-shaped layout) shall be designed for left hand and right hand canted turnouts equipped with steel / cast iron bearing plates with the fixtures on the bearing plates ensuring right orientation of the rails."
35.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of New Sub Clause 4.4.8 [Measurement of lateral acceleration on turnout assembly] of Clause 4.4 [Turnouts and Derailment Switches] (Page 158)	**Add new Sub Clause 4.4.8 as under:** **"4.4.8 Measurement of lateral acceleration on turnout assembly** (1) One of the turnouts will be instrumented for the measurement of lateral forces coming on the turnout assembly when subjected to the train movement at the designed speed. Lateral acceleration experienced by the rolling stock will also be measured. Instrument as approved by Engineer will be installed by contractor and monitoring will be done by Employer as per approved procedure."
36.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Addition of New Sub Clause 4.5.2 (3) [Design Requirement] of Clause 4.5 [PRE STRESSED CONCRETE SLEEPERS] (Page 159)	**Add new Sub Clause 4.5.2 (3) as under:** "(3)The contractor will have his design validated by Chalmers University of Technology, Sweden or any other organisation of international repute. ."
37.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.7 (2) [Insulated Glued Joints] of Clause 4.0 [Track Design Criteria] (Page 163)	**Delete** the contents of Sub Clause 4.7 (2) and **replace as under :** "(2) The Glued Insulated Rail Joints shall comply with the requirements of RDSO's Manual for Glued Insulated Rail Joints of 1998 with latest amendments up to the base date or equivalent International Standard of heavy haul operating under similar operating conditions as that of DFC ."
38.	Part-2 [Employer's Requirements], Volume-4 [Design	Addition of Sub Clause 4.7 (4) [Insulated Glued Joints] of Clause 4.0	**Add** Sub-Clause 4.7 (4) as under : "(4)To ensure the desired service life in the heavy haul operating environment of DFCC following measures shall be

	Criteria and Specifications], Section-VI	[Track Design Criteria] (Page 163)	taken as is being done on advance railway systems: a) Head hardening of rail-ends b) High quality polymer for end post and bushes c) Superior glue technology d) Cold expansion of bolt-holes for improving fatigue life e) Forged fishplates of thicker section and superior steel f) Improved thermit welding techniques"
39.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.8 [Switch Expansion Joints] of Clause 4.0 [Track Design Criteria] (Page 163)	**Delete the contents of** Sub Clause 4.8 (2) and **replace as under:** "(2) Contractor may refer drawing no. RDSO/T-4165 for 60 kg (80mm gap), and other relevant drawings for Switch Expansion Joints. Proven designs from reputed manufacturers giving satisfactory performance on heavy haul operating environment similar to DFCC can also be considered for adoption."
40.	Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 4.11 (2) &(3) [Track Structure And Road Surface at Level Crossings] of Clause 4.0 [Track Design Criteria] (Page 164)	**Delete the contents of Sub Clause 4.11(2) &(3) and replace as under:** "(2)The level crossing shall have a track friendly maintenance free road surface. Track /Road Infrastructure at Level Crossing maybe either of the following: a. PSC sleeper as per RDSO Drawing RT-8225, with Rail Seat Assembly as per RDSO drawing no. RT- 8226 and Check Rail arrangement as per RDSO Drawing RT- 8227 with concrete panels for road surface which can be easily removed either manually or with the help of small road cranes, to enable continuous working of track maintenance machine through the level crossing. Concrete panels should be designed suitably for the class of road / traffic at that level crossing. (b)PSC sleeper as per RDSO /T- 7008 without check Rail with rubberised panels which can be easily removed either manually or with the help of small road cranes, to enable continuous working of track maintenance machine through the level crossing. The system should be suitably designed so that it can be easily removed during mechanised maintenance and re-fixed after mechanised maintenance. Further (1) It should be properly encased in steel casing to provide checkrail clearance as per railway specifications. (2) It should provide smooth continuity with approach road surface for smooth negotiation of road vehicle across the Lxing. (3) It should also be extended parallel to track beyond the edge of road surface to avoid

entanglement of road vehicle inside track as per Indian Railway provisions.

(4) Rubberised panels shall be as per following features/specifications:

i. High strength and durable with minimum service life of 15 years

ii. Skid Resistance: SRT dry (acc. DIN EN 13036-4:2003; BS 7976-2:2002); SRT wet (acc. DIN EN 13036-4:2003; BS 7976-2:2002)

iii. Form fitting tongue/groove connection of panels

iv. Screw connection of all panels by lock tight system

v. Top surface with pyramid structure to enhance water draining; corundum vulkanised in surface to improve slip resistance.

vi. Integrated narrow flange groove

vii. Proven system used successfully on heavy haul railway system (axle load more than 25 tonnes) for a period more than 5 years shall be used.

viii. T-kerbstone made of high strength concrete, special mortar and prefabricated concrete sub-base 1,500 mm

ix. Material Properties of Rubberised Panel.

Property	Standard	Unit	Value for Virgin Material	Value for recycle rubber(Core)
Density	DIN53479	g/cm3	1.13(+/-)0.015	1.15(+/-)0.04
Hardness	DIN 53505/ ISO 868	Shore A	65(+/-) 5	70(+/-) 8
Tensile Strength	DIN 53504 (S1)	N/mm2	>13	>2

41. Part-2 [Employer's Requirements], Volume-4 [Design Criteria and Specifications], Section-VI

Addition of New Sub Clause 4.12 [Friction Buffer Stops] of Clause 4.0 [Track Design Criteria]

(Page 164)

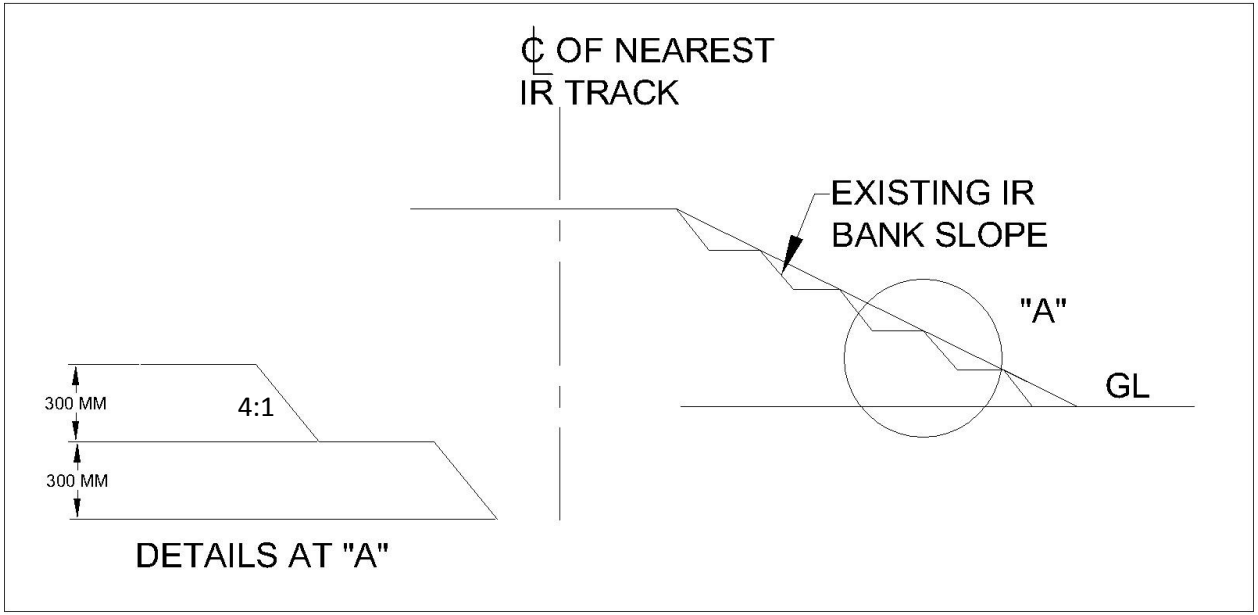
Add new Sub Clause 4.12 :

"4.12 FRICTION BUFFER STOPS

(1) Properly designed Friction type Buffer Stops will be provided in the station yards at the end of over run lines and at buffer ends provided at the station. These friction buffer stops for over run line will be designed for a train load of 6500 tons, coasting at a speed of 10 Kmph. At other locations, the design of friction buffer stops will be site dependent and shall take into account the maximum vehicle mass, probable impact speed and available stopping distance at the location etc. Design of the friction type buffer stops shall be of the type that

			is being adopted by heavy haul railways operating under similar conditions as on DFC. “
42.	Part-2 [Employer’s Requirements], Volume-4 [Design Criteria and Specifications], Section-VI	Sub Clause 6.0 (2) [Fencing and Platform Design criteria] (Page 165)	**Add the following after Sub Clause 6.0 (2) :** ”In case of IR passenger halts parallel to DFCCIL alignment fencing length should cover longest train stopping at that halt. “
43.	Part-2 [Employer’s Requirements], Volume-5 [Construction, Testing and commissioning], Section-VI	Addition of New Sub Clause 14.2.3 [Procedure to be followed for cutting of existing IR formation] of Clause 14.0 [Construction - Earth Works] (Page 192)	**Add new Sub Clause 14.2.3 :** “**14.2.3 Procedure to be followed for cutting of existing IR formation** Locations where it is necessary to cut the existing IR formation for the construction of the DFC formation, are classified into the following two categories: a) Where the distance between the centre line of existing IR track and the proposed DFC track is less than 8 m b) Where the distance between the centre line of existing IR track and the proposed DFC track is greater than or equal to 8 m **14.2.3.1 Distance between centrelines of IR and DFC track is less than 8 m.** (1) Such a situation may arise while working in existing IR yards. In such cases, if it is agreed with IR to suspend the nearest IR line for the traffic, the existing IR formation can be cut vertically at a distance of 3.8 m from the centre line of the proposed DFC track for the depth required to provide the formation layers (blanket and prepared sub grade) of the DFC track as per specifications. In case it is not agreed to suspend the traffic on nearest IR line, detailed methodology for the work will be submitted by contractor to the Engineer for the approval and work will be executed accordingly following all safety precautions. (2) Due care and precautions shall be taken to avoid any slippage of the cut. In case of any slippage, damage or disturbance of the IR track and formation, the Contractor shall rectify and restore the same to its original configuration at his own cost to the satisfaction of the Engineer. (3) The suspension of the IR line will not be more than two weeks and this portion of the earthwork shall be completed within this period. (4) This work shall not be carried out during monsoon, during rainy days or when the IR formation is in a saturated condition. **14.2.3.2 Distance between centrelines of IR and DFC track is greater than or equal to 8 m.** (1) While constructing the bank by the side IR running track, benching of existing slope shall be done, before new

				earthwork is taken up, to provide proper bonding between old and new earthworks. It should be ensured that there is no humus material left on the benched slope. Care need to be taken to avoid entry of rain water into the formation from this weak junction to avoid development of weakness in formation, slope failure, maintenance problems due to uneven settlement. (2) Starting from the toe, benching at every 30cm height shall be done on the sloped surface of existing IR bank as in sketch below, so as to provide proper amalgamation between old and new earthwork. "

			
44.	Part-2 [Employer's Requirements], Volume-5 [Construction, Testing and Commissioning],	Sub Clause 16.0 (2) of Clause 16.0 [Construction-Bridges] (Page 201)	**Delete** the contents of Sub Clause 16.0 (2) **and replace as under:** "(2) The construction methodology to be adopted for Rail Flyovers (RFO's) shall be such as to allow unhindered and safe movement of existing rail traffic with minimum number and duration of traffic block and incorporating suitable temporary arrangements conducive to working under running traffic."

<table>
<tr><td></td><td>Section-VI</td><td></td><td></td></tr>
<tr><td>45.</td><td>Part-2 [Employer's Requirements], Volume-6 [Appendix 13]</td><td>Addition of Sub Clause 27(g) of Clause 27 [Green Belt] of Appendix 13, Volume 6, Part 2
(Page 306)</td><td>Add new Sub-Clause 27(g):
"(g) Taj Trapezium Zone
DFC alignment is passing through Taj Trapezium Zone (TTZ) from Railway Kilometer 1221 to Railway Kilometer 1290 (Bhaupur to Khurja direction) in Slice/Lot 102 and 103 and from 21000 chainage to 25500 chainage on detour proposed for Hathras Section in Slice/Lot 103. As per TTZ Notification, permission for tree cutting in this Zone is required to be obtained from Hon'ble Supreme Court Green Bench. Request for approval is with Hon'ble Supreme Court, final order is awaited. The bidder may refer to the restrictions imposed by Hon'ble Supreme Court for construction projects already in progress in TTZ for guidance.
Hon'ble Supreme Court in its order may stipulate certain mitigation measures to be followed by the Contractor during construction work. It shall be responsibility of the Contractor to execute work within TTZ accordingly."</td></tr>
<tr><td>46.</td><td>Part-3
Section VIII
Particular Conditions</td><td>GCC Sub Clause 1.5 [Priority of Documents]
(Page 347)</td><td>GCC Sub Clause 1.5 which was deleted through Addendum No. 1 is replaced as under:
"1.5 - Priority of Documents : the documents forming the contract are to be taken as mutually explanatory of one another. For the purposes of interpretation, the priority of the documents shall be in accordance with the following sequence:
<table>
<tr><td>1.</td><td>This Contract Agreement;</td></tr>
<tr><td>2.</td><td>Letter of Acceptance;</td></tr>
<tr><td>3.</td><td>Minutes of meeting of pre-award clarifications / negotiations, if any;</td></tr>
<tr><td>4.</td><td>Addenda to Bidding Documents, if any</td></tr>
<tr><td>5.</td><td>Letter of Bid-(Two Stage Bidding, Second Stage Bid), Appendix to Bid (Percentage Breakup of Lump Sum Bid Price) and Price Schedules submitted by the Contractor;</td></tr>
<tr><td>6.</td><td>Appendix to Tender;</td></tr>
<tr><td>7.</td><td>Particular Conditions;</td></tr>
<tr><td>8.</td><td>General Conditions:</td></tr>
<tr><td>9.</td><td>Memorandum titled "Changes Required Pursuant to First Stage Evaluation";</td></tr>
<tr><td>10.</td><td>Employer's Requirements;</td></tr>
<tr><td>11.</td><td>Contractor's Updated Technical Proposal;</td></tr>
<tr><td>12.</td><td>Information furnished in Part 4 of Bidding document; and</td></tr>
</table></td></tr>
</table>

			13. | Any other documents forming part of the Employer's requirements and Bidding documents.
47.	Part-3 Section VIII Particular [Conditions]	GCC Sub-Clause 4.11 [Sufficiency of the Accepted Contract Amount] (Page 351)	**Delete** the contents of Sub-Clause 4.11 in the Particular Conditions (Sufficiency of the Accepted Contract Sum) as added in Addendum No. 1 and **replace** with the following**:** "DFCC project being funded by the World Bank, qualifies for exemption from payment of custom duty and Excise duty on goods supplied/intended to be supplied to the Project in terms of Government of India's Customs notification no. 84/97 – customs dated 11.11.1997 and Central Excise Notification no. 108/95-CE dated 28.08.1995 (read along with all subsequent amendments) respectively, provided the goods brought in to the project are not withdrawn by the supplier or the Contractor. Under various notifications of the Department of Excise and Customs, Government of India, goods brought in to the project funded by the International Bank of Reconstruction and Development (IBRD) and / or awarded after conducting process under the International Competitive Bidding are exempt from Customs and Excise duties and / or are eligible for Deemed Export Benefits, provided the said goods are not withdrawn by the supplier or Contractor. The certificates required for claiming exemption of customs duty and excise duty and / or for claiming deemed export benefits on goods by the Contractor shall be issued by the Employer. The Contractor shall be solely responsible for obtaining such duty exemptions and / or deemed export benefits and in case of failure to avail such benefits for any reasons whatsoever; the Employer shall not reimburse any such duties. The above stated certificate(s) shall be issued for the bonafide and reasonable quantities of goods to be used as input in the construction of Works, on the recommendations of the Engineer taking in to account the Work Programme [Sub-Clause 8.3 of the Conditions of Contract] and approved methodology. Any delay in procurement of the goods as a result of any delay, in the issuing of the above mentioned certificates and / or availing the exemptions, shall not be entertained as a reason for granting any Extension of Time for Completion and / or additional cost. No customs duty or excise duty or any tax, fee, royalty etc will be reimbursed by the Employer. Central Sales Tax Form 'C' shall be issued by the Employer, if applicable."
48.	Part – 3, Section VIII Appendix to Tender	Annexure 1 (page 369)	**In Clause 3 values for "F0" in column 2 is replaced as under:** " The wholesale price index for fuel (High Speed Diesel – Code : 1200020005) as published by Economic Advisor, Ministry of Commerce, Government of India on the base date. "
49.	Part – 3, Section IX [Contacts Forms]	Article 1 of Contract Documents of Contract Agreement (Page 372 & 373)	1. Contract Agreement Para 1.1 (c) deleted. 2. Delete Sub Clause 1.2 regarding "Order of Precedence GC Clauses 1.1.6 & 5.2".

50.	Part-2 [Employer's requirements], Volume-1 [Scope of Works]	Sub Clause 2.0 (6)(h) [Removal/Relocation of Utilities/ Trees] (Page 105)	Delete the word "trees" in 3rd line.
51	Part-2 [Employer's requirements], Volume-6 [Appendix 1 Utilities], Section VI	Sub Clause 1.1 [General] of Clause 1.0 [Utilities] (Page 225)	Add the following Sub Clause 1.1 (14) "(14) The Type-I and Type-II Quarters mentioned under list of chartered utilities shall be constructed to following drawings: 1. DFCC/EC/QTRS-I/2012 (sheet 1 of 2) 2. DFCC/EC/QTRS-I/2012 (sheet 2 of 2) 3. DFCC/EC/QTRS-II/2012 (sheet 1 of 2) 4. DFCC/EC/QTRS-II/2012 (sheet 2 of 2) All other structures shall be relocated/ reconstructed on the basis of equivalent plinth area".
52	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Alignment plan (project sheets) Slice 101	**Delete** the project sheet Nos. 52, 67 and 70 and **replace** with project sheet Nos. 52 Alt-1, 67 Alt-1, 70 Alt-1.
53.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Alignment plan (project sheets) Slice 102	**Delete** the project sheet Nos.91, 102, 119, 121, 124, 125A, 126, 127 and 129 and **replace** with the project sheet Nos. .91 Alt-1, 102 Alt-1, 119 Alt-1, 121 Alt-1,124 Alt – 1, 125A Alt-1, 126 Alt-1, 127 Alt-1, 129 Alt-1.
54.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Alignment plan (project sheets) Slice 103	**Delete** the project sheet Nos. 160, 168 and 170 and **replace** with the 160 Alt-1, 168 Alt-1 and 170 Alt-1

55.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Sectional details of Slice 101, Km 1040-1170	1. **Add** the following: **Details of Roads within ROW to be diverted:** At the locations listed in Annexure "I", the existing roads, falling in Right of way (ROW), are to be diverted. The necessary land for laying diverted road will be provided by Employer. The standard of construction of proposed diverted roads should match with that of existing. 2. **Delete** the following from the list of LC arrangements (parallel section): (i) LC No. 88C @ 1045/11-13 (page No. 15 of 18) (ii) LC No. 33C @ 1167/25-27 (page No. 16 of 18). Any references to these level crossings anywhere in bid document shall be treated as deleted. 3. **Add** the following to the note at the bottom of concordance table: "5. The details of Level crossings shown in Project sheets are only for reference. However, for complete details like Level crossing No., Chainage, TVUs etc,. the list of LC arrangements mentioned at page 15 of 18 and page 16 of 18 may be referred". **Add** List of Tentative locations of RCC buried boxes as brought out in Annexure "II"
56.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Sectional details of Slice 102, Km 1170-1266	**1. Add** the following: **Details of Roads within ROW to be diverted:** At the locations shown in Annexure "I", the existing roads, falling in Right of way (ROW), are to be diverted. The necessary land for laying diverted road will be provided by Employer. The standard of construction of proposed diverted roads should match with that of existing. **2. Delete** remarks under Details of Railway Flyover at page 4 of 13 and **replace** with following: "Double line flyover on Double line Tundla- Agra section". Any reference to "Tundla- Agra Single line" in bid document may be read as "Tundla- Agra Double line". **3. Add** the following to the note at the bottom of concordance table:

			"5. The details of Level crossings shown in Project sheets are only for reference. However, for complete details like Level crossing No., Chainage, TVUs etc,. the list of LC arrangements mentioned at page 11 of 13 may be referred". 4. **Add** List of Tentative locations of RCC buried boxes as brought out in Annexure "II"
57.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Sectional details of Slice 103, Km 1266-1367.9	1. **Add** the following: **Details of Roads within ROW to be diverted:** At the locations shown in Annexure "I", the existing roads, falling in Right of way (ROW), are to be diverted. The necessary land for laying diverted road will be provided by Employer. The standard of construction of proposed diverted roads should match with that of existing. 2. **Add** the following to the note at the bottom of concordance table: "5. The details of Level crossings shown in Project sheets are only for reference. However, for complete details like Level crossing No., Chainage, TVUs etc,. the list of LC arrangements mentioned at page 10 of 13 and page 11 of 13 may be referred". 3. **Add** List of Tentative locations of RCC buried boxes as brought out in Annexure "II".
58.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Minor RUB GADs, Slice-101	**Add** the following GADs of buried box**:** a) HQ/DFCC/BURIED BOX-1 b) HQ/DFCC/BURIED BOX-2
59.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Minor RUB GADs, Slice-102	**Add** the following GADs of buried box**:** a) HQ/DFCC/BURIED BOX-1 b) HQ/DFCC/BURIED BOX-2
60.	Part-4, Reference Documents- 1. Site	Minor RUB GADs, Slice-103	**Add** the following GADs of buried box: a) HQ/DFCC/BURIED BOX-1

	data including alignment and survey details, utilities, GADs		b) HQ/DFCC/BURIED BOX-2
61.	Part 4/ 1. Site data- List of chartered utilities Slice No.101 (Km.1040-1170)	Details of Structure (BPU-ETW Bypass end)	Delete the existing table and replace with the table at Annexure “III”
62.	Part 4/ 1. Site data- List of chartered utilities Slice No.102 (Km.1170-1266)	Details of Structure Slice 102 (1170-1266)	Delete the existing table and replace with the table at Annexure “III”
63.	Part 4/ 1. Site data- List of chartered utilities Slice No.103 (Km.1266-1367.900)	Slice 103 (Km 1266-1366.900) Details of Civil Structure	Delete the existing table and replace with the table at Annexure “III”
64.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Slice / Lot 101	**Add** the following drawings in Slice /Lot 101: 1. DFCC/EC/QTRS-I/2012 (sheet 1 of 2) 2. DFCC/EC/QTRS-I/2012 (sheet 2 of 2) 3. DFCC/EC/QTRS-II/2012 (sheet 1 of 2) 4. DFCC/EC/QTRS-II/2012 (sheet 2 of 2)
65.	Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs	Slice / Lot 102	**Add** the following drawings in Slice /Lot 102: 1. DFCC/EC/QTRS-I/2012 (sheet 1 of 2) 2. DFCC/EC/QTRS-I/2012 (sheet 2 of 2) 3. DFCC/EC/QTRS-II/2012 (sheet 1 of 2) 4. DFCC/EC/QTRS-II/2012 (sheet 2 of 2)

<table>
<tr>
<td>66.</td>
<td>Part-4, Reference Documents- 1. Site data including alignment and survey details, utilities, GADs</td>
<td>Slice / Lot 103</td>
<td>Add the following drawings in Slice /Lot 103:

1. DFCC/EC/QTRS-I/2012 (sheet 1 of 2)

2. DFCC/EC/QTRS-I/2012 (sheet 2 of 2)

3. DFCC/EC/QTRS-II/2012 (sheet 1 of 2)
4. DFCC/EC/QTRS-II/2012 (sheet 2 of 2)</td>
</tr>
<tr>
<td>67.</td>
<td>Part- 2

Volume 6, Appendix 13- Environment Protection Requirements</td>
<td>Para 25 – Archaeological Structure

(Page 304)</td>
<td>Delete the contents of Para 25 and replace as under:

“There is one Archaeological Survey of India (ASI) Protected Monument ‘Budhia Ka Tal’. NOC has been received from National Monuments Authority for laying of DFC through ‘regulated’ zone of this ASI monument. The Contractor shall ensure that all conditions stipulated in the NOC are adhered. The Uttar Pradesh specially Agra District being rich in archeological sites, there may be ‘chance finds’ in the form of coin or relics and some under ground structure.

Any structure/ article of archaeological importance found during construction stage along the alignment, shall be dealt as per the Act and procedure detailed in Environmental Management Framework”.</td>
</tr>
<tr>
<td>68.</td>
<td>Part- 2

Volume 6, Appendix 13- Para 30 - Environment Management Plan and Responsibilities</td>
<td>Para 30 – Environment Management Plan and Responsibilities – Construction Phase (Page 308-309)</td>
<td>Delete the contents of Item 5 of Table regarding construction Phase and replace as under:
<table>
<tr>
<td>5.</td>
<td>Chance find :Archaeological structure/ article</td>
<td>There is one archaeological structure Budhiya-ki-Taal which is near DFC alignment. DFC alignment is passing through “regulated Zone about 140mtr away from the boundary of the monument.

Following conditions indicated in the NOC</td>
<td>Construction Contractor</td>
<td>DFCCIL through Engineer or other nominated agencies</td>
</tr>
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						for implementation : **1.Necessary arrangements will be made to install appropriate equipment at the protected monument to monitor whether there is any structural threat on account of the railway operations.** **2.Necessary measures may be put in place for proper drainage along the raised embankment which will have the railway track.** **3.Cultural sign boards may be placed near the protected monuments to highlight its importance etc.** However, such structures/ articles found during construction stage along the alignment, shall be dealt as per relevant Act and procedures		

69	Part- 2 Volume 6, Appendix 1- Utilities Para 1.2 – Removal of Trees	Para 1.2 (3) – Removal of Trees (Page 225)	**Delete the contents of Para 1.2 (3) & (5) and replace as under:** (3) Required permission /NOC for tree felling has already been / being obtained by the Employer. Required money for planting of trees in replacement of existing trees likely to be felled has already been / being deposited with the concerned authorities by the Employer. (5) The Contractor shall obtain the applicable permits for felling of such trees from the concerned authorities and the Employer shall assist him in this regard.
70	Part – 1, Section – IV, Bidding Forms	Bidding FORM Price Schedules Price Schedule 1.0 (page 084)	**Delete the contents of Price Schedule 1.0 and replace as under** **"PRICE SCHEDULE 1.0 – For Payments in Local and Foreign Currencies** Reference: Contract Price for Design and Construction of Civil, Structures and Track Works for Double Line Railway involving formation in embankments/cuttings, ballast on formation, track Works, bridges, structures, buildings including carrying out Testing and Commissioning on Design-Build Lump Sum Basis for Bhaupur - Khurja Section of Eastern Dedicated Freight Corridor . Bid Price. Lot Number [*insert Lot Number)* ……..(INR) The total lump sum amount shall be the same as the sum quoted in the Letter of Bid in INR. All payments in applicable currencies shall be made as per clause 14.15 of GC. Foreign currency requirements shall be expressed in accordance with ITB 30.1."
71	Part – 1, Section – IV, Bidding Forms	Bidding FORM Form BS (page 082)	**The word " Lot(s)" appearing in Line No. 3 of First Paragraph is replaced with "Lot"**

Annexure

Form - LOB –SS

(Para 4.1, Section III)

Letter of Bid – Two Stage Bidding, Second Stage Bid

Date: _____

ICB No.: HQ/EN/DB/Bhaupur-Khurja

To: _____

Bid for Design and Construction of Civil, Structures and Track Works for Double Line Railway involving formation in Embankments/Cuttings, Ballast On Formation, Track Works, Bridges, Structures, Buildings including Testing and Commissioning on Design-Build Lump Sum Basis for Bhaupur - Khurja Section of Eastern Dedicated Freight Corridor.

Bid for Contract Package : Lot ……*[Insert Number covered by this Letter of Bid]*

Dear Sir,

We, the undersigned, declare that:

(a) We have examined and have no reservations to the bidding document (including the Price Schedules 1.0, 2.0 to 2.7) including Addenda issued in accordance with Instructions to Bidders (ITB)-8, and we confirm that the first stage technical proposal submitted originally by us shall constitute the 'updated first stage technical proposal', for the purpose of the Second Stage Bid, together with your requirements incorporated in the Memorandum of Changes (as is required pursuant to first stage technical proposal evaluation). We note from Addendum No. 2 to the Bidding Documents that the Employer's Requirements have been revised including aspects of the alternative technical proposals which have been considered acceptable by the employer as a result of the first stage technical evaluation. We also note that those alternative technical proposals which have not been incorporated in the Employer's Requirements are not acceptable to the Employer.

(b) We offer to submit our bid in conformity with the bidding documents for Contract Package Lot Number…[*insert Lot Number)*]

(c) Excluding the discounts offered below (if any), the price of our Bid for Lot Number..... …[*insert Lot Number)* in INR is the sum of:

[Insert Bid Price in figures] INR …….
[Insert Bid Price in words] INR …….

The percentage breakup of bid price in INR and not more than 3 foreign currencies is as stated in Appendix to Bid.

(d) The discounts offered and the methodology for their application are: ;

(e) Our bid shall be valid for a period of 119 (one hundred nineteen) days from the date fixed for the submission deadline for the Second Stage bids as stipulated in the Letter if Invitation to submit a Second Stage bid, and it shall remain binding upon us and may be accepted at any time before the expiration of that period;

(f) If our bid is accepted, we commit to obtain a performance security, in accordance with the bidding document;

(g) We, including any subcontractors or manufacturers for any part of the contract , have or will have nationalities from eligible countries, in accordance with ITB-4.2;

(h) We, including any subcontractors or manufacturers for any part of the contract, do not have any conflict of interest in accordance with ITB-4.3;

(i) We are not submitting more than one bid for each Lot in this bidding process as a Bidder, either individually or as a partner in a joint venture, in accordance with ITB-4.3;

(j) We, including any of our subcontractors or manufacturers for any part of the contract, have not been declared ineligible by the Bank, under the Employer's country laws or official regulations or by an act of compliance with a decision of the United Nations Security Council;

(k) We are not a government owned entity/ We are a government owned entity but meet the requirements of ITB-4.5

(l) We have paid, or will pay the following commissions, gratuities, or fees with respect to the bidding process or execution of the Contract:

Name of Recipient	Address	Reason	Amount

(If none has been paid or is to be paid, indicate "none.")

(m) We understand that you are not bound to accept the lowest evaluated bid or any other bid that you may receive.

(n) We understand that this bid, together with your written acceptance thereof included in your notification of award, shall constitute a binding contract between us, until a formal contract is prepared and executed; and

(o) We hereby enclose Bid security of INR 100 Million for Lot Number …[*insert Lot Number)* in terms of ITB 32.1 along with Form BS (Section IV- Bidding Forms, Part 1)

Name In the capacity of

Signed

Duly authorized to sign the bid for and on behalf of

Dated on _____ day of _____, _____

Appendix to Bid

The percentage break up of lump sum bid price for local and foreign currencies for Lot Number …[*insert Lot Number)* quoted in the Letter of Bid is as follows:

currency	A Name of currency	B Percentage of bid price
Local currency (INR)	**INR**	
Foreign currency #1		
Foreign currency #2		
Foreign currency #3		