Corrigendum No. 1

Tender No. DFCC/ADI/GAD/4/2012-13

Name of work : **Preparation of General Arrangement Drawings and detail design for proposed Road Over Bridges in lieu of existing Level crossing and scheme for modification/rebuilding of existing ROB's between Mumbai to Palanpur on Western Dedicated Freight Corridor comprising of Engineering survey; Geotechnical investigations; Preparation of general arrangement drawings and detail design, Preparation of Land Acquisition Plans; Preparation of estimate, Schedule of quantities and Comprehensive tender documents for the contract and getting the GADs approved form concerned State Government and Railway authorities etc including temporary diversions, temporary Level Crossing**.

Sr. No.	Written in Tender	To be read as
1.	**Page 4/66, at Sr. No. 2**. I/We agree to give the Performance Guarantee (PG) in a form of irrevocable bank guarantee/ FDR issued by any Scheduled Bank amounting to 5 % of the contract value to the DFCCIL within 15 days after issue of letter of acceptance and before signing of the agreement.	**Page 4/66, at Sr. No. 2**. I/We agree to give the Performance Guarantee (PG) in a form of irrevocable bank guarantee/ FDR issued by any Scheduled Bank amounting to 5 % of the contract value to the DFCCIL within 30 days after issue of letter of acceptance and before signing of the agreement.
2.	**5.1.1.b** Geotechnical Investigation at the proposed points of abutments / piers for a depth of 30 mts to facilitate preliminary design/ detail design (One borehole will be drilled at every pier /abutment location along the proposed).	**5.1.1.b** Geotechnical Investigation at the proposed points of abutments / piers for a depth of 30 mts to facilitate preliminary design/ detail design (One borehole will be drilled at every pier /abutment location along the proposed alignment. Maximum 3 bores at one location i.e. at one ROB/LC Gate).
3.	**5.4.b** It will require consultant to select the most suitable location of the bridges, carry out preliminary design of the bridge (including type, approx. depth & approx. section of foundation, number of spans, approx. dimensions and location of piers/abutments, type and approx. dimensional details of superstructure etc.), workout the scheme of construction (including	**5.4.b** It will require consultant to select the most suitable location of the bridges, carry out preliminary design of the bridge (including type, approx. depth & approx. section of foundation, number of spans, approx. dimensions and location of piers/abutments, type and approx. dimensional details of superstructure etc.), workout the scheme of construction (including sequence and methodology of various stages of construction,

	sequence and methodology of various stages of construction, assessment of approach to men, machinery and material, detailing of any other factor relevant in bridge construction including detailed structural design, prepare draft drawings in AUTOCAD, submit the drawings to DFCCIL/Railway for approval and carry out corrections/changes till final approval. Bridge loading standards are to be followed as per **IRC 5 and IRC 6- 2000**. Design shall confirm to Ruling gradient, maximum permissible curvature and schedule of dimension of DFCCIL and Indian Railways and National Highway Authority of India/ Indian Road congress.	assessment of approach to men, machinery and material, detailing of any other factor relevant in bridge construction including detailed structural design, prepare draft drawings in AUTOCAD, submit the drawings to DFCCIL/Railway for approval and carry out corrections/changes till final approval. Bridge loading standards are to be followed as per **IRC 5 and IRC 6-2000 or latest IRC Manual/Code with latest amendments. Decision of DFCCIL will be final and binding in this regard.** Design shall confirm to Ruling gradient, maximum permissible curvature and schedule of dimension of DFCCIL and Indian Railways and National Highway Authority of India/ Indian Road congress.
4.	**5.8.11.3 a)** One borehole of 30 m depth or 5 m. in the refusal strata where SPT N value is more than 100, whichever is earlier, will be drilled at every pier / abutment location along the proposed alignment. Visual soil classification, conducting of SPT and collection of UD samples will be done at an interval of 1.5 m.	**5.8.11.3 a)** One borehole of 30 m depth or 5 m. in the refusal strata where SPT N value is more than 100, whichever is earlier, will be drilled at every pier / abutment location along the proposed alignment. (Maximum 3 Nos bores at one location i.e. at one ROB/LC Gate). Visual soil classification, conducting of SPT and collection of UD samples will be done at an interval of 1.5 m.

Chief Project Manager,
Ahmedabad DFCCIL