

**Dedicated Freight Corridor Corporation of India Limited**

(A Government of India Enterprise)

**Addendum No. 4 dated 01.10.2014**

**Addendum /Amendments to Bidding Documents for Contract 201 & 202: Design-Build Contract for Civil, Structures and Track Works**

**ICB No.: HQ/EN/EC/D-B/Mughalsarai-New Bhaupur**

**Date of Submission of First Stage Technical Proposals: 29.05.2014**

**Date of Submission of Second Stage Bid: 14.11.2014**

S N	Reference to		Amendments in the Bidding Documents
	Bidding Document (Part/ Volume / Section No. etc	Paragraph or Clause No. and Page No. etc	
(1)	(2)	(3)	(4)
1	Part-1 Section-2 Bid Data Sheet	ITB Clause 27.1(e) On page 41	<b>Replace ITB Clause No. 27.1(e) of Section-1 “Instruction to Bidders” with the following:</b>  “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 etc. submitted by Bidder originally and resubmitted pursuant to the clarifications requested by 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 to Addendum No. 4 to the Bidding Documents through which some Employer’s Requirements have been revised to incorporate clarity / corrections. Bidder should also note that no Alternate Technical Proposal has been accepted by the Employer.”
2	Part 1 Section IV	Form PER-1 on Page 89	Delete the contents of Column 3 and Column 4 under Sl. 11 at Page No. 89 Form PER-1 Section IV, depicting the requirement of total work experience and in similar works experience of <b>Quality Control Expert</b> and replace with “12 years & 6 years”.
3	Part 1	Form PER-1	Delete the contents of Column 3 and Column 4 under Sl. 8 at Page No. 89 Form PER-1 Section IV,

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	Section IV	on Page 89	depicting the requirement of total work experience and in similar works experience of <b>Surveyor</b> and replace with "8 years & 4 years".
4	Part 1 Section IV	Price Schedule 2.6 on Page 113	<b>Add note (iv) at the end of table:</b>  "In respect of payment for supply and laying of ballast under stage payment for S. No. 1, 6 and 8 above, payment to an extent of 70%, 30% and 30% respectively of the total payment due for that item will be made for supply of ballast. For this purpose, the supply of ballast will be deemed to have been made if the ballast is transported and stacked at locations agreed to by the Engineer. The stacking of ballast should be made in a manner to facilitate the correct assessment of the quantity of ballast in any particular stack."
5	Part -2 Section VI Volume 1	2.0(6)(i)(2) on Page 130	<b>Add the following note below the table given in Para 2.0(6)(i)(2)</b>  The length of fencing given in above table does not include the fencing to be provided adjacent to Indian Railway Stations as per the provisions of Para 9.0(2), Part 2, Section VI, Volume 4 on Page 199.
6	Part-2 Section-VI, Vol.2	Para 14.0 (4), Pg. No. 143 & 144	<b>Delete Para 14.0 (4) and replace with the following:</b>  For the ERP System under implementation, the Contractor will be required to provide certain data, described below, to DFCCIL Head Office / Chief Project Manager's office(s) in the Microsoft Excel Templates / Formats issued by DFCCIL Head Office / CPM Offices.  The following, inter alia, will be the Contractor's broad scope of work for the above stated ERP System implementation:  <ul style="list-style-type: none"> <li>The Contractor will ensure that the required data related to the Contractor's Work Program, revised Work Program and Progress achieved is provided in the templates defined by DFCCIL for uploading the same in the ERP System. In order that the Work Program data provided by the Contractor could be uploaded according to the requirements of the ERP System, the Contractor will adhere to the following conditions regarding the length of the codes / numbers defined in their Project Management software</li> </ul>

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(1)	(2)	(3)	(4)
			<p>(e.g. Primavera or Microsoft Project) :</p> <p>a) Project ID / WBS (work breakdown structure) codes / numbers must be unique and must not exceed a maximum length of 20 Characters (alpha numeric).</p> <p>b) Activity IDs / numbers must not exceed a maximum length of 4 Characters (alpha numeric).</p> <ul style="list-style-type: none"> <li>• Uploading drawings and designs created by Contractor as per the classification using document management system of SAP.</li> <li>• Online entry of measurements of Works and all types of invoices for claiming payment from the Employer such as Interim payment Certificates, along with supporting documents as per procedure laid down in the ERP System.</li> <li>• Updation of asset details in the ERP System in the formats prescribed by DFCCIL.</li> <li>• GIS (Geographical Information System) application will use Autodesk suite (MAP 3D as desktop GIS &amp; AIMS for WEB GIS) and Oracle 11g / spatial as a central repository.</li> <li>• Information about the assets details (i.e. alignment drawing coordinates and attributes) will be provided by the Contractors. Network asset details in the form of maps, reports will be available to all the authorised users through web as soon as the asset details are submitted by the Contractors and imported in the system. <ul style="list-style-type: none"> <li>○ Geo – referencing of alignment on WGS – 84 coordinates.</li> <li>○ Capture and upload of geo-referencing coordinates of the assets in to GIS.</li> </ul> </li> <li>• Contractor will feed / provide the data in the ERP System as per mechanism and method(s) devised by DFCCIL. For placing data into ERP System, the Contractor will be required to make arrangement of connectivity, if required at its (Contractor's) cost including the cost of licensees, if required, for the</li> </ul>

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			<p>Contractor to access the DFCCIL ERP System.</p> <ul style="list-style-type: none"> <li>• Interoperability required for the movement of information and / or data in a seamless manner between the Contractor's as well as that of PMC IT System and the ERP System being developed by DFCCIL will be the responsibility of the Contractor / PMC respectively at no extra cost to the Employer.</li> <li>• Any other information / data required in prescribed format by DFCCIL for meeting the requirements of ERP/SAP System of DFCCIL</li> </ul> <p>The Contractor shall not be entitled for any claim in case the implementation of ERP System is delayed due to any reason(s) attributable to the Employer.</p>
7	Part-2 Section-VI Volume 4	Paragraph 3.1 (12) (i) Page 175	<p><b>Delete S. No. 14 of Addendum No. 2 and replace with the following:</b></p> <p>a) Concrete Girder Bridges - Deck Type Bridges</p> <p>The deck for each track shall be separate. Minimum width of deck between inside to inside of the ballast retainers will be 5.15m for straight track &amp; for curves having a radius of 875m or more and 5.45m for curves having a radius of less than 875m. The space between the ballast retainers of UP and DN track shall be covered with precast reinforced slabs. A walkway / duct-way with a width of 900mm shall be provided for both tracks separately. 900 mm width required for the walk-way / duct-way will be additional to 5.15m / 5.45m.</p> <p>b) Concrete Girder Bridges – Through and Semi-Through Bridges</p> <p>The deck for each track shall be separate. Minimum width of deck between inside to inside of the ballast retainers will be 5.15m for straight track &amp; for curves having a radius of 875m or more and 5.45m for curves having a radius of less than 875m. A walkway / duct-way with a width of 900mm shall be provided for both tracks separately. 900 mm width required for the walk-way / duct-way will</p>

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			<p>be additional to 5.15m / 5.45m.</p> <p>c) Steel Girder Bridges – Non ballasted type.</p> <p>The deck for each track shall be separate. The dimension shall be as per SOD of EDFC. A steel chequered plate (minimum 6mm thick) in between two rails separately for UP and DN tracks to permit the inspecting officials to walk between the two rails, shall be provided. A walkway / duct-way with a width of 900mm shall be provided for both tracks separately. For steel truss bridges, such walkways / duct-ways can be a cantilever outside.</p> <p>d) Steel Girder Bridges – Ballasted type</p> <p>The deck for each track shall be separate. Minimum width of deck between inside to inside of the ballast retainer will be 5.15m for straight track &amp; for curves having a radius of 875m or more and 5.45m for curves having a radius of less than 875m. A walkway / duct-way with a width of 900mm shall be provided for both tracks separately. 900 mm width required for the walk-way / duct-way will be additional to 5.15m / 5.45m. For steel truss bridges, such walkways / duct-ways can be a cantilever outside.</p> <p>Note: The width of bridges indicated in the indicative GADs attached in Part-4 of the Bid Document will stand changed accordingly in respect of the bridges categorized above.</p>
8	Part-2 Section VI Vol-4	Paragraph 3.1 (13) Page 175	<p><b>Delete Para 3.1 (13) and replace with the following:</b></p> <p>“Transition on both Approaches (leading from embankment to bridge and from bridge to the embankment) for each track in respect of all ballasted decks of Major and Important Bridges shall provide a smooth passage for rail vehicles by a gradual change in the track modulus support stiffness.</p> <p>In respect of other Major and Important Non-Ballasted Deck Bridges, an approach slab as per the stipulate of Para 7.5.3 of <b>IRS Code of Practice for the Design of Sub-Structures and Foundations of Bridges</b></p>

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(1)	(2)	(3)	(4)
			read along with the latest Amendment Slips, shall be provided.”
9	Part 2 Section VI Volume 4	Para 15 k. on Page 176	<b>Delete the contents of this paragraph and replace as under:-</b> “The design of the reinforced earth structure adopted by the Contractor should permit the subsequent construction of the foundations for the electric masts, installation of pipes/ducts for signalling and telecommunication cables to be provided by other Contractor.”
10	Part 2 Section VI Volume 4	Para 3.1(21) on Page 177	<b>Delete the contents of this paragraph and replace as under:-</b> “All major / important bridges shall be capable of supporting masts of the 2x25 KV OHE electrical systems. Such supporting arrangements, if necessary, will be located on the Abutments and / or the Piers of such Bridges. Exact location and the design of such arrangements will be decided by the contractor in consultation with the Engineer. Towards fulfilment of this requirement, the Contractor shall construct the foundation for all such masts with the inclusion of holding down bolts and arrangements for anchoring of the OHE masts. The Contractor shall also provide the earthing re-bars and earthing lugs as per the design provided by the other Contractors / Employer / Engineer. A typical arrangement for the earthing and bonding arrangement has been indicated in the Site Details – Part 4 of the Bidding Document. The Contractor shall coordinate with other Contractors / Engineers / Employer for the same.”
11	Part 2 Section VI Volume 4	Para 3.1(41) on Page 178	<b>Delete the last sentence of this paragraph and replace as under:-</b> “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 24 coach train at the IR stations, whichever is more.”
12	Part 2 Section VI Volume 4	Para 3.3(2) on Page 179	<b>Delete the contents of this paragraph and replace as under:-</b> “The contractor shall take borings to collect undisturbed samples at each sub structure locations in respect of all Major and Important Bridges and trial pits at each substructure location of Minor Bridges prior to commencement of the work to ascertain the sub soil strata. The Engineer may also ask for taking the borings in respect of Minor bridges or any other Structures as per the site requirement.”

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13	Part 2 Section VI Volume 4	Para 4.3.3(1) on Page 186- 187	<b>Delete the contents of this paragraph and replace with the new contents as under:-</b>  “Only rail panels having a length of not less than 260m except for points & crossings and any other locations approved by the Engineer would be installed in the track which shall be converted to CWR through in-situ welding. In-situ welding will also be carried through mobile flash butt welding plants. Conversion of single rails to 260m long panels would be done in the manufacturing unit or in a construction depot through the use of flash butt welding plants. Rails would be welded as per the provision of Indian Railway’s Manual for Flash Butt Welding of Rails-2004 (herein after referred as FBW Manual). At special locations where the use of Mobile Flash Butt welding is not practical, Alumino Thermic (A.T) SKV process may be used with prior permission of the Engineer. AT welding will be done as per the procedure and specifications laid down in the latest edition of Manual for Fusion Welding of Rails by the Alumino-Thermic Process read along with the latest amendment slips.”
14	Part 2 Section VI Volume 4	Para 4.3.3(2) on Page 187	<b>Delete Paragraph 4.3.3(2)</b>
15	Part 2 Section VI Volume 4	Para 9.0(2) on Page 199	<b>Delete the contents of this paragraph and replace with the new contents as under:-</b>  “Wherever DFC alignment is passing through/ adjacent to Indian Railway stations, DFC tracks shall have a provision of a permanent continuous un-scalable but see-through fencing on both sides i.e. provision of a fencing segregating the DFC track form IR yard and another parallel fencing on the far end of the second track of the DFC. Such fencing shall cover the entire length between outer most points on both sides of the existing IR stations or to cover the length of 24 coach train, whichever is more.”
16	Part 2 Section VI	Sketch C Page 217	The requirement of nylon rope / tape indicated in the Sketch C should be replaced with “Barbed Wire Fencing”

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	Volume 4		
17	Part 2 Section VI Volume 6	Appendix 18 , Para 1.3(16) on Page 375	<b>Delete the contents of this paragraph and replace as under:-</b>  Internal roads and footpaths connecting various facilities with the station complex as required will be provided. The Internal Roads will be 3.75 m wide bituminous road with 1 m wide earthen shoulder on both sides on a subgrade of CBR value of 5 .The pavement composition will be as per IRC 37:2012.
18	Part 2 Section VI Volume 6	Appendix 18 , Para 3.8 on Page 384	<b>Add the following sentence at the end of Para 3.8:</b>  “In addition, six (6) more Gate Lodges in Contract Package 201 and four (4) more in Contract Package 202 are required to be constructed by the Contractor for level crossings identified by the Engineer.”
19	Part 3 Section VIII	Particular Conditions Para 14.9  Payment of Retention Money, Page 416	First Para of GC sub-clause 14.9 is deleted and replaced as under:  “A retention amounting to 10 (ten) per cent of the value of the work done shall be deducted by the Engineer in the first and following Interim Payment Certificates, until the amount so retained reaches a limit of retention money of 5 (five) percent of the Contract Price. When the retention money with the Employer has reached 60% of the limit of retention money, the Contractor may, at his option, replace 50% of limit of retention money with an unconditional Bank Guarantee from the Bank, and valid for the period up to the end of the Defect Notification Period. After the issue of taking over certificate for the complete works, the balance amount of Retention Money can also be replaced with an unconditional Bank Guarantee from the Bank and valid for the period up to the end of Defect Notification Period.”
20	Part 3 Section VIII Appendix to Tender	GC Sub- Clause 14.9  Item Retention Money Page 423	<b>Delete the contents of this clause as included in Appendix to Tender.</b>



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21	Part 4 – Reference Document Contract Package No. 201 Volume 1	Sectional Data Vol.1 Table 16	<p>Replace the heading of Column No.16 “Boundary Wall” with “Boundary Wall/ Fencing”</p> <p>Under the heading “Existing IR Stations”, replace the Contents of the Column No.16 with the following:-</p> <p style="padding-left: 40px;">i.) 5 Km Boundary Wall in Mughalsarai Yard ii.) 5 Km Fencing in Section iii.) See through fencing at IR Stations in parallel section</p> <p>Under the heading “Proposed DFC Stations”, replace the Contents of the Column No.16 with the following:-</p> <p style="padding-left: 40px;">“2.5 Km Boundary Wall”</p>
22	Part 4 – Reference Document Contract Package No. 202 Volume 1	Sectional Data Vol.1 Table 15	<p>Replace the heading of Column No.16 “Boundary Wall” with “Boundary Wall/ Fencing”</p> <p>Under the heading “Existing IR Stations”, replace the Contents of the Column No.16 with the following:-</p> <p style="padding-left: 40px;">i.) 20 Km Fencing in Section ii.) See through fencing at IR Stations in parallel section</p> <p>Under the heading “Proposed DFC Stations”, replace the Contents of the Column No.16 with the following:-</p> <p style="padding-left: 40px;">“3.5 Km Boundary Wall”</p>
23	Part 4 – Reference	Sectional Data Vol.1 Table 16	Replace the contents of Column No.13 “Existing Gate Lodges” with “20”

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	Document Contract Package No. 201 Volume 1		
24	Part 4 – Reference Document Contract Package No. 202 Volume 1	Sectional Data Vol.1 Table 15	Replace the contents of Column No.13 “Existing Gate Lodges” with “18”
25	Part 4 – Reference Document Contract Package No. 201 Volume 1	Sectional Data Vol.1 Table 17	Delete the first page of and replace with the Page No. 1 (Revised)
26	Part 4 – Reference Document Contract Package No. 201 & 202  Volume 5.4  (Other Drawings)	Earthing Arrangement	<p><b>Replace the drawing titled as “EARTHING ARRANGEMENT ON BRIDGES” with the following two drawings</b></p> <p>a) Drawing titles as “TYPICAL SKETCH FOR EARTHING &amp; BONDING SCHEME ON BRIDGE PIERS &amp; ABUTMENTS WITH PILE / WELL FOUNDATION” and bearing a no. HQ/EL/OHE/Pt.1/Earthing</p> <p>b) Drawing titles as “TYPICAL SKETCH FOR FIXING OF OHE MAST ON BRIDGE PIER” and bearing a no. HQ/EL/OHE/Pt.1/Mast</p>

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27	Part 4- Reference Document Contract Package 201 Volume 5.5 ESP		<b>Add a Note below the existing Notes of the ESPs for New Damagpur, New Mirjapur and New Karchna.</b>  “The Tower Wagon shed shown in the drawing will be constructed by the other contractor.”
28	Part 4- Reference Document Contract Package 202 Volume 5.5 ESP		<b>Add a Note below the existing Notes of the ESPs for New Manauri, New Sujatpur, New Rasulabad, and New Malwan stations</b>  “The Tower Wagon shed shown in the drawing will be constructed by the other contractor.”