

SAHNEWAL – PILKHANI AND DADRI – KHURJA SECTION
OF
EASTERN DEDICATED FREIGHT CORRIDOR
CIVIL, STRUCUTRE AND TRACK WORKS:
CONTRACT PACKAGE: 301 & 302

S.N.	Reference to Bidding Document	Clarifications Sought by Bidder	DFCCIL Response
(1)	(2)	(3)	(4)
1.	<p>Part II, Vol. 4, Cl. 4.1.4(1) Gradients & Part II Employers Requirement Volume VI – Appendix 13 – Point No. 6 – Page No. 339 of 461 & Part IV, 2 Environmental Assessment Report Clause 2.3.7 Right of Way and Embankment formation page no. 2-9 Land acquisition (ROW) Available ROW for Proposed EDFC Track</p>	<p>As per Cl. 4.1.4(4), Vol. 4, Part 2, the change of gradient has to be provided at a distance greater than 1500m as a good Engineering practice, whereas in the indicative drawing, only 25% of the route length follows this criteria. For the balance 75%, If this criteria has to be mandatorily followed, the complete alignment has to be changed resulting in an increase in height of embankment, which in turn requires analysing of the available ROW. Therefore, it is requested to kindly provide the ROW width with respect to nearest IR track at every 20m interval.</p>	<p>Alignment is required to be designed based on the criteria defined in the Bid Document. As such, the criteria for change of gradient in a length of less than 1500m as far as possible shall be adhered to. However, the Engineer may permit a relaxation of this condition on a case to case basis where it is not practicable to adhere to this condition in view of the site constraints. The indicative width of RoW has been shown in the Part 4 Reference documents- Project sheets.</p>
2.	<p>Part II Employers Requirement Section VI Vol. IV- Point No. 4.1.6(2) – Page No. 193 of 461 Formation levels at Level Crossings – to keep rail level of DFC track same as that of IR track.</p>	<p>At certain locations where LC is proposed, in order to maintain the same level as IR at the DFCC track, the HFL criteria (freeboard over HFL) at nearby waterway structures (MIBs/MJBs) needs to be sacrifice ed. Therefore, it is requested to you to kindly convey</p>	<p>To cover such exigencies, the Bid Document provides relaxation of Freeboard/Vertical Clearance at Obligatory Points. The Bidder may please refer to Para 3.3(8), Vol. 4 at Pg. 188 of 461 of the Employers Requirement.</p>

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		the order of precedence for the governing condition, viz. Level at LC and freeboard at MJB/MIB.	
3.	Vol. 1, table 16, pg. 27 Chartered Utilities	We are not clear with functional requirement of the “other buildings”. May kindly specify the functionality so that the contractor can plan accordingly.	“Other Buildings” are Buildings other than Quarters. These Buildings are being used presently for operational requirements of Indian Railways and other utility owners.
4.	Vol. 1, table 12, pg. 27 List of FOBs to be constructed/modified	We are not clear with the arrangement to be planned for the FOBs to be extended. May kindly provide the details of the existing FOBs so that the contractor can plan the extension of the FOBs in an appropriate manner.	The indicative width of the extended portion of the FOB has been indicated in the Bid Document for each FOB (see Vol. 1 Table No. 12 for CP 301 and Vol. 1, Table No. 7 for CP 302, Part 4 Site Details). The arrangement and length for extension of the FOBs would be site specific and would thus vary from site to site. The details can only be finalised after a detailed survey to be conducted by the Contractor during execution of the Contract.