

SAHNEWAL – PILKHANI AND DADRI – KHURJA SECTION
OF
EASTERN DEDICATED FREIGHT CORRIDOR
TECHNICAL PROPOSAL OF CIVIL, STRUCUTRE AND TRACK WORKS:
CONTRACT PACKAGE: 301 & 302
RESPONSES TO PRE-BIDQUERIES OF THE BIDDERS

Dated 14.08.2015

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
1.	General Plant Advance : Not Mentioned	Plant Advance : We request, Interest free plant advance equivalent to 5% of contract value may be provided	Request not accepted. Provisions of Bid Document shall prevail.
2.	General Secured Advance : Not Mentioned	Secured Advance: We request department to provide secured advance equivalent to 90% of assessed value of material brought at site.	Request not accepted. Provisions of Bid Document shall prevail.
3.	Part 3, Particular Conditions: Sub Cl 4.12, Pg 9 4.12 In this Sub-Clause, "physical conditions" means man made or natural physical conditions including sub-surface and hydrological conditions which the Contractor encounters at site during the execution of works Except otherwise stated in the Contract : (a) The contractor accepts total responsibility forphysical	Unforeseen Physical Conditions: Contractor shall get reimbursement of any expenditure incurred in the project due to unforeseen physical conditions along with reasonable Extension of time.	Provisions of Bid Document mentioned in PC 4.12 shall prevail.

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	conditions: and (b) The contract price shall not be adjusted to take physical conditions		
4.	Part 3, Particular condition: Cl. No. 13.3(b) pg.17-18 Variation Procedure: Contractor's overheads and profit at the rate of 15% of the cost arrived at on the basis of (a) & (b)	This may please be contractor's overheads and profit at the rate of 25% of the cost arrived at on the basis of (a) & (b)	Request not accepted. Provisions of Bid Document shall prevail.
5.	Part 1, ITB Cl: 7.1 Site Visit	We request you to arrange joint site visit to facilitate interested bidders.	Bidders if interested for site visit must contact CPM/Ambala/DFCCIL and CPM/Meerut/DFCCIL for CP 301, 302 respectively who will assist for site visit through road.
6.	Part 1, ITB Tender Submission Date	Since the tender is based on "Design & Construction lump Sum Contract" and the tender estimate is to be based on pre-tender design, we request you to extend the tender submission date by 06 weeks from the current date.	The Bid Submission Date has been extended. Please refer Addendum.
7.	General Clearances / Approvals	In order to complete the project within stipulated Period, we request department to arrange the applicable clearances / approval from the concerned authorities prior to the award of work.	Request not accepted. Provisions of Bid Document shall prevail.
8.	General Land for site Establishment/Casting Yard	We request you to provide us Land nearby to site for Site Establishment, labour colony, Precasting yard, etc at free of Cost.	Part 2 vol 5 Para 12.3, 17.3 etc. may please be referred regarding land for site establishment, labour camp and temporary works. Provisions of Bid Document shall prevail.
9.	General Land Acquisition	Land acquisition (Temporary / Permanent works) shall be done by Department (DFCCL) before the	Part2 Vol 3 para 4.0 (10) may please be referred. Provisions of Bid Document shall

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		work is awarded to the contractor.	prevail.
10.	General Tender Drawings	Please provide the Tender drawings in AutoCAD format.	Bidders may collect CD in AutoCAD format in respect of Project Sheets and GADs of the Bridges from the office of DFCCIL on submission of such request to DFCCIL. However, in case of any difference in AutoCAD drawings and tender drawings in pdf, tender drawings in pdf will be considered.
11.	General Cross Section of formation of proposed DFCCIL track	DFCCIL is requested to kindly provide cross section and agreed drawings of formation of proposed DFCCIL track at important/critical locations along the proposed alignment (detour and parallel with existing railway alignment).	Bidders may collect CD in AutoCAD format in respect of Project Sheets and GADs of the Bridges from the office of DFCCIL on submission of such request to DFCCIL. However, for the purpose of technical submission the drawings provided in pdf format in the Bid document shall only to be referred to.
12.	Part 3, Appendix to Tender: Cl. No. 1.1.3.7 Defect Liability Period	We request that Defect Notification / Liability Period shall be 180 days from the date of Taking over of Works & sections.	Request not accepted. Provisions of Bid Document shall prevail.
13.	FIDIC Cl : 2.5 Employer's claim: If the employer.....request by the contractor.	We request DFCCIL that not to deduct any amount without the prior approval of the Contractor, in case the client considers the amount due to him and the contractor does not agree, may refer the matter to dispute resolution.	Request not accepted. Provisions of Bid Document shall prevail.
14.	FIDIC Cl : 3.5 Determination	We request DFCCIL to add in 1 st Para 2 nd sentence; "No determination shall be made without the consent of the contractor".	Request not accepted. Provisions of Bid Document shall prevail.
15.	FIDIC Cl : 4.2	We request DFCCIL to add the following at the	Request not accepted. Provisions of Bid

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	Performance Security	end of 3 rd Para; "Based on the extension provided by the Employer. If the delayed completion is due to reasons attributable to the employer the costs of such extension shall be payable by the Employer to the Contractor".	Document shall prevail.
16.	FIDIC CI : 4.13 Rights of Way and facilities	We request that temporary or special ROW should be provided by DFCCIL including special ROW. In case of delays in acquiring such ROW's contractor shall be suitably compensated in terms of time and cost.	Request not accepted. Provisions of Bid Document shall prevail.
17.	FIDIC CI : 4.16(a) Transport of Goods: The Contractor shall give the Engineer not less than <u>21 days</u> notice of the date on which any Plant or a major item of other Goods will be delivered to the Site.	We request DFCCIL to replace the existing clause by: "The Contractor shall give the Engineer not less than <u>7 days</u> notice of the date on which any Plant or a major item of other Goods will be delivered to the Site".	Request not accepted. Provisions of Bid Document shall prevail.
18.	FIDIC CI : 5.2 Contractor's Documents: Unless otherwise stated in the Employer's Requirements, each review period shall not exceed <u>21 days</u> , calculated from the date on which the Engineer receives a Contractor's Document and the Contractor's notice.	We request DFCCIL to replace the existing clause by: "Unless otherwise stated in the Employer's requirements, each review period shall not exceed <u>10 days</u> , calculated from the date on which the Engineer receives a Contractor's Document and the Contractor's notice".	Request not accepted. Provisions of Bid Document shall prevail.

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19.	FIDIC Cl : 7.4 Testing	We request DFCCIL to provide Electricity for testing.	Request not accepted. Provisions of Bid Document shall prevail.
20.	FIDIC Cl : 7.5 Rejection	We consider that no rejection shall be done by DFCCIL without the consent of contractor and a reasonable notice of 21 days.	Request not accepted. Provisions of Bid Document shall prevail.
21.	Part 3, Particular condition: pg.424 <u>General Design Obligation:</u> The Contractor warrants that he, his designers and design Subcontractors have the experience and capability necessary for the design. The Contractor undertakes that the designers shall be available to attend discussions with the Engineer at all reasonable times, until the expiry date of the relevant Defects Notification Period.	We clarify that DFCCIL shall be responsible for errors / inaccuracy etc in Employers data / information etc. provided to the contractor	Data/Information provided by employer are for reference purpose. However, accuracy of these data/ information to be ascertained by the contractor. Provisions of Bid Document shall prevail.
22.	Key Personnel's (9) Alignment Expert Page No. 91 of 461 Diploma in Civil Engineering and experience in Railways alignment	It is to request to relax this Clause to Diploma in Civil Engg. and Experience in Railways / Highway alignment.	Request not accepted. Provisions of Bid Document shall prevail.
23.	Scope of Works; Clause No. 2 (d); Page 132 of 461	It is requested that site Govt. Dept. does not entertain private agencies. Therefore, it is requested that obtaining sanction from the other	Requested not accepted. Provisions of Para 2.0(6)(o) at Page137, Vol. 1, Section VI, Part 2 of the Bidding Document, which describes the

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	<p>Construction / Modification of Road Over Bridges</p> <p>The work includes modification of 2 (two) ROBs for Contract Package 301. It also includes modification of the approach roads and temporary diversion of roads wherever required. There is no work of construction / modification of ROB for Contract Package 302. The Contractor shall Design and Construct ROB to accommodate the DFC alignment as per the Schedule of Dimensions (SOD) of Eastern DFC. The location and other details have been provided in Site Details - Part 4; Bidding Document. The responsibility of obtaining necessary sanction/clearance of the concerned authorities before undertaking the work Rests upon the Contractor. The documentation, if the same become necessary, may be provided by DFCC to enable the contractor in obtaining such sanctions. No claim for delay or compensation from the Contractor on this account shall become tenable.</p>	<p>Dept may be deleted from Contractors Scope of Work.</p>	<p>responsibility of the Contractor in this regard will prevail.</p>
24.	<p>Scope of Works; Clause No. 2 (j) Page 133of 461</p> <p>Boundary Walls, Approach Roads, Fencing & Other Miscellaneous</p>	<p>It is requested to clarify whether land required to such purpose shall be provided by DFCC</p>	<p>Part 2 Vol 3 para 4.0 (10) may please be referred. The land for permanent works shall be arranged by the Employer at his cost.</p>

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	<p>Works The scope of work shall also include construction of boundary walls, overhead (service) tanks, water supply, drainage, sewerage, approach road and other allied works, as per requirement.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Contract Package Number</th> <th style="text-align: center;">Length of the boundary wall(s)</th> <th style="text-align: center;">Length of Fencing</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">301</td> <td style="text-align: center;">2 Km*</td> <td style="text-align: center;">5 Km**</td> </tr> <tr> <td style="text-align: center;">302</td> <td style="text-align: center;">5 Km*</td> <td style="text-align: center;">3 Km**</td> </tr> </tbody> </table> <p>* The length of the boundary wall(s) given in above table does not include the length of the boundary walls to be provided for the quarters, station buildings and service buildings which will be as per Employer's Requirement. ** The length of fencing given in above table does not include the fencing to be provided for segregating the DFC alignment from the IR alignment at the existing Indian Railway Yards. 2. Length of approach roads in connection with providing access to</p>	Contract Package Number	Length of the boundary wall(s)	Length of Fencing	301	2 Km*	5 Km**	302	5 Km*	3 Km**		
Contract Package Number	Length of the boundary wall(s)	Length of Fencing										
301	2 Km*	5 Km**										
302	5 Km*	3 Km**										

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	<p>the stations, quarters or within the colonies shall be 22km and 6km for CP- 301 and CP-302 respectively. The exact location shall be decided by the Engineer. The length of 22 Km and 6 Km mentioned above does not include the diversion of the roads presently existing within the ROW; such diversions shall be done as part of the work to be carried out to fulfil the requirements for Diversions of Chartered Utilities as detailed in Part-4 of the Bidding Document. It also does not include the diversions / provision of the approach roads as may become necessary in connection with the extension of the level crossings or provision of new RUBs, the work of which shall be carried out as part of employer's requirements as detailed in Part-4 of the Bidding Document.</p>		
25.	<p>Scope of Works; Clause No. 2 (k) Page 135 of 461</p> <p>Removal/ Relocation of Utilities / Trees Removal/ Relocation of Utilities / Trees The Contractor shall remove/relocate all Utilities (chartered and uncharted) or trees (as per Employer requirement)</p>	<p>Wherever blocks are required for shifting facility by the same will be provided by DFCC</p>	<p>All Blocks required for shifting of Utilities will be arranged by the Contractor as per provision of bid document.</p>

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	<p>coming in the way of designed alignment except the following:</p> <ul style="list-style-type: none"> • Signalling installations; • Telecommunication installations belonging to IR • Electrical utilities above 33 kV; <p>All Electrical crossings shall be laid underground and may have to be crossed under IR track also. Methodology for dealing with all types of utilities are detailed in Part 2 "Employer's Requirement, Section VI, Volume 6, Appendix 1 - Utilities". All chartered utilities Electrical, Signalling & Telecommunication and Civil Structures etc. are listed in Site Details - Part 4; Bidding Document.</p>		
26.	<p>Scope of Works; Clause No. 2 (m); Page 136 of 461</p> <p>Works in Station area and yards Contractor shall validate the yard plans provided in the bidding document. The necessary yard remodelling for the existing Indian Railways yards for successful</p>	<p>It is requested that after validation of yard plan, the necessary sanction of the IR/CRS shall be obtained by DFCC</p>	<p>Attention of Bidders is invited to Para 2.0(6)(o) at Page 137, Vol. 1, Section VI, Part 2 of the Bidding Document, which describes the responsibility of the Contractor in this regard. Provisions of Bid Document shall prevail.</p>

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	<p>implementation of the project is a part of the Scope of the Work.</p> <p>The yard remodelling of the existing IR yards will be required at the following stations:</p> <ol style="list-style-type: none"> 1. Pilkhani 2. Kalanaur 3. Jagadhari 4. Ambala 5. Rajpura 6. Sadhugarh 7. Sirhind 8. MandiGobindgarh 9. Khanna 10. Doraha 11. Sanehwal <p>Some part of the work at these stations will also be executed by IR. The schematic Yard Arrangements listed in Site Details - Part 4; Bidding Document clearly identifies the part of the work to be done by Indian Railways and the Contractor.</p> <p>In addition, the linkage between the proposed DFCC Yards and the existing IR Yards shall also be required at the following stations:</p> <ol style="list-style-type: none"> 1) Pilkhani/ New Pilkhani, 2) Kalanaur/New Kalanaur, 		

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	<p>3) New Sirhind/Sirhind, 4) Govindgarh/New Govindgarh 5) Khanna/New Khanna</p> <p>For the purpose of yard remodelling and linkage with the existing Indian Railway Yards, shifting of Points and Crossings, provision of new loops as also dismantling the existing IR lines as detailed in Site Details - Part 4; Bidding Document are also required to be done by the Contractor. Shifting of existing OHE works, signalling gears and provision of new signalling gears in the yards are not a part of the Scope of Works. All the bridges, culverts and the entire embankment and cutting in DFC as well as upto connection to IR Yards shall be constructed for "DFC loading (32.5 tonnes axle load)". Track shall be constructed for an axle load of 25 tonnes. The work in IR yard shall be as per IR standards. Contractor shall Design, construct and provide on DFCC alignment – Yard complex with track, fencing, platforms, water supply, Friction buffer stops, signages, sitting arrangements for station staff, drainage, sewerage, safety equipment's or any other facility as detailed in the Employer's Requirement. Contractor would be</p>		

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	required to work with other Contractors in the yards for signalling, electrification and other requirements.		
27.	Bridge Design Criteria Clause No. 3 (17) Page No. 185 of 461 All bridges shall have provision of guard rails as per relevant IR provisions	Kindly Confirm if guard rail to be provided on Box culver / minor bridges also.	Guard Rails on Bridges are to be provided as per the provisions of IR P.Way Manual.
28.	Bridge Design Criteria Clause No. 3 (38) Page No. 187 of 461 Construction of RFO – The GADs of the RFOs are indicative. As a minimum requirement construction of RFOs over existing Indian Railway Track with double line / single line should have provision for two future IR tracks, one on either side of existing Indian Railway(s). These RFOs should also have additional openings on both sides to provide roads with 7.5m carriageway. The Contractor may please note that the drawing of the RFO shall require the approval of the Zonal Railway and as such adequate openings should be kept to cater for future provisions of Indian Railways.	The RFO drawings to be approved by DFCC	Request not accepted. Attention of the bidders is invited to the Addendum, wherein this clause has been modified.
29.	Track Design Criteria Clause No. 4 (7) Page No. 191 of 461	It is requested that any RDSO reference is available for loading of 25 ton axle load for point &	In the list of RDSO Drawings appended in Para 4.1.1(7), Volume 4, Section VI, Part 2, there are

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	<p>Indian Railways has developed drawings for 25.0 ton axle load for various track components, which are under trial. Contractor may consult these drawings and if the Contractor is satisfied that it meets the Employer's requirement, he may use the same or the alternatives already agreed by the Employer during First Stage Technical Bid evaluation. List of RDSO drawings (attached herewith).</p>	<p>and crossing / derailing switch may also be given.</p>	<p>drawings for Crossings and Switch Assembly. These can be used subject to the following:</p> <ul style="list-style-type: none"> • These drawings fulfil the Employer Requirements mentioned in the Bidding Document • The component should be capable of giving a satisfactory service for a Gauge of 1676 mm. <p>Attention of the bidders is invited to the Addendum, wherein this clause has been modified.</p>
30.	<p>Clause No. 10; Page No. 210 of 461</p> <p>Level Crossing design criteria All level crossings on the alignment requiring extension on DFCC alignment or modifications to the existing level crossings on IR alignment shall comply with the provisions of chapter IX of IRPWM in all respects which includes –height gauges, track structure, type and width of road, fencing, clearances, rumble strips, gradient, drainage, construction of gate lodges if required etc., except equipment for level crossing. Alteration of the existing lifting barriers or provision of</p>	<p>Kindly provide the RDSO reference for height gauge drawings.</p>	<p>This is a matter of detailed design. To be decided by the Contractor with the approval of the Engineer.</p>

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	<p>new lifting barriers shall be the responsibility of another contractor. However, necessary co-ordination with the other contractor shall be done by the Contractor. The road of the level crossing shall be connected to adjacent approach roads after suitable profiling of surface. The plan including methodology of work on IR level crossings shall be approved by the Engineer before commencement of works at site.</p>		
31.	<p>Clause No. 4.12; Page No. 207 of 461</p> <p>FRICTION BUFFER STOPS Properly designed Friction type Buffer Stops will be provided in the station yards at the end of overrun 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</p>	<p>Please confirm whether the Criteria provided is also for dead end to be provided at the hot axle siding / machine siding etc. if not the specification for such location be also given.</p>	<p>Yes, this criterion also applies for such locations.</p>

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	stops shall be of the type that is being adopted by heavy haul railways operating under similar conditions as on DFC.		
32.	GAD Referring to Drg.no. AECOM/301/IMP/13 Sh.1 of 2 & 2 of 2 for Pkg.301	1. The Half Top plan shows C/L of Two separate rail track, whereas the Section YY shows Single Track. Please clarify the number of track to be adopted. 2. If it is Two tracks, please specify the C/C distance between two tracks.	This bridge is to be constructed for Single Line. Attention of the bidders is invited to the Addendum, wherein this Drawing has been revised.
33.	GAD Referring to Drg.no. AECOM/301/MJR/103 Sh.1 of 2 & 2 of 2 for Pkg.301	1. The superstructure shown in the elevation (at A-A) is PSC girder, whereas the C/s of Abutment shows Steel Superstructure, please clarify which to be adopted. 2. In plan shown in Sh. 1 of 2 shows section C-C, D-D etc. whereas no such section are shown in sh.2 of 2	GADs, are indicative and for guidance only. Any type of superstructure meeting the Design requirements stipulated in Bid document can be adopted by Contractor.
34.	Hydraulic data Referring to Vol.4 (Hydraulic data) of tender doc. for Pkg.301	Please provide the Hydraulic data for Important bridges including information on HFL, water current velocity, scour level etc.	Hydraulic data available with Employer have been provided in Part-4- Site data. Hydraulic details for important bridges have been provided along with the report on Geo-Technical investigation for these bridges. Bidders may please refer them.
35.	Hydraulic data Referring to Vol.4 (Hydraulic data) of tender doc. for Pkg.302	Please provide the Hydraulic data for Major bridge No. D-KRJ 26 and Major Br. No.207. Including information on HFL, water current velocity, scour level etc.	Hydraulic data available with Employer have been provided in Part-4- Site data.

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36.	Geotechnical report Referring to Vol.3(Geo- Tech data) of tender doc. for Pkg.302	Please provide the Geo Tech data for Major bridge No. D-KRJ 26 and Major Br. No.207 including SBC and type of foundation to be adopted.	Geotechnical data available with Employer have been provided in Part-4 Site data.
37.	General Tender submission:	In Technical submission General arrangement Drawing, Technical Note, etc. need not to be submitted with bid –please confirm.	Submission of GADs is not part of the mandatory requirement.
38.	Alignment Drawings	For the bidder to have better understanding and revalidation of alignment w.r.t site, we hereby Request that Auto Cad Drawings of full Alignment .may please be provided.	Please refer to response at Serial No. 10
39.	Performance Parameters Compliance The bidder shall submit details of compliance.....This shall be done in a tabular format on a section by section basis and detail how the compliance is achieved or how an alternative if any would achieve such compliance	It is observed that compliance if provided on a section by section basis (in a tabular format) may become cumbersome. In lieu of the compliance to be provided on section to section basis, would it be feasible to accept if the bidder may give a statement of compliance to the clauses of Employers requirement and where the bidder may have any alternative option may reflect only those clauses in the statement itself. Kindly confirm.	Section by Section compliance for the contents of Volume 1, 4 & 5 of Part 2 is mandatory. For other Volumes and appendices of Part 2 the Bidder may give a volume wise compliance as a whole. Attention of the bidders is invited to the Addendum.
40.	Turnouts Pg 197 of Vol 3, Section VI, Part 2 of Tender Documents	For the speed of 55 Km/hr in diverging line, one of our vendors has recommended canted laying of turnouts. Request you to please clarify which mode of laying of turnouts shall be applicable whether canted laying or vertical laying.	The requirements for the turnouts have been specified in Clause 4.4.1 at page 197 and 198 of Volume 4, Section VI, Part 2 of CST Bid Document. Canted turnout meeting these criteria will be acceptable.
41.	Rails for Turnouts Pg 198 of Vol 3, Section VI, Part 2 of Tender Documents	For Lead Rails, Stock rails and antenna rails for crossings, one of our vendors has recommended 1080 Head hardened rails for 25 ton axle load and speed of 55 KMPH. Please confirm	The Rails for the turnouts have been specified in Clause 4.4.2at page 198 of Volume 4, Section VI, Part 2 of CST Bid Document. It specifies head hardened rails with a minimum grade of

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			880. Thus any head hardened rails with UTS higher than the minimum shall be acceptable.
42.	Switch Rails Pg 198 of Vol 3, Section VI, Part 2 of Tender Documents	For switch rails also, please clarify if 1080 head hardened rails be used ? Also asymmetrical rail section has been mentioned to be used. Please clarify whether rails end shall be long forged or short forged?	The Bid Document does not specify the type of forging. However, this matter will be decided by Engineer while approving the detailed designs.
43.	Spring setting device and slide chair	Kindly clarify whether back drives can be used in place of spring setting device for 1 in 12 turnouts designed for 55 kmph. Please also confirm if Ni -Cr shall be required for slide chairs	Please refer Addendum.
44.	Crossing Assembly Pg 199 of Vol 3, Section VI, Part 2 of Tender Documents	Normally, the design life of CMS crossings is 250 GMT. For this design life, explosive depth hardening of crossings shall be required to achieve the design length (with 2 - reconditioning). Request you to kindly confirm.	Explosive depth hardening can be used if this treatment can achieve higher Design life. However, this matter shall be decided by Engineer while approving the detailed design.
45.	Link Line Arrangement Drawing Drawings	Chainage provided for Link Line is not clear in the Alignment shown . Kindly provide Link Line Alignment Drawing with actual EDFC Chainage.	Please refer to the addendum giving the requisite details.
46.	Scouring Depth Important Bridges	Please provide Scouring Depth as well as Well Foundation founding level of important bridges i.e. both for abutment & pier locations.	This cannot be provided. Determination of scour depth is part of Detailed Design to be done by the Contractor.
47.	Number of Spans Important Bridges	Bidder understands that nos of spans are not fixed . It can be changed keeping clear water opening intact. Please confirm bidder understanding.	Yes, subject to provisions of clause 3.1 (1) & (2) at page 181 of Vol. 4, Section VI, Part 2 of CST Bid document.
48.	Approach Road Page 135 of 461 ...Bid Documents...22 km. However it does not include	Bidder requests to specify the length of approach road for a particular LC.	The length of approach road for a particular Level Crossing will be as per the Site Requirement.

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	diversions/Provisions of Approach Roads as may become necessary..extension of level crossings..		
49.	<p>Spans of Proposed Yamuna Bridge</p> <p>Page 132 of Bid Document as well as GAD of Bridges</p> <p>The Indicative span arrangement For Important Bridge ,for River Yamuna is 7x61 m...</p>	Existing Yamuna Bridge is having 7x 60.9 m of max span. Moreover 61 m of individual span will be too heavy to handle. Bidder wants to know whether bidder is free to adjust span arrangement as per convenience keeping total waterway length intact. Or Span arrangement is fixed. please confirm.	The lesser span will obstruct flow of water and is therefore not in line with the provisions of Bid document.
50.	<p>Installation of signalling, electrification</p> <p>Page 137, Bid Document, (m) Works in Station area and Yards.</p> <p>Pg 137 Contractor would be required to work with other contractors in the yard for signalling.</p>	Bidder requests to clarify whether Contractor should be responsible for installation of signalling, electrification & other departments in Station Area &Yards. please confirm.	Signalling& Electrification installations are beyond the Scope of CST Contractor. However, CST Contractor would be required to co-ordinate with other Contractors in the Yards and at all other interfaces mentioned in Bid document.
51.	<p>CRS Approval</p> <p>Bid Document. Page 137 (o).</p> <p>The works may require mandatory approval from CRS etc,</p>	In our other project i.e. RFO Ganjhwaja, DFCC has taken the responsibility for getting approval from CRS etc. Bidder requests DFCC to act accordingly by taking CRS Approval on Traffic Block, Power Block &GAD. on their part as & where required for the said project.	Request not accepted. The provisions of Bidding Document shall prevail.
52.	<p>Span Arrangement</p> <p>Bid Document; Vol 2 General.</p>	Are we permitted to have an independent span arrangement for the bridges. Please confirm.	Please refer to response at Serial No. 47 & 49

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(1)	(2)	(3)	(4)
53.	<p>PSC Box Girders</p> <p>Bid Document; Vol 2 Tender Drawings. E.g Major Bridge No 10 etc</p>	<p>Best of our knowledge Railway Authorities require composite Steel Girders for span beyond 24mts. The Bid drawings shows PSC Box Girders for a Span of about 30mts. Shall this be acceptable.</p>	<p>GADs, are indicative and for guidance only. Any type of Superstructure can be adopted by the Contractor. This is subject to the provisions of Para 3.1(9), Volume 4, Part 2 of the Bidding Document.</p>
54.	<p>ROW</p> <p>Bid Document</p> <p>Contractor's Operations outside Right of Way (ROW)..The Contractor shall be solely responsible for acquiring the additional land (land in addition to the site within ROW)required by him for his Temporary Works areas outside the ROW, at his own expenses ,including maintaining & reinstating the same on completion of the works to the entire satisfaction of land owner & engineer.</p>	<p>Bidder understands that user fee for public land will be reimbursed by Client. Please confirm bidders understanding.</p>	<p>No it would not be reimbursed. Provisions of the Bid Document shall prevail.</p>
55.	<p>Possession Management</p> <p>Part 2 Vol 6 Appendix 15 Possession Management</p>	<p>For each particular possession & depending on the duration and the location of the possession, alternative route/mode of transport if required, and where provided this alternative route/mode of transport will be at the Contractor's Cost. If the Contractor pays for any alternative route or mode of transport the same should be reimbursed by Employer.</p>	<p>Provision of alternative mode of transport or payments for diversion of traffic by contractor is not an Employer's requirement.</p>
56.	<p>Employer's Camp</p> <p>Bid Document; Vol 2</p>	<p>Bidder understands that land user fee for making clients office etc will be reimbursed by Client. Please confirm bidders understanding.</p>	<p>Bidders may refer clause 12 of Part-2, volume 5 as per which the land required for the contractor's site accommodation and labour camps shall be arranged by the contractor at his</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	Contractor's Employee's Camp may be located at the land available within ROW, .If any additional area is required by the Contractor for the purpose, the same shall have to be arranged by the Contractor at his own cost.		own cost. However, the employer may permit the use of his land free of charge depending upon availability.
57.	<p>Electricity & Water Supply</p> <p>Bid Document; Vol 2</p> <p>Power & portable water supply systems for the Employer and Engineer's site offices (Provisional Site Offices ,Engineer's Site Offices)shall be installed and made operational within the specified period of construction as mentioned above in respect of the respective site offices. The Contractor shall maintain & provide continuous and adequate supplies unless otherwise authorized by the Engineer.</p>	Bidder requests client to provide electricity, water etc at single point at least in existing station areas. Please confirm bidders request.	Request not accepted. Arrangement of Water Supply & Electricity shall be made by the Contractor at his own cost.
58.	<p>Delay by Other Contractors</p> <p>Bid Document; PCC</p>	If the Contractor suffers delay by reason of failure caused by any other Contractor/Interfacing Parties to meet the specified installation interfacing, co-ordination, and/or completion dates resulting in delay beyond the extent which could be reasonably foreseen by an experienced contractor at the time when the Coordinated Construction Program is formulated and consented by the Engineer, then the Engineer shall take such delay into account in determining any extension of time	All such issues shall be evaluated and determined by Engineer in terms of the provisions of the Contract.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
		to which the contractor is entitled under the Contract. For any such delay caused due to failure of interfacing contractors, the contractor along with suitable extension of time should also be reimbursed by the Employer accordingly. Please confirm Bidders understanding.	
59.	Trolley Refuge. Part 2 Vol 4 Design Criteria & Specification	As per scope of work we have to install the trolley refuge in Important Bridges. Please specify interval/ distance of said item.	Trolley refuges on Important and other bridges are required to be provided as per Schedule of Dimensions for EDFC.
60.	Agencies General	Kindly provide the name of agencies engaged as Legal, Technical & Financial advisors by the Employer / Authority.	This information cannot be given.
61.	Utilities General	Please provide us the drawings for any utilities required to be shifted under scope of work.	The general details of utilities to be shifted have been provided in Part-4 Reference Documents. However, Contractor will have to prepare the drawings of utilities to be shifted as per provisions of Appendix-1: Utilities, Part-2, Volume 6 of Bid document.
62.	Launching Girder General	Is there any restriction or guideline for using the Launching Girder for the superstructure erection? Please provide details, if there is any?	There is no restriction. However any launching scheme will require a prior approval of the Engineer. Please also refer the provisions of Clause 16.0 of Part-2, Volume-5 of Bid document.
63.	Land Acquisition General	Please provide present status of Land Acquisition.	At this stage around 95% land in package 301 and 76% land in package 302 has been acquired.
64.	Dumping Areas General	Please provide the details of dumping areas to be allotted to the contractor.	Dumping areas are to be identified by the Contractor during execution.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
65.	Soft Copy of Survey Map General	Bidder assumes that soft copy of survey map will be available from client. Please confirm bidder understanding.	This softcopy of the plans is not available with the employer. Hence cannot be provided.
66.	Borehole Location Map General	Please furnish Borehole Location Map.	Location of each borehole is identified in the borehole logs, which is available in Part-4 of the Bidding Documents.
67.	Velocity of Water flow General	Please provide velocity of Water Flow in important bridges i.e Yamuna River, Markanda River.	This is part of the Design requirement. Please refer to Clause 3.1 (3) Page 181, Vol. 4, Section VI, Part 2 of the Bidding Document.
68.	Defect Notification Period Tender document 1,2,3....Page 260, CI 24. Defect Notification Period for the works shall be two years from the date of taking over of the works and issue of taking over certificate by engineer.	Request to change the Notification Period to 1 year	Request not accepted. The provision(s) of Bidding Document shall prevail.
69.	Electrical Works Part 2, Vol 1, Scope of Works Power supply from Nearest Sub Station will be done by Contractor	Please confirm whether Sub Station's Equipment like transformer, VCB, Panels and DG backup power are included in our scope.	Sub Station's Equipment like transformer, VCB, Panels and DG backup power are not included in the scope of CP-301 and 302.
70.	Utility Works Part – 2 Volume I Scope of Work Bid Document, Table no -19 (301).	As per tender all the utility (Charted and Uncharted) coming in the way of designed alignment except the following Signaling installation, telecommunication Installation. Electrical utility above 33 KV will be out of scope but below 33 KV line work will be in scope of contractor. But as per Table Number -19 (301) all the work like LT & HT line ,Street Lights	All the work of relocation of utilities like LT & HT line, Street Lights, Transformer, HM etc. as given in Table No. 19 are in the scope of CST Contractor. This table does not show any Electrical Utilities above 33KV.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
		,Transformer ,HM etc. will be scope of CST Contractor. Please confirm ?	
71.	Electrical Works Bid Document Table No 16 Old Structure at IR to be Modified	We presume that all old stations after modification, DG and Sub Station will be relocated. And these are included in our scope. Please confirm bidders understanding.	Only Dismantling of Old Station Buildings is in the scope of CST Contractor. Shifting of the assets located in these buildings is not a part of the scope of work of CP-301 and CP 302.
72.	Electrical Works Bid Document Table No 17 New DFC Stations	As at all New DFC stations New DG sets and Sub Station will be installed. Please confirm whether it is included in our scope or in scope of CST Contractor.	Installation of DG Sets etc. and Sub-Stations at New DFCC Stations is not in the Scope of CST Contractor. In this regard please refer to the Note in Para 2.0(6)(i)1A, Volume 1, Part 2 of the Bidding Document.
73.	Track Structure Part 2 / Volume 4 Clause 4.11 (2) a.) Track Structure & Road Surface at L-xing:	PSC Sleepers as per RDSO Drg. No. RT-8225, RT-8226 & RT-8227, and T-7008 are all under trial. Please provide us the details of the manufacturers who are producing these Items meeting Employer's requirement.	This is part of the Bid preparation process to be undertaken by the Contractor(s).
74.	Switch Expansion Joints Part 2 / Volume 4 Clause 4.8 Switch Expansion Joints	As RDSO Drg. RT-6902 & RT-6922 are under trial for 60Kg rail for SEJ's on concrete sleepers. Please provide us the details of the manufacturers who are producing these Items meeting Employer's requirement.	Please refer to response at Serial no. 73
75.	Minimum width of Embankment Part 2 / Volume 4 Clause 2.3.2 (1)	The Minimum widths in embankment in Single Line and Double Line specified in Bid Document as 7600mm and 13500mm respectively. We have noted that SOD for DFCC Eastern Corridor {Please refer page 360, Civil Structures , g) }, Clause 1.11 Page 6 specifies them as 8100mm and 14100mm respectively with a footnote that	The dimensions indicated in the table in paragraph 2.3.2 at pg. 176-177, Volume 4, Part 2 of the Bidding Document shall prevail.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
		these can be reduced to 7600mm and 13500mm with approval of Railway Board. Please therefor clarify whether such permission from Railway Board has been obtained or not.	
76.	Temporary Works Part 2 / Volume 5 Clause 17.3 (3) Construction Depot	In Clause 17.3 (3), Two (2) Construction depots have been proposed for Package 301, whereas in Part 4 / Volume 1 /Sectional data, Table-13, Three (3) construction depots have been proposed for Package 301 - Please clarify which document will prevail.	Please refer the addendum.
77.	Land Parcel Part 4 / Volume 1 / Sectional data Table 13 No Land parcel for Construction Depot	Three (3) Land parcels for construction depots have been proposed between Ambala Cant (UMB) – Sahnewal (SNL) section; whereas there is no land parcels proposed for construction depot between Pilkhani (PKY)- Ambala Cant (UMB) section. Please permit us to use the land parcel at IR Km 197/7-9 in Pilkhani (PKY)- Ambala Cant (UMB) section for the temporary construction depot.	Request not accepted. The provision(s) of Bidding Document shall prevail.
78.	Incomplete Data for Curves Part 4 / Volumn 5.1 Sheet 1, Sheet 2, Sheet 11, Sheet 14, Sheet 16, Sheet 19, Sheet 20, Sheet 21, Sheet 23, Sheet 24, Sheet 27, Sheet 28, Sheet 29, Sheet 33 etc.	The data for curves has not been properly provided in plan and profile. In some plans the details are incorrectly mentioned. Kindly provide the missing and correct data for the curves (deflection angles, degree of curves ect.).	All the data for curves as available with employer has already been indicated in the Project Sheets and Yard Plans. The Bidders may please note that the design of alignment is an Employer's Requirement as per Para 2.3.1 at pg 176, Volume 4, Part 2 of the Bidding Document.
79.	Crossing Assembly Part 2 / Volume 4 Clause 4.4.5	1 in12 Turnout (Weldable CMS crossing) drawing RDSO/ T-6412 are under trial. Please provide us the details of the manufacturers who are producing these Items meeting the Employer's requirement.	Please refer to response at Serial no. 73

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
80.	Type of Structure Part 4 / Volumn 1 / Sectional Data Table 11	As per Section data table no. 11, Level crossing no. 90-A/C at IR chainage 189/13-15 is to be extended on DFCC track whereas as per ESP yard plan sheet no. DFC/LDH/2012/CS/03 it has to be replaced by a ROB. Please clarify which structure has to be constructed.	Level Crossing no 90-A/C at Chainage 189/13-15 is to be extended as given in Table No. 11 of Part 4 of the Bidding Document.
81.	Type of Structure Part 4 / Volumn 1 / Sectional Data Table 10	As per Section data table no. 10, a RUB is proposed at Level crossing no. 120- at IR chainage 254/27-29 whereas as per ESP yard plan sheet no. DFC/LDH/2012/CS/09 it has to be replaced by a ROB. Please clarify which structure has to be constructed.	RUB in Lieu of Level Crossing no 120 at Chainage 254/27-29 is to be provided as given in Table No. 10 of Part 4 of the Bidding Document.
82.	Type of Structure Part 4 / Volumn 1 / Sectional Data Table 11	As per Section data table no. 11, Level crossing no. 132-C at IR chainage 282/5-7 is to be extended on DFCC track whereas as per ESP yard plan sheet no. DFC/LDH/2013/CS/11 it has to be replaced by a RUB. Please clarify which structure has to be constructed.	Level Crossing no 132-C at Chainage 282/5-7 is to be extended as given in Table No. 11 of Part 4 of the Bidding Document.
83.	Type of Structure Part 4 / Volumn 5.1 Sheet 66	There is an existing ROB between DFCC Chainage 71800 and 71900 at Ambala Cant Railway station on Sanehwal side. Proposed DFC tracks are crossing this ROB.No DFCC ROB/structure is proposed here. Please clarify whether there is a proposed structure to be constructed at this location.	Modification to this ROB is not in the scope of Package 301.
84.	Insufficient ROW Part 4 / Volumn 5.1 / Project Sheets Sheet 3, Sheet 15, Sheet 26, Sheet 32, Sheet 41, Sheet 50, Sheet 59,Sheet 69, Sheet 80, Sheet 97,	These sheets only provide us DFCC's ROW, which is not sufficient to design a Junction / Crossing station building and associated facilities i.e. IMD, IMSD, Staff Quarters. Please provide us the Site Plan, Location Plan, Site Approaches.	The stations where IMDs, IMSDs and Staff Quarters are required to be constructed have been identified in Appendix 18 of Volume 6, Part 2 of Bidding Document. However, the exact location of these buildings and other associated facilities i.e. IMDs, IMSDs etc will be decided by the Engineer as a part of the detailed design.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	Sheet 108, Sheet 118, Sheet 131, Sheet 138		
85.	Type IR Staff Quarters Part 4 / Volume 1 / Sectional Data Table 16	The Total No of IR Staff Quarters of different types has been provided. Please provide us the Site Plan / Location Plan for these Quarters.	The exact location of IR Quarters will be decided by the Engineer during execution.
86.	Distribution IR Staff Quarters Part 4 / Volume 1 / Sectional Data Table 17	The Total No of DFCC Staff Quarters of different types has been provided. Please provide distribution of these Quarters per DFCC station.	The total No of DFCC Staff Quarters of different types to be provided at different stations will be decided by the Engineer during the construction phase.
87.	Fixed Fire Protection System Part 2 / Volume 6, APPENDIX 12 Clause 15.15 (2)	Kindly clarify the requirement of a fixed fire protection system at a temporary site building, as Portable Fire Extinguishers can fulfill the requirement suiting the hazard.	Request not accepted. The provisions of Bidding Document shall prevail.
88.	RDSO Drawings Pg 191 of 461 , Part 2/ Volume 4/ Design criteria and Specifications Indian railways has developed drawings for 25.0 Ton axle load for various Track Components, which are under Trial.....List of RDSO drawings is Appended below.....	Request to kindly provide the RDSO approved manufacturers list who manufacturers different track components based on r RDSO drawings which are under trial.	Please refer to response at Serial no. 73
89.	Submission date Pg 41 of 461/ Section II /Bid Data Sheet Clause ITB 19.1 : The deadline for submission of First Stage Technical	Since all the data provided in the document has to be revalidated, we shall require more time for the proper working on the Tender. We thus request that the date of Tender submission may thus be extended by another six weeks from the existing submission date	Please refer to response at Serial no. 6

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	Proposal is 26.08.2015		
90.	Key Personnel's (9) Alignment Expert Page No. 91 of 461 Diploma in Civil Engineering and experience in Railways alignment	Kindly include Highway experience also	Please refer to response at Serial no. 22
91.	Scope of Works; Clause No. 2 (d); Page 132 of 461 Construction / Modification of Road Over Bridges: The work includes modification of 2 (two) ROBs for Contract Package 301. It also includes modification of the approach roads and temporary diversion of roads wherever required. There is no work of construction / modification of ROB for Contract Package 302. The Contractor shall Design and Construct ROB to accommodate the DFC alignment as per the Schedule of Dimensions (SOD) of Eastern DFC. The location and other details have been provided in Site Details - Part 4; Bidding Document. The responsibility of obtaining necessary sanction/clearance of the concerned authorities before undertaking the	It is requested that obtaining sanction from the other dept. may be deleted from Contractors Scope of Work.	Please refer to response at Serial no. 23

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response						
(1)	(2)	(3)	(4)						
	<p>work rests upon the Contractor. The documentation, if the same become necessary, may be provided by DFCC to enable the contractor in obtaining such sanctions. No claim for delay or compensation from the Contractor on this account shall become tenable.</p>								
92.	<p>Scope of Works; Clause No. 2 (j) Page 133 of 461</p> <p>Boundary Walls, Approach Roads, Fencing & Other Miscellaneous Works: The scope of work shall also include construction of boundary walls, overhead (service) tanks, water supply, drainage, sewerage, approach road and other allied works, as per requirement.</p> <table border="1" data-bbox="352 1081 756 1263"> <thead> <tr> <th data-bbox="352 1081 485 1222">Contract Package Number</th> <th data-bbox="485 1081 625 1222">Length of the boundary wall(s)</th> <th data-bbox="625 1081 756 1222">Length of Fencing</th> </tr> </thead> <tbody> <tr> <td data-bbox="352 1222 485 1263">302</td> <td data-bbox="485 1222 625 1263">5 Km*</td> <td data-bbox="625 1222 756 1263">3 Km**</td> </tr> </tbody> </table> <p>* The length of the boundary wall(s)</p>	Contract Package Number	Length of the boundary wall(s)	Length of Fencing	302	5 Km*	3 Km**	<p>It is requested to clarify whether land required to such purpose shall be provided by DFCC. Kindly confirm if land required for Boundary Walls, Approach Roads, Fencing & Other Miscellaneous Works would be provided by DFCC.</p>	<p>Please refer to response at Serial no. 24</p>
Contract Package Number	Length of the boundary wall(s)	Length of Fencing							
302	5 Km*	3 Km**							

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	<p>given in above table does not include the length of the boundary walls to be provided for the quarters, station buildings and service buildings which will be as per Employer's Requirement.</p> <p>** The length of fencing given in above table does not include the fencing to be provided for segregating the DFC alignment from the IR alignment at the existing Indian Railway Yards.</p> <p>2. Length of approach roads in connection with providing access to the stations, quarters or within the colonies shall be 22km and 6km for CP- 301 and CP-302 respectively. The exact location shall be decided by the Engineer. The length of 22 Km and 6 Km mentioned above does not include the diversion of the roads presently existing within the ROW; such diversions shall be done as part of the work to be carried out to fulfil the requirements for Diversions of Chartered Utilities as detailed in Part-4 of the Bidding</p>		

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	Document. It also does not include the diversions / provision of the approach roads as may become necessary in connection with the extension of the level crossings or provision of new RUBs, the work of which shall be carried out as part of employer's requirements as detailed in Part-4 of the Bidding Document.		
93.	<p>Scope of Works; Clause No. 2 (m); Page 136 of 461</p> <p>Works in Station area and yards: Contractor shall validate the yard plans provided in the bidding document. The necessary yard remodelling for the existing Indian Railways yards for successful implementation of the project is a part of the Scope of the Work.</p>	Kindly confirm if sanctions for yard validations from IR/CRS would be obtained by DFCC.	Please refer to response at Serial no. 26
94.	<p>Bridge Design Criteria Clause No. 3 (38) Page No. 187 of 461</p> <p>Construction of RFO – The GADs of the RFOs are indicative. As a minimum requirement construction of RFOs over existing Indian Railway Track with double line / single line should have provision for two future IR tracks, one on either</p>	The RFO drawings to be approved by DFCC	Please refer to response at Serial no. 28

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	side of existing Indian Railway(s). These RFOs should also have additional openings on both sides to provide roads with 7.5m carriageway. The Contractor may please note that the drawing of the RFO shall require the approval of the Zonal Railway and as such adequate openings should be kept to cater for future provisions of Indian Railways.		
95.	<p>Clause No. 10; Page No. 210 of 461</p> <p>Level Crossing design criteria: All level crossings on the alignment requiring extension on DFCC alignment or modifications to the existing level crossings on IR alignment shall comply with the provisions of chapter IX of IRPWM in all respects which includes –height gauges, track structure, type and width of road, fencing, clearances, rumble strips, gradient, drainage, construction of gate lodges if required etc., except equipment for level crossing. Alteration of the existing lifting barriers or provision of new lifting barriers shall be the responsibility of another contractor.</p>	Kindly provide the RDSO reference for height gauge drawings.	Please refer to response at Serial no. 30

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	<p>However, necessary co-ordination with the other contractor shall be done by the Contractor. The road of the level crossing shall be connected to adjacent approach roads after suitable profiling of surface. The plan including methodology of work on IR level crossings shall be approved by the Engineer before commencement of works at site.</p>		
96.	<p>Clause No. 4.12; Page No. 207 of 461</p> <p>Friction Buffer Stops: Properly designed Friction type Buffer Stops will be provided in the station yards at the end of overrun 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</p>	<p>Please confirm whether the Criteria provided is also for dead end to be provided at the hot axle siding / machine siding etc. if not the specification for such location be also given.</p>	<p>Please refer to response at Serial no. 31</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	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.		
97.	General	Kindly provide the Status of land acquisition / approvals / clearances/ environmental clearance etc.	Please refer to response at Serial no. 63 for land acquisition. All other clearances have also been received.
98.	General	Please provide us the list of Utilities lying on project site.	Attention of the Bidder is invited to Table 13&14, Part 4, Site Details of the Bidding Document.
99.	General	Please extend the submission of Bid date by 15 days.	Please refer to response at Serial no. 6
100.	General	As Mines in UP are restricted so that authority are requested to please provide the quarry sources for aggregate and sand.	Request not accepted. The provisions of Bidding Document shall prevail.
101.	Part 1 - Bidding Procedures, Clause 26.2, Page No. 22 of 461 The deadline, for submission of Second Stage bids will be specified in the invitation to submit Second Stage bids, pursuant to ITB 35.1.	We request you to inform us the tentative deadline for the submission of second stage bids	The tentative date of opening of Second Stage Bid will be Jan/ Feb 2016.
102.	Part 1 - Bidding Procedures, Clause ITB 19.1, Page No. 41 of 461 The dead Line for submission of First stage Technical Proposal: Date: 26.08.2015 Time: 15:00 hrs	Since most of data available are indicative, the same shall be rechecked and revalidated at the site. So, we are requesting for an extension of the deadline of First stage Technical Proposal, by at least 10 weeks	Please refer to response at Serial no. 6
103.	Part 1 - Bidding Procedures, Section III - Evaluation and Qualification	We had already submitted the required letter from the Banks on our Credit facility at the Pre-	(i) The Bidder has to resubmit the reconfirmation of the credit line(s) extended

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	<p>Criteria, Clause 2.2, Page No. 46 of 461</p> <p>Using Form No FIN 3.3 in Section IV, Bidding Forms, the Bidder must demonstrate meeting the following cash-flow requirements: For Contract Package No. 301 US \$ 24 (Twenty Four) million to be eligible for Contract Package No. 301 For Contract Package No. 302 US \$ 9 (Nine) million for Contract Package No. 302 For both Contract Packages (301 & 302) US \$ 33 (Thirty three) million for both Contract Packages (301 & 302)</p>	<p>qualification Stage. Please clarify, whether the same letter will suffice for the Proposal Submission or a new letter shall be produced on the credit facility from the Banks.</p>	<p>by the Banks which were submitted with the PQ Application.</p> <p>(ii) The Audited Financial Statements of the latest completed Financial Year (as required in paragraph 3.1 of Section III - Eligibility and Qualification criteria of Prequalification Document) are to be submitted. If already submitted with PQ Application, again submit the Complete Audited Financial Statements (with schedules and notes on accounts) of the latest completed Financial Year. In case a JV, the submission should be made by each JV member.</p>
104.	<p>Part 1 - Bidding Procedures, Section III - Evaluation and Qualification Criteria, Clause 2.3, Page No. 47 of 461</p> <p>The Bidder shall propose to arrange the following minimum key personnel during the execution of work for Contract Package No. 301</p>	<p>We like to know whether the proposed key personnel could be replaced at later stages, with an equivalent personnel with similar qualifications and experience</p>	<p>The CVs are required and shall be evaluated during first stage technical evaluation. However, these key personnel could be replaced, with the approval of the Engineer, at a later stage subject to meeting the requirements of Bid Document.</p>
105.	<p>Part 1, Section III- Evaluation and Qualification Criteria, Clause 4.4, Page 54 of 461</p> <p>Time Schedule for Completion of Works</p>	<p>Considering the quantum of works involved, we are of the opinion that the completion time for the project shall be amended as 1620, & 1370 days instead of 1350, & 1100 days, considering the work halt for around 3 months during the monsoon period</p>	<p>Request not accepted. The provisions of Bidding Document shall prevail.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
106.	Part 1 - Bidding Procedures, Section III - Evaluation and Qualification Criteria, Clause 2.5, Page No. 51 of 461 Subcontractors and Suppliers	We request to provide us with the approved list of Manufacturers/ Suppliers for specialized Items used in the Railway Infrastructure	There is no DFCC-approved list of suppliers / manufacturers
107.	Part 1 - Bidding Procedures, Section IV - Bidding Forms, Page No. 83 of 461 Form CCC - Current Contract Commitments/ Works in Progress	Kindly clarify if any kind of client certificates/ documents need to be attached along with the Form CCC	No Client certificates / documents are required to be submitted along with Form CCC. However certificate that 'the given information is correct as per Bidder's records and nothing has been concealed' is to be provided by the Bidder.
108.	Part 1 - Bidding Procedures, Section IV - Bidding Forms, Form EQU, Page No. 88-89 of 461 Form EQU - Contractor's Equipment Details of rental/lease/manufacture agreements specific to the Project	Until and unless a project is awarded to the bidder, it is difficult for the bidder to arrange for leasing or rental agreement for the Equipment. Hence the Bidder may please be permitted to provide the details of his own equipments as per Form EQU and provide an undertaking stating that the balance required Equipment which are to be rented / leased will be mobilized in line with the requirements and timeframe of DFCC.	Request not accepted. The provisions of Bidding Document shall prevail.
109.	Section VI - Employer's Requirement Volume 1 - Scope of Works, Clause 1.0, Point (3), Page 129 of 461 However, the Contractor is responsible for the final integrated testing and commissioning of the whole of the Works including electrification and signaling.	Since separate contractor is involved in the Construction/Erection of works related to Electrical and Signaling, we request to kindly amend the clause and also make the Electrical & Signaling Contractor responsible for final testing and commissioning	The ambit of responsibility of the Contractor for integrated testing and commissioning has been covered in detail in paragraph 20.10 and its sub paragraphs (page 256) Vol. 5, Section VI, Part 2 of Bidding document wherein the role to be performed by CST Contractor for integrated testing has been delineated. Other contractors such as Contractors for Electrical Works, Signalling & Telecommunication would be responsible for the testing of their Systems, Sub Systems, Equipment and Works but the integrated testing to verify and confirm the

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
			<p>compatibility of Works of CST Contractor with those of other Contractors would be the responsibility of CST Contractor.</p> <p>In view of the above, request of the amendment of this sub-clause is not accepted. The provision(s) of the Bidding Document shall prevail.</p>
110.	<p>Section VI - Employer's Requirement Volume 3 - Design Procedures and Processes, Clause 3.0, Point (1), Page 157 of 461</p> <p>The Contractor is to develop his Definitive Design which enables the construction to be done within the land acquired or proposed to be acquired by the Employer for the project.</p>	<p>We request you to kindly provide us with the elaborated land handing over schedule, so as to prepare a specific construction program</p>	<p>At this stage it is not possible to provide the Chainage wise details of the Land Handing Over Schedule. The land would be handed over as per details in Sub-Clause 2.1 in the Appendix to Tender (Page 442& 443), Section VIII, Part 3 of - Bidding Document.</p>
111.	<p>Section VI - Employer's Requirement, Appendix 1, Clause 1.2, Page 266 of 461</p> <p>Removal of Trees</p>	<p>Kindly confirm the current status of Tree Cutting Permission</p>	<p>Permission for tree cutting has been received.</p>
112.	<p>Section VI - Employer's Requirement, Appendix 6, Clause 6, Page 339 of 461</p> <p>Acquisition of landProtected Forest land in Pilkhani-Sahnewal section is likely to be acquired by DFCCIL for Contract Package 301. Also, 3.9 Ha. of Forest land in</p>	<p>Kindly confirm the current status of forest land acquisition of Contract Package 301, & 302</p>	<p>Final clearance for forest land (around 174 ha) in CP 301 has been received. For CP 302, for around 3.5 ha land, approval is under progress.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
	Khurja-Dadri section is likely to be acquired for Contract Package 302.		
113.	Part 3, Section VIII - Particular Conditions, Sub-clause 2.1, Page 420 of 461 Right of Access to Site	Kindly confirm the current status of Land Acquisition for the project execution	Please refer to response at Serial no. 63
114.	General Plan & Profile, GAD Drawings	To facilitate detail studies, we like to have the soft copies of Plan & Profile, GAD drawings available in AutoCAD format. Please provide the Tender drawings in AutoCAD format.	Please refer to response at Serial No. 10
115.	General Feasibility Study/ Detailed Project Report	In order to have a better understanding on the Project, please provide us with the Feasibility Study/ Detailed Project Report	Information regarding project mentioned in the bid document is considered sufficient for the consideration of the work.
116.	ITB/18 at Pg. 17 First Stage Technical Proposal- Submission & Opening	The referred Clause does not specify whether we need to submit our first stage Technical Proposal separately for each package or a single technical proposal for both the packages. Please clarify	Separate Proposal letter along with separate Technical Proposal are to be submitted for each Contract Package. Please refer to footnote no. 1 of Form LOB-FS on page no. 66.
117.	General Bore Log Data	It is observed that DFCC has provided bore hole log data only at the bridge locations. Kindly Provide more bore hole log data other than the bridge location to understand the stability/strata of soil.	Bidders are requested to go through the data in Part 4 - Reference Document – Site Data including Alignment and Survey Details, Utility, GADs etc. Bore hole logs available with employer have been given both for bridges and also for other locations.
118.	General Clearances/Approvals	In order to complete the project within stipulated Period, we request department to arrange the applicable clearances / approval from the concerned authorities prior to the award of work.	Please refer to response at Serial No. 7

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
119.	General Land Acquisition	Land acquisition (Temporary / Permanent works) shall be done by Department (DFCCIL) before the work is awarded to the contractor.	Please refer to response at Serial No. 9
120.	General Land For Diversion	In case the existing roads/Nalas are required to be diverted beyond the acquired land what would be the arrangement for providing additional land to the contractor.	In cases where requirement of additional land for permanent diversions is justified by the Contractor and approved by the Engineer additional land will be arranged by the Employer at its (Employer's) cost; however land for all temporary diversions shall be dealt in terms of the provisions in paragraph 4.0 (10), Part-2, Volume-3: Design Procedures and Process at Page 157of the Bidding Document.
121.	General Approvals of Drawings	We request that all approvals of drawings from RDSO, Railways, NHAI or any other external agency shall be made available to the contractor by DFCCIL.	Request not accepted. The provisions of Bidding Document shall prevail.
122.	General Survey Bench Mark	We request that authenticated GTS Bench Marks shall be provided and base BMs shall be established on ground by DFCCIL.	Survey Reference Points near the site shall be handed over by the Engineer as per the provision of Para 4.0(5), Volume 5, Part 5 at pg. 216 of the Bid Document. However, the contractor shall validate the survey references before executing the work.
123.	General Details of Foundations	Please provide the Foundation details of existing major bridges to the bidders.	The details are not available, hence cannot be provided.
124.	ITB/19.1 at Pg.17 Submission Date for First Stage Technical Proposal	As you may know already, Monday of August is holiday in Spain and in rest of Europe. Therefore, it is very difficult to work at the fullest during that month. As all the technical inputs required for First Stage Technical Proposal will come from Spain as our Sub-Contractor for Design Works is also Spanish company. Considering the inputs required for submission of First Stage Technical Proposal,	Please refer to response at Serial No. 6

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCC's Response
(1)	(2)	(3)	(4)
		we request you to extend the date of submission of First Stage Technical Proposal for 1 month i.e. upto 26th September 2015.	