

Dedicated Freight Corridor Corporation of India Limited
(A Government of India Enterprise)
ADDENDUM NO- 1 DATED 14/08/2015
ADDENDUM /AMENDMENTS TO BIDDING DOCUMENTS FOR

“CONTRACT 301 & 302: DESIGN-BUILD CONTRACT FOR CIVIL, STRUCTURES AND TRACK WORKS”
ICB No.: HQ/EN/EC/D-B/Sahnewal-Pilkhani and Dadri-Khurja Sections

Following Amendments are hereby made to the Bidding Document, issued on 29th June 2015 for submission of Stage-1 (Technical Proposal) Bids for Civil, Structures and Track Works (Contract Package 301 & 302), in accordance with ITB 8 as follows:

SN	Reference to			Amendments in the Bidding Documents												
	Bidding Document (Part/ Section/ Volume etc.	Paragraph or Clause No.	Page No.													
(1)	(2)	(3)		(4)												
1.	Part 1 Section III Annexure I	2.2(5)	58	<p>Delete the contents of paragraph 2.2(5) and replace with the following:</p> <p>The Bidder shall submit details of compliance with the Employers' Requirements as listed in Part 2 of Bidding Document. This shall be done in a tabular format on a section by section basis. 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. The details furnished should bring out how the compliance is achieved or how an alternative if any would achieve such compliance.</p>												
2.	Part 2 Section VI Volume 1	2.0(1)	129-130	<p>Delete the table given in para 2.0(1) and replace with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Contract Package</th> <th colspan="2">Existing Railway KM</th> <th rowspan="2">Approx Total Route Length</th> <th rowspan="2">Remarks</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">301</td> <td style="text-align: center;">Km-187.500</td> <td style="text-align: center;">Km – 360.200</td> <td style="text-align: center;">181.900 (SL)</td> <td style="text-align: center;">Parallel Length (SL) – 162.270 Km</td> </tr> </tbody> </table>	Contract Package	Existing Railway KM		Approx Total Route Length	Remarks	From	To	301	Km-187.500	Km – 360.200	181.900 (SL)	Parallel Length (SL) – 162.270 Km
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				Detour Length (SL) – 12.790 Km Link Line Length (SL) – 6.840										
				<table border="1"> <tr> <td>302</td> <td>UP Line Km – 1367.000</td> <td>Km – 1413.856</td> <td>UP - 48.272</td> <td>UP Line - Parallel Length – 36.636Km UP Detour Length* – 11.636 Km</td> </tr> <tr> <td></td> <td>DN Line Km – 1367.900</td> <td>Km-1413.856</td> <td>DN – 46.292</td> <td>DN- Parallel Length – 41.956 Km DN Detour Length – 4.336 Km.</td> </tr> </table>	302	UP Line Km – 1367.000	Km – 1413.856	UP - 48.272	UP Line - Parallel Length – 36.636Km UP Detour Length* – 11.636 Km		DN Line Km – 1367.900	Km-1413.856	DN – 46.292	DN- Parallel Length – 41.956 Km DN Detour Length – 4.336 Km.
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				<p>Note:</p> <p>1. The earth work and bridges for the Detour Portion of the new Khurja- Dadri UP line near the beginning of Package 302 shall be in the form of a common bank for two tracks. One of the tracks is the UP line while the other track will be the line leading towards the RFO of Khurja – Saharanpur Line. The scope of Earthwork and Bridges at the beginning of the Khurja Detour includes:-</p> <p>(a) Construction of common bank for accommodating two tracks up to a point where it would be possible to construct two independent embankments without the slope of each infringing with the other.</p> <p>(b) Construction of the bank for the RFO Line up to 100m beyond the point of separation of the two banks detailed in (a) above. The finished level of the formation for this line shall be suitable for construction of the RFO (to be constructed by another Contractor) without requiring any modifications.</p>										

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				<p>(c) Bridges for both lines falling within the jurisdiction identified at (a) and (b) above.</p> <p>2. The scope of work excludes construction of track for the RFO Line.</p> <p>3. For further details please refer to the Site Details - Part 4 of the Bidding Document.</p>
3.	Part 2 Section VI Volume 1	2.0(6)(f)	133	<p>Delete the contents of paragraph 2.0(6)(f) and replace with the following:</p> <p>The work involves construction of new FOBs at 5 (five) stations and modification of FOBs at 9 (nine) stations in Contract Package 301 and construction of new FOB at 1 (one) station and modification of FOBs at 7 (seven) stations in Contract Package 302. The details have been provided in Site Details - Part 4; Bidding Document.</p>
4.	Part 2 Section VI Volume 1	2.0 (6) (h)	133	<p>Delete the contents of paragraph 2.0(6)(h) and replace with the following:</p> <p>Level Crossings</p> <p>The work includes extension of existing IR level crossings to cover DFC alignment and re-profiling of approach road on DFC side only. The details are listed in Site Details - Part 4; Bidding Document. All necessary modification to the existing level crossing gates of IR as also construction of new infrastructure and diversion of road, if any, shall be under scope of this work except shifting of lifting barrier, other Signalling & Telecommunication works of Gate Lodges. Modification/Relocation of the lifting barriers including modification of the power supply arrangements, cabling etc for the purpose, interlocking, shifting of telephone in Gate lodge, etc. shall be done by another contractor.</p> <p>Electrification of Gate Lodges including provision of fittings and any cabling (internal and external) shall be done by the Contractor.</p> <p>Dismantling / reconstruction as per the approved drawing of gate lodges also fall under the scope of work of this contractor.</p>
5.	Part 2	2.0(6)(i)1B	134	<p>Delete the table given in para 2.0(6)(i)1B and replace with the following table:</p>

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	Section VI Volume 1			<table border="1"> <thead> <tr> <th>Type of Building</th> <th>Contract Package 301 (Numbers)</th> <th>Contract Package 302 (Numbers)</th> </tr> </thead> <tbody> <tr> <td>Residential Quarters for Indian Railways – Type II</td> <td>315 (As per Drawing No. DCW/CE/R/17/82)</td> <td>96 (NCR HQE (P) Plan NO.P-49-2004)</td> </tr> <tr> <td>Residential Quarters for Indian Railways – Type III</td> <td>11 (As per Drawing No. DCW/CE/R/18/82)</td> <td>5 (NCR HQE (P) Plan NO.P-50-2004)</td> </tr> <tr> <td>Station buildings, Service buildings and other miscellaneous works</td> <td colspan="2">The station /location wise details of station buildings, service buildings and miscellaneous works to be carried out by CST Contractor at each station/location of existing IR, are detailed in Site Details - Part 4; Bidding Document.</td> </tr> </tbody> </table>	Type of Building	Contract Package 301 (Numbers)	Contract Package 302 (Numbers)	Residential Quarters for Indian Railways – Type II	315 (As per Drawing No. DCW/CE/R/17/82)	96 (NCR HQE (P) Plan NO.P-49-2004)	Residential Quarters for Indian Railways – Type III	11 (As per Drawing No. DCW/CE/R/18/82)	5 (NCR HQE (P) Plan NO.P-50-2004)	Station buildings, Service buildings and other miscellaneous works	The station /location wise details of station buildings, service buildings and miscellaneous works to be carried out by CST Contractor at each station/location of existing IR, are detailed in Site Details - Part 4; Bidding Document.	
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6.	Part 2 Section VI Volume 1	2.0(6)(j)1	135	<p>Delete the table given in para 2.0(6)(j)1 and replace with the following table:</p> <table border="1"> <thead> <tr> <th>Contract Package Number</th> <th>Length of the boundary wall(s)</th> <th>Length of Fencing</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Contract Package Number	Length of the boundary wall(s)	Length of Fencing									
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				<table border="1"> <tr> <td>301</td> <td>5 Km*</td> <td>5 Km**</td> </tr> <tr> <td>302</td> <td>5 Km*</td> <td>3 Km**</td> </tr> </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.</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>	301	5 Km*	5 Km**	302	5 Km*	3 Km**
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7.	Part 2 Section VI Volume 1	2.0(6)(m)	137	Replace the words "sitting arrangement for station staff" with "station building" from the third line of the last paragraph.						
8.	Part 2 Section VI Volume 1	2.0(6)(m)	137	Add the following new paragraph after the second last paragraph of 2.0(6)(m): The bridges and formation in the Yard portion shall be constructed to accommodate all the future tracks of DFC also. However, the work of construction of future DFC tracks is beyond the scope of these Packages.						
9.	Part 2 Section VI Volume 1	2.0(6)(m)	137	Add the following new paragraph at the end of the clause 2.0(6)(m): The Scope of work also involves laying of DFC & IR Track from Ch: 33/900 to 35/900 between Station Darazpur and Mustafabad as per Drawing No. DFC/2015/MO/01/DZP-MFB in the Site Details: Part 4 of the Bid Document . The following are the works to be carried out by the Contractor in this connection: <ol style="list-style-type: none"> 1. Two Bridges to accommodate double line on the Abandoned Alignment of IR are to be dismantled and built to IR Standards of Loading. 2. Existing Formation on the Abandoned Alignment shall be suitably repaired to bring it to proper 						

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				<p>line and level suiting the requirement of IR. Blanketing layer complying the specifications of RDSO GE: 14 for Double Layer System and having a thickness of 600mm shall also be provided.</p> <p>3. The Permanent Way of Indian Railways is to be laid as per the IR Standards, ballasted and packed with four mechanized packings with the usage of heavy online tampers to ensure a speed of 100km/hr. The track shall be finally converted into a CWR and welded with the Approach Track of Indian Railways on both sides with proper de-stressing as per the requirement.</p> <p>4. Cut and Connection of the IR with DFC Track shall be executed under traffic block.</p>
10.	Part 2 Section VI Volume 4	2.3.6	179- 180	<p>Delete the contents of paragraph 2.3.6 and replace with the following:</p> <p><u>Longitudinal Drains</u></p> <p>1. <u>At locations other than Yards in Parallel Portion</u> Where the alignment is parallel to the existing Indian Railway Formation open Pucca Longitudinal Drains shall be provided for the stretches where distance between DFC track and nearest IR track is less than 12 m, to ensure satisfactory drainage of the area between the DFC and Indian Railway Formation. The Drains shall have a suitable lining (precast or otherwise) of reinforced cement concrete of adequate thickness to prevent erosion and caving. These drains shall be of suitable shape and dimensions to provide adequate flow capacity and permit easy maintenance as per the approval of the Engineer and will be extended to discharge the flow to the bridge in the vicinity. In case, such a bridge is a Road Under Bridge, the outfall shall be so designed so as to lead the water to an area without causing any inundation of the road surface. Suitably designed cross drains may also be provided where ever the site conditions warrants provision of cross drains. The contractor may please note that the S&T Cables will also be running in these reaches in the vicinity. As such, the Drains shall be designed and constructed so as to permit housing and easy replacement of HDPE pipes carrying S&T Cables. Where the distance between centre lines of DFC track and nearest IR track is more than 12 m, suitably designed unlined drains shall be provided.</p> <p>2. <u>At Yards</u></p>

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				<p>Pucca open drains with covers will also be provided for the Yards as per site requirements. These shall be linked with cross drains at suitable intervals wherever required. Where provision of open drains is not feasible, alternative drainage arrangements in the form of suitably designed drains using good engineering practices and technically sound systems such as perforated pipes etc. should be used with the approval of the Engineer. It should be functional throughout the year and amenable to user-friendly maintenance. Drainage shall be extended as necessary to lead the water clear of the Works to natural drainage courses, culverts or any other suitable outlets.</p> <p>3. In Detours</p> <p>For the portion in detours, generally no side drains would be required, if the Formation is on an embankment. However, the conditions at the site may warrant the provision of the side drains at any specific location. Such locations would be identified by the Contractor and approved by the Engineer. Suitable drainage arrangements to ensure the passage of water would be provided by the Contractor.</p> <p>4. For Formation in Cutting (Parallel and Detours Portion)</p> <p>(a) When the formation is in cutting or where the bottom of the blanket is below the existing ground level, Pucca (concrete) side drains shall be provided at suitable distance for the proper drainage of the Formation. The invert level of the drains shall be at least 300mm below the bottom of the blanket at the edge of formation. Such side drains shall be of suitable shape and dimensions to provide adequate flow capacity, permit easy maintenance and shall have a uniform adequate longitudinal gradient. The lining (precast or otherwise) shall be reinforced cement concrete of adequate thickness to prevent erosion and caving. The Drains shall be also designed and constructed so as to permit housing and easy replacement of HDPE pipes carrying S&T Cables. The side drains shall be extended as necessary to lead the water clear of the Works to natural drainage courses, culverts or any other suitable outlets.</p> <p>(b) For deeper cuttings the provision of catch water drains would be required to tap the water flowing towards the cutting from the hill slope. Such locations would be identified</p>

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				<p>by the Contractor and suitable profile of the catch water drains would be proposed by the Contractor and approved by the Engineer.</p> <p>5. Before the work of drainage is taken up, drainage plans shall be submitted by the Contractor for approval of Engineer. These plans should be sufficiently detailed to demonstrate that the drains have adequate flow capacity and longitudinal gradient to ensure satisfactory drainage and permit easy maintenance.</p>
11.	Part 2 Section VI Volume 4	3.1(38)	187	<p>Delete the contents of paragraph 3.1(38) and replace with the following:</p> <p>The GADs of the RFOs indicating the span arrangements in Site Details - Part 4; Bidding Document are indicative. However, the RFOs shall be constructed to cater for the provision of an adequate opening for the tracks (including future requirement) and the carriage ways as indicated in the GAD of each RFO. The Bidder may please note that the drawing of the RFO shall require the approval of the Zonal Railway.</p>
12.	Part 2 Section VI Volume 4	4.1.1(7)	191	<p>Add the following sentence after the sentence “List of RDSO Drawings is Appended below:”</p> <p>It may be noted that the drawings included in the table are for different axle loads including 25 tonne axle load.</p>
13.	Part 2 Section VI Volume 4	4.4.3(1)	199	<p>Delete the contents of paragraph 4.4.3 (1) and replace with following:</p> <p>Each thick web switch device shall consist of 2 stock rails, one left hand and one right hand and two switch rails, one left hand and one right hand, complete set of PSC sleepers along with all fittings e.g. slide chairs, base plates/special base plates, brackets, rail pads, insulating bushes, washers, all stretcher bars, various blocks, bolts and nuts, any special fittings like spring setting device, back drive properly integrated with front drive etc.</p> <p>Coated slide chairs (Ni-Cr) with the addition of rollers on slide chairs shall be provided conforming to well established international standards.</p>

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14.	Part 2 Section VI Volume 4	4.11(3)	207	<p>Delete the contents of paragraph 4.11(3) and replace with the following:</p> <p>All level crossings shall be connected to adjacent approach roads after suitable profiling of surface. The type and width of road, fencing, clearances, rumble strips, gradient, drainage etc., shall be in accordance with the stipulate of Chapter 9 of IRPWM. However, no equipment for the Level Crossing is to be supplied by the Contractor.</p>
15.	Part 2 Section VI Volume 5	17.3(3)c)	243	<p>Replace the words “2 (two) land parcels in Contract Package 301” with “3 (three) land parcels in Contract Package 301” in the sixth line.</p>
16.	Part 2 Section VI Volume 6 Appendix 1	1.1(12)	265	<p>Add the following line after paragraph 1.1(12):</p> <p>All the existing Overhead Electric Utilities requiring diversion but which need not cross the DFC/Indian Railways Track can be laid through Overhead Lines, subject to requirement of utility owner for which no extra cost shall be paid.</p>
17.	Part 2 Section VI Volume 6 Appendix 15	2 (7)	379	<p>Add sub paragraph 7 below paragraph 2 (6) as under:</p> <p>Any fees which may become leviable on account of track possessions required by the Contractor for permanent or temporary works shall not be payable by the Contractor. However penalties, if any, levied by Indian Railways caused due to any careless working or otherwise of violation of the Terms and Conditions of the track possessions, shall be payable by the Contractor.</p>
18.	Part 2 Volume 6 Appendix 18	3.6	405	<p>Delete the contents of paragraph 3.6 and replace with following:</p> <p>3.6 GUEST HOUSE:</p> <p>(1) The Contractor shall construct guest house as per the details given below:</p> <p>a) Contract Package 301 – Guest House one (1) number,</p> <p>b) Contract Package 302 – Nil</p>

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(1)	(2)	(3)		(4)
				<p>(2) The contractor shall develop the architectural plan and Elevation, detailed design and drawings and construct the Guest House at Ambala/ Chandigarh. The required land for construction of Guest house shall be provided by Employer. The Architectural plan and elevation shall be approved by Engineer.</p> <p>(3) The plinth area to be constructed for Guest House shall not be less than 500 Sqm. These buildings shall be part of scope of Contract Package 301.</p> <p>(4) The minimum standard of finish shall be as listed in Annexure-1.</p>
19.	Part 3 Section VIII Appendix to Tender	1.1.3.3	442	<p>Delete the contents of paragraph 1.1.3.3 and replace with the following:</p> <p><u>Contract Package 301</u> The Contractor shall complete the whole of the Works within 1350 (One Thousand Three Hundred Fifty) days from the Commencement Date and each of the Milestones shall be achieved as per Sub-clause 8.2 of the Particular Conditions of Contract.</p> <p><u>Contract Package 302</u> The Contractor shall complete the whole of the Works within 1100 (One Thousand One Hundred) days from the respective Commencement Date and each of the Milestones shall be achieved as per Sub-clause 8.2 of the Particular Conditions of Contract.”</p>
20.	Part 4 Reference Documents			<p>“Climate and Disaster Risk Screening Report for Eastern Dedicated Freight Corridor III Project”, attached as Annexure B to the Addendum, is appended to Site Details: Part 4 of the Bid Document.</p>
21.	Part 4 Reference Documents Contract Package 301 Volume 5.1	-	-	<p>Delete Project Sheet Drawing No. “SMU – 1” & “SMU – 6” and replace by Project Sheet Drawing No. No. “SMU – 1 R1” & “SMU – 6 R1” attached as Annexure A to the Addendum.</p>

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	Project Sheet			
22.	Part 4 Reference Documents Contract Package 301 Volume 5.2 GAD Bridges			Delete Drawing No. "AECOM/301/IMP/13 – Sheet 1 of 2 (R0)" and replace by Drawing No. "AECOM/301/IMP/13 – Sheet 1 of 2 (R1)" attached as Annexure C to the Addendum.
23.	Part-1 Section-II Bid Data Sheet	ITB 19.1	41	The deadline for submission of First Stage Technical Proposal is modified as Date : 09.09.2015 Time : 15.00hrs.
24.	Part-1 Section-II Bid Data Sheet	ITB 21.1	41	The opening of First Stage Technical Proposal shall take place on Date : 09.09.2015 Time : 15.30 hrs.