Dedicated Freight Corridor Corporation of India Limited

(A Government of India Enterprise)

Design and Construction of Civil, Building and Track Works for Double Line Railway Involving Formation in Embankments/Cuttings, Bridges, Structures, Buildings, Ballast on Formation, Track Works including Testing and Commissioning on Design-Build Lump Sum Price Basis for Iqbalgarh - Vadodara Section of Western Dedicated Freight Corridor

Civil, Building and Track Works Contract Package- 3 (R) Ref.: ICB No. CT P-3 (R)

Responses to Queries from Bidders

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1.	I	1	33	Part B: Bid Data Sheet	ITB 32.1	Aggregated Eligibility Criteria	**Available Terms:** In case of a Bidder who has been awarded the work of Combined Package CT P-1 &2 (of WDFC Phase I) and/or Package CT P-11 and/or CT P-12 and/or CT P-13 (of WDFC Phase II), the Bidder would be required to meet the Aggregated Eligibility Criteria specified in para 3.2 and 4.2(b) of 'Section III: Qualification Criteria and Requirements' of PQ Documents for CT P-1 &2 and/or CT P-11 and/or CT P-12 and/or CT P-13 and as specified under 'sub-factor 2.3.2: Average Annual Construction Turnover' & 'sub-factor 2.5.3: Specific Construction Experience for Key Activities' in Section 2 of this Bid Document for CT P-3(R), as the	As specified in Qualification Criteria, works executed in substantially completed / taken over projects are only to be considered. No cognizance can be given to the works executed in an ongoing project which has not been taken over/substantially completed.

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							case may be, at the time of submission of Bid for this Package. **Query/clarification:** The work for Combined Package CT P-1 & 2 has been awarded to Sojitz – L&T Consortium on 07-Jun-2013 and Commenced on 30-Aug-2013. Since the Work for DFCCIL Package – CTP-1&2 is in progress since 30-Aug-2013 (Date of Commencement), we have executed certain Earth Work Quantity in Earthfill and Concreting Quantity in Bridges, Culverts, etc. under the package. As per our understanding the quantities executed under CTP-1&2 shall be reduced from the Aggregate Eligibility Criteria for qualification under CTP-3(R) and we need to achieve only balance quantities to meet out aggregate eligibility criteria. Please Confirm our understanding.	

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2.	I	1	33	Part B: Bid Data Sheet	ITB 32.1	Specialize Sub-contractors and Sub-Design Consultants	**Available Terms:** In case the bidder is planning to subcontract the Specific Construction Key Activities i.e. Mechanized Track Laying and/or Design Work (as specified in the Stage 3 of Section 2), the bidder shall submit their Bid with: (i) Only one Specialist Sub-contractor for Mechanized Track Laying; (ii) Only one Specialist Sub-design consultant for Design Works specified in Stage 3 of Section 2. **Query/clarification:** Request to allow the contractor to submit their Bid with more than one Specialist Sub-contractor for Mechanized Track Laying and more than one Specialist Sub-design consultant for Design Works as it was allowed in Contract Package CTP-3 and the tender is a combined PQ + Bid Package.	ITB BDS 32.1 has been modified. Please refer item no. 2 of Addendum No.1 to Bid Documents.

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3.	I	2	44	Evaluation of compliance with the qualification requirements	2.5.4	Similar Design Experience	**Available Terms:** Experience exclusively in the role of prime contractor that are similar to the proposed works. **Query/clarification:** Request to allow the contractor to propose more than one Specialist Sub-contractor and more than One Design Consultant with required qualification during Bidding and Execution.	Ref Clarification given to query no-2 above.
4.	I		164	Financial Submissions	Schedule -4.2	Contract price weightage for interim payments for construction of Major Structures	**Available Terms:** Stage payment & associated assigned weightage **Query/clarification:** Under the cost center Major structures, the stages defined may further be divided into sub-stages with assigned weightages to have balanced cash flows.(Refer attachment-Schedule 4.2 - Contract Price Weightage for Interim Payments for Construction of Major Structures)	No change is envisaged for the referred Bid Provision.

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5.	I		165	Financial Submissions	Schedule -4.3	Contract price weightage for interim payments for construction of Minor Structures	**Available Terms:** Stage payment & associated assigned weightage **Query/Clarification:** Under the cost center Minor structures, the stages defined may further be divided into sub-stages with assigned weightages to have balanced cash flows. (Refer attachment - Schedule 4.3 - Contract Price Weightage for Interim Payments for Construction of Minor Structures	No change is envisaged for the referred Bid Provision.
6.	I	6	166	Schedule 4.4		Contract Price Weightage for Interim Payment Certificate for Earthwork	**Available Terms:** The Schedule 4.4 of Section 6 of Vol I mentions the Contract Price Weightage for Interim Payments for Earthwork wherein in S.No 1.1, 1.2, the weightage for Earthwork in filling is considered for 50% of height of fill. **Query/Clarification:** Since the project envisages average height of embankment of more than 8m, request you to	No change is envisaged for the referred Bid Provision.

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							kindly modify the Schedule 4.4 as per the attachment (Appendix I) wherein we have proposed to have payment for every 20% of embankment height to enable better cash flow of the Contractor.	
7.	I	6	166	Schedule 4.4		Contract Price Weightage for Interim Payment Certificate for Earthwork	**Available Terms:** The Schedule 4.4 of Section 6 of Vol I mentions the Contract Price Weightage for Interim Payments for Earthwork wherein in S.No 5 the weightage for Clearing and Grubbing, stripping, sodding, retaining structures, longitudinal / cross drains and other incidental works, complete in one item. **Query/Clarification:** Since the payment in S.No 5 shall be paid only after completion of all the items which will increase the working capital of the Contractor, request to modify the payment for every activity like Clearing and Grubbing, stripping, sodding, retaining structures, longitudinal / cross drains as per the	No change is envisaged for the referred Bid Provision.

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							attachment (Appendix I)	
8.	I		167	Financial Submissions	Schedule -4.5	Contract price weightage for interim payments for Junctions and crossing Stations	**Available Terms:** Stage payment & associated assigned weightage **Query/Clarification:** Under the cost center junction and crossing stations the stages defined may further be divided into sub-stages with assigned weightages to have balanced cash flows.(Refer attachment - Schedule 4.5 - Contract Price Weightage for Interim Payments for Junction & Crossing station)	No change is envisaged for the referred Bid Provision.
9.	II	Design	41	Civil Works	3.2 (7)	Ballast retainer	**Query/Clarification:** Please confirm whether the bidder needs to consider the height of ballast retainer in par with rail level.	Being a Design & Build Contract, Contractor needs to design the Ballast Retainer in such a way so as to meet the Functional Requirements & conforming to Design Criteria which shall be subject to consent of Engineer/Employer.

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10.	II	-	41	Civil Works	3.2 (7) (l)	Drainage at RUB	**Available Terms:** Provision for outfall of the longitudinal side drains coming parallel to the tracks. **Query/Clarification:** The longitudinal drainage of the embankment will be discontinued at RUB locations. It shall normally be continued through a pipe under the connecting ramp of IR & DFCC RUBs by suitably designed sump. Any other is very difficult to work out at such locations. Hope such arrangement will be acceptable. Employer to confirm.	The longitudinal drains shall be designed such that the drainage flows away from RUB and meets MIB/MJB etc.
11.	II	Functional	42	Civil Works	7.1 (vi) (i)	RUBs - Width of road on approach	**Query/Clarification:** Whether it can be same as that of box opening? (OR) Any additional width needs to be considered on either side? if so, Please confirm the additional width required.	The roads shall be provided with shoulders as per IRC Standards.

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12.	II	Functional	42	Civil Works	7.1 (vi) (i)	RUB approach retaining wall	**Query/Clarification:** Volume V- Tender drawings show no straight portion of retaining wall. Please confirm whether the bidder needs to provide straight portion of retaining wall from the opening of the box structure before tapering. If yes, please furnish the minimum length of straight portion of retaining wall to be provided.	Volume V-Tender drawings are indicative and are only for reference. Contractor shall design the structures conforming to Design Criteria specified in ER (Design) which shall be subject to consent of Engineer/Employer.
13.	II	Functional	42, 43	Civil Works	7.1 & 7.2	Location of RUBs and Pedestrian Subways	**Query/Clarification:** In the interest of the project and faster execution, Request to provide the Exact location of RUB & Subway box structures before commencing the GAD. Please confirm.	As specified in Clause 3(2) of ER (Design), Contractor shall undertake the detailed review of GADs/Span Arrangements of all the structures and shall submit for consent of Engineer & approval of IR. Accordingly, the exact locations of structures cannot be ascertained at this stage.
14.	II	Functional	43	Civil Works	7.1 (vi)	Right of way for RUB approach roads	**Query/Clarification:** As per Cl. 7.1 (VI) Land will be made available for diverted road location. Please re-confirm the availability of required land for road diversion. Non availability of required land will create design and executional issues.	As specified in Clause 7.1 (vi) of ER (Functional), 'Right of Way as required for construction of the portion of the approach ramps beyond the DFC ROW shall also be made available by the Employer.' However, the land for temporary works including for diversion of existing roads

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							Please confirm	during execution, shall be the responsibility of the Contractor.
15.	II	Functional	43, 83	Civil Works	Cl 7.4, Cl 16.5.3	ROB	**Query/Clarification:** In case of ROB modification, to accommodate DFC tracks on additional span, what should be the clearance required for adjoining IR track?	Clearance required for adjoining IR track shall be for Double Stack Containers.
16.	II	5	46	Ground Improvement	5.9.4 point 4	Remedial measures for strengthening of the BCS	**Available Terms:** Treating top layer of soil with quick lime so as to reduce the harmful effects of the BCS **Query/Clarification:** RDSO's letters No.RS/G/72 dated 28/11/86 & RS/F/53 dated 18/9/92 in GE-39 - States that lime treatment is no more accepted due to leaching of lime from improved soil after 3-4 years. RDSO does not recommend this method any more. Hence, the clause 5.9.4 contradicts. Please clarify whether lime treatment as a method for stabilization of BC soil shall be allowed or not.	No change in the provision specified in Clause 5.9.4 (4) a) is envisaged.

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17.	II	Employer Requirements	55	Clearances	5.3	Alignment optimization to avoid retaining wall	**Available Terms:** The Contractor shall design the Works to be contained totally within the available Right of Way, respecting the relevant laws and regulations being practiced in India. Accordingly the Alignment shall be so designed that the Rail track formation is contained within the available ROW only. **Query/Clarification:** To avoid retaining wall, does the contractor has freedom to modify alignment by introduce extra horizontal curves by following minimum geometric requirement criteria where restricted ROW. Please confirm.	This is a design issue and minimum changes following the Employer Requirements and good Engineering Practices shall be acceptable. All Changes proposed in alignment design should invariably cater to underlying principle of introducing improvement through optimization i.e. due to proposed change, there should not be any perceived incremental effect to normal maintenance / cost, during operational stage.
18.	II	Functional	69	Civil Works	3.1 (2)	Span verification by Engineer	**Query/Clarification:** In the interest of the project and faster execution, request to verify the span configuration of all the structures before the commencement of GAD preparation. Please confirm.	Span Configurations of all the structures are provided in Attachment 2 Volume II of Bid Document. As specified in Clause 3(2) of ER (Design), Contractor has to undertake the detailed review of GADs/span arrangements of all the structures based on the validation of data by the Contractor after award of work and which shall be subject to consent of Engineer/Employer.

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19.	II	Employer Requirements	87	Gradients	16.6.6	Gradient at Station Yards	**Available Terms:** Maximum gradient in station yard and sidings (where wagons are stable) a) Desirable - 1 in 1200 b) Limited gradient 1 in 1 in 400 Note: Gradient steeper than 1 in 400 shall be as per correction slip (ACS) no. 1 to SSODs for dedicated freight corridor (western corridor) of Indian Railways, 2013. **Query/Clarification:** The tender designs indicates 6 out of 11 yard gradients steeper than 1 in 1200. We suppose it is certainly due to some constraints as Engineer must have done their due diligence following the design principles. We expect that this will be taken as a base line for acceptance of the construction designs and Contractor will not be forced to make it further flatter at the cost of unnecessary raise of embankment & even after following all other design	Drawings provided in Volume V are indicative (for reference only) and cannot be taken as base line for technical designs. As specified in ER (Design), the Gradient of 1 in 1200 shall be provided as a desirable feature for all the Yards except for compelling reasons and shall be consented by the Engineer.

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							criteria's.	
20.	II	ER Design	90	Switch Rail	16.7.3 (3.1) & (3.2)	Rail profile	**Available Terms:** 3.1 Zu 1-60 1080 HH rail, 1 in 12 & 1 in 8.5 curved thick web switches with weldable CMS crossing on PSC sleeper layout. **Query/Clarification:** This Zu 1-60 rail profile has become obsolete and has been replaced by 60 E1A1 under EN specification 13674 Part 2. Kindly modify the rail profile and specification accordingly, indicating gradient of the Rail also.	Rail profile for Switch Rails has been modified. Please refer item no. 11 in Addendum No. 1 to Bid Documents.
21.	II	ER Design	92	Ballast	16.7.5	Details of Ballast profile	**Available Terms:** Ballast shall conform to IR specification issued by RDSO (IRS GE-1) with latest correction slip. **Query/Clarification:** The ER does not say anything about the Ballast Profile. RDSO GE-1 is only about the specifications of the ballast. Employer to clarify if the	The referred clause 16.7.5 is concerned with the requirement for Ballast Material only. Ballast profile shall be designed as per latest applicable codal provisions.

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							Contractor has to follow IRPWM or IRLWR for understanding the ballast profile.	
22.	II	Design	99	Civil Works	16.9.3	Superstructure Deck width	**Query/Clarification:** As per SOD, deck width to be provided for WDFC is 5.15m but in tender drawings it is shown as 4.50m. Please clarify.	Tender Drawings are indicative and are for reference only. As specified in Clause 16.5 ER (Design), 'The Maximum Moving Dimensions, Structure Gauge and Clearances below Rail Level shall be as per Schedule of Dimensions for Dedicated Freight Corridor (Western) – January 2013.'
23.	II	Design	99	Design criteria	16.9.3	Design	**Query/Clarification:** As per cl. 16.9.3 (d), it is mentioned that all bridges shall be simply supported span, where in as per cl. 16.10.5. Vide 2.12.9.2-Table shows integral bridges is shown as a preferred option for seismic loading, please confirm integral bridges can be provided?	Design of Bridges shall be carried out as specified in Clause 16.9.3(d) of ER (Design).
24.	II	Design		Design criteria	16.9.3	Design	**Query/Clarification:** Whether mass concrete pier and abutment with 8mm @ 200 c/c both ways as surface reinforcement can be provided?	Contractor shall follow the Design Criteria specified in Clause 16.9.3 of ER (Design).

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25.	II	Design	99 - 101	Linear Waterway	16.9.2 to 4	Design	**Query/Clarification:** How much water way can be reduced with respect to IR water way because the sizes of piers to be designed for DFC is more when compare to size of pier in IR bridge.	Design of bridges shall be ae specified in Clause 16.9.4 which is self-explanatory in this regard.
26.	II	ER Design	101	Railway Bridges	16.9.4	Bridge Openings	**Available Terms:** The data like Bridge Length, High Flood Level, Total waterway and indicative Span Configuration etc. in respect of the proposed bridges for DFC and the existing IR bridges are shown in the indicative General Arrangement Drawings for the Bridges as included in Reference Drawings (Volume V of the Bid Documents). The Bridge Length in respect of all the proposed bridges for Requirements Functional). While designing the bridges, it shall be obligatory that in case of parallel section, the Total Bridge Length and High Flood Level for an individual bridge for DFC tracks shall not be less than that of the corresponding IR bridge. Also the Span	Clause 16.9.4 of ER (Design) is self-explanatory in this regard.

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							Configuration for the proposed bridges shall be such that it does not obstruct the span configuration of the corresponding IR bridge. **Query/Clarification:** The Attachment 2 (ER Functional) has clearly defined the size of bridge required to meet the ER. Technically the proposed DFC bridges' total water way shall not be less than the IR bridge that has been taken care by the Employer while furnishing the list of bridges in Attachment 2 (ER Functional). However, the specifications of Cl. 16.9.4 are contradictory to the Attachment 2 (ER Functional) because total length of IR bridge varies a lot due to the presence of masonry walls in case of multi span bridges as the masonry walls are much thicker than the RCC ones, total length of the two structures will not match keeping the same water way clearances. Hence, the size of bridges needs to be enlarged in almost all of the	

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							cases which will involve huge extra cost without any technical or functional value addition. Therefore, this anomaly of the tender document may please be rectified/clarified.	
27.	II	Design	106	Seismic loading	16.10.3 (5)	Ductile detailing	**Query/Clarification:** Please refer IRS BRIDGE RULES cl.2.12.9. Two contradicting clauses are there, one is bridge substructure shall be designed for ductile detailing. Next is bridge shall be designed such that plastic hinge form on the substructure due to severest seismic shaking. Whether bridge substructure need to be ductile detailed even if there is no plastic hinge formation under the severest seismic loading. Please clarify.	Ductile detailing is to be followed as specified in Clause 2.12.9 IRS Bridge Rules even if no plastic hinge formation is there.
28.	II	Design	106	Railway Live Loads	16.10.3 (5)	Seismic Loading	**Query/Clarification:** In loading vide cl.16.10.3 under point 5, Seismic loading is specified: It specifies that cl. 2.12 of IRS bridge rules shall be followed for seismic forces. As per this design seismic forces 'αh' shall be	Single Mode Response Spectrum Method (Seismic Coefficient Method) may be employed with reference to 'RDSO Guidelines on Seismic Design of Railway Bridges January 2015' in this respect only.

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							αh = β I α0, where β = Coefficient for sort interaction system; I = Importance factor; α0 = Basic coefficient. As per this the bridges are to be designed for simple seismic coefficient method. Also in this clause it is mentioned that "Response spectrum method" need not to be used for computation of seismic forces in railway bridges. Where in seismic ductile detailing clause table-1 shows response reduction factors (Point 6) which is part of response spectrum method of calculation of forces. Please clarify.	
29.	II	Design	119	Civil Works	16.11.6(2)	RCC wearing coat of 150mm thick	**Query/Clarification:** Please confirm whether the bidder needs to consider any reinforcement in wearing coat with thickness of 150mm.If yes, please confirm the minimum thickness of wearing coat allowed without reinforcement.	The referred clause 16.11.6 (2) does not mention RCC Wearing Coat. Design by the Contractor shall be subject to consent of Engineer.

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30.	II	Design	119, 121	Bearings	16.12, 16.13 (3)	Design	**Query/Clarification:** Whether bearing inspection platform need to be provided for ROB's also. As per IRC codes it is not required. Please confirm.	Clause 16.12 &16.13 in ER (Design) are self-explanatory & take precedence over IRC codes.
31.	II	ER Design	128	Design of Stations & Station Facilities	16.16.18	Bridges required on station roads.	**Available Terms:** All the internal roads within the Station area and connecting road to nearest existing public road shall be at least single lane bituminous roads. **Query/Clarification:** While connecting the internal roads to the nearest public road, the roads has to invariably cross the water stream/nallah falling in the yard location. At such location, some bridging arrangement is required for continuity of the road. The details of such bridges is not defined anywhere. We assume that such continuity can be made through the cause way type bridges which is very common in the low rainfall area. However, Employer is required to clarify this issue in details with requirement of bridge can varied	Bituminous Roads usable round the year are required as per Employer Requirements. Any bridging required is part of Scope of Works.

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							widely based on the return period, HFL, size & type of structure which can involve huge cost. Therefore, to avoid such uncertainty, kindly clarify this, specifically type of bridge structures required with the clear dimensions has been given as for the Railway Bridges.	
32.	II	8	163	Spares, Special Tools and Test Equipment	8.2	Tools and Test Equipment	**Available Terms:** The Contractor shall provide, six weeks before start of trial running, special tools and test equipment, as per the list included in "Table ER-MITC-1: List of Tools and Equipment" **Query/Clarification:** We request you to clarify about the relevant billing schedule under which Client will pay to the Contractor for Tools and Equipment.	The relevant billing schedule for Tools and Equipment has been provided in Schedule 4.6 Item 2.1 (Equipment and Furnishing for IMD) Volume I of Bid Document.

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33.	II	1	202	List of structures	Attachment -	Attachment-II	**Available Terms:** Location of Bridges:- 1.238 2.239 **Query/Clarification:** The location of bridges in the mentioned document is given in Section 6 whereas in reference drawings the same has been given in Section 7. Kindly confirm the section of these bridges.	As specified in Attachment 2 Employer Requirements, the location of bridge nos. 238 & 239 is Section 6. 'List of Bridges' in Volume V has been modified. Please refer item no. 32 of Addendum No. 1 to Bid Documents.
34.	II	Design	275	Stations	Attachment 7	Attachments	**Query/Clarification:** Please refer tables in 'Attachment 7' showing the nearest suitable LC/ Existing road to different stations. Please confirm whether contractor can connect with any other suitable LC in case he finds it even closer during the feasibility survey, than the suggested for a particular station. Please confirm	It is a post award issue & shall be dealt as per provisions of Contract during technical design stage.
35.	II	Attachment 14	291	List of Special Steel		List of special steel girder bridges to be constructed by	**Available Terms:** DFC Bridge No. 301 & 179	The structure of steel girder bridge nos. 301 & 179 is clearly specified in Attachment 14 as Steel Composite Underslung Truss. These are ballasted deck bridges for track laying.

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				Bridges		others	**Query/Clarification:** Kindly specify the structure of steel girder bridge and what type of material for track linking will be adopted for through pass of CWR rails on bridges. Are they ballasted bridges or steel channel sleepers to be used?	
36.	II	Appendix 9	353	Temporary Works	3.2	Land For Temporary Facilities for Contractor's Use	**Available Terms:** The Approximate area of land available……. Reference drawings. **Query/Clarification:** The area demarcated for temporary works in the GA drawings are very less. Please confirm whether the Contractor has the liberty to use the area available within the ROW, except the areas required for Permanent, for temporary /enabling works related to the project execution?	Contractor shall be allowed to use the surplus land (surplus w.r.t Permanent Works), as available within the ROW for his Temporary Works subjected to approval from Engineer/Employer. Any additional land, if required, shall have to be arranged by the Contractor

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37.	II	Appendix 9	355	Temporary Works	3.5	Concrete Batching & Mixing Plant and Crushing Plants	**Available Terms:** The contractor shall plan, install and erect…..during construction. **Query/Clarification:** Request to clarify whether outside RMC plants can be utilized for the works.	It is a post award issue and shall be dealt at appropriate time with the consent of Engineer/Employer.
38.	II	Design		Civil Works	16.9.3	Shrinkage & temperature reinforcement	**Query/Clarification:** Is the provision of Shrinkage & temperature reinforcement on the non designed face of structural element necessary. Please clarify.	The design shall be as per the specified provisions in ER and relevant IRS Codes.
39.	II	Design			16.10.3.(5)	Ductile detailing in bridges	**Query/Clarification:** RDSO vide their guidelines have given the ductile detailing to be followed in rail bridges. So far the guide lines were not incorporated in the IRS Bridge Rules. RDSO may implement the Bridge Rules / IRS Concrete Bridge Code and at the time of implementing they may require to change the load factors, response reduction factors under seismic condition etc. In other meaning the concept of	Please refer reply to Query No. 27.

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							basic seismic design needs to be reviewed. Because with the present load factors under the severest seismic force the structure may not reach plastic limit. If there is no plastic hinge formation, provision of ductile detailing is meaningless. So we need the following clarification: “If proved that plastic hinge will not form under severest seismic loading, then also is it mandatory to provide ductile detailing". "As providing additional reinforcement on the name of such ductile detailing will tend to unnecesary adding of reinforcement and the entire purpose of the plastic hinge formation is further lost.”	
40.						Spill through abutments	**Query/Clarification:** Whether spill through abutments can be provided in bridges without disturbing discharge? Please clarify. By providing this, water way of this new bridge will always be higher and abutment faces will not be in same line for both bridges. Also, for RFO &	Being a Design & Build Contract, Contractor has to provide all the Structure Designs conforming to Design Criteria specified in Employer Requirements & which shall be subjected to consent of Engineer/Employer.

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							Major RUB whether spill through abutment is permitted. Please Clarify.	
41.	III	Specifications	127	Clear Cover	9.11 (Table 9.10)	Exposure condition	**Query/Clarification:** Moderate for all bridges, Clear cover shows as 50mm for pile, pile cap, pier Column. But it is considered as 75mm in Package – I, need to be clarified. Refer Vol. III cl. 9.11.	The exposure conditions shall be established by the Contractor in post award stage. The issue will be decided with the consent of the Engineer.
42.	III	Track Works	202	Main line Rails	13.2.1	Third party inspection of rails	**Available Terms:** Head Hardened (HH) rails (UIC 60/60 E1 1080 grade) for the main line and points and crossing have been identified as one of the STEP component & shall be imported from Japan. The Head Hardened Rails, sourced from Japan, in regard to their quality, manufacturing process, chemical composition, testing/retesting, qualifying criteria etc. shall be complying Indian Railway specification for Flat bottom Railway i.e. (IRS-T-12-2009. **Query/Clarification:** As per the Cl 15 & 23 of the IRS	1. As per the provision in para 1.3 of Schedule 2-Price Schedule, the lump sum price includes inspection fees as well. Para 15 & Para 23 of IRS T-12-2009 specifies for sampling under supervision of Inspecting Agency & the inspection of the rails respectively, which is a part of internal inspection of the Contractor. Accordingly, the responsibility of fixing the agency for testing of rails& costs thereof lies with the Contractor in accordance with the provisions of Bid Documents. 2. As per the prevailing practice, response to queries of bidders will not be made the part of Contract Agreement.

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							T-12-2009 Inspecting agency is supposed to do certain inspections of the rails, we suppose this agency will be other than vendor/engineer/employer/contractor. Fixing of such agencies in Japan has heavy cost implications. As per our understanding, the Japanese rail suppliers have their own independent quality assurance system/audit and they do not practice or even allow such external parties as it disturbs their routine work. Therefore, this also needs to be vetted by the STEP component suppliers. So it may kindly be clarified that who will fix the agency & bear the cost of the same, if such agencies are required. Though this issue has been clarified during the pre-bid query of CTP 1 &2, that the cost of any third party or external agency will be borne by the Employer. However, same is not being agreed during the actual implementation. Therefore, it is also requested: 1. To provide a clear & vivid	

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							clarification on the subject. 2. To make the pre bid clarification as a part of the agreement to avoid disputes later on.	
43.	III	Track Works	202	Track Structure	13..2.1 (1,ii)	Rail Profile	**Available Terms:** As per Appendix II of IRST 12-2009 for UIC 60/60 E-1 kg/m **Query/Clarification:** In Appendix II of IRST 12-2009, the rail profile of UIC 60 is available but the rail profile of 60 E-1 is not available. Employer to indicate the rail profile of 60 E-1.	Contractor may refer relevant EN Specifications regarding Rail Profile of 60 E1.
44.	III	Track Works	207	Welded rail Track	13.3 (4)	Temperature Range	**Available Terms:** Rails shall be laid and welded to from CWR within a defined temperature range relative to the neutral temperature applicable to the region where the track laying is taking place.Tm (-5deg C to +10 deg C) where Tm is the mean rail temperature (neutral temperature) accordingly to IR's manual of Instructions on long welded rails(LWR).	The provision as specified in IR LWR manual shall be followed. Clause 13.3.1 (4) of Volume III (specifications) has been modified. Please refer item no. 19 in Addendum No. 1 to Bid Documents.

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							Query/Clarification: As per the Cl 1.1 of IR LWR manual Td is (Tm+5 deg C to Tm+10 deg C) whereas in the Bid it is Tm (-5deg C to +10 deg C). Kindly clarify which is to be followed.	
45.	III	Track Works	208	Turnout sleepers	13.4.1 (1)	Approval of the design of the Turnouts	**Available Terms:** The Contractor shall be responsible for the detailed design, manufacturing and assembling of the turnouts and shall be submit his proposal to the Engineer/Employer for Approval. The contractor shall procure the turnouts from RDSO approved Manufacturers/Supplier with (at least) ISO 9001 accreditation incorporating a Quality Assurance programme, which shall be submitted for prior consent by the Engineer. **Query/Clarification:** Kindly clarify whether the proof checking by Third party will be required? And if required the cost shall be borne by the	If the Contractor proposes the Turnouts designs conforming to RDSO drawings, no validation of design (proof checking) is required. If the Contractor submits the Turnouts designs other than RDSO drawings, the designs shall have to be validated from RDSO by the Contractor. If RDSO approval is not available for some reason, the validation shall have to be arranged by the Contractor from any other party for which costs shall have to be borne by the Contractor.

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							Employer or the Contractor??	
46.	III	Track Works	211	Check Rail	13.4.3 (3) (a)	Rail profile	**Available Terms:** The turnouts shall be provided with Check Rails as per UIC 33 or equivalent rail section profile. **Query/Clarification:** This UIC 33 rail profile has become obsolete and has been replaced by EN 33 C1 under EN specification 13674 Part 3.The rail profile and specification may be modified accordingly and indicate the grade of rails also. Employer to conform?	Clause 13.4.3 (3) a) in Volume III has been modified. Please refer item no. 20 in Addendum No. 1 to Bid Documents.
47.	III	Specifications	252	Civil Works	14.6	RCC wearing coat at top of RCC box	**Query/Clarification:** Please confirm whether the bidder needs to consider any wearing coat if the fill height is less than 450mm. If yes, please confirm the thickness.	Wearing Coat shall be provided as specified in Clause 16.18.5 of ER (Design) and Clause 14.6 of specifications (Volume III).
48.	V	1	V-2-3-1	List of break for Package No CTP-3	Reference Drawings	Title Head	**Available Terms:** List of Break for Package No. CTP-3 (R) **Query/Clarification:** The title in this head says "The	The title used in Volume V specifies the nomenclature of the WDFC Project and does not define the Scope of Works. Scope of Works is clearly defined in Volume II (Employer Requirements).

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				(R)			project for Construction of Dedicated Freight Corridor (Western: Rewari-Vadodara Section) and Procurement of Electric Locomotives". However procurement of Electric Locomotives is not mentioned in the scope of works. We understand that the procurement of Locomotives is not in the scope of this project. Kindly clarify.	
49.	V	2	V-4-2-7	List of Structures	Reference Drawings	Bridges	**Available Terms:** a) Location of Minor Bridge-MDN 17 at DFC chainage 6381.139 in Vadodara Section **Query/Clarification:** In Employers Requirement, Volume-II of tender document, there is no mention of MDN-17 in the list of structures. Kindly clarify whether the structure will be there in the alignment or not.	List of Structures as provided in Attachment 2 in Volume II (Employer Requirements) are the Structures in the Scope of Works of the Contractor. 'List of Structures' in Volume V has been modified. Please refer item no. 30 in Addendum No.1 to Bid Documents.

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50.	V	Functional		Section	Tender Drawing	Precast RCC slab below RCC box	**Query/Clarification:** Volume V- Tender drawings shows no bedding RCC Concrete below Precast box structures. Please confirm provision of bedding RCC Concrete below Precast Box Structures.	Volume V- Tender drawings are indicative and are for reference only. Being a Design & Build Contract, Contractor is responsible for Design of the Works as specified in Clause 16.1 of ER (Design) and conforming to Design Criteria.
51.	V	Functional		Section	Tender Drawing	Blanket below RCC box	**Query/Clarification:** Volume V- Tender drawings show no blanket below RCC box structures. Please confirm provision of blanket below Box Structures.	Please refer reply to query no. 50 above.
52.	V	Functional		Section	Tender Drawing	Earth stabilization	**Query/Clarification:** Volume V- Tender drawings show no earth stabilization below RCC Box Structures. Please confirm the provision of earth stabilization below Box Structures.	Please refer reply to query no. 50 above
53.	General					Sanctity of the Query	**Query/Clarification:** It is experienced that during the execution of CTP 1 & 2, clarification of pre-bid query is not being accepted as a part of Contract Agreement, though it	No change is envisaged in the current practice.

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							should be. Therefore, to avoid this confusion/dispute, the Employer is required to make this a part of Contract Agreement document, which is a general practice.	
54.	General					Construction of super structures in river crossing	**Query/Clarification:** River bed can be used for casting of pre-cast segments if it's suits. Please confirm	It is Contractor's own judgment.
55.	General					Nala temporary filling if necessary	**Query/Clarification:** Whether the Contractor is permitted to fill the nalah temporarily without obstructing the flow during the Construction? Kindly confirm	Works shall be carried out in such a manner that there shall be no damage to or interference with the water courses or drainage system. Please refer Clause 11.1 of ER-Construction, Volume II in this regard.
56.	General					Construction of super structure in RFOin existing Indian railway line	**Query/Clarification:** Kindly confirm whether the provision of temporary supports will be permitted near/over the existing IR line.	Temporary supports may be permitted with in the ROW of IR subject to meeting the requirements as specified in Clause No. 2.2 (11), Clause 7, Clause 10 of ER-Construction, Clause 2.3.1 (7) of Appendix 1 to ER, Volume II and also subject to consent of the Engineer and approval from IR which shall be arranged by the Contractor.
57.	General					Modification/Reconstruction of ROB	**Query/Clarification:** Kindly confirm whether steel deck of old existing ROB can be	The released steel deck from the dismantled ROB shall not be allowed to be used.

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							re-used?	
58.	General					Construction across canals	**Query/Clarification:** We presume that all the clearances and permissions required for the construction across Canals shall be obtained by the Employer. Please confirm.	No. As specified in Clause 13 IInd para of ER (General) & Clause 6.2 of ER (Design), Contractor shall fully coordinate the design and construction of the works with relevant statutory authorities, public utility agencies, regulatory bodies etc.
59.	General					Issuance of Certificate	**Query/Clarification:** Whether any certificate stating that the project is of national importance can be issued.	The context & relevance of the query is not clear. However, as specified in Clause 13.3 of ER (Functional), Engineer and Employer shall facilitate the Contractor in activities concerning the Planning Submissions.
60.	General					DFCC structures across canals/local streams	**Query/Clarification:** Please provide the policy framework between DFCC and local State Government with regards to the structures crossing canals/local water streams and road network. Are there any supervision charges for construction of DFCC structures across canals?	As specified in Clause 13 IInd para of ER (General) & Clause 6.2 of ER (Design), Contractor shall fully coordinate the design and construction of the works with relevant statutory authorities, public utility agencies, regulatory bodies etc.

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61.	I						**Query/Clarification:** Is High Sea Sale acceptable to Client?	No
62.	I						**Query/Clarification:** Is this project CTP 3R covered under Project Import Benefits for Concessional Custom Duty under chapter 98 of custom tariff Act?	No
63.	I						**Query/Clarification:** Will the client issue C-Form for inter-state procurement of Material?	No
64.	I		27		ITB 14.7		**Available Terms:** If under the Foreign Trade Policy of Government of India, supply of Goods to WDFC Project funded through JICA ODA Loan qualifies as "Deemed Exports" during execution of the Project, then Contractor shall be obliged to furnish all necessary documentation notified by Govt. of India as per procedure laid down under the Foreign Trade Policy, to the Employer, in order to enable the Employer to claim	In this regard, please refer last line of Note (a) under 'Schedule 3: Price Schedules' of Volume I of Bid Document.

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							the duty draw back. Such Documentation would be required to be submitted along with each application of IPC, in case, Deemed Export benefits become available on JICA ODA Loan funded project. **Query/Clarification:** We understand that as on date "Deemed Export" benefits are not available to this project. In case, if in future the same shall be applicable, it shall be claim by Client only. Kindly Confirm the same? Further, kindly provide us the detailed guidelines and list of documents required by Client, in case of availability of "Deemed Exports" benefits?	
65.	I		140		ITB 14.7		**Available Terms:** The payment shall be made to the JV/Consortium. However in case of consortium, the direct payment to individual members of consortium can be made; on joint certification by Authorized representative of the Consortium and concerned	Will be as per terms & Conditions of the Contract.

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							respective Authorized Representatives of individual constituent after making requisite recoveries / deduction from the Gross payment. In this case, a notarized MOU jointly signed by Authorized Representatives of all the constituent members on commencement of the work. **Query/Clarification:** We understand that in case of direct payment to the individual constituent, the Income Tax TDS Certificate and VAT deduction certificates shall be issued to the respective member for the respective payment made to the individual constituent of the consortium. Kindly confirm the same?	
66.	I		140		ITB 14.7		**Available Terms:** The amount due to the contractor towards mobilization advance or under any interim payment certificate issued by the Engineer pursuant to this sub-clause, or to any to other term of the contract, shall,	No change is envisaged in the current provision.

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							subject to sub-clause 8.7 (Delay damages), be paid by the employer to the contractor within 56 days (both foreign currency portion and local currency portion) after the engineer receives the statement and supporting document or in the case of the final payment certificate pursuant to sub-clause 14.13 (issue of final payment certificate) with in 84 calendar days (both foreign currency portion and local currency portion) after the agreed final statement and written discharge have been submitted to the engineer for certification. **Query/Clarification:** We request to accept the clause as below:- "The amount due to the contractor towards mobilization advance or under any interim payment certificate issued by the Engineer pursuant to this sub-clause, or to any to other term of the contract, shall, subject to sub-clause 8.7 (Delay damages), be paid by the employer to the contractor within	

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							30 days (both foreign currency portion and local currency portion) after the engineer receives the statement and supporting document or in the case of the final payment certificate pursuant to sub-clause 14.13 (issue of final payment certificate) with in 84 calendar days (both foreign currency portion and local currency portion) after the agreed final statement and written discharge have been submitted to the engineer for certification."	
67.	I	5	133 129 136	Part B : Particular Condition (PC)	PC 8.4 PC 2.1 PC 13.8	Extension of time for completion of the project due to failure of employer & Claims	**Available Terms:** **Add Sub-Clause (f):** "A cause of delay in handing over possession of Site in accordance with the provisions of Sub-Clause 2.1. **2.1 Right of Access to the Site** The Employer shall give the Contractor right of access to, and possession of, all parts of the Site within the time (or times) stated in the Appendix to Tender. The right and	Provisions of second last para of FIDIC Sub-clause 13.8 read in conjunction with other relevant applicable clauses of FIDIC and Particular Conditions of Contract, are self-explanatory regarding the issue.

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							possession may not be exclusive to the Contractor. If, under the Contract, the Employer is required to give (to the Contractor) possession of any foundation, structure, plant or means of access, the Employer shall do so in the time and manner stated in the Employer's Requirements. However.....received. If no such ..... submitted under Sub-Clause 8.3 [Programme]. If the Contractor suffers delay and/or incurs Cost as a result of a failure by the Employer to give any such right or possession within such time, the Contractor shall give notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to: (a) an extension..... Sub-Clause 8.4 [Extension of Time for Completion], and (b) Payment of ..... a maximum of Rs. 2000.00 (Two Thousand) per day for every Km. under para 2.1(b) of this	

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							sub clause shall not apply. **13.8** In this Sub-Clause, "table of adjustment data" ..... in data, this Sub-Clause shall not apply. The cost indices or reference .....the base cost indices In cases where the "currency of index" ..... is required to be applicable. Until such time as each current cost index ..... calculated accordingly. If the Contractor fails to complete ..... more favourable to the Employer. **Query/clarification:** "We understand that : The Contractor may apply for an extension of the time for completion if the works are delayed due to various reasons like. a. The Contractor's work held up for not being given possession of or access to the Site in accordance with the Contract	

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							Clause 2.1 b. Variation Clause 8.4 c. Any act of prevention or Breach of Contract by the Employer d. Instruction of the Engineer to suspend the Works and the Contractor not being in default as to reasons of suspension Clause 8.9 e. A cause of delay giving an entitlement to extension of time under a Sub-Clause of these Conditions, Clause 8.4 f. Unforeseeable shortages in the availability of Goods caused due to changes in laws in accordance with the provisions of Sub-Clause 13.7,Clause 8.4 g. Any delay, impediment or prevention caused by or attributable to the Employer, the Employer's Personnel, or the Employer's other contractors on the Site, Clause 8.4 h. A cause of delay in handing over possession of Site in	

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							accordance with the provisions of Sub-Clause 2.1, Clause 8.4 i. “Force Majeure” referred to in Clause 19.4 Kindly Confirm that the Adjustments for changes in cost as per Clause No. 13.8 is applicable for works carried out during the extended period."	
68.	I	1	33	Part B : BDS	ITB 32.1	Aggregated Eligibility Criteria	**Available Terms :** In case of a Bidder who has been awarded the work of Combined Package CT P-1 &2 (of WDFC Phase I) and/or Package CT P-11 and/or CT P-12 and/or CT P-13 (of WDFC Phase II), the Bidder would be required to meet the Aggregated Eligibility Criteria specified in para 3.2 and 4.2(b) of 'Section III: Qualification Criteria and Requirements' of PQ Documents for CT P-1 &2 and/or CT P-11 and/or CT P-12 and/or CT P-13 and as specified under 'sub-factor 2.3.2: Average Annual Construction Turnover' & 'sub-factor 2.5.3: Specific Construction Experience for Key	No change is envisaged in Aggregated Eligibility Criteria for WDFC mentioned in ITB BDS 32.1.

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							Activities' in Section 2 of this Bid Document for CT P-3(R), as the case may be, at the time of submission of Bid for this Package. **Query/clarification:**"Considering only Western corridor projects for the ""Aggregated Eligibility Criteria"" shall place the contractors already executing the Western Corridor project at a disadvantageous position. Some of the bidders with similar capabilities are executing identical projects in Eastern Corridor and can participate without requiring any additional credentials. We hereby request you to either delete this clause or include both Eastern as well as Western Corridor projects in hand of the bidder for considering the Aggregated Eligibility Criteria. In any case separate FIN forms which validate the bid capacity of various bidders are already in place. This will bring uniformity and a level playing ground for all bidders."	

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69.	I	1	33	Part B : BDS	ITB 32.1	Aggregated Eligibility Criteria	**Available Terms:** "In case the bidder is planning to subcontract the Specific Construction Key Activities i.e. Mechanized Track Laying and/or Design Work (as specified in the stage 3 of section 2), the bidder shall submit the bid with : (i) Only one specialist Sub-contractor for Mechanized Track Linking (ii) Only one specialist Sub-design consultant for Design Works specified in Stage of Section 2. In case of a Bidder who has been awarded the work of Combined Package CT P-1 &2 (of WDFC Phase I) and/or Package CT P-11 and/or CT P-12 and/or CT P-13 (of WDFC Phase II), the Bidder would be required to meet the Aggregated Eligibility Criteria specified in para 3.2 and 4.2(b) of 'Section III: Qualification Criteria and Requirements' of PQ Documents for CT P-1 &2	For the purpose of the Evaluation, the bidder would mean Prime contractor as far as application of ITB sub clause 32.1 BDS is concerned. Any sub Contractor associating with Prime Contractor will be examined for the aggregated eligibility requirement under ITB sub Clause 32.1 BDS.

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							and/or CT P-11 and/or CT P-12 and/or CT P-13 and as specified under 'sub-factor 2.3.2: Average Annual Construction Turnover' & 'sub-factor 2.5.3: Specific Construction Experience for Key Activities' in Section 2 of this Bid Document for CT P-3(R), as the case may be, at the time of submission of Bid for this Package." **Query/clarification:** "As per our understanding the ""Aggregated Eligibility Criteria"" is applicable to bidder only and not to the specialist sub-design consultant / sub-contractor in case a new specialist sub-design consultant / sub-contractor is being nominated for CTP-3R and the same is not working in CTP-1&2. i.e. In case the bidder is already executing CTP-1&2 with a specialist Sub-contractor for Mechanized Track Linking proposes different specialist Sub-contractor for Mechanized Track Linking of CTP-3R then the aggregated eligibility criteria	

<table>
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<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>shall not be applicable to the new proposed specialist Sub-contractor and the new proposed subcontractor shall meet the prequalification criteria for CTP-3R only."</td><td></td></tr>
<tr><td>70.</td><td>I</td><td>SECTION -5 Conditions of Contract</td><td>122</td><td>Right of Access to Site</td><td>Part I: GENERAL CONDITIONS (GC)Appendix to Bid Right of Access to Site GC Sub-Clause 2.1</td><td>Right of Access to Site</td><td>Available Terms:
<table>
<tr><th>SN</th><th>Period after Commencement Date in days</th><th>Cumulative percentage of land to be over for work with respect to total l</th></tr>
<tr><td>1</td><td>28</td><td>80%</td></tr>
<tr><td>2</td><td>91</td><td>90%</td></tr>
<tr><td>3</td><td>182</td><td>Complete Land will be handed ove the land within the ROW at f Chainages
<table><tr><td>Wamaj – Pansar (Gandhi Nagar Dist.)</td><td>0</td></tr></table>Land in above cited stretches would be over up to 130 Weeks from the Comm Date of the Package</td></tr>
</table>Query/clarification:

"1) There are 3 Major bridges (5A, 7 and 18), 1 RFO (27 A) and 1 RUB (19) in the stretch of Wamaj-Pansar land having maximum span of 45.7 m with the maximum length of 110.55 m. For the construction of these bridges minimum time required will be approx 78 weeks. Due to this if land is handed over to the contractor in 130 Weeks, the milestone of the BId will not be achieved. In such situation will the Client provide the extension of time along with idle charges</td><td>Appendix to Bid (Right of Access to Site GC Sub- Clause 2.1) has been modified.

Please refer item no. 9 of Addendum No.1 to Bid Documents.</td></tr>
</table>

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							as NTC movement will be restricted in the approach of this zone. Please clarify. 2) As the bridges mentioned above are on State Highway, IR, Narmada Canal and 2 ponds which belong to State/Central Govt. Please clarify whether for the construction of these bridges, land in this area can be provided by the client earlier than 130 weeks and if it can be handed over, then by what timeline. Please clarify."	
71.	I	Section 5	133	PART-II: Part B-Particular Conditions	8.4	Extension of Time for Completion	**Query/Clarification:** "Since decade earlier, due to worldwide level climate change, entire area in the earth face abnormal and inexperienced weather. Therefore, the past data and experiences may not enable the Bidder to assume the impact caused by unexpected weather conditions when the work is implemented. Besides, abnormal weather phenomena, such as unpredictable heavy rain, tornados, big thunder etc., have been reported anywhere in	The Indian climate has not shown any abrupt changes so as to render the past Meteorological data irrelevant. Moreover, the deleted sub-clause 8.4(c) has been adequately covered in the PC sub-clause 19.1. Therefore, no change in the PC 8.4 is envisaged.

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							the earth. Under such circumstances, in accordance with original nature of definition of Force Majeure, please kindly accept to re-define sub clause (c) in General Condition (GC) and safely execute project under mutual reasonable sprits.”	
72.	I	Section 5	142	PART-II: Part B-Particular Conditions	17.3	Employer’s Risk	**Query/Clarification:** Due to the same situation mentioned in the above No.71, please kindly re-define sub clause (h) in GC,	No change in the PC 17.3 is envisaged

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73.	Vol-I	Section 5	143	PART-II: Part B-Particular Conditions	19.1	Definition of Force Majeure	**Available Terms:** (V) Natural catastrophe which may include earthquake, volcanic activity, floods & Storms of high intensity such as typhoons and hurricane. **Query/Clarification:** Due to the same situation mentioned in the above No.71, please revise and replace of the 2nd para, such as "Natural Catastrophe which may include earthquake, volcanic activity, floods & storms by which Contractor cannot proceed and continue required works defined in the contract with Employer.	No change in the PC 19.1 is envisaged.
74.	Vol-I	Section 3	63	A	---	Form FIN-1	**Available Terms:** The above Form FIN-1 Financial Situation shall be certified by the Statutory Auditor.	The said provision has been modified in Form FIN-1, FIN-2, FIN-3 & Advance Payment sub-clause 14.2(b) in Appendix to Bid. Please refer item no. 8 of Addendum No. 1 to Bid Documents.
75.	Vol-I	Section 3	65	A	---	Form FIN-2	**Available Terms:** The above Form FIN-2 Financial Situation shall be certified by the	

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							Statutory Auditor.	
76.	Vol-I	Section 3	66	A	---	Form FIN-3	**Available Terms:** The Applicant shall also attach the backup calculations in respect of each of the above figures duly referenced to the figures of Audit Financial Statement / Balance Sheet and certified by Statutory Auditor.	
77.	Vol-I	Section 5	123	Appendix to Bid	14.2 (b)	Advance Payment	**Available Terms:** (five) 5 percent : On Submission of the Inception Report (duly approved by Engineer) and details of utilization of initial Mobilization Advance of 5% duly certified by Statutory Auditor **Query/Clarification:** "As the bidder is submitting the Annual Reports duly certified by the Statutory Auditor, we understand that the Financial Forms FIN-1, FIN-2, FIN-3 to be certified by Independent Public or Charted Accountant shall	

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							serve the tender requirement. In addition to that, it is not possible to obtain any certification on each Form, each Back-up document and details of utilization of initial Mobilization Advance from Statutory Auditor, because Statutory Auditor must keep independency from client in accordance with law in Japan in which behavior of Statutory Auditors was strictly controlled. Actually, Statutory Auditor cannot work with client except for auditing works. Request you to kindly amend the foot notes under the forms FIN-1, FIN-2 and FIN-3 and eligibility criteria. In reference to Mobilization Advance Payment we understand that Second installment of Mobilization Advance Payment shall be released on submission of mentioned submittals certified by Independent Public or Charted Accountant.	

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							Kindly Confirm.	
78.	II	Design		Civil Works		Founding level of Major bridge with box sections.	**Available Terms:** The contractor shall plan, install and erect…..during construction. **Query/Clarification:** As per the tender drawings the founding level for major bridges with box sections are kept at bed level. Bidder requests to confirm, whether the bidder can maintain the founding level at bed level or bidder needs to consider any additional depth below scour level. If so please provide the minimum depth to be considered below the scour depth for major bridge foundation.	The tender drawings are indicative and for reference only. Contractor has to develop the design drawings based on Employer's Requirements. Attention is also drawn to Indian Railway Bridge Manual para 402 wherein it is specified that box culverts should not be provided where the bed is likely to be scoured.
79.	II	Section 8 ER	63	Shifting of IR track by IR	ER Functional Cl 17	Existing IR Tracks and existing IR Station Buildings to be Shifted By IR	**Available Terms:** The proposed DFC tracks under this Package are presently infringed by the existing IR tracks and IR Station Buildings at the following locations. These tracks and buildings shall be shifted by IR before the possession of the land under these tracks and buildings is	Right of Access to the site shall be provided to the Contractor as specified in ATB 2.1.

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							handed over to the Contractor. **Query/Clarification:** The bidder's understanding is that the land under the existing infringement which is to shifted by IR will be provided to the contractor within 182 days after the commencement date. Please Clarify	
80.	Volume-II	8	64	Civil Works	17	Shifting of Station Building.	**Available Terms:** Existing IR Tracks and existing IR station Buildings to be shifted by IR. **Query/Clarification:** "As per the indicative drawings, the proposed DFCC track is passing over the existing IR track at existing Mehsana station. At this location, list of Quarters, IR platform, loop line, etc. infringing with proposed DFC track and to be/ being dismantled along with The Contractor's scope may please be clarified. IR shifting plan also to be	The provisions specified in Clause 17 of ER (Functional) are self-explanatory in this regard.

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							provided."	
81.	Volume-II	8	64	Civil Works	17	Shifting of Station Building.	**Available Terms:** Existing IR Tracks and existing IR station Buildings to be shifted by IR **Query/Clarification:** "As per the indicative drawings, the proposed DFCC track is passing over the existing IR track at existing Ambliyasan station. At this location, list of Quarters, IR platform, loop line, etc. infringing with proposed DFC track and to be/ being dismantled along with The Contractor's scope may please be clarified. IR shifting plan also to be provided."	Please refer reply to query no. 80 above.
82.	Volume-II	8	65	Civil Works	17	Shifting of Station Building.	**Available Terms:** Existing IR Tracks and existing IR station Buildings to be shifted by IR **Query/Clarification:** As per the indicative drawings, the proposed DFCC track is	Please refer reply to query no. 80 above.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							passing over the existing IR track at existing Chappi station. At this location, list of Quarters, IR platform, loop line, etc. infringing with proposed DFC track and to be/ being dismantled along with The Contractor's scope may please be clarified.	
83.	Volume-II	8	65	Civil Works	17	Shifting of Station Building.	**Available Terms:** Existing IR Tracks and existing IR station Buildings to be shifted by IR **Query/Clarification:** As per the indicative drawings, the proposed DFCC track is passing over the existing IR track at existing Siddhpur station. At this location, list of Station Buildings, Quarters, IR platform, loop line, etc. infringing with proposed DFC track and to be/ being dismantled along with The Contractor's scope may please be clarified.	Please refer reply to query no. 80 above.
84.	Volume-II	8	118	Design	16.11.3(1)	Verification of Vertical Clearances	**Available Terms:** Vertical Clearances for	Vertical Clearances for RUB are to be provided as mentioned specifically in Attachment 2 (List of Structures) of Employer's Requirements.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							RUBS/pedestrian Subways **Query/Clarification:** "As per the employers requirement the vertical clearance at NH is 5.5m and SH is 5m, but as per the indicative drawings the vertical clearance at RUB No. SA 39 is 8m and RUB 123 & 135 is 7 m. Employer to clarify/ confirm the vertical clearance of 8m & 7m at these RUB locations."	For all other RUB locations, the provisions for Vertical Clearances for RUB specified in Clause 16.11.3 of ER (Design) shall be applicable.
85.	Volume-II	8	118	Design	16.11.3(1)	Verification of Vertical Clearances	**Available Terms:** Vertical Clearances for RUBS/pedestrian Subways **Query/Clarification:** There is no criteria mentioned for vertical clearance to be maintained/ provided at the Major/ Minor Arterial roads in the Employers Requirement. Employer to clarify.	Please refer Clause 16.18.2 of ER (Design) in this regard.
86.	II		126		16.16.13	HVAC	**Available Terms:** "Station buildings shall equip ventilation systems in all the rooms, except for	1. It is in the Scope of the Contractor. Clause 16.16.13 has been modified. Please refer item no. 12 of Addendum

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							Signaling/Telecommunication / UPS/ IPS/ Battery Rooms as required and independent air conditioning in the rooms as identified in the specifications for Electrical Works (Clause 15.1.6 of Volume III of the Bid Documents) in which the control equipment are to be installed by the Other Contractors. The ventilation system shall be designed adopting the following criteria: For other usage of the Rooms, the ventilation system shall be designed as per the requirements specified in ASHARE / National building Code. The Contractor shall coordinate with the Other Contractors as to the air conditioning requirements for the rooms in which the control equipment are to be installed. Based on ambient temperature and closed room temperature, S&T Contractor (Contract Package ST P-5) shall devise a	No. 1 to Bid Documents. 2. Please refer response in point no. 1 above. 3. Yes

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							scheme of air ventilation (with 100% standby) for Signaling/ Telecommunication/ UPS/ Battery Rooms at Stations and in block section to maintain the closed room temperature to the desired level. In case it becomes essential to provide air-conditioning, the same shall be provided with panel air-conditioning system with 100% standby by S&T contractor. Room temperature and working of air ventilation/panel air-conditioning system shall be monitored through TMS. Air ventilation shall be provided by civil contractor (CTP-3(R) contractor)." **Query/Clarification:**" 1. Understanding that the ventilation or Air-conditioning system for Signaling/telecommunication/UPS/Battery rooms shall be carried by S&T contractor (Contract package STP - 5). Please confirm. 2. Kindly confirm if air-conditioning required for Relay	

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							room cum axle counter room, Electrical switch room, OFC. Equipment room, Power supply room falls under scope of STP-5 contractor. 3. As per the table in 16.16.13 the office space shall be considered for ventilation and the system shall be sized accordingly, kindly confirm.	
87.	Volume-II	8	168	General	Attachment 1A	Confirmation of ROW	**Available Terms:** Width of available ROW for permanent works **Query/Clarification:** At the existing IR Palanpur station kindly confirm the ROW distance from DFCC Ch. 112800 to 113300, the existing track from where the distance has to be measured is itself not clear.	ROW Width from Ch. 112800 to 113300 is from nearest IR track & is clearly specified in Attachment 1A (page No. 175).
88.	II		266		Attachment 5	Electrical System	**Available Terms:** Key man quarters in IR stations and other locations **Query/Clarification:** Kindly specify the availability of	For the Key Men quarters in IR Stations, the power shall be derived from the system in IR stations. In this regard, the Contractor shall be required to connect the quarters supply to existing IR Station System after required liaisoning with IR.

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							power in the different locations of key man quarters in the IR stations. Whether power shall be derived from the system in IR stations or any special considerations have to be taken.	
89.	II		266		Attachment 5	Electrical System	**Available Terms:** CTC **Query/Clarification:** Kindly provide the GA for Centralized train control building.	No GA is available for CTC building. It is an interface issue. Contractor needs to interface with CTP-5 Contractor in this regard pursuant to the provisions of Interface Management specified in Appendix 10 to ER.
90.	Volume-II	8	281	Civil Works	Attachment 9	Buildings to be saved.	**Available Terms:** List of other charted Public utilities existing within ROW and requiring extension /Temporary diversion and /or to be supported/ handles/protected during construction **Query/Clarification:** List of Public Utilities falling within the available ROW that have to be extended/temporarily diverted/supported /handled/ protected during construction between DFCC Ch. 112600 to	The Scope of Work regarding 'Other charted Public utilities existing within ROW and requiring extension /Temporary diversion and /or to be supported/ handles/protected during construction' is clearly specified in Attachment 9 to ER.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							113500 (section 8) may please be clarified.	
91.	Volume-II	8	281	Design	Attachment 9	Verification of Minimum Clearances	**Available Terms:** List of other charted Public utilities existing within ROW and requiring extension /Temporary diversion and /or to be supported/ handled/protected during construction **Query/Clarification:** Minimum clearance to be provided/ maintained at locations where DFCC track crosses existing gas/ oil pipeline may please be clarified.	Information regarding Minimum Clearances to be provided w.r.t existing gas /oil pipelines shall be confirmed by the Contractor during coordinating/liaisoning with the respective utility owning entities, as specified in 2nd para of Clause 3.2 (16) of ER (Functional).
92.	II		325		Att. 15.4	HVAC	**Available Terms:** "1. Station Building - DC/AC 2. Service Building - DC 3. IMD/shed/workshop - AC/DC 4. Rest house - AC" **Query/Clarification:** "1. Kindly confirm DC or AC service to be considered	Being a Design & Build Contract, Contractor is to design & propose the relevant items as per the conceptual provisions specified in Bid Documents and best Engineering Practices, which shall be consented by Engineer.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							2. Please specify the areas / rooms to be considered under the DC system. 3 (a). Please specify the areas / rooms to be considered under the DC/AC system. 3 (b). Kindly confirm DC or AC service to be considered 4. Kindly Confirm whether Rest room, Resting area in all buildings are considered under Air-conditioning system."	
93.	II		126 -127		16.16.14	HVAC	**Available Terms:** "a) The capacity of air-conditioning units shall be such that the maximum temperature in the room shall not exceed 25 deg celcius. b) Since the air-conditioning shall be required round the clock, 100% standby provisions shall be required. Accordingly the air-conditioners shall be fully duplicated to run 12 hrs. each alternatively. c) In case the total load of air-conditioning at a particular	Further to modification of Clause 16.16.13 as mentioned in reply to query no.86 above, the Scope of Contractor is clear regarding HVAC requirements.

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							Station is more than 10 tonnes, energy efficient VRV type air-conditioning units shall be provided. d) All the air-conditioning equipment used for HVAC system shall be highest star rated as per BEE certification." **Query/Clarification:** Kindly specify and confirm that the areas/room, which requires round the clock air-conditioning comes under scope of STP-5 or (CTP-3(R) contractor.	
94.	II					Electrical System	**Available Terms:** Area Lighting / Yard Lighting **Query/Clarification:** It is understood that high mast (yard lighting) is to be provided in the crossover junctions in the beginning and end of yard and near platform. Kindly confirm.	Being a Design & Build Contract, Contractor is to propose the design of Yard Lighting as per the requirements and Design Criteria specified in Bid Documents which shall be consented by the Engineer.
95.	III	9	196		12.14.1	Water Supply & Drainage	**Available Terms:** General.	Being a Design & Build Contract, Contractor is to design & propose all the Station Buildings as per the requirements and design Criteria specified in Bid Documents which shall

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							Query/Clarification: Kindly provide occupancy load for all the buildings.	be consented by Engineer. Accordingly, as specified in Clause 12.14.1 & Clause 12.15, water Supply & drainage System for the buildings shall be designed & proposed by the Contractor as per the applicable Standards and Codes for consent of Engineer.
96.	III	9	198		12.15.2	Water Supply & Drainage	**Available Terms:** The Contractor shall design & provide septic tanks and soak pits of suitable capacity. **Query/Clarification:** Kindly specify whether septic tank to be provided or Sewage Treatment Plant.	It is clearly specified in Clause 12.15.2 (2) that; “The Contractor shall design & provide septic tanks and soak pits of suitable capacity as per the applicable Standards and Codes” Accordingly, the provision of septic tank / sewage treatment plant shall be kept as per the applicable Standards and Codes.
97.	III	9	384		41	Fire Fighting	**Available Terms:** Fire Prevention, Protection and Fighting System. **Query/Clarification:** "Hydrant system and sprinkler system are not considered in the design of Fire Protection System, as National Building Code of India, Part-4 Fire & Life Safety, recommends particularly	In this regard, relevant applicable Standards and Codes shall be followed pursuing the provisions specified in Clause 41 of She Requirements Volume III of Bid Documents.

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							for Metro Stations only. Portable fire extinguishers are considered for residential and service buildings as per NBC-Part 4, Table 23. Kindly confirm."	
98.	III	15	263		15.1.3	Electrical System	**Available Terms:** C) Provision of Solar Power and UPS at Level crossing, junction station and IMD's **Query/Clarification:** As per SLD in attachment 15.1, Solar Power with UPS is provided only for Station building and IMD. In level crossings and an individual system is provided. Kindly clarify.	Bidder's understanding is correct.
99.	III	15	264		15.1.4	Electrical System	**Available Terms:** 1) Total load for S & T may be taken as 15-20 kVA for each crossing station, 20-30kVA for each junction station having 5-6 lines and 35-50 kVA for each station having 7-10 lines. **Query/Clarification:**	Bidder's understanding is correct.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							We understand that only feeder provision for S&T loads is in scope of this package. Further distribution (i.e. Cables, cable tray for S&T Cables, Distribution boards etc.,) for S&T Loads shall be done by S&T Contractor STP-5. Kindly confirm.	
100.	III	15	264		15.1.3	Electrical System	**Available Terms:** p) All SDB's shall be designed with dual incomers for 100% reliability. **Query/Clarification:** As per SLD in attachment 15.1, Dual Incomer is considered only for SDBs feeding to essential loads. Please clarify.	Attachment 15.1 is a Concept Plan only. Requirement shall be as specified in Clause 15.1.3 (2) p).
101.	III	15	277		15.4.1	Electrical System	**Available Terms:** "This section of the Specification covers the requirements of design, manufacture, testing and supply of 11/0.415 kV or 33/0.415 kV Outdoor Type Distribution transformer" **Query/Clarification:** It is understood that the voltage	Clause 15.4.1 has been modified. Please refer item no. 24 of Addendum No. 1 to Bid Documents.

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							level of 33kV is not mentioned in the available utility supply voltages. In the specification of LT Transformer it is mentioned as 11/0.415 kV or 33/0.415 kV transformer. Kindly clarify.	
102.	III	15	283		15.6.3	Electrical System	**Available Terms:** "(6) All cables shall be designed to carry 50% of the present load to cater for the future demand." **Query/Clarification:** Kindly clarify, whether only Incomer cables to Main LT / Essential panels will be designed for 50% loading or cables to individual loads also will be designed for 50% loading.	All cables shall be designed for 50% loading. In this regard, Clause 15.6.3 (6) is self-explanatory.
103.	III	15	297		15.10.4,	Electrical System	**Available Terms:** All inside luminaires shall be of LED type **Query/Clarification:** In Attachment -15.2 the fitting type is mentioned as IL/LED, LED/T5. Kindly clarify the type of fitting to be used.	Attachment 15.2 has been modified. Please refer item no. 27 of Addendum No, 1 to Bid Documents. However, as specified in Note No. 2 under Attachment 15.2; ''The fittings are suggestive and the Contractor shall submit the design based on desired Lux Level for approval of Engineer.''

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104.	III	15	323			Electrical System	**Available Terms:** Recommended Lux level : Corridor, Stairs=250, Street Lighting =150, platform-250, outdoor car parking-200, **Query/Clarification:** "The recommended Lux Levels as per IS3646 are, a) for Stairs ,Corridors = 100 lux , b) for Street Lighting = 20 lux. The mentioned lux level in tender document is difficult to achieve in a open environment. Hence Bidders propose to design as per IS:3646. Kindly confirm."	Recommended Lux Level shall be as specified in Attachment 15.2.
105.	III	15	323		Attachment 15.2	Electrical System	**Available Terms:** All IL/LED fittings shall carry a replacement warranty of 5 years. **Query/Clarification:** Reputed vendors are providing replacement warranty of 3 years	No change is envisaged in Note No. 3 under Attachment 15.2.

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							only. Kindly confirm.	
106.	III	15	262 & 297		15.1.3 & 15.10.3	Electrical System	**Available Terms:** "The solar Panel including UPS shall be designed to meet the requirement of Essential load. Eg. Emergency Lighting, fannage, fire detection system, supply of computer etc., (Cl. no. 15.1.3) (2) Emergency Lighting, a) 10% of lighting fixtures in all areas shall be emergency light fixtures b) All fluorescent emergency light fixtures shall have a 2 hour non-maintained battery back-up. (Cl. no. 15.10.3)" **Query/Clarification:** Please clarify, whether Solar with UPS is required for Emergency lighting, as it is already battery backed for 2 hrs and shall be fed through DG. If	Clause 15.1.3 (1) a) ii. has been modified. Please refer item no. 21 of Addendum No. 1 to Bid Documents.

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							required, kindly clarify the percentage (%) of Emergency Lighting Load to be considered in UPS Supply.	
107.	III	15	262 264		15.1.3 15.1.4	Electrical System	**Available Terms:** "The Solar panel including UPS shall be designed to meet with the requirement of essential load e.g. emergency lighting, fannage, fire detection system, supply to computers, etc. DG Set shall be designed to meet all essential loads including pumping, fannage, security lighting, 30% lighting circuits, signaling and telecommunication system and supply to computers. Lighting including Security Light, Critical fannage, Fire detection and Ventilation, Pumps, Computers, Exit & Signages load, IMD / Sub-depot and all other installation included in the concept plan for non-traction power distribution system shall be connected to Emergency Power considering the 30% of the total load of that installation."	Essential Loads are the loads which are having DG/UPS backup. Regarding Emergency Loads, the provisions in Clause 15.1.4 (3) are self-explanatory.

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							Query/Clarification: The definition of Essential and Emergency loads is not clear. Kindly clarify.	
108.	III	15	264, 297		15.1.3, 15.10.3	Electrical System	**Available Terms:** (i)Battery back up at least 4 hrs. is required for Essential Loads. (ii) All fluorescent emergency lighting fixtures shall have a 2 hour non-maintained battery back up **Query/Clarification:** We understand that, even though the battery backup of emergency loads is 4hrs, the self-contained battery shall have backup of 2hrs only. Kindly confirm	Bidder's understanding is correct.
109.	III	15				Electrical System	**Available Terms:** Solar cum UPS **Query/Clarification:** Kindly confirm whether the Solar system shall be Grid tie inverter system or off grid inverter system.	Please refer Clause 15.12 in this regard.

<table>
<tr><th>S. No.</th><th>Vol. No.</th><th>Section No.</th><th>Pg. No</th><th>Item</th><th>Clause No.</th><th>Title</th><th>Question</th><th>DFCCIL Clarifications</th></tr>
<tr><td>110.</td><td>III</td><td>15</td><td></td><td></td><td></td><td>Electrical System</td><td>Available Terms:

DG Set

Query/Clarification:

No requirement has been provided regarding the storage requirement for DG set fuel.</td><td>Being a Design & Build Contract, Contractor to design & propose the storage requirement for DG set fuel for consent of Engineer.</td></tr>
<tr><td>111.</td><td>III</td><td>Specifications</td><td>127</td><td>Clear Cover</td><td>9.11 (Table 9.10)</td><td>Exposure condition</td><td>Query/Clarification:

Moderate for all bridges, Clear cover shows as 50mm for pile, pile cap, pier Column. However the Engineer insisted for 75 mm clear cover in CTP 1 & 2. Kindly clarify to avoid dispute later on.(Refer Vol. III cl. 9.11)</td><td>Please refer reply to query no. 41.</td></tr>
<tr><td>112.</td><td>III</td><td></td><td>265</td><td></td><td>15.1.6</td><td>HVAC</td><td>Available Terms:

The Contractor shall provide all electric luminaries and gadgets / equipment at
ceiling fans, water coolers, desert coolers, window air-conditioners, geysers, exha
as specified in these Specifications. Please also refer Attachment 15.4 and Atta
to these Specifications.
<table><tr><th>Sl. No.</th><th>Parameter</th><th>Locations</th></tr><tr><td>1</td><td>Electric Luminaries and Ceiling Fans</td><td>In all the Office Rooms, Residential Roo
Rooms and Stores.</td></tr><tr><td>2</td><td>Water Cooler</td><td>Refer to Attachment 15.4.</td></tr><tr><td>3</td><td>Desert Cooler</td><td>Refer to Attachment 15.4.</td></tr><tr><td>4</td><td>Geysers</td><td>Refer to Attachment 15.4 and Attachment</td></tr><tr><td>5</td><td>Air-conditioning Requirement</td><td>ASM / Panel Room and CTC Building ex
storage areas, washrooms, staircases a
area. Also refer to Attachment 15.4.</td></tr></table>Note: In all the rooms mentioned in Column No. 3 of Serial No.5 of the above T
leaf swing doors suitable for air conditioning shall be provided.</td><td>1. Being a Design & Build Contract, Contractor to design the requisite parameters as per applicable Standards and Codes for consent of Engineer.

2. Refer Clause 16.16.14 b) of ER (Design) in this regard.

3. Refer modified Clause 16.16.13 of ER (Design) as per item no. 12 of Addendum No. 1 to Bid Documents in this regard.

4. Yes</td></tr>
</table>

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							Query/Clarification: "Referring to Si. No. 5 in the table: 1. Please provide the heat dissipation from server room, ASM/panel, Operation control room, Eng. control room, S&T space equipment control room, Remote control room and electrical control & distribution room in CTC building. As it is required for sizing the Air-conditioning system. 2. Kindly confirm if 100 % stand by is required for the above mentioned control rooms. 3. Kindly Confirm whether Ventilation is to be considered for Building material room, cleaner toilet room, Driver rest room, Electrical goods room, Oil room, DG room and record room. Referring to 1st Para: 4. The refrigerant used in the Unitary window air-conditioners are R22 (Non-ecofriendly) which deviates from clause 15.21 of	Please also refer modified clause 15.1.6 of Volume III (specifications) as per item no. 23 of Addendum No. 1 to Bid Documents.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							Bid volume III pg. no.321. Kindly confirm if split Air-conditioners with eco-friendly refrigerant can be considered instead of window air-conditioners."	
113.	III	Specifications	268 271	Pre-stressed Concrete Sleepers	13.5 (1) 13.5 (4)	General Manufacture of PSC Sleepers	**Available Terms:** "For Design : The design should be such that it has been in use for heavy haul traffic for at least Five years. Such a design shall be subject to approval by RDSO Manufacture of PSC Sleepers: The proposed method of manufacturing must have been used for manufacturing mono-block PSC sleepers which have already been laid in Heavy Haul Tracks and have given satisfactory performance in similar environmental conditions" **Query/Clarification:** "As both Western as well as Eastern Corridor projects of DFCC have similar loading standards(i.e. 25 Ton Axle	No change is envisaged in the concerned provision for WDFC.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							Load) and speed limits(i.e. 100 KMPH) , to bring uniformity in the technical parameters of sleeper design and manufacturing process, we request you to modify the western corridor technical requirement to the Eastern Corridor requirement. The Requirement of Eastern Corridor is given below For Design : The design of the sleeper proposed by the Contractor should be validated by Chalmers University of Technology, Sweden or any other organisation of international repute Manufacture of PSC Sleepers: The proposed method of manufacturing must have been used for manufacturing mono-block PSC sleepers which have already been laid in Tracks and have given satisfactory performance in similar environmental conditions for a continuous period of Five years	

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							The following are the advantages to DFCC 1. Contractor need not necessarily adopt methodologies like long line and will have more flexibilities thereby improving the project timelines. 2. Contractor may adopt any other proven methods which are much more cost competitive and will lead to bring down the overall project cost. 3. The EDFC contract clause for validation by organization of international repute is already in place and the above recommendations shall improve timelines, bring down the overall project cost with no compromise in design parameters."	
114.	IV	Chapter -1	42	Review of Level Crossings	Cl. 1.4.7	RUB/ ROB Construction	**Available Terms:** "The following criterion has been adopted for deciding grade separator/provision of RUB or subways in lieu of existing level crossings on the parallel section:	Please refer Clause 3.2 (12) [Level Crossing] of ER (Functional) & Clause 12 of Appendix 15 (Requirements for Construction) to ER regarding the issue.

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							Rail Level of (a) existing IR Level Crossing, and (b) the rail level of proposed DFC alignment [In case of level difference more than that can be accommodated as per the permissible road gradient]" **Query/Clarification:** "At some locations, Proposed DFCC RUB/ ROB are to be constructed after maintaining some level difference with yet to be constructed IR RUB/ ROB (Level Crossings being converted). In case of level difference, execution of IR RUB/ ROB is required prior to DFCC RUB/ ROB construction else it is not possible to continue DFCC track construction as per the permanent Formation Level. Employer should consider the construction of both IR & DFCC RUBs at same levels to resolve this ambiguity. Employer to clarify."	

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
115.	General					Analysis Software	**Query/Clarification:** Please confirm whether MIDAS Civil, LUSAS or any other globally accepted software can be used for analysis of structures & soil structure interaction purpose to speed up the design progress.	Yes However, the same shall be as per the provisions specified in Clause 12 of ER (General) Volume II of Bid Documents.
116.	General					HVAC	**Available Terms:** - Sub depot for machine break down- **Query/Clarification:** "1. Kindly confirm if Sub depot for machine break down requires AC/DC system. 2. Kindly confirm AC or DC service to be considered. 3. Please specify the areas to be served."	HVAC requirements for various major areas have been specified in Bid Documents. Being a Design & Build Contract, Contractor shall design and propose the relevant HVAC requirement for all the other areas not specified in the Bid Documents, based on applicable Standards & Codes for the consent of Engineer & approval of Employer
117.	General					HVAC	**Available Terms:** - Track machine depot- **Query/Clarification:** "1. Kindly confirm if Track machine depot down requires	Please refer reply to query no. 116 above.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							AC/DC system. 2. Kindly confirm AC or DC service to be considered. 3. Please specify the areas to be served."	
118.	General					HVAC	**Available Terms:** - Machine maintenance unit- **Query/Clarification:** "1. Kindly confirm if machine maintenance unit AC/DC system. 2. Kindly confirm AC or DC service to be considered. 3. Please specify the areas to be served."	Please refer reply to query no. 116 above.
119.	General					HVAC	**Available Terms:** - Crew changing building- **Query/Clarification:** "1. Kindly confirm if Crew changing building requires AC/DC system. 2. Kindly confirm AC or DC	Please refer reply to query no. 116 above.

S. No.	Vol. No.	Section No.	Pg. No	Item	Clause No.	Title	Question	DFCCIL Clarifications
							service to be considered. 3. Please specify the areas to be served."	
120.	General					Construction across canals	**Query/Clarification:** We presume that all the clearances and permissions required for the construction across Canals shall be obtained by the Employer. The Cost of such approaches if any shall be borne by the Employer. Please confirm.	Please refer reply to query no. 58 above.
121.	II	Employer Requirements	86	Transition Curves	16.6.4 (point 7)	No Transition Curve shall lie within 40 m of abutment of a Major Bridge with superstructure on Bearings	**Available Terms:** In Vol-V alignment drawings, Transition curve is observed within 40 m of abutment of major Bridge at the following locations: Section-8, At bridge no 51 (Ch.: 22900), bridge no 102 (Ch.: 46100) & bridge no 128 (Ch.: 60320). Section-5, At bridge no 289 (Ch.: 155475) & bridge no 410 (Ch.: 186950). Section-6, At bridge no SA-08	No Alignment Drawings in Volume V of Bid Documents are indicative and only for reference. Contractor to design the alignment as per the Design Criteria specified in ER (Design).

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							(Ch.: 66865) & bridge no SA-24 (Ch.: 74445). **Query/Clarification:** Horizontal alignment at these locations do not comply with the ER / standards. Efforts to modify the alignment to comply with ER would need either more ROW or high retention systems. Therefore please confirm that these locations are considered as critical locations and shall be allowed to design as per bid drawings as exception.	
122.	I	3	42,61,63 and 66	N/A		Request for deletion of requirement for certification by the Statutory Auditor on Form FIN 1,2 and 3	**Query/Clarification:** In the footnotes of page 42 and Form FIN 1, 2 and 3, there are requirements that these forms and its back up calculations shall be certified by the Statutory Auditor. To obtain certificates by Statutory Auditor approx. 2 months. Considering that foreign exchange rate shall be the rate as on August 6th 2015, we can fix these Forms after August 6th 2015, only and Statutory Auditor's process also starts afterward. Therefore, if	Please refer reply to query no. 74-77 above.

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							you require Statutory Auditor's certificates, we have no choice but to request for extension of submission date which renewed submission date shall be after the issuance of Statutory Auditor's certificate. Moreover, such issuance of certificate is highly costly and we cannot help adding its cost in our price proposal which impact is not negligible. Therefore, we hereby request you to delete these requirements from RFP.	

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123.	I		105		8,9&10	Form-1B-7(2)-Bridges	In Technical Particulars of Bidders, Particulars like Design conditions considered, Hydraulic data, Foundation data are asked for 6 Bridges. Is there any specific nos of Bridges or Bidders can choose from Bridges available in this reach?	No. Bidder can provide data for any six Bridges.
124.	I	5	122		AT5B 2.1	Right of Access to Site	As per the clause, Land in the Wamaj - Pansar section from chainage 0 to 13.95 of sector 8 N shall be handed over upto 130 weeks from the commencement	Please refer item no. 9 of Addendum No. 1.

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							date of the contract. There are total 33 numbers of structures in this stretch out of which three are major Bridges including one bridge of 110 m length , 5 major RUB and 1 RFO in the stretch. As the MileStone-1 is 180 weeks and if the land is handed over after 130 weeks, it leaves only about 50 weeks for the bidder to complete all these bridges alongwith the Earthwork and making the Track skelton in the section, which is impractical. In view of this, we request that following points may be considered. 1- The Land for structures may be provided as per the normal schedule as specified for other sections i.e. within 182 days and alignment of this section shall also be fixed along with the alignment of other sections. 2- The Milestone -1 may not be enforced for this section as well as in the adjacent section between Chainage 13950 of 8 N to Sabarmati Bridge which will be	

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							affected by the progress of track work in chainage 0-13950 of 8N as the time available before Milestone - 1 is very short in this section and it may not be possible to achieve that.	
125.	I	5, part II, Part B, PC	129		2.1	Right of access to the site	The modified provision is not in favour of such time bound national interest projects. Kindly consider to retain the original FIDIC condition which is a balanced condition of contract	No change is envisaged in PC 2.1.
126.	I	5, part II, Part B, PC	129		3.1	Engineer's duties and authority	More clarity is required in the modified clause as we understand the provisions are limiting the approving authority of Engineer and may reduce the speed of approvals and lot of restrictions during the process of approvals. Kindly consider to either increase the authority percentage or completely keep the approval authority with Employer fully.	No change is envisaged in PC 3.1.
127.	I	5, part II, Part B, PC	129		4.2 para 5	Performance security	The modified provisions are allowing Employer or Employer's representative or in fact encouraging faulty invocation of Performance security. Kindly consider to keep the original FIDIC provisions as these conditions are balanced form of contract conditions	No change is envisaged in PC 4.2.

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							acceptable internationally.	
128.	I	5, part II, Part B, PC	130		4.4	Sub-contractors, para 1	Please consider to increase the percentage of sub-contracting from 50% to 70% at least of the Contract amount, as major part of the works are involving supplies in this contract to the tune of 60% to 70% and requires to receive supplies from the various suppliers inside and outside the country of work. This restriction may hinder to procure materials from suppliers.	No change is envisaged in PC 4.4.
129.	I	5, part II, Part B, PC	130		4.7	Setting out	Proposed deletion of paras 2, 3 and 4 from the original FIDIC conditions shall become unrealistic as the setting out done by the Civil & Track work contractor may cause unreasonable delays and also cause delay damages to this Contractor. Kindly consider to retain the original provisions of the FIDIC.	No change is envisaged in PC 4.7.
130.	I	5, part II, Part B, PC	130		4.10	Site data - paragraph 1 & Paragraph 2	Kindly consider to keep the original FIDIC conditions as modifying the provisions is making the COC unbalanced.	No change is envisaged in PC 4.10.

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131.	I	5, part II, Part B, PC	133		8.3 Para3	Programme	Deletion of para 3 makes the provisions of the Contract unbalanced and therefore request you to retain the clause in entirety to keep integrity with the variation procedures of the Contract.	No change is envisaged in PC 8.3.
132.	I	5, part II, Part B, PC	133		8.4	Extension of time for completion	Kindly add as point g) extension for force majeure events and unforeseen conditions including riots, war, epidemics etc., as well.	Force Majeure has been adequately covered in PC 19.1.
133.	I	5, part II, Part B, PC	136		13.3 a	Variation procedure	kindly consider market rates for materials, hiring of equipment, labour available in the Schedule of Rates available and institutionalized for the region namely Gujarat state SOR adopted by PWD, Railways etc., as may be applicable	Clause 13.3a is self-explanatory.
134.	I	5, part II, Part B, PC	136		13.3 c	Variation procedure	Request to consider all applicable taxes, duties, levies, octroi, cess etc.	No change is envisaged in PC 13.3c.
135.	I	5, part II, Part B, PC	140		14.7	Payment	Employer's commitment on the payment cycle has been deleted or replaced. Kindly consider to commit a payment cycle with reference to the requirement of any contractor to ascertain a definitive cash flow consideration. We prefer to have a payment cycle of 30 days from the date of submission of all relevant	No change is envisaged in PC 14.7.

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							documents to the Engineer / Employer.	
136.	I	5, part II, Part B, PC	141		15.3	Valuation at Date of Termination	In the new modified clause, kindly consider to remove point 3) 5% of balance work as the remedial recovery by invoking Performance security and retention monies is already done by the Employer on Termination by Employer for sole faults of Contractor.	No change is envisaged in PC 15.3.
137.	I	5, part II, Part B, PC	141		15.4	Payment after Termination	Kindly consider to remove completely the point e) in the modified clause	No change is envisaged in PC 15.4.
138.	I	5, part II, Part B, PC	142		17.3	Employer's Risk	Kindly consider to retain sub clause h) as removing this clause makes the COC heavily unbalanced.	No change is envisaged in PC 17.3.
139.	II-Employer's requirement		93		16.8.1	Earthwork Design	Kindly provide the stretches of 'Black cotton soil' and 'Soft/very soft clays'.	Reference information regarding Black cotton soil' and 'Soft/very soft clays' has been provided in Volume IV of the Bid Documents.
140.	II		94		16.8.2 a), table ERD3 S. No. 1	Formation width / Bridge superstructure width.	Kindly clarify whether there is any change in the overall width of Railway Bridge (Important, Major Bridge, Major RUB & RFO) superstructure as the width 12.6m	Drawings in Volume V are indicative and for reference only. Contractor is to design the formation width and corresponding width of bridges as specified in ER (Design)

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							shown in the bridge drawings in Volume V- 2/3 & Volume V- 3/3 corresponds to formation of 13.5m. If yes kindly provide typical cross section of the bridge superstructure.	corresponding to SSOD of DFC January 2013.
141.	II		106-115		16.10.3, para 5	Seismic Loading	Pl. clarify whether "RDSO guidelines on Seismic design of railway bridges, January 2015" are applicable for the project, particularly for the purpose of calculation of design seismic forces on railway bridge structures.	Seismic design for bridges shall be carried out as specified in ER (Design).
142.	IV	Chapter - 1	11		1.3.4	Formation Width-Embankment For Double Track	The Formation width for Double line track is given as 13.5 Mtr in Data Book 2/2. But All Drawings in Volume –V are provided with Foot note as "Formation width of 13.5 Mtr to be read as 13.86 Mtr and respective dimensions are to be corrected according b the bidder. Please clarify the Formation width to be considered?	Data in Volume IV & Volume V are indicative. Formation width will be considered as specified in ER (Design).
143.	V 1 of 3	8N	V-2-5-193,V-2-5-194,V-2-5-208,V-2-5-210,V-			Reference Drawings (Plan & Profile)	At below chainages, the distance between existing track (IR) and proposed track (DFC) is less than the minimum distance between IR track and nearest DFC track i.e. 6m (with the consent of Engineer) as specified in cl. No. 16.6.8 para (3), Vol II (Employer's requirements). Please	At all these locations, IR tracks & buildings are being shifted by IR as specified in Clause 17 of ER (Functional).

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			2-5-211,V-2-5-229, V-2-5-230, V-2-5-231, V-2-5-252, V-2-5-253				clarify. a)30160 to 31280; b) 43780 to 44700; c) 46840 to 47480; d) 69120 to 71700, e) 96480 to 97360	
144.	V 3 of 3	5,6,8N&9	V-4-6-1 to V-4-6-16 (Except page 9&11)			Reference Drawings (ROW)	In plan & profile drawings from page V-4-6-1 to V-4-6-16 “Additional Land Required” has been marked. Please clarify whether this land will be provided by DFCCIL as this additional land dimensions are not reflected in the ROW list-Attachment 1 of Vol-II (Employer’s requirements)	ROW Widths as provided in Attachment 1A Volume II of Bid Documents are final. No additional land will be provided by DFCCIL.
145.	V-Reference Dwg.		All structural drawings				As per RDSO, Formation width in Embankment for double lane is 13.5m and cutting is 12.9m, for single lane 7.6m. All structural drawings in the CTP-3 (Volume-V reference drawings), dimension is changed to 13.86m irrespective of single lane, double lane or Yard etc. Kindly clarify the same.	Formation width is to be provided as specified in ER (Design).

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146.	V-Reference Drg.		ROB Drawings				Vertical profile and structural details of one ROB at ch.134+314 is provided. Kindly provide the all drawings of other 6 ROBs.	Drawings for all ROBs except ROB No. 6PCL are available in Volume V of Bid Documents.
147.	General						At few locations because of high Embankment spills may go beyond Railway Boundaries. Kindly clarify whether DFCC will provide land for the same	Right of Way available for DFC Works is specified in Attachment 1A Volume II of Bid Documents.