



**Engineering Procurement & Construction (EPC)**

**Bid Documents**

**For**

**Gauge Conversion Of Katosan Road – Becharaji – Chanasma – Ranuj (65 KM) Metre Gauge to Broad Gauge Rail Section with 25 KV AC Electrification Of Katosan Road – Becharaji (25 KM) section only, along with New MSIL Siding with 25 KV AC Electrification at Becharaji (Approximately 3 KM) in Ahmedabad Division of Western Railway**

**Tender No: G-RIDE/BRCL/EPC/2018/19/001 (nProcure ID :354315)**

**Addendum / Corrigendum – IV**

**(Part – I)**

**Dated:25.04.2019**

**Gujarat Rail Infrastructure Development Corporation Ltd. Gandhinagar – 302 017**

**[www.gride.org.in](http://www.gride.org.in)**

**Corrigendum - III (Part I) (Dated:25.04.2019)**

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
1			As per the List of Proposed minor Bridge no 130 chainage is mentioned as 45032.924, but as per L section Chainage of Bridge 130 is 50132.924. Please clarify the same.	Please refer Item. No. 2 of Addendum/ Corrigendum - IV (Part II)
2	Schedule – B “Development of the Railway Project” : Page No 144	Clause 2.2.2 Optical Fibre Cable system	The clause mentions the provision of OFC system at all the of stations including Dhinoj and Patan stations. May kindly confirm if there is availability of OF Cable in Dhinoj-Ranuj, Ranuj-Patan, Katosan-Detroj and Katosan-Jatosan sections, or if it is in the scope of instant bidder.	Please refer Item. No. 3 of Addendum/ Corrigendum - IV (Part II)
3	clause No 9- page 115 volume -3		Kota stone flooring shall be provided for remaining width for length of 100m either side of centre line of station building whereas per clause 4 the area restricted to 150 Sqm. Which one to be adopted? Please clarify	Please refer Item. No. 7 of Addendum/ Corrigendum - IV (Part II)
4	Volume III / Schedule B / 1.5.14 / Page 100	Dismantling of Track	We understand that all the released material from existing MG track except 90R rails shall be the property of the contractor. Kindly confirm whether the contractor shall be allowed to use the ballast from existing MG track for construction of new BG track.	Please refer Item. No. 4 of Addendum/ Corrigendum - II (Part II). The bidder may use the existing ballast in track to suit standard specifications.
5	inventory the list at Annexure-III - extra stock mentioned on Page 24/54.		Kindly confirm whether this inventory belongs to contractor or department?	Please refer Item. No. 4 of Addendum/ Corrigendum - II (Part II)
6	Volume 3, Clause 1.5.14		released Rails shall be transported to nominated locations and handed over to authority. We request you to confirm the nominated locations, where the contractor supposed to stack	Please refer Item. No. 27 of Addendum/ Corrigendum - II (Part I). Released 90R rails along with 90R fish plates and 90R Fish Bolts shall be stacked at locations having road approaches.
7	Addendum / Corrigendum-II- (Part –II): 1.5.14	Addendum / Corrigendum-II- (Part –II): 1.5.14 Dismantling of Track a. The joint inventory of the existing materials in exclusive MG track to be dismantled shall be taken prior to commencement of the dismantling of track by the contractor..... Please note, in the Tender Bid Documents the term “90R Rails” shall include 90R Rails, 90R Fish Plates and 90R Fish Bolts.	Kindly Confirm if Gas Cutting of Fish Plate, Nut & Bolt, Two way Key or wherever required is Allowed or not.	Please refer to item no.4 of Corrigendum No II (Part II). The released 90R rails/90R Fishbolts/90R Fish plates shall be returned without gas cutting
8	Ballast Stack quantity	-	It is requested to provide the ballast stack quantity available at various locations along the alignment. Please also clarify whether the available ballast will be issued for construction?	Please refer to item no.4 of Corrigendum No II (Part II). All P-way materials lying outside the MG track are the property of W.rly..

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
9	Addendum / Corrigendum – 1 (Part – II) / Sr. No. 16	<p>Contract Price Weightages: Note: The items and description under Column "Stage for payment" and outline of Item of Payment in Schedule- G and the details scope of work is given in the Bid Document. If, during the course of execution of work, it becomes necessary in the opinion of the Authority's Engineer, to meet the employer's requirement and/or the contractor's method and programme for the works, to split the existing provisions under column 5 and payment procedure under Column 6 within the overall limit under Column 5 under of Items of Payment under Schedule G at the request of contractor, the percentage of items of payment payable under column 5 will remain unaltered and will be adjusted amongst the relevant items of payment. The authority shall have the power to modify/restrict the payment along with power to call the authenticated supporting documents against individual components. The Liability of the employer will be limited to the fixed lumpsum price already accepted and the contractor will have no right to claim anything over and above the Fixed lumpsum price for such splitting of Items of payment in the schedule. The decision Of the Authority Engineer will be final and binding. For above, the contractor shall submit their proposal for splitting of existing Items of payment and shall obtain approval of Authority's Engineer.</p>	<p>The referred note mentioned in Addendum/Corrigendum 1 regarding the contract price weightages is subjective and hence will lead to speculation during the bidding stage. We would like to reiterate that the current Payment terms mentioned in Schedule G are extremely unfavourable to the contractor leading to significantly high negative Cashflow which shall affect the project progress considerably during execution. In order to improve the cashflow for the contractor, we request you to kindly amend and provide clear Payment terms as per the Annexure – A &amp; Annexure A-1 to these pre-bid queries. As mentioned in Pre-Bid queries earlier, Rail Vikas Nigam Limited (RVNL) incorporated most of the suggested payment terms for the EPC tender floated by them in Feb'2018. A copy of the addendum issued by RVNL containing the modified payment terms is attached as Annexure - B to these pre-bid queries for your reference. Similar payment terms are also being adopted in Eastern Dedicated Freight Corridor tenders.</p>	<p>Please refer to item no.4 of Corrigendum no. III.</p>

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
10	Volume I / 1.3 / Page 12	Bid Due Date for Submission of Online Bid document : 30-04-2019	<p>The EPC nature of this contract demands extensive pre-bid investigations of the project site including conducting survey for design of alignment and for estimation of earthwork quantities, soil investigation for embankment design, geotechnical investigations, collecting High Flood Level and hydrological data for structure designing, validation of RFP details with respect to actual site conditions, etc. From the RFP documents it is clear that the risk and responsibility for correctness of the bid data lies with the contractor. The contractor is responsible for design of the embankment as per the latest RDSO guidelines. For this purpose, testing of borrow earth is essential for providing subgrade and blanketing layer. The project stretch being 68 KMs, it shall take considerable time for collecting and testing of soil samples throughout the length and evaluation for suitability to use the same in the formation layer. Geotechnical Investigations are also required to be carried out at Bridge locations which shall require at least 1 month time for completion. To enable the bidder complete all the above mentioned activities, the timeline provided for bid submission is not adequate. Under this scenario, we request you to consider our request for extension of bid submission by at least 6 weeks beyond the present submission date i.e. 30th April 2019. This shall allow all the bidders to have a reasonable bid preparation time and submit most competitive and comprehensive bid with minimum assumptions.</p>	Please refer to item no.4 of Corrigendum no. III.
11	Volume-1 Cl. 2.51. Volume-II Cl. 9.2.4	<p>Bidders are advised to submit their respective Bids after visiting the Project site and ascertaining for themselves the site conditions, traffic, location, surroundings, climate, availability of power, water and other utilities for construction, access to site, handling and storage of materials, weather data, applicable laws and regulations, and any other matter considered relevant by them.</p> <p>All the listed Utilities and the other utilities (if any) as indicated in the EPC Agreement, are for the information of the Contractor. Their locations shall be regarded as approximate and it is the Contractor's sole responsibility to verify their precise nature and location before undertaking the technical design.</p> <p>Bidder also needs to verify all informations related to soil profile, as these informations are indicative in nature.</p>	We request to consider a time extension of 4-5 weeks for establish the informations and submit a bid duly verified all informations.	Please refer to item no.2 and 3 of Corrigendum no. III.
12	General	MSIL Siding BG Track.	May we pls know the status of land acquisition for MSIL siding alignment.	Please refer to item no.2 and 3 of Corrigendum no. III.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
13	General	Request for Extension	We are in the process of preparation of Bid. We require sufficient time for various inputs related to Design & Optimisation of different items of Work. The additional time will help us to prepare most competitive and technically responsive bid.	Please refer to item no.2 and 3 of Corrigendum no. III.
14			We are in the process of preparation of Bid. We require sufficient time for various inputs related to Design & Optimisation of different items of Work. The additional time will help us to prepare most competitive and technically responsive bid.  In view of this we request you to extend the submission date by 45 days. The new revised Submission date will be 15th June, 2019.	Please refer to item no.2 and 3 of Corrigendum no. III.
15			Payments against supply: Kindly incorporate the provision of 90% secured advance against supply of Steel, Structural Steel, Ballast, PSC Sleepers, Special sleeper, SEJ, GRSP, CMS Crossing & all other PWAY fittings, OHE & S&T Supply components etc.	Please refer item no.4 of Addendum/ Corrigendum -III
16			In the payments schedule the linear length mentioned as 10 Km. It is not realistic. Kindly modify it to 3 Km.	Please refer item no.4 of Addendum/ Corrigendum -III
17	Soil strata	-	Please confirm, whether the existing soil is black cotton soil? as it can't be confirmed through provided Bore log data.	Please refer to details provided in Vol IV.
18	Schedule – B “Development of the Railway Project” : Page No 144	Clause 2.2.2	It is understood that alterations need to be done at Dhinoj and Patan Stations because of replacement of signaling at Ranuj. However, similar alterations are also required at Detroj and Jotana due to replacement work at Katosan. Please clarify is alterations are to be done at Detroj and Jotana stations.	Please refer clause 2.1.8.All type of alterations in indoor and outdoor in connection with BPAC with UFSBI & HASSDAC have to be done.
19	Materials lying at Ranjet, Dethli, Shankhapur , Khambhel & Chansma stations	-	It is observed that 90R Rail and Sleepers are lying at these stations. Please clarify whether the Contractor is required to transport these materials to G-RIDE store? If yes, please mention the location of store.	Please refer to item no.4 of corrigendum No II regarding materials lying outside the MG track in section.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
20	Volume 3 Clause No. 3.11 (Page No. 213 of 460)	Modification of EHT Power Lines	<p>1. We understand that Contractor needs to carry out the modification of EHT power lines under Option-I mechanism. Kindly elaborate the Option-I mechanism.</p> <p>2. Also, we understand that bidder need not consider any cost towards modification of EHT power lines works in their Bid. The cost incurred in execution of EHT power lines work shall be reimbursed by client over and above the quoted price by the bidder. Kindly confirm.</p>	<p>1.Tender Conditions are self explanatory.</p> <p>2.Yes.</p>
21	Annex I – (Schedule A) – “Site” : Page No 28 & Schedule – B “Development of the Railway Project” : Page No 147	Clause 4.15 Telecommunication Infrastructure	<p>Clause 4.15 mentions that Block &amp; Gate communication, emergency communication is working on Quad Cable. It is inferred that the Quad Cable is already present in the Katosan Road – Ranuj Section, and provision of Quad based Communication system has to be done by the Contractor. May kindly confirm the understanding.</p>	<p>1.The existing system shall be shifted to new station building &amp; suitable alteration/addition shall be done for commissioning of the same at Katosan Road And Ranuj.</p> <p>2.At Becharaji &amp; Chanasama stations, complete new system shall be provided.</p> <p>3.In new Katosan road-Becaharaji-Chanasama-Ranuj BG section,6 quad based communication shall be provided by EPC contractor.</p>
22	Volume 3 / Clause No. 3.4 / (Page No. 202 of 460)	10 KVA Auxiliary Transformer Stations	<p>As per our understanding only 10KVA Auxiliary Transformer are to be installed at Becharaji Station and in all the remaining stations Katosan ,Chanasma and Ranuj only modification in cabling work is required . Kindly Confirm.</p>	<p>10 KVA auxiliary transformer</p> <p>1 at Becharaji Station</p> <p>1 at Becharaji SSP</p>
23	SIP of Becharji		<p>In the provided SIP for Becharaji Station, for the 3 Starter Signals towards Ranuj/Chanasama, we understand that Train Movement towards MSIL is through Shunt Signals &amp; if so, the Dependent Shunt Signals for all the Starters are not shown. Please clarify.</p>	<p>Please refer SIP for Becharaji station.No dependent shunt signals are required.</p>

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
24			<p>This has reference to the bid for “Gauge Conversion of Katosan Road – Becharaji - Chanasma - Ranuj (65 KM) Metre Gauge Rail Section to Broad Gauge”.</p> <p>In an EPC tender, the estimation of quantities is carried out based on the detailed pre-bid engineering and design developed from the tender drawings shared along with the document. Therefore we require accurate readable version of tender drawings.</p> <p>In this regard, we request you to kindly share with us all drawings including Alignment Plan &amp; Profile, Yard Plans and Bridges for the subject project in AutoCAD version (.DWG format) to enable us to work out the quantities accurately and within available time for tender submission.</p> <p>The drawings are required more essentially for MSIL siding works as this connecting line is an entirely new railway line. For this purpose our team approached Staff in Maruti Plant but were informed that these drawings are available with G-RIDE and the same need to be collected from G-RIDE.</p>	All indicative drawings for reference are provided in Volume IV of Bid Documents.
25			As per clause 6-page 115 Volume -3 Hardenite flooring shall be provided whereas as per ESP it is not clear which platform are passenger platform & which one is goods platform? Please clarify	All platform are passenger platforms.
26	Volume III (Part I), Schedule-B, Description of railway project, 1. Construction of Civil and Track works (Page 128)	Supply of materials and stores for maintenance (to be supplied extra by contractor), Details P.WAY materials required, Sl. No. 8, 9, 12 & 13	As per Sl. No. 8, ERCs to RDSO T-5919 (mark V) are required for maintenance. It is also specified that supply of PSC sleepers for bridges & its approaches with provision of guard rails are to be done as per RDSO Drawing No. T-4088 & T-4089 to T-4097 conforming to 60Kg rail for which mark V fittings are not suited. In case mark V fittings are to be used, guard rail sleepers and bridge approach sleepers conforming to RDSO Drawing No. T-8228 & T-8229 to T-8237 are to be used. Also, guard rail sleepers and bridge approach sleepers in compliance to RDSO Drawing No. T-8228 & T-8229 to T-8237 are not fit for the said Guard Rails section of 52Kg/ 90R rail sections. Kindly clarify which RDSO drawing no. needs to be followed for guard rail sleepers and bridge approach sleepers. Also, confirm whether mark V or mark III ERCs are to be used.	All special PSC sleepers to be used shall be as per latest railway Specifications.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
27	Volume III /clause 53 a) I / Pg. 179	Supply of outdoor signalling cable: Cable Railway signalling unscreened underground with plain annealed copper conductor, armoured PVC insulated to conform to IRS-S-63/2007 with amendment 2 or latest. For drum length conditions of IRS will be applicable. Drum no. and name of consignee to be painted on the cable drum. This includes supply of outdoor signalling cables 2 core x 2.5 sq.mm. in drum length of 1 Km., 6 core x 1.5 sq.mm. in drum length of 1 Km, 12 core x 1.5 sq.mm. in drum length of 1 Km.	From the referred clause we understand that contractor can only supply 2 Core Cable, 6 Core, 12 Core. Please clarify whether the Contractor can also consider 24 Core Cable for outdoor circuits depending on the requirement.	As per latest W.Rly practice, only 6 core and 12 core signalling cable are allowed.
28			Pl specify the detailed requirement with technical specification for UTS/PRS System, Passenger Information Display System and Video Surveillance System to be installed at Station.	As per RDSO specification /RDSO approved firm/As per GRIDE authority
29	Schedule – B “Development of the Railway Project” : Page No 140	Clause 2.1.7 Other Signalling Equipment / items for Single Line work	The clause mentions the provision of mini IPS at mid-section gate. However, the backup time required for mini IPS is not mentioned. May kindly provide the same.	Back up time as per RDSO specifications to be ensured.
30	Water supply at Stations	-	It is observed from the site that few stations are not having water supply connections from the local bodies and this shall be required after construction of new stations. It is understood that water connection up to station buildings shall be arranged by G-RIDE authorities. Please confirm our understanding.	Bidder shall design and provide water supply system as per tender conditions.
31	Cl. 1.4.2.17 Bridges, Annexure I, Schedule-B & 1.4.4 Bridges, Annexure I, Schedule-B	Minimum Box Size In case of major and minor bridges, as far as possible the Superstructure of the new bridges should have RDSO standard spans and RDSO standard drawings for 25T-2008 loading. Minimum size of RCC box shall be in accordance with the specifications and standards. Minimum size of RCC Box with or without fill shall be 1.0 x 1.2 m.	As per RDSO, the minimum standard BOX size is 2x1.8m for 0 m fill height. Kindly clarify if for box sizes smaller than 2x1.8m the Contractor can propose their own design for minor bridge including reinforcement arrangement, or the reinforcement details should be taken from the minimum RDSO standard Box (2x1.8 for 0m fill height).	Bidder shall design the boxes as per RDSO standards duly proof checked by the competent authority.
32	Volume 3 / Schedule A / Clause 4.7 / Page 20 'vol.4-2 - Bridges (Existing) - Ext - (Part 1) – 1 / Page 6	4.7. Road over bridges (ROB)/Road under bridges (RUB) Bridge No. 64 RUB & Drawing for BRIDGE No. 29,64,65 & 67	As per Schedule-A the box size of box bridge No. 64 is given as 1mx5.0mx5.05m. As per the drawing the size of box for Bridge No. 64 is indicated as 1mx2.0mx2.15m. Kindly clarify	Bridge 64 and LC 64 are two different structures as per para no. 4.4 and 4.7 in Volume III.



Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
33	Plan – Profile & Volume III / Schedule A / Cl. 4.3 / Page 16	Major Bridge 64A	The Existing configuration for Br. No. 64A is given in plan & profile drawing as 4x17m RCC Slab and in the existing bridge details in RFQ is 4x18.3m PSC Girder. Kindly confirm the existing bridge configuration.	Bridge configuration as per Bid Document Volume III shall be followed.
34			At Chainage 44503.437, no minor bridge found in L section, but in proposed minor bridge list 1x2x1.8 bridge is mentioned, please clarify this.	Bridge detail shall be considered as per Bridge List.
35	Schedule – B “Development of the Railway Project” : Page No 144	Clause 2.2.2	It is understood that alterations need to be done in Block Instruments at Dhinoj, Patan, Detroj and Jatosan stations for block working in Dhinoj-Ranuj, Ranuj-Patan, Katosan-Detroj and Katosan-Jatosan sections. As per existing Block working system in these 04 sections, there must be axle counters for block working in Dhinoj-Ranuj, Ranuj-Patan, Katosan-Detroj and Katosan-Jatosan sections. May kindly confirm that these axle counters can be reused or provision of new axle counters have to be done. If new axle counters have to be installed in these block sections, then please advise, if provision of HASSDAC has to be done or SSDAC.	Please refer Clause no 2.1.8 of Schedule B in Volume III of Bid Documents.
36	Annex I – (Schedule A) – “Site” : Page No 28 & Schedule – B “Development of the Railway Project” : Page No 148	Clause 4.15 Telecommunication Infrastructure & Clause 2.2.5 Other Locations	Clause 4.15 mentions that VHF sets are already present at Katosan Road and Ranuj stations. However, Clause 2.2.5 does not mention provision of any VHF system. May kindly confirm if the provision of new VHF based communication system at Becharaji & Chanasma stations has to be done by Contractor or not.	Complete communication system including VHF of Katosan & Ranuj to be shifted to new Building. New VHF Based communication system has to be provided by the contractor at Chanasama & Becharaji.
37	Providing existing Steel Girder Bridge Drawings		It is requested to provide existing Steel Girder Bridge drawings for working out weights.	Contractor shall assess the weight as per site conditions.
38	Volume III / Clause 2.3.7.1 / Page no. 160		We understand that the Contractor shall supply Control cum indication panel. Kindly clarify if dual VDUs are also required for all the stations.	Control cum indication panel-Not required.Plases refer Clause no.2.3.9.7 and 2.1.7.c of tender document.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
39	Plan – Profile & ESP Drawings	Yard Limits In Ranunj Station:	As per Plan & Profile, the start Ch. is 63554.077. As per ESP, the start Ch. is 64103.580. Kindly clarify the correct start chainage.	Details as per Plan and Profile shall be considered. ESP is tentative.
40	Plan – Profile & ESP Drawings	Loop Line In Ranunj Station:	As per Plan & Profile, the loop line is on LHS of the main line. As per ESP, the loop line is on RHS of the main line. Kindly clarify the same.	Details as per Plan and Profile shall be considered. ESP is tentative.
41	Plan – Profile & ESP Drawings	Crossover In Katosan Road Station:	As per Plan & Profile, crossover at Ch. 675.69 is shown in red (proposed work) As per ESP, the same crossover is shown in magenta (future work) Kindly clarify the same.	Details as per Plan and Profile shall be considered. ESP is tentative.
42	Schedule – B “Development of the Railway Project” : Page No 150	Clause 2.3.2.3 Specific NI requirement for S&T works	The clause mentions “PA System, Walkie – Talkie (20 nos.), communication between center to east / west wide during entire period of pre NI and NI”. May kindly confirm if these systems have to be delivered to G-RIDE after use or will be rented by the Contractor.	During NI, PA & walkie talkie should be provided by contractor and after NI, the same shall be taken back by him.
43			As per ESP the Water coolers of 150 Litre to be provided at each station including Halt station Ranuj station (1 No) & 2 Nos at Katosan, Becharaji & Chanasma whereas in the tender documents volume 3 page no.122 it is mentioned as only B Class station (4 Nos) Please clarify	ESP is tentative. Requirements as per Vol III of tender documents shall be followed.
44	DRG. NO. : GRIDE/KTRD/RUJ/GC/KTRD/ESP/1	02 Nos of HL platforms shown in the drawing as proposed, whereas in the table, only 01 PF is shown for Katosan Road station.	May please clarify on this issue.	ESP's provided are indicative. Details provided as per Sr.No.5 of Corrigendum II(Part-II) shall prevail.
45	Schedule – B “Development of the Railway Project” : Page No 147	Clause 2.2.3 Six Quad Telecom Cable	Clause 2.2.3 mentions supply and laying of 6 Quad Cable along with provision of emergency communication system. May kindly confirm if there is availability of 6 quad Cable in Dhinoj-Ranuj, Ranuj-Patan, Katosan-Detroj and Katosan-Jatosan sections, or if it is in the scope of instant bidder.	Existing 6 quad cables has to be utilised in all these sections.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
46	Schedule-A / Clause 4.3 / Page 16 & Cl. 1.4.6 Major Bridges, Annexure I, Schedule-B	Major Bridge Bridge no. 122	Existing major Bridge no. 122 is proposed to be checked for strengthening/rebuilding as scope of work. The existing structure type for the bridge in Schedule A is mentioned as RCC BOX whereas the proposed structure type in Schedule B is mentioned as RCC Slab. Kindly clarify.	Existing bridge No. 122 i.e. 6 x 3.05m RCC Box is to be checked for adequacy for proposed loading.
47	Volume 4 - 5 - Signalling - SIP		The SIPs of Katosan Road & Becharji Station highlight some future work in green color. We understand that Provision for future work like laying of extra cables & I/O provision in the EI are not to be considered in the Project scope. Kindly Confirm.	For Becharaji-No future Work required.Please refer ESP. For Katosan road-Only I/O provision in EI is to be considered for future work.
48	General	SSP Works	We understand that, there is no Telecom Scope at SSP Locations. Kindly confirm.	For Scada, Quad cable to be laid.// S&T Cable and SCADA system is required at SSP.
49	Volume-1 RFQ & RFP 1.1.1	Bahucharaji Rail Corporation Limited (BRCL),Gandhinagar represented by the Gujarat Rail Infrastructure Development Corporation Limited(G-RIDE), (the "Authority"), ...	May we pls know the source of fund for this EPC job.	Funds shall be provided by BRCL.
50	General-Drawings		Request you to kindly share the GPSD (General Power Supply Drawing) for the section where modification / Electrification is to be done.	General Power supply arrangement are to be developed by the contractor.
51	General	Approach Road for RUBs	Please provide the Gradient to be maintained.	Gradient shall be as per guidelines given in IRPWM/R&B department of state Government
52	Clause No. 17.2 Volume-II (Page-66)		The mobilization advance of 10% (interest bearing) to be paid contractor. Kindly confirm that there will not be GST/ Labour cess deductions from advance payment/ Kindly Confirm	GST/ Labour Cess shall be deducted as per Govt. Guidelines.
53	Schedule – B “Development of the Railway Project” : Page No 148	Clause 2.2.5 Other Locations	The clause mentions modification of Control office equipment's with accessories. May kindly indicate which control room equipment is to be modified, and exact scope of work.	In Ahmedabad Control Office, concerned equipments pertaining to the sections to be modified.
54	Schedule – B “Development of the Railway Project” : Page No 141	Clause 2.1.8 Level crossing gate no : 80 & 99 Mid-Section Interlocked LC	What shall be the capacity of Solar power panel to be provided at the LC gates? May kindly provide the same.	Latest RDSO specification to be ensured.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
55	Plan – Profile & ESP Drawings	Dead End At the start of Chanasma Station:	As per Plan & P, the Dead End on the RHS of main line starts followed by the Dead End on LHS. As per ESP, the arrangement is reversed. Consequently, the crossover arrangement is also different in both cases and the same is observed at the end of Yard. Kindly clarify the same.	Layout may be changed as per site conditions.
56	Volume 3 Clause No. 3.1 (Page No. 200 of 460)	Power Feed for the OHE	Request you to kindly provide the Tapping Location / Point for feeding power to the OHE under this project.	Layout plan may be prepared and got approved from G-RIDE/ Railway.
57			As per L Section – MSIL Siding Taking Off from Becharaji Station the RL is available is from 0.000 to 2500.If the length or alignment changes, then there would be change in earthwork & other Quantity. In such case, how the variation will be paid to the contractor.	Length of MSIL Siding given is indicative.Siding shall be Provided upto the gate of MSIL as per site conditions.
58	Volume 3 / Clause No. 3.2 / Page No. 201	25 KV Sectioning Post (SP) and Sub Sectioning Post (SSP) (Switching Post)	Request you to provide the location and GAD of existing Katosan Road TSS and chainage of Neutral Section.	Location will be decided in general Power supply diagram.Present RE TSS at KMs 26/115-205,KTRD-MSH.No Neutral section between KTRD-BCH.It is indicative
59	General OHE	Galvanization of Steel Structures	Request you to kindly clarify the type of Galvanization (610 g/sq.m or 1000 g/sq.m) to be used for the supply of Steel structures.	Material is to be supplied as per RDSO specifications
60	Vol. 3, Sch. B, Pg. 86, Cl. 1.4.7	Minor Bridge No. 64A1 – Existing Bridge	Height and Proposed Structure Configuration is not given. Please provide.	Maybe assessed as per site condition.
61	Volume 3 Clause No. 3.26 (Page No. 228 of 460)	NEW MSIL SIDING	As per our understanding Modification for 11 KV power line crossings are 14 nos. The quantity mentioned doesn't include the 11 KV LT Modification required for MSIL. We understand that this is not in our scope of work. Kindly Confirm.	MSIL siding 11 KV. Power line crossing and all LT line crossing are included in the scope of work.
62	SIP of Becharji		At Becharji Station, we understand that from Starter Signal towards MSIL Sidings, will be based on Slot operated Principle. Please confirm	No slotting is to be done.
63	Vol. 3, Sch. B, Pg. 220, Cl. 3.16.3.	Vol. 3, Sch. B, Pg. 220, Cl. 3.16.3. “Development of the Railway Project” Lists modifications to existing traction substation, such as augmentation of bay, addition or replacement of traction transformer, circuit breakers etc. Table mentions “NIL”.	We presume that NO such work is required to be done. Please confirm.	No TSS modification work is involved.
64			Considering huge scope of work under EPC, the time allotted for bid submission seems to be inadequate. We request you to extend the due date for submission of the tender at least by 2 months? Kindly confirm	Noted.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
65			We would like to inform that our Geotechnical Investigation and Survey teams are present along the alignment and are carrying out the respective activities for the subject tender. It shall take 3 (Three) more weeks to complete all the site activities throughout the stretch.	Noted.
66	In the proposed Minor bridges list, bridge no. 64A1 is indicated as existing bridge	-	Please clarify whether this bridge needs to be Retained or Demolished?	Please refer to Page 93. The existing bridge shall be checked for 25T axle loading & strengthened/rebuilt as required..
67	Schedule – B “Development of the Railway Project” : Page No 148	Clause 2.2.5 Other Locations	The clause mentions the provision of UTS/PRS System. Normally, the UTS/PRS equipment are provided by CRIS through Commercial Department of Indian Railways. May kindly confirm if equipment for UTS/PRS System has to be provided by the contractor or CRIS? Please also advise the details of equipment to be provided including back up, power supply equipment such as UPS, DG Sets etc.	Please Refer to the Item no.5 of Corrigendum No.IV (part II).
68	Volume - III, Schedule B, page no. 93		6 numbers of existing RUBs are required to be checked for 25T axle loading. For their details, Volume IV has been referred as per note no. (i). But in Volume IV, there is no details of these 6 RUBs. Please provide their details.	Please refer to vol IV of bid documents. Missing details of 2 RUB's viz 107A to 109A may be taken as per site conditions.
69			Pl arrange to provide the Cable Corage allocation plan for Signaling, Quad and OFC Cable.	Please Refere Para No.2.3.5.7
70	General	RUB Drawing	Drawings for Existing RUBs No. 107A and 109A are not provided in Vol. 4. Please provide.	Please refer to vol IV of bid documents missing details of 2 RUB's viz 107A to 109A may be taken as per site conditions
71			FOB: The FOB is to be provided with staircases OR Ramp type	Provision of ramp as well as staircase shall be provided as per latest Railway bridge guidelines.
72	DRG.NO. : GRIDE/ KTRD/ RUJ /GC /KVH /ESP/8	PROPOSED 13 UNITS TYPE 1 QRS. AS PER C.E.S T.P NO Q(M) 127 R1	Please clarify on this whether any Type I qtrs are to be constructed in this contract?	Quarters shall be constructed as per scope given in para 1.8.3 of Sch-B in vol-III

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
73	Volume III / Schedule B / Clause No. 1.3.11 /Page 80 & Vol. 4-6 Civil Works (Part 1) Proposed Track Formation	RDSO Documents (GE: G-1 & GE: 0014) 'The work shall be executed as per the following Guidelines issued by RDSO vide letter no.RS/G/108/Heavy Axle Load dated 19.10.2015. However, the basic instructions (other than those contained in these RDSO guidelines) detailed in two RDSO documents (GE: G-1 and GE: 0014) with latest correction slips shall continue to apply'. & As per the Typical section, prepared subgrade layer thickness is shown as 100cm.	Kindly confirm if the layer thickness is to be kept 100cm or RDSO standards from GE: 0014 shall prevail.	RDSO standards as per GE; 0014 shall prevail.
74			Pl list out the Signaling and Telecom infringements to be removed and also mention the destination store where the dismantled materials is to be transported.	Refer the clause 2.3.24 and 2.3.25
75			Pl mention the types of protection to be used for Cables laid in trenches in Station Area, Block Section, Track Crossing, Road Crossing and Bridges.	Refer the Clause no.2.3.15
76	Vol. 3, Sch. C, Pg. 230, Cl. 2.2 & 2.3	Main Site Offices, Furniture and Other equipment	We presume that after completion of the DLP, the same shall be the property of the Authority. Please confirm.	Refer to para 2.6 of Schedule C (Vol-III)
77	'vol.4-2 - Bridges (Existing) - Ext - (Part 1) - 1 / Page 9	Page corrupted	Page No. 9 of the PDF file 'vol.4-2 - Bridges (Existing) - Ext - (Part 1) - 1' is corrupted. Kindly reissue the same	Reloading done
78	Volume III / Clause 2.2.2 Page No. 143/144	OFC System	From Referred Clause, we understand that NMS Facility is not required for the Proposed STM & PDMUX. Please Confirm.	Required if not compatible with existing stations
79			RL's of Bridge no 1,5 ,6 of MSIL siding not mentioned in L section. Please provide the same.	RL's of all the bridges shall be fixed by EPC contractor based on the tentative RL's indicated by the authority at every 20m intervals in Plan and Profile (Volume IV).
80	Volume III/ Schedule A / Clause 3 / Page 3 & 4	Land The width of the available Right of Way (ROW) ..... .....This ROW as shown in Alignment Plans are indicative only and shall be verified by the contractor.. Details of ROW between Katosan Road and Ranuj Section.	During our Site Survey, we could not locate boundary pillars indicating the Railway boundary on either side of existing Meter Gauge Track. Hence, the ROW details provided in the tender could not be verified.In view of the above, kindly confirm that in case there is any deviation from the ROW data provided in tender resulting in change of scope due to lesser ROW, shall be treated as variation.	ROW details provided is as available from IR.Any changes at site shall be considered by Bidders.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
81	Volume 3 Clause No. 3.2 (Page No. 201 of 460)	Proposed Sub-sectioning post (SSP) (Switching Post) at Becharji	Request you to kindly share the location plan of the SSP. This information is necessary to assess the distance of Track from the SSP, which is important in designing/estimating the SSP feed in/out route.	SSP is to be shown in Power supply arrangements by contractor and get the approval from G-RIDE/ Railway.
82	Volume III / Clause No. 2.2.3/ Page No.147	LC gate communication from concerned stations, EC sockets at each KM. Additional one 6 Quad cable to be laid for BPAC & single line Block	Kindly Specify the location of BPAC for Single Line Block for laying additional 6 Quad cable.	The additional 6 quad cable for HASSDAC of BPAC is to laid upto Home signal on both sides.
83	Cl. 1.4.6 Major Bridges, Annexure I, Schedule-B	Strengthening/rebuilding of Major Bridges The following Major Bridges are constructed with MBG 1987 loading with BG standards. These bridges are required to be checked for structural adequacy for 25T axle load. The scope of work includes any strengthening/rebuilding such bridges as required: Br no 64 A, 122 and 122A.	The Contractor understands that to determine the design integrity and service life of the existing structure, As built drawings of the bridges are required. Request you to provide the same.	The available indicative drawings are provided in Volume IV of Bid Documents for reference.
84	Volume III / Schedule B / Page 93	Existing RUB's in Katosan Road – Ranuj Section;; Following Road Under Bridges constructed with MBG 1987 loading standards. These bridges are required to be checked for structural stability for 25T axle load. The scope of work includes any strengthening/rebuilding such bridges as required.	The drawing provided along with the tender documents does not provide the complete details such as GAD, Numeration and Reinforcement configuration details. The Contractor understands that to determine the design integrity and service life of the existing structure, As built drawings containing all the above information of the bridges are required. Request you to provide the same.	The available indicative drawings provided in Volume IV of Bid Documents for reference.
85	Cl. 1.4.6 Major Bridges, Annexure I, Schedule-B & Vol.4-2 - Bridges (Existing) - Ext - Drawings	Strengthening/rebuilding of Major Bridges: The following Major Bridges are constructed with MBG 1987 loading with BG standards. These bridges are required to be checked for structural adequacy for 25T axle load. The scope of work includes any strengthening/rebuilding such bridges as required: Br no 64 A, 122 and 122A.	The drawing provided along with the tender documents does not provide the complete details such as GAD, Numeration and Reinforcement configuration details. The Contractor understands that to determine the design integrity and service life of the existing structure, As built drawings containing all the above information of the bridges are required. Request you to provide the same.	The availbale indicative drawings are provided in Volume IV of Bid Documents for reference.
86	Vol.4-2 - Bridges (Existing) - Ext - Drawings	Minor RUB 107A & 109A	The drawings for RUB 107A & 109A are not provided in the tender document. Kindly provide the same.	The bidder shall assess the adequacy of existing structure at site for proposed Loading
87	Vol.-3 (Part-1): Cl-1.6.3 Railway Level Crossing	In case of requirement of extension of existing Level Crossings, the Work shall include design and construction of such Level Crossings across proposed tracks	Kindly confirm that LC will be of of same type as of existing one.	The LCs are to be provided as per para of Schdule B(Vol-III) and as per IRPWM.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
88	Volume III / Clause 2.3.9.7.3 / Page No.162	Opening and closure of Relay room at all stations shall be recorded in Data logger & indicated on the SM's operation panel/VDU and in OCC.	Please provide the Signalling & Telecom Scope in OCC (we understand Data logger, VDU, Workstations already exist in OCC).	The modification is required in OCC
89	Cl. 1.4.7 Minor Bridges, Annexure I, Schedule-B	Minor Bridges Proposed Minor Bridge List	Bridge number is not mentioned and the bridge is listed against serial number 79. Kindly provide the Bridge No. for the same.	The new bridge at Sr. no. 79 may be numbered as 122-D.
90	Table on pg. 55 of Annexure I, Schedule-B	Buried boxes/Pipes/ Syphon 6 nos. in Katosan Road-Ranuj Section and 1 no. in MSIL Siding.	The Contractor understands that the buried structures are non-functional at present. Kindly clarify if the structures are beyond the scope of the contractor or are to be excavated and replaced with new structures. Also, provide the configuration details of the existing structure.	The rebuilding or rehabilitation of these buried bridges is in scope of EPC tender.
91	Volume III / Schedule B / Page 53 & Volume III / Schedule B / Page 81	The scope shall also include the following : e. Dismantling of all MG Structures such as station Buildings, Platforms, FOBs, Platform Shelters in Katosan Road – Ranuj Section. The released materials from exclusive MG structures shall be the property of EPC contractor and all such material shall be disposed off suitably beyond railway limits. & Clause 1.4 The existing Bridges in MG line need to be rebuilt duly dismantling the existing bridges.	The scope of work includes Dismantling of all MG Structures in Katosan Road – Ranuj Section. However, we understand that, all the existing MG structures need not to be dismantled. Some of the major bridges and RUBs which are constructed with MBG 1987 loading standards are required to be checked for structural adequacy for 25T axle load. The scope of work includes any strengthening/rebuilding such structures as required. In view of the above, kindly modify the referred clause suitably.	The scope given is General. Specific requirement of rebuilding /strengthening of MBG loading standard bridges to be checked by bidder as per tender conditions.
92	Volume-I/ Cl 2.2.10/ Pg 19	In case the Bidder does not have the relevant experience for any specific element of the project, it shall be deemed to have given an undertaking to engage specialized personnel/ sub-contractors, especially for construction of bridges, RUB/ROB, and laying of railway tracks, Signalling and OHE in accordance with the Agreement	Please confirm whether we have to submit undertaking for to engage specialized personnel/ sub-contractors, especially for laying of railway tracks, Signalling and OHE in accordance with the Agreement	The undertaking shall be given vide para 21 of Appendix 1 of Vol I.
93	Schedule – B “Development of the Railway Project” : Page No 133	Clause 2.1.2 Signalling works at wayside stations for Single Line	There are existing DC Track Circuits at Katosan Road and Ranuj stations. May kindly confirm if Glued Joints of existing DC Track Circuits are to be replaced or not?	The yard layout for track circuiting and Glued Joints shall be provided as per ESP.
94	Schedule – B “Development of the Railway Project” : Page No 136	Clause 2.1.4 Block Signalling (BPAC)	The clause mentions “Complete indoor replacement and utility shifting at intermediate Block Signal”. However, as it is Single Line, there shall be no intermediate block signal. May kindly confirm the understanding.	There is no Intermediate block signal.



Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
95	General	Approach road length	Total approach road length for lighting is required for the assessment of lightning poles. Kindly provide.	This will be as per site condition.
96			Kindly provide the drawings for existing steel bridges so that the quantity of dismantling can be worked out	Weight of steel in girder bridges shall be assessed by standard weights as per RDSO MG standards
97	Appendix II (Power of Attorney for signing of Bid) at Page no 56 of Volume 1 of RFQ cum RFP.		In the format Appendix II (Power of Attorney for signing of Bid) name of project is not mentioned.  Please confirm can we add project name our self while drafting Power of Attorney or you will release any addendum/Corrigendum in future for clarity.	Yes
98	Volume III / Schedule B / Clause 1.13 / Page 126	1.13. Drainage along the railway line. Note-Provision of about 3.50 km drain along the track is kept as Lumpsum quantity if required at any other location. If this quantity is not operated, then it will be deducted from the scope.	Based on the Replies to queries in Addendum / Corrigendum – I & 2, we understand that the referred clause regarding the requirement of Drains can be ignored and contractor shall provide the drain arrangement as per project requirements meeting applicable standards. Kindly Confirm	Yes
99	Volume I/ APPENDI X-I (Letter Comprising the Technical Bid) / Page 43 of 72 / Clause no. 16	The Statement of Legal Capacity as per format provided at Annex-V in Appendix-I of the Bid document, and duly signed, is enclosed. The power of attorney for signing of Bid and the power of attorney for Lead Member of Consortium, as per format provided at Appendix II and III respectively of the Bid Document, are also enclosed.	We are participating as a single entity for the bid submission. So, kindly allow as to modify the clause/clauses as relevant for a single entity bidder. For example Clause no. 16 as mentioned below; The Statement of Legal Capacity as per format provided at Annex-V in Appendix-I of the Bid document, and duly signed, is enclosed. The power of attorney for signing of Bid and the power of attorney for Lead Member of Consortium, as per format provided at Appendix II and III respectively of the Bid Document, are also enclosed.	Yes permitted.
100	Proposed bridge span arrangement	-	Please confirm whether bridge span arrangement, as proposed, can be altered during structural design/execution!.	Yes, Subject to Guidelines issued by IR regarding adequacy of waterway.
101	clause No 9- page 115 volume -3		Antiskid tiles to be provided along the platform for width of 1.8m. In case of island platform, it is to be provided on both side? Also, the platform edge is provided with RCC Coping the antiskid tiles to be provided on coping? Please clarify	Yes, Antiskid Tiles shall be provided on the coping.
102			We can change the pier/abutments locations to accommodate the new foundations	Yes, subject to RDSO guidelines.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
103	Volume 3 / Clause No. 3.5 //Page No. 203	Katosan Road Traction Sub Station	In Corrigendum 2, it has been clarified that contractor needs to tap the feed from existing Katosan Road TSS to energize the OHE (for this project OHE). From the above we understand that contractor's scope of work only includes tapping the feed from the existing electrified section (towards Becharaji Station) without any augmentation works at Katosan Road TSS (like supply & erection of additional Bay including 25 KV Interrupter, 25KV Double Pole Isolator, Lightning Arrestor and Potential Transformers). Kindly clarify.	Yes.only tapping the feed from existing TSS is required.
104	Volume 3, Clause 1.5.13		60 Kg Rails, including quantity for turn out switches, SEJ's, Trap Switches, Glue Joints etc will be issued to contractor free of cost. We request you to brief us about the wastage permitted in the Rails.	Tender Conditions are self explanatory and Contractor has to Design as per latest Indian Railway Standards.
105			Dead End: Which type of dead ends to be provided either Buffer stops to Sand hump type	Tender Conditions are self explanatory and Contractor has to Design as per latest Indian Railway Standards.
106			As per the ESP provided Drinking water facilities to be provided at each station? How many taps to be provided? whether it is water booth? Please clarify	Tender Conditions are Self Explanatory and Contractor has to Design as per latest Indian Railway Standards.
107			The requirement for Platform fencing is not mentioned? Kindly clarify whether it is required or not	Tender Conditions are Self Explanatory and Contractor has to Design as per latest Indian Railway Standards.
108	Schedule – B “Development of the Railway Project” : Page No 144	Clause 2.2.2 Optical Fibre Cable system	The clause mentions the provision of Data connectivity equipment as required. May kindly provide the exact requirement of IT Infrastructure.	Tender Conditions are self explanatory.
109	Plan – Profile Drawing & Volume III / Schedule-B / Page 53	f. Scope also includes all the works connected with new railway siding of approximately 3.0 km length for Maruti Suzuki India Ltd. (MSIL) taking off from Becharaji station yard with 25 KV AC electrification works.	As per the Plan & Profile drawing, the MSIL siding terminates at the boundary of MSIL Inplant Yard (approx. 2.5Km) but the Scope mentions 3Km length of the siding. Kindly confirm the scope of work, if any, to be executed within the MSIL Inplant Yard.	Tender Conditions are self explanatory.
110	Volume III / Clause No. 2.2.5/ Page No.148	CCTV/Video Surveillance System	From Referred Table, we understand that requirement of CCTV and Video Surveillance System is only for the Bechraji Station only. No modification is required at OCC or Control room. Kindly confirm.	Tender Conditions are self explanatory.
111	Volume III/ Clause 2.2.2 /Page No.144	OFC System	Request you to kindly specify the purpose of Data Connectivity Equipment requirements. This information is vital for our assessment of appropriate equipment specific to the requirement.	Tender Conditions are self explanatory.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
112	Volume 4 - 5 - Signalling - SIP		From the SIPs of Katosan Road & Ranuj station, we understand that signalling equipment's (signals/points) shown in black in SIP are existing and need to be retained. Kindly confirm.	Tender Conditions are self explanatory.
113	Volume 3/Clause No. 2.1.8		We understand that point machines to be supplied is IRS type – 143mm throw. Please clarify immunity of machine is 160V AV or 400V AC.	Tender Conditions are self explanatory.
114	Volume-III/Schedule B/ Cl 1.6/Pg 109	Railway level crossings The railway level crossing shall be Proposed at following locations including road surfacing and works related to up gradation of all lines required as per norms- Total 9 nos. of Level Crossings	As per policy of Indian Railway level crossings are to be eliminated, We understand that the proposed upgradation is irrespective of existing policy, kindly clarify.	Tender Conditions shall prevail.
115	Retention of existing bridges	-	Please clarify, whether all those bridges, which needs to be retained but not found structurally safe for BG-2008, 25 Ton loading, requires strengthening or rebuilding?	Tender Conditions shall prevail.
116	clause No 17.8.4. Note -II Volume -II (Page 73)		the price variation amount is restricted to 5% only. We request you to remove this capping of 5% & release the escalation as per actual? Please clarify	Tender Conditions shall prevail.
117	clause 15 Volume-II Page 60		Defect liability period mentioned as 18 moths from date of completion. This period seems to be very high & PBG is also blocked for such long span. Kindly modify it to 12 Months.?	Tender Conditions shall prevail.
118	Volume 3 Clause 1.5.3		350 mm/ 250 mm ballast Cushion to be provided on Main line & Loop Line respectively. As per the latest guidelines of Railway Board the ballast cushion on main & loop line should be 350 mm. Request to clarify the same.	Tender Conditions shall prevail.
119			Electronic Interlocking System: Pl confirm whether EI scheme will be distributed or Centralized.	Tender Conditions shall prevail.
120	Addendum / Corrigendum-I- (Part –II)	Addendum / Corrigendum-I- (Part –II): The new BG track shall be linked by contractor as per stipulations given in para 1.5.14. These will be welded using mobile Flash butt welding plant by the Contractor. The Contractor will have to lift the single rails from nominated location in Ahmedabad Division in Western Railway. The unloading of rails is to be done by the Contractor in case rail supply is available through railway BFR's. Stacking of free Rails/Welded rails should be made accordingly to RDSO drawing Number RDSO T-6219	Ahmedabad division has approx. 165 Stations and it very difficult to calculate the Lead for transportation of rail. Kindly Confirm the Stations or approx. Lead.	Tender Conditions shall prevail.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
121	Volume III / Schedule A / Dates for Providing ROW / Part C (IV) Addendum / Corrigendum – I (Part – II)	PART - C (IV) LAND: To be Acquired for MSIL Siding. The ROW for MSIL Siding shall be handed over to contractor within 18 months from appointed date.	We understand that the ROW for MSIL Siding shall be handed over to contractor within 18 months from appointed date, failing which the scope for MSIL siding shall be removed from the scope of contractor. Kindly confirm.	Tender Conditions shall prevail.
122	Volume III / Schedule G	Contract Price Weightages	As the status of land acquisition is still unclear, we request you to introduce a provision where Bidder has to specify the Price for MSIL siding works separately in the online bid. This will help in avoiding any negotiation/conflict during the currency of contract in case the works pertaining to MSIL siding is removed from the contractor's scope. For more clarity, the Price Schedule submission shall read as Follows; 1. Total Bid Price for the project excluding MSIL siding works is INR _____ 2. Total Bid Price for MSIL Siding works is INR _____ 3. Total Bid Price for Project including MSIL siding works is _____ (Sum of 1 and 2)	Tender Conditions shall prevail.
123	Cl. 1.4.10 Road under Bridges, Annexure I, Schedule-B & Vol. 4-2, Bridges drawings.	Road Under Bridges (RUB) Scope of work includes dismantling of existing approach work, construction of approach roads on both the side of new track, connecting to the approach roads with matching profile along with water disposal system, height gauges and measures to restrict water entering the RUB portion to minimize water logging.	In case of depressed RUBs, in order to meet the approach road at the minimum desired gradient a retaining wall needs to be constructed all along the approach of the RUBs beyond the Railway boundary. Kindly confirm if the same falls under the scope of the Contractor or not.	Tender Conditions shall prevail.
124	Volume III (Part I), Schedule-B, Description of railway project, 1. Construction of Civil and Track works (Page 111)	Buffer Stop Cl.1.7, Track layout in station yards and NI working, Cl.1.7.3	Kindly confirm if Friction Buffer stops are required for this project. Further, for design of Friction Buffer Stop, details such as train loading, impact speed and type of couplers are required. Request you to provide the same.	Tender Conditions shall prevail.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
125	Volume I/ ANNEX-I (Details of Bidder) / Page 47 of 72 / Clause no. 6	A statement by the Bidder and each of the Members of its Consortium (where applicable) or any of their Associates disclosing material non-performance or contractual noncompliance in past projects, contractual disputes and litigation/ arbitration in the recent past is given below (Attach extra sheets, if necessary).	We understand that in recent past years means last 5 (five) years i.e. projects for litigation/Arbitration initiated on or after 01.04.2014. Kindly confirm.	Tender Conditions shall prevail.
126	Volume 1 / Clause 1.1.1 / Page 9 of 72	Indicative project cost (In Rs Cr.) - 487.00	<p>The estimated project cost is mentioned as INR 487 Cr in the tender.</p> <p>We carried out a detailed site investigation to identify prevailing market rates of various materials along the stretch and carried out our preliminary design based on the data available in tender documents.</p> <p>Based on the above, our estimate for the project cost is working out to be approximately 25% - 35 % above the Client's estimate mentioned in the tender.</p> <p>Trends of recent EPC tenders awarded by Indian Railways i.e. NWR (Phulera - Degana doubling project) and Rail Vikas Nigam Limited (RVNL – Jimidipeta to Gotlam 3rd line project) indicate that the projects were awarded at price levels close to client's estimate. This occurred because certain prequalified bidders targeted the client's estimate though from our experience, the actual project prices were much higher.</p> <p>In many cases, when the projects are bagged at values significantly lower than the actual workable prices, the progress of such projects suffer and exerts severe pressure on the finances of the contractor. In certain cases, this may lead to termination of the contract. For instance, both of the EPC projects mentioned above is terminated.</p>	Tender Conditions shall prevail.
127	Vol II / Article 17 / Clause 17.8 / Page 73 And Addendum 1/ Sl. No. 61 of pre bid queries	II. PVC shall be applicable for the entire original contract period plus the extended period. The total amount of PVC shall not exceed 5% of the cumulatively executed contract value.	<p>Price Variation formulas are used as a tool to compensate both contractor and client for any increase or decrease in the market rates of various resources, hence capping the limit of PVC to 5% is not justified as there is a possibility that the price escalation may turn out to be more than 5%.</p> <p>In view of the above, request you to remove the limit of PVC (5% of the contract value). This is in line with all other EPC railway projects wherein there is no limit of PVC.</p> <p>An abstract of relevant clause from Model Agreement of "Engineering, Procurement and Construction of Railway Electrification Projects" by Ministry of Railways is attached as Annexure A for reference.</p>	Tender Conditions shall prevail.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
128	Vol III/schedule-D/Clause 1.2/Page 253-255	Contractor's Organization during Construction Phase: 5) The contractor shall deploy, as per the programme, the minimum number of personnel for the key position with requisite qualification and experience as mentioned hereunder:-	Owing to the nature and magnitude of work, the requirement mentioned for the key personnel to be deployed and Experience seems to be higher than required for the project. In view of the same, we request you to amend the Key Personnel & Experience requirement as per Annexure B to the Pre-Bid queries.	Tender Conditions shall prevail.



## **Engineering Procurement & Construction (EPC)**

### **Bid Documents**

#### **For**

**Gauge Conversion Of Katosan Road – Becharaji – Chanasma – Ranuj (65 KM) Metre Gauge to Broad Gauge Rail Section with 25 KV AC Electrification Of Katosan Road – Becharaji (25 KM) section only, along with New MSIL Siding with 25 KV AC Electrification at Becharaji (Approximately 3 KM) in Ahmedabad Division of Western Railway**

**Tender No: G-RIDE/BRCL/EPC/2018/19/001 (nProcure ID :354315)**

### **Addendum / Corrigendum – IV**

#### **(Part – II)**

**Dated:25.04.2019**

**Gujarat Rail Infrastructure Development Corporation Ltd. Gandhinagar – 302 017**

**[www.gride.org.in](http://www.gride.org.in)**

## Addendum / Corrigendum – IV (Part II) (Dated:25.04.2019)

This document shall form part of the tender Bid document. Bidder are requested to refer and read this document in conjunction to main bid document.

The following points have been added / corrected.

Sr.	Ref.	Existing							Addendum/ Corrigendum										
<b>1</b>	Volume III/ Schedule B/ Para 1.13	Note-Provision of about 3.50 km drain along the track is kept as Lumpsum quantity if required at any other location. If this quantity is not operated, then it will be deducted from the scope.							Note- <b>Provision of about 3.50 km drain along the track is kept as Lumpsum quantity if required at any other location.</b>										
<b>2</b>	Volume III/ Schedule B/ Cl. 1.4/ Minor bridge	<b>Sr. No.</b>	<b>Bridge No.</b>	<b>Prop osed Loca tion with respect to center line of Kat osan Road Station</b>	<b>Thro ugh KM from Kat osan Road Station</b>	<b>Prop. Br. Span</b>	<b>Water way</b>	<b>Struc ture Config uration</b>	<b>Rem ark</b>	<b>Sr. No.</b>	<b>Bridge No.</b>	<b>Prop osed Loca tion with respect to center line of Kat osan Road Station</b>	<b>Thro ugh KM from Kat osan Road Station</b>	<b>Prop. Br. Span</b>	<b>Water way</b>	<b>Struc ture Config uration</b>	<b>Rem ark</b>		
		88.	130	45032. 924	87.363	1	6.1 PSC Slab	6.1	PSC Slab		88.	130	50132. 924	87.363	1	6.1 PSC Slab	6.1	PSC Slab	





Sr.	Ref.	Existing								Addendum/ Corrigendum																
		S N	Description Of work	Chainage (MG-KM)		Name of Stations	Block Section	LC gate No.		Any other details	S N	Description Of work	Chainage (MG-KM)		Name of Stations	Block Section	LC gate No.		Any other details							
From	To			At station	In Block Sections			From	To				At station	In Block Sections												
4	Volume III/ Schedule B/ Cl. 2.2.3/ Six Quad Cable System	1	Survey, design, supply, installation, testing manuals for new technology installed for each place, supply of completion drawings, and commissioning of 6 Quad telecom cable system	37.23	-	KTRD	-	30,36,37	-	I. LC gate communication from concerned stations, EC sockets at each KM. Additional one 6 Quad cable to be laid for BPAC & single line Block. II. The communication to the independent LC gate will be given from the nearest concerned block stations.	1	Survey, design, supply, installation, testing manuals for new technology installed for each place, supply of completion drawings, and commissioning of 6 Quad telecom cable system	37.23	-	KTRD	-	30,36,37	-	I. LC gate communication from concerned stations, EC sockets at each KM. Additional one 6 Quad cable to be laid for BPAC & single line Block. II. The communication to the independent LC gate will be given from the nearest concerned block stations.							
				37.23	62.500	Becharaji	KTRD-Becharaji	68																		
				62.500	89.146	Chanasma	Becharaji-Chanasma	95C	80																	
				89.146	101.993	Ranuj	Chanasma-Ranuj	26,27	99																	
				<b>Chainage (BG-KMs)</b>																						
				14.23	26.37	Dhinoj	Dhinoj-Ranuj	-	-																	
				26.37	39.65	Patan	Ranuj-Patan	-	-																	
				17.96	26.62	Jotana	Jotana-Katosan																			
				26.62	36.05	Detroj	Katosan-Detroj																			

Existing 6 quad cable in these section to be utilized.

Sr.	Ref.	Existing				Addendum/ Corrigendum			
5	Volume III/ Schedule B/ Cl. 2.2.5/ Other Locations	SN	Description of Work	Station	UTS/PRS System	SN	Description of Work	Station	UTS/PRS System
		1	Survey, Design, Supply, Installation, Testing, supply of manuals for new technology equipment for each place, Supply of completion drawings and commissioning of telecommunication equipments.	Katosan road	yes	1	Survey, Design, Supply, Installation, Testing, supply of manuals for new technology equipment for each place, Supply of completion drawings and commissioning of telecommunication equipments.	Katosan road	Shifting to new station building and the same to be commissioned
				Bechraji	yes			Bechraji	Only data networking to be provided
				Chanasma	yes			Chanasma	Only data networking to be provided
				Ranuj Jn	yes			Ranuj Jn	Shifting to new station building and the same to be commissioned
6	Volume III/ Schedule C/ Para 2.4.3/ Number Of vehicles	The Contractor shall provide the following type of vehicles as per requirement indicated by the Authority's Engineer within one month of the date of commencement.				The Contractor shall provide the following type of vehicles as per requirement indicated by the Authority's Engineer within one month of the date of commencement.			
		Type	Number of Vehicles	Total vehicle months for (30+12) 42 months			Type	Number of Vehicles	Total vehicle months for (36+12) 48 months
		Innova / Toyota cresta or Similar	1	42			Innova / Toyota/ Creta or Similar	1	48
		Tata Sumo, Bolero, Scorpio or similar	6	252			Tata Sumo, Bolero, Scorpio or similar	1	48
		<b>Total</b>	<b>7</b>	<b>294</b>			<b>Total</b>	<b>2</b>	<b>96</b>
7	Volume -III/ Cl. 1.8.1/ Para 4	The surface finish of passenger platform shall be minimum concrete surfacing with properly watered and compacted good quality earth fill, soling and metalling. At location of platform, shelter and area in front of the station building, about 150 sq.m of main area of platform shall be minimum Kota Stone.				<b>The surface finish of passenger platform shall be minimum concrete surfacing with properly watered and compacted good quality earth fill, soling and metalling.</b>			