



## **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 – VII**

**Dated: 22.05.2019**

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

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

**Corrigendum - VII (Dated: 22.05.2019)**

Sr.		Ref. Cl./ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
1	Tata	1.5.3 of Vol-3	The track will be laid with 60Kg rails on 60Kg PSC sleepers' of 1660 numbers per km density with 350mm ballast cushion on main line. On loop lines the track structure consists of 60Kg rails on 60Kg PSC sleepers' of 1540 numbers per km density with 250mm ballast cushion.	Not specified the Sleeper Density and Ballast Cushion for MSIL Siding. It is same as Main Line or Loop line specifications. Please Clarify	Same as the main line.
2	Tata	Page 102 of 467 Volume-3	All RUBs shall have provision of height gauges on both the sides as per the IR standard, RDSO Drg No M001.	All the Height Gauges are to be provided with Contractors structural steel or GRIDE will provide rails for fabrication Please Clarify	With Contractor's Materials.
3	Tata	1.10. of Vol-3	Internal colony Roads Bituminous/ CC paved service road shall be constructed as per the IR specification. (Station and location may be decided the contractor best feasible as per the site condition after obtaining approval of authority.	Our Understanding is that road construction shall be done only where Construction of New Quarters and at 4 Locations along with New Station Buildings) or we need to construct road for all station Building Locations? May we request to provide the total length and cross-section of the proposed road.	Tender Conditions are self explanatory.
4	Tata	1.4.6 Schedule-B, Volume-III	The scope of work includes any strengthening/rebuilding ...	Width of existing structure is 4.8m (outer dimensions of ballast) which is insufficient to cater the minimum dimensions for BG loading with electrification standards. So, Contractor needs to widen the structure only by rebuild to accommodate BG. Kindly confirm.	The BG bridges shall be adequate for 25 MT Axle loading and BG dimensions as per IR guidelines.
5	Tata	General		Provision of Guard rails are required for Bridges? If yes Only Major Bridges or All types of Bridges are to be provided with Guard Rails Please Clarify	Contractor has to Design and provide Guard rails as per latest Indian Railway Standards.
6	Tata	General		Are provision of Inspection Platforms for Bearings required for Periodical maintenance purpose. Please Clarify.	Contractor has to Design and provide inspection platform as per latest Indian Railway Standards.
7	Tata	General		If Guard Rails are to be provided on Bridges. Rails required for will be issued by GRIDE on free of Cost. Please Confirm	All rails shall be provided by G-RIDE.
8	Tata	Cl. 1.3.12.3 Schedule-B, Volume-III	Minimum height of embankment ...	May we use the existing MG Embankment by wideining/filling to the required profile to suit the propsoed BG formation or, we need to remove the entire MG formations and relay the new BG formation. Kindly confirm.	Existing MG embankment may be retained subject loading as per GE-14 and to approved rail/ Formation level.
9	Tata	Volume I/ DRAFT TENDER NOTICE	Last Date of Submissi on of Online Tender is 29th May 2019, 18:00 hrs	We are in the process of preparation of Bid. We require sufficient time to re-validate various inputs, provided with bid documents, related to Design & re-engineering different items of Work. The additional time will help us to prepare most competitive and technically responsive bid. May we request you to kindly consider an extension of another 2-3 weeks.	Please refer corrigendum - V.
10	KEC	clause No. 17.8.4 Note-II Volume-II (Page-73)		The price variation amount is restricted to 5% only. We request to remove the capping of 5% & release the escalation as per actual? Please clarify.	Tender conditions shall prevail.
11	KEC	Vol(1,2,4) Pg. 145/415 – (e)		As per Price Variation - <b>“It is presumed that the tentative cost of Rail is 50% of the Total Cost of Track Work.”</b> However, the rails are to be supplied by G-RIDE free of cost and the cost of Rails may not be included in the Estimated Price if bid.	Tender Conditions are self explanatory.

Sr.	Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
12	KEC		In the Payments schedule the linear length mentioned as 10 Km for Earthwork and Track Work. It is not realistic. Kindly modify it to 3KM.	Please refer corrigendum - III.
13	KEC		For the RUB's and Major Bridge which are structurally found suitable for 25 T Loading, It is notices that the Formation Level at these bridges are not matching with the existing Formation. Can we adopt the existing formation level at these locations by modifying the gradient / L section?	Yes, Subject to Indian Railway Standards.
14	KEC		Payment against Supply items: Kindly allow the Payment against supply of material like P-way material, Steel, Cement, HT Starnds, S&T and OHE Supply of items etc. to ease the cash flow of the Contractor. Kindly consider.	Please refer corrigendum - III.
15	Patel Engineering		This is with reference to above subject, we Patel Engineering Limited are keenly interested to participate in the above subject project. We request you to kindly extend the online submission date by 5 weeks for submitting our best offer.	Tender conditions shall prevail.
16	kalpataru	General (RUB) Clause 4.7, Annex I – (Schedule A) – “Site”, Volume 4	<p>Please Clarify about the scope of work for LHS. Whether our work is limited to Construction of Box, return, wing walls only or we have to consider the following in the scope also:-</p> <ol style="list-style-type: none"> <li>1) approach road on both sides of RUB,</li> <li>2) Side Retaining wall on both sides along the road.</li> <li>3) Height gauge at both ends of the road.</li> <li>4) Shelter over the road on both sides of LHS.</li> </ol> <p>If yes then please provide:-</p> <ol style="list-style-type: none"> <li>1) Specification and drawing for the Road.</li> <li>2) Specification and drawing of Side retaining wall.</li> <li>3) Specification and drawing of Height Gauge.</li> <li>4) Specification and drawing of Shelter above the road.</li> </ol> <p>Since the approach road is likely to exceed beyond railway boundary (considering 1:30 slope of road), please specify if all approvals for the construction have been arranged by GRIDE.</p>	Tender Conditions are self explanatory.
17	kalpataru	Vol. 3, Sch. B, Pg. 148, Sl.No.1, PA & Coach guidance system, Passengers Information display system.	The Tender document is not providing the detailed requirements of IPIS such as Coach Guidance, Passenger information display system etc. In order for us to plan and design the system, please provided in which category (as indicated in Railway Board Circular no-2018/LM(PA)/03/06 dated 09th Apr-18) these stations has to be considered by the bidder (i.e. NSG-1, NSG-2, NSG-3 .....NSG-6 and HG-1, HG-2 to 3).	The tender conditions are self explanatory. The facilities which have been indicated in Tender Schedule shall be provided at all "B" class station.

Sr.		Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
18	kalpataru	Volume III/ Schedule B/ Cl. 1.5.14	Dismantling of TrackThe 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 Authority Engineer and contractor and handed over to the contractor before dismantling for account of P. Way material involved. The released materials except 90R rails, 90R Fish Plate and 90R Fish Bolts shall be the property of the contractor and shall be disposed of by him suitably ..... dismantling for account of P. Way material involved. The released materials except 90R rails, 90R Fish Plate and 90R Fish Bolts shall be the property of the contractor and shall be disposed of by him suitably	We Understood Contractor have to handover released 60R and 75R rail also to G-Ride.	Tender Conditions are self explanatory.
19	kalpataru	Engineering Scale Plan of Becharaji (B-Class) Station incl. MSIL Siding connectivity.		Point at CH: 161.824 m in MSIL Siding is missing in Becharaji SIP. Kindly Confirm whether Contractor have to consider in estimation or not.	For station yard layout, please refer ESP.
20	kalpataru	Annexure-1, Schedule –B, Clause no.1, Construction of Civil and Track Works, 1.2 Alignment, 1.2.1		As per the L-Section provided to us, the difference between Top of the Rail level and finished formation level has been maintained consistently as 742 mm.  Considering that the sleeper required for the project should be as per RDSO Dwg No. T 8527 which has sleeper depth at Rail seat as 230 mm, and that the ballast cushion to be maintained at rail seat is 350 mm, the required difference between rail top and formation should have been 762mm.  Since as per the tender document, the vertical profile (levels required) are to be maintained as it is.Kindly confirm whether we need to take the 1. Considered rail levels higher by 20 mm or, 2. Finished formation level (FFL) to be lower down by 20 mm.	Formation level to be maintained as per tender condition.
21	kalpataru	General		As per tender document Modification of SCADA is proposed. Kindly clarify the make of SCADA equipment and number of RTU quantity.	Tender Conditions are self explanatory.
22	Texmaco			With reference to the above cited work, we would like to bring to kind notice that we are participating in the above referred work. As it is a design and build EPC based work, it requires a lot of time in BOQ formation and the final costing. It also requires a lot of technical input from the vendor scope of work. Therefore, considering above mentioned issues we request your goodself to please kindly extend the bid due date of tender submission for minimum of three weeks from the present due date of submission 29.05.2019	Tender conditions shall prevail.

Sr.		Ref. Cl/ Pg No.	Clause Description	Bidders Query	G-RIDE's Comments
23	Afcons	Volume-III/Schedule-B	<p>The released 90R rail shall be utilized by the contractor to link the service track for receiving the Rly BFR/RAKES.</p> <p>Note:-The contractor shall consider the credit value for all the released materials (except 90R rails) to be retained by him &amp; account for this while quoting contract price. Released 90R Rails after completion of all rail renewal works shall be transported to the nominated locations and handed over to authority duly stacked and accounted for in linear meters.</p>	<p>We understand that the existing MG rails are to be used as a Auxiliary rails for the construction of proposed Board Gauge, Please clarify</p>	<p>Tender Conditions are self explanatory.</p>
24	Afcons	Corrigendum-1	<p>Land Width</p>	<p>Land width drawings of Chansma Section are not readable. This is required to identify and quantify the retaining walls required due to shortage of lands. Request you to kindly share the readable copy.</p>	<p>The indicative drawings for reference are provided in Volume IV of Bid Documents.</p>
25		<p>Schedule – B “Development of the Railway Project” <b>Clause-1.4.2 and Clause-1.4.7.</b></p>	<p>Clause-1.4.2 All bridges shall be designed for the minimum recurrence interval of floods: a) For important and major Bridge: 1 in 100 years b) For Minor bridges: 1 in 50 years</p> <p><u>Clause 1.4.6. Major Bridges</u> 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.</p> <p><u>Clause 1.4.7. Minor Bridges</u> Most of the bridges are new bridges. In some of the locations existing MBG’s standard bridges may be retained subject to their suitability for 25T axle loads standards.</p>	<p>After having completed the site visit and check of clearance with respect to IR-SOD , I was found that-</p> <ol style="list-style-type: none"> <li>1. No bridge is designed to the same section or Rebars as shown in the RDSO drawings for 25T loading. All of them are under designed w.r.t RDSO standard drawings for 25T loading.</li> <li>2. Minor cracks and Honey combing on the existing structure is already existing on these bridges. Being RCC, there is no way the bidders can assess the strength of all weaker locations and prove them to be fir for even 10 years and that too on the increased loading. Even if by any effort it is proved by calculations that these are OK for 25T loading, the fitness of structure with so many defects can not be proved in any way and hence there will always be lot of subjectivity in this regard.</li> <li>3. The Bidder understand that all these bridges have to be rebuilt to higher standards to meet the requirement of them to be fit for next 50 years.</li> </ol> <p>In order to remove any faulty assessment by bidder, G-RIDE is requested to amend clause nos- 1.4.6 and 1.4.7 and issue a clear and unambiguous instruction to all bidders to rebuild all these bridges.</p>	<p>Tender conditions shall prevail.</p>