FOR M ‘A’  
(For works and supplies above Rs.10,000/-)

REGULATIONS FOR TENDERS AND CONTRACTS CONDITIONS OF TENDER AND SCHEDULE OF RATES AND QUANTITIES FOR

TENDER NOTICE No: 24 /CAO/C/SC/2009 Dt. 27.06.2009 (Item No.03 )

1. Name of Work: Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching ,flooring and grouting,clearing silt, barricades, ballast,formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

2. Approximate Value : Rs 1, 37, 85,881/-

3. Earnest Money Deposit : Rs. 2, 18,930 /- (In Cash / DD / FDR)

4. Completion period : 6 (Six) Months

5. Date and time of Closing of Tender Box : 06-10-2009 at 11.00 hours

6. Time & Date of Opening of Tender Box : 06-10-2009 at 11.30 hours

ATTENTION TO TENDERER

The ‘ General Condition of Contract ‘ (G.C.C.) has been revised, as such the tenderer should read the relevant provisions carefully before quoting their rates. Major items to be noted are :

1. Scale of EMD has been revised para – 6 of Regulations for Tender and Contracts .
2. Procedure for deduction of SD has been revised para – 11 of Regulations for Tender
3. New Provision for performance guarantee has been added para – 10 of Regulations for Tender
4. No Post tender correspondence will be entertained – Para 20.1 & 20.2

Signature of tenderer/contractor
To
The President of India acting-
Through: Chief Administrative Officer (Construction)
Chief Engineer (Construction),
South Central Railway,
Secunderabad.
Dy.Chief Engineer (Construction)/S.C.Railway/Kadapa.

I/We_____________________________________________________________ have read the
various conditions of tender attached hereto and hereby agreed to abide by the said conditions. I/We also
agree to keep this tender open for acceptance for a period of 90 days from the date fixed for opening the
same and in default thereof, I/We will be liable for forfeiture of my/our Earnest Money Deposit of
Rs. 2,18,930 /- (Rupees Two lakhs Eighteen thousands Nine hundred and Thirty only).

1. I/We offer to do the work “Conversion of track from MG to BG between Pakala and
Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in
formation, filling rain cuts, pitching ,flooring and grouting,clearing silt, barricades,
ballast,formation of approaches of L.Cs, Construction of protective works, balance drains
and any other works between Dharmavaram and Mudigubba stations.” At the percentage
rates quoted by me/us in the attached schedule and bind myself/ourselves to complete the work in 6(
Six ) months from the date of issue of letter of acceptance of this tender. I/We also hereby agree to
abide by the General and Special Conditions of contract and to carry out the works according to the
specification of materials and works laid down by south Central Railway for the present contract.

2. A sum of Rs: 2,18,930 /- (Rupees Two lakhs Eighteen thousands Nine hundred and Thirty only)
is herewith forwarded as earnest money deposit. The full value of the earnest money shall stand
forfeited without prejudice to any other rights or remedies if –
   a) I/We do not execute the contract document within seven days after receipt notice of
      issued by the Railway that such documents are ready:
      OR
   b) I/We do not commence the work within ten days after receipt of orders to that effect.

3 Until a formal agreement is prepared and executed, acceptance of this tender shall constitute a
binding contract between us subject to modifications, as may be mutually agreed to between us and
indicated in the letter of acceptance of my/our offer for this work.

4 Payment of stamp duty on the agreement to be executed in pursuance of this tender will be borne by
the Railway.

Signature of witnesses:
1.
2.

Signature of Tenderer / Contractor
I ACCEPT THE TENDER AND AGREE TO PAY THE RATES AS ENTERED IN THE SCHEDULES.

CHIEF ADMINISTRATIVE OFFICER (CONSTRUCTION),
S.C.RAILWAY, SECUNDERABAD
FOR AND ON BEHALF OF THE PRESIDENT OF UNION OF INDIA

WITNESSES:

1.

2.

Signature of Tenderer / Contractor
MEANING OF TERMS: DEFINITIONS:

1. In these regulations for tenders and contracts the following terms shall have the meaning assigned hereunder except where the context otherwise requires:

(a) “RAILWAY” shall mean the president of the Republic of India or the Administrative Officers of the South Central Railway or of the successor Rly. authorized to invite tenders and enter into contracts for works on his behalf.

(b) “GENERAL MANAGER” shall mean the Officer in Administrative charge of the whole of South Central Railway and shall mean and include the General Manager of the successor Railway.

(c) “CHIEF ADMINISTRATIVE OFFICER (CONSTRUCTION)” shall mean the officer in Administrative charge of construction Organisation of south Central Railway and shall mean and include the chief Administrative Officer of the successor railway.

(d) “CHIEF ENGINEER (CONSTRUCTION):” shall mean the Officer-in-charge of the Engineering Department South Central Railway and shall also include the Chief Engineer (Construction), Chief Signal and Tele-communication Engineer and shall mean and include the Chief Engineer, Chief Engineer (Construction) and Chief Signal and Tele-communication Engineer of the successor Railway.

(e) “DEPUTY CHIEF ENGINEER (CONSTRUCTION)” shall mean the deputy Chief Engineer (Construction) of the south Central Railway or the successor Railway.

(f) “DIVISIONAL RAILWAY MANAGER” shall mean the Administrative Officer-in-charge of a division of south Central Railway.

(g) “SENIOR DIVISIONAL/DIVISIONAL ENGINEER” shall mean the officer –in-charge of a division or district of South Central Railway.

(h) “TENDERER” shall mean the person, the firm or company who tenders for the work with a view to execute the work of contract with the railway and shall include their personal representatives, successors and permitted assigns.

(i) “LIMITED TENDERS” shall mean tenders invited from all or some contractors on the approved list of contractors with the railway.

(j) “OPEN TENDERS” shall mean tenders invited in Open and Public manner and with adequate notice.

(k) “WORKS” shall mean the works contemplated in the drawings and schedules set forth in the tender forms and description of contract and required to be executed according to specifications.

Signature of Tenderer / Contractor
“SPECIFICATIONS’” shall mean the specifications for materials and works, South Central Railway, issued under the authority of the chief engineer or as amplified, added to or superseded by special specifications, if any, appended to the tender forms.

“SCHEDULE OF RATES, SOUTH CENTRAL RAILWAY” shall mean the schedule of rates issued under authority of the chief engineer from time to time.

“DRAWINGS” shall mean the drawings, plans and tracings or prints thereof annexed to the tender forms.

2. Words imparting the singular number shall also include the plural vice versa where the context requires.

3. These regulations for tenders and contracts shall be read in connection with general conditions of contract which are referred to herein and shall be subject to modifications, additions or supersession by special conditions, if any, annexed to the tender forms

4. A contractor who has not carried out any work so far on this Railway should furnish particulars regarding –

(a) His position as an independent contractor.

(b) His capacity to undertake and carryout works satisfactorily as vouched for by a responsible official or firm.

(c) His previous experience on works similar to that to be contracted for, in proof of which original certificate or testimonials may be called for and their genuineness verified, if need be, by reference to the signatories thereof.

(d) His knowledge, from actual personal investigation, of the resources of the Zone or Zones in which he offers to work.

(e) His ability to supervise the works personally or by competent and duly authorized agents.

(f) His financial position

5. Should a tenderer find discrepancies in, or omissions from the drawings or any of the tender forms or should be in doubt as to their meaning, he should, at once notify the authority inviting the tenders who may send written instructions to all tenderers. It shall be understood that every endeavor has been made to avoid any error which can materially affect the basis of the tender and the successful tenderer shall take upon himself and provide for the risk of any error which may subsequently be discovered and shall make no subsequent claim on account thereof.

6. The tenderer shall be required to deposit Earnest Money with the tender for the due performance with the stipulation to keep the offer open till such date as specified in the tender, under the conditions of tender. Earnest Money shall be 2 % of the Estimated Tender Value costing upto Rs.1crore and for works estimated to cost more than Rs.1crore the Earnest money shall be Rs.2lakhs plus ½% (half percent) of the excess of estimated cost of work beyond Rs.1 crore subject to a maximum of Rs.1crore. i.e. Rs: 2, 18,930/- as indicated in the Tender Notice.

Signature of Tenderer / Contractor
(b) It shall be understood that the tender documents have been sold/issued to the tenderer and the tenderer is permitted to tender in consideration of stipulation on his part, that after submitting his tender he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the Engineer. Should the tenderer fail to observe or comply with the said stipulation, the aforesaid EMD amount shall be liable to be forfeited to the Railway.

(c) If his tender is accepted, this earnest money will be retained as part of security for the due and faithful fulfillment of the contract in terms of Clause 16 of the General conditions of contract. The Earnest money of other tenderers shall save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation that may happen thereto while in their possession nor be liable to pay interest thereon.

(d) “The Earnest Money should be in Cash or in the form Deposit Receipts, Pay Orders or Demand Drafts executed by State Bank Of India or any the Nationalized Banks or by the Scheduled Banks” in favour of FA&CAO/C/SC Railway /Secunderabad.

7(a) Before submitting a tender, the tenderer will be deemed to have satisfied himself by actual inspection of the site and locality of the works that all conditions liable to be encountered during the execution of this works are taken into account and that the percentage/rates he enters in the tender forms is/are adequate and all inclusive to accord with the provisions in Clause 37 of the General conditions of contract for the completion of works to the entire satisfaction of the Engineer.

7(b) When the work is tendered for a firm or company of contractors shall sign the tender signed by the individual legally authorized to enter into commitments on their behalf. The Railways will not be bound by any power of attorney granted by the tenderer or by changes in the composition of the firm made subsequent to the execution of the contract. It may, however recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the contractor.

8(a) Tenderer(s) who are submitting downloaded (from website “www.scrailway.gov.in”) tender documents must enclose with the tender form a Demand draft issued by any Nationalized bank “IN FAVOUR OF FA & CAO/CONSTRUCTION/S.C.RAILWAY/SECUNDERABAD” towards the cost of tender documents of Rs.5,000/- Tender offers not accompanying with the requisite tender fee as above shall summarily be rejected.

Signature of Tenderer / Contractor
(b) Only the original computer printout of the tender documents downloaded from the website must be submitted. Photo copies are not acceptable. Tenders submitted in photo copies of downloaded documents is liable to be rejected.

(c) If during the process of tender finalization it is detected that tenderer has submitted tender documents after making any changes/additions/deletions in the tender documents downloaded from website, his offer will be summarily rejected and the earnest money deposited by the tenderer shall be forfeited by the Railway.

9 The Railway reserves the right of not to invite tenders for any works, to invite open or limited tenders, and when tenders are called to accept a tender in whole or in part or reject any tenders or all tenders without any assigning reasons for any such action.

10 The successful bidder shall submit a Performance Guarantee (PG) amounting to 5% of the contract value in any of the following forms:
   (i) A deposit of Cash,
   (ii) Irrevocable Bank Guarantee,
   (iii) Government Securities including State Loan Bonds at 5 percent below the market value,
   (iv) Deposit receipts, Pay orders, Demand Drafts and Guarantee Bonds. These forms of Performance Guarantee could be either of the State Bank of India or of any of the Nationalized Banks;
   (v) Guarantee Bonds executed or Deposits Receipts tendered by all Scheduled Banks;
   (vi) A Deposit in the Post Office Saving Bank;
   (vii) A Deposit in the National Savings Certificates;
   (viii) Twelve years National Defence Certificates;
   (ix) Ten years Defence Deposits;
   (x) National Defence Bonds; and
   (xi) Unit Trust Certificates at 5 percent below market value or at the face value which is less.
   Also FDR in favour of FA&CAO/C/S.C.Railway/Secunderabad, (free from any encumbrance) may be accepted.
   (xii) The prescribed format for Bank Guarantee (BG’s) to be accepted from the Contractors is enclosed with the tender documents and it will be verified verbatim on receipt with original document.
   (xiii) “Bank Guarantees (BGs) to be submitted by contractors should be sent directly to the concerned authorities by the issuing Bank under registered Post with Ack.Due.”

(b) A Performance Guarantee shall be submitted by the successful bidder after the letter of acceptance has been issued, but before signing of the agreement. The agreement should normally be signed within 15 days after the issue of LOA and the Performance Guarantee shall also be submitted within this time limit. This guarantee shall be initially valid up to the stipulated date of
completion plus 60 days beyond that. In case, the time for completion of work gets extended, the contractor shall get the validity of Performance Guarantee extended to cover such extended time for completion of work plus 60 days.

(c) The Performance Guarantee (PG) shall be released after physical completion of the work based on the ‘Completion Certificate’ issued by the competent authority stating that the contractor has completed the work in all respects satisfactorily. The security deposit, however, shall be released only after the expiry of the maintenance period and after passing the final bill based on ‘No Claim Certificate’.

(d) Wherever the contract is rescinded, the security deposit shall be forfeited and the Performance Guarantee shall be encashed and the balance work shall be got done independently without risk and cost of the failed contractor. The failed contractor shall be debarred from participating in the tender for executing the balance work. If the failed contractor is a JV or a partnership firm, then every member/partner of such a firm shall be debarred from participating in the tender for the balance work either in his/her individual capacity or as a partner of any other JV/partnership firm.

(e) The Engineer shall not make a claim under the Performance Guarantee except for amounts to which the President of India is entitled under the contract (not withstanding and/or without prejudice to any other provisions in the contract agreement) in the event of:
   i) Failure by the contractor to extend the validity of the Performance Guarantee as described herein above, in which event the Engineer may encash the full amount of the Performance Guarantee.
   ii) Failure by the contractor to pay President of India any amount due, either as agreed by the contractor or determined under any of the Clauses / Conditions of the agreement, within 30 days of the services of notice to this effect by Engineer.
   iii) The contract being determined or rescinded under provision of the GCC the Performance Guarantee shall be forfeited in full and shall be absolutely at the disposal of the President of India.

11 The scale of Security Deposit that is to be recovered from the contractor shall be as follows as per the extent instructions of the Railway Board vide Ir.No.2003/CE-I/CT/4/PT-1, dt.12.05.2006.

(a) Security Deposit should be 5% of the contract value.

(b) The rate of recovery will be at the rate of 10% of the bill amount till the full Security Deposit is recovered.

(c) Security Deposit will be recovered only from the running bills of the contract and no other mode of collecting SD such as SD in the form of instruments like Bank Guarantee, Fixed Deposit Receipt etc., shall be accepted towards Security deposit.

(d) The security deposit shall be released only after the expiry of the maintenance period and after passing the final bill based on ‘No Claim Certificate’.

Signature of Tenderer / Contractor
After the work is physically completed, security deposit recovered from the running bills of a contractor can be returned to him if he so desires, in lieu of FDR/irrevocable bank guarantee for equivalent amount to be submitted by him.

12. The tenderer whose tender is accepted shall be required to appear in the office of the Chief Administration Officer (const), Chief Engineer, Deputy Chief Engineer (Construction), Divisional Engineer as the case may be in person or if a firm or corporation a duly authorized representatives shall also appear and to execute the contract document within (7) days after notice that such documents are ready. Failure to do so shall constitute a breach of the agreement effected by the acceptance of tender in which case the full value of the earnest money accompanying the tender shall stand forfeited without prejudice to any other rights or remedies. In the event of any tenderer whose tender is accepted shall refuse to execute the contract documents as herein before provided, the Railway may determine that such tenderer has abandoned the contract and there upon his tender and the acceptance thereof shall be treated as cancelled and the Railway shall be entitled to forfeit the full amount of earnest money and to recover the liquidated damages for such default.

13. Every contract shall be completed in respect of the documents it shall constitute. Not less than 5 copies of the contract documents shall be signed by the competent authority and the contractor and one copy given to the contractor.

14(a) The tender should be submitted in prescribed form annexed hereto. The quotations will be subject to the General Instructions contained in pages of Schedule of Rates and quantities to which the tenderer’s special attention is drawn. Tenderers are required to quote item-wise rates/percentage rates as stipulated in the schedules of the tender. The rates/percentage must be clearly written in figures and in words.

(b) If any item is excluded by the tenderer in submitting his tender, the Chief Admn.Offer (Construction), Chief Engineer (Const), DY.Chief engineer (Const), Divisional Railway Manager, Senior divisional Engineer/Divisional Engineer may reject the tender.
INSTRUCTIONS TO TENDERER AND CONDITIONS OF TENDER

1.0 The tenderer who fulfils the following ELIGIBILITY CRITERIA are only eligible to quote.

1.1 ELIGIBILITY CRITERIA & CREDENTIALS OF THE CONTRACTOR:

1.1 a) The tenderer(s) should have physically completed atleast one similar single work viz., “Earth work/Minor bridges/Bridges/Retaining walls/Side drains/Platform works” for a minimum value of 35% of advertised tender value within the qualifying period (ie., current financial year and three previous financial years) ie., after 01-04-2006 up to the date of tender opening.

b) The total value of similar nature of work completed during the qualifying period and not the payments received within qualifying period alone, shall be considered. In case, final Bill of similar nature of work has not been passed and final measurements have not been recorded, paid amount including statutory deductions is to be considered. If final measurements have been recorded and work has been completed with negative variation then also the paid amount including statutory deduction will be considered. However, if final measurements have been recorded and work has been completed with positive variation but variation has not been sanctioned, original contract value or last sanctioned agreement value which ever is lower shall be considered for judging eligibility.

1.2 The total contract amount received during the last 3 financial years and in the current financial year should be a minimum of 150% of advertised tender value. Tenderer(s) should submit to this effect current ITCC or attested certificate from the Central Govt./Public Sector undertakings for the work done for them or Audited balance sheet duly certified by the Chartered Accountant.

1.3 The value of work completed will not include the cost of any materials issued free of cost by the Railway/Department concerned. Only cash value of the Agreement and executed cash value will reckon for eligibility.

NOTE: The tenderer who do not fulfill the requisite qualifications and who do not furnish documentary evidence along with Tender document will be summarily rejected. Any misleading information will be rescinded and will lead to disqualification of tender.

1.4 The tenderer(s) shall also submit the following documents along with his/their tender.

a. List of personnel, organization available on hand and proposed to be engaged for the subject work.

b. List of plant and machinery available on hand (own) and proposed to inducted (own and hired to be given separately) for the subject work.

c. List of works completed in the last three financial years giving description of work, organization for whom executed, approximate value of contract at the time of award, date of award and date of scheduled completion of work. Date of actual start, actual completion and final value of contract should also be given.

d. List of works on hand indicating description of work, contract value, approximate value of balance work yet to be done and date of award.

1.5 In case of Clause 1.4 (c) and (d) mentioned above, supportive documents/ certificates from the organizations with whom they worked/are working should be enclosed.

Signature of Tenderer / Contractor
1.6 Certificates from private individuals for whom such works are executed/being executed will not be accepted.

1.7 The works executed by the tenderer for Government Departments or Semi Governments/Public Sector undertaking shall only be considered for eligibility. Works executed for private parties shall not be considered. The experience certificate shall be issued by a Junior Administrative Grade Officer or Superintending Engineer or equivalent grade in other departments indicating therein the name of works executed, value of works and period during which completed, bills paid etc., The certificate should bear the signature and seal of the Officer and attested by Railway Officer (Gazetted).

1.8 i) In case the tenderer is a partnership firm(s), the experience and turnover shall be in the name and style of the firm only
   ii) If the Tenderer is a partnership firm, all the partners shall be jointly and severely liable for successful completion of the work and no request for change in the constitution of the Firm shall be entertained.
   iii) During the currency of the contract, no partner of the firm shall be permitted to withdraw from the partnership business and in such an event it shall be treated as breach of trust and abandonment of contract.

1.9 CONSORTIUM AGREEMENTS, JOINT VENTURES AND MOUs WILL NOT BE CONSIDERED FOR ELIGIBILITY.

2.0 The drawings for the works can be seen in the office of the Chief Admn. Officer(Construction)/Secunderabad at any time during office hours.

3.0 General conditions of contract and specifications for materials and works of south Central Railway, be seen in the office of the Chief Administrative Officer (Construction) S.C.Railway/Secunderabad or had on payment at the rates fixed for each book from time to time.

4.0 The tenderer/tenderers shall quote percentage rates as stipulated in the schedules. The quantities shown in the attached schedule are given as guide and are approximate only and are subject to variation according to the needs of the Railway. The Railway accepts no responsibility for their accuracy, and the railway does not guarantee work under each item of schedule.

4.1 The tenderers are required to take note of all the taxes and cess leviable under works contract and quote their rates inclusive of all taxes and cess.

5.0 Tenders containing erasures and alterations of the tender documents are liable to be rejected. Any corrections made by the tenderer/tenderers in his/their entries must be attested by him/them.

6.0 The work is required to be completed within a period of 6 (Six) months from the date of issue of acceptance letter including intervening monsoon period.

7.0 The tender must be accompanied with Earnest Money Deposit i.e 2% of the Estimated Tender Value costing upto Rs.1 Crore and for works estimated to cost more than Rs.1 Crore the earnest money shall be Rs.2 lakhs plus 1/2% (half percent) of the excess of estimated cost of work beyond Rs.1 Crore i.e Rs: 2,18,930/- deposited in cash / DD / FDR failing which, the tender will not be considered and will be summarily rejected.

(j) In cash, paid to the Railway Administration’s chief cashier at Secunderabad or Divisional Cashier (Pay)/Secunderabad, Vijayawada, Guntakal, or Guntur and Nanded.

(ii) By bank instruments as mentioned in para 6(d) of regulations for tenders and contracts.

Signature of Tenderer / Contractor
NOTE:

(1) Cash remittances will not be accepted by Chief Cashier or Divisional Cashier/Pay after 10.00 hrs on 06.10.2009 (i.e., Tender opening day).

Cheques, War Bonds and government Promissory Notes will not be accepted towards the earnest money. No interest shall be allowed on the earnest money.

The tenderer shall hold the offer open till such date as may be specified in the tender. It is understood that the tender documents have been sold/issued to the tenderer and the tenderer is being permitted to tender in consideration of the stipulation on his part that after submitting his tender he will not resole from his offer or modify the terms and conditions thereof in a manner not acceptable to the Chief Administrative Officer (Const)/Chief Engineer(Cont)/South Central Railway/Secunderabad. Should the tenderer fail to observe or comply with the foregoing stipulation, the amount deposited as security for the due performance of the above stipulation shall be forfeited to the Railway. If the tender is accepted, the amount of Earnest Money will be held as security deposit for the due and faithful fulfillment of the contract. The earnest money of unsuccessful tenderers will save as herein before provided be returned to the unsuccessful tenderers but the Railway shall not be responsible for any loss or depreciation that may happen to the security for the due performance of the stipulation to keep the offer open for the period specified in the tender documents or to the earnest money while in their possession nor be liable to pay interest thereon.

8.0 It shall not be obligatory on the said authority to accept the lowest tender and no tenderer/tenderers shall demand any explanation for the cause of rejection of his/their tender.

9.0 If the tenderer deliberately gives/tenderers deliberately give wrong information in his/their tender or creates/create circumstances for the acceptance of his/their tender, the Railway reserves the right to reject such tender at any stage.

10.0 a) If a tenderer expires after the submission of his tender or after the acceptance of his tender, the railway shall deem such tender is cancelled. If a partner of a firm expires after the submission of their tender or after the acceptance of their tender, the Railway shall deem such tender as cancelled, unless the firm retains its character.

b) Documents testifying to the tenderer/tenderers’ work experience and financial status should be submitted along with the tender.

11.0 Tenders must be enclosed in a sealed cover, subscribed with the name of the work as appearing on the top sheet and must be sent by registered post to the address of the Chief Administrative Officer (Construction),South central Railway/Secunderabad-500071 or so as to reach this office not later than 11-00 hours on 06.10.2009, or deposited in the box allotted for the purpose in the Tender Hall adjacent to the Chief Administrative Officer(Construction)/South Central Railway/Secunderabad-071 or Deputy Chief Engineer(Construction)/S.C.Railway’s office at Vijayawada or Deputy Chief Engineer (Construction)/S.C.Railway / Kadapa office. The Boxes will be sealed at 11-00 hours on 06.10.2009 and will be opened at 11-30 hours on 06.10.2009 at the places mentioned above.

12.0. Non-compliance with any of the condition set forth herein above is liable to result in the tender being rejected.

Signature of Tenderer / Contractor
13.0 The authority for acceptance of the tender will rest with the Dy.Chief Engineer (Construction)/S.C.Railway/Kadapa who does not bind himself to accept the lowest or any other tender nor does he undertake to assign reasons for declining to consider any particular tender or tenders.

14.0 The successful tenderer/tenderers shall be required to execute an agreement with the president of India acting through the Chief Engineer (Const)/Divisional Railway Manager, Divisional Engineer, Superintending engineer of the Railway for carrying out the work according to the General Conditions of contract and specifications for works and materials, 1970 of south Central Railway including correction slips issued from time to time.

15.0 The tenderer shall keep the offer open for a minimum period of 90 days from the date of Opening of the tender, within which period, the tenderer cannot withdraw his offer, subject to the period being extended further if required, by mutual agreement from time to time. Any Contravention of the above condition will make the tenderer liable for forfeiture of EMD for due performance of the foregoing stipulations.

16.0 Should the Railway decide to negotiate with a view to bring down the rates, the tenderer called for negotiations should furnish the following form of declaration before commencement of negotiations.

I/We--------------------------------do declare that in the event of failure of contemplated negotiations relating to Tender No.------------------opened on ------------------my original tender shall remain open for acceptance on its original terms and conditions

‘I also declare that I am aware that during this negotiation, I cannot increase the originally quoted rates against any of the individual items and that in the event of my doing so, the same would not be considered at all i.e. reduction in rates during negotiation alone would be considered and for some items if I increase the rates, the same would not be considered and in lieu my originally quotes rates alone would be considered and my offer would be evaluated accordingly’

17.0 Should a tenderer be a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, whether in the executive or administrative capacity, or whether holding a pension able post or not, in the Engineering department of any of the Railways owned and administered by the President of India for the time being or should a tenderer being Partnership Firm have as one of its partners a Retired Engineer or a retired gazetted officer as aforesaid, or should a tenderer being an incorporated Company have, any such retired Engineer or retired officer as one of its directors, or should a tenderer have, in his employment any retired Engineer or retired Gazetted Officer as aforesaid, the full information as to the date of retirement of such Engineer or gazetted officer from the said service and in cases where such Engineer or officer had not retired from Government service, atleast two years prior to the date of submission of the tender as to whether permission for taking such contract, or if the contractor be a Partnership firm or an Incorporated Company, to become a partner or director as case may be, or to make employment under the contractor has been obtained by the tenderers or the Engineer or the Officer as the case may be from the President of India or any officer duly authorized by him in this behalf, shall be clearly stated in writing at the time of submitting the tender. Tenderers without the information above referred to or a statement to the effect that no such retired Engineer or retired gazetted officer is so associated with the tenderer, as the case may be shall be rejected.

Signature of Tenderer / Contractor
18.0 Should a tenderer or contractor being an individual on the list of approved contractors, have a relative employed in the gazetted capacity in the Engineering department of the South Central Railway or in the case of partnership firm or Company incorporated under the Indian company Law should a partner or a relative of the partner or a share holder or a relative of shareholder be employed in gazetted capacity in the Engineering department of the south Central Railway, the authority inviting tenders shall be informed of the fact at the time of submission of tenders, failing which the tender may be rejected, or if such fact subsequently come to light, the contract may be rescinded in accordance with the provision in clause 62 of the General conditions of contract.

19.0. **DEDUCTION OF INCOME TAX AT SOURCE:** In terms of new Section 194 inserted by the Finance Act, 1972, in the Income-Tax Act, 1961, the Railway shall, at the time of arranging payments to the contractor and/or sub-contractor (in the case of sub-contractor only when the Railway is responsible for payment of consideration to him under the contract) for carrying out any work (including supply of labour for carrying out any work) under the contract, be entitled to deduct Income-Tax at source on income comprised in the sum of such payment.

The deductions towards income-tax to be made at source from the payment due to non-residents shall continue to be governed by Section 195 of the Income-Tax Act 1961.

20.0 Tenderers are required to submit the following documents along with the tender;

i). EMD  
ii) Certificate in support of credentials  
iii) Turnover Certificate  
iv) DD for cost of tender in case downloaded  
v) Any other document specified by the Railway for the tender work.

20.1 If the tender is not accompanied by any of the documents mentioned above, the tender shall be summarily rejected. No post tender correspondence will be entertained; however, if any clarification is required by Railway, the same may be sought from the tenderer.

20.2 (i) The onus of establishing the credentials of the tenderer(s) from the Office records or otherwise does not lie with the Railway. Railway shall evaluate the offer only from the certificates/documents (as referred above) submitted along with the tender offer.

   ii) Any Certificate/Documents offered after the tender opening shall not be given any credit and shall not be considered.

   iii) Even if the tenderer(s) is/are working contractor(s) of any division also if he/they do not enclose the required certificates his /their offer will not be considered.

Signature of Tenderer / Contractor
GENERAL CONDITIONS OF CONTRACT

The General Conditions of Contract governing the performance of the works covered by this tender are the “General conditions of Contract” of the Engineering Department of the South Central Railway, as amended from time to time up to date. A copy of the booklet incorporating the above “General Conditions of Contract” may be perused in the office of the Chief Administrative Officer/Construction/South Central Railway Secunderabad-500 071. This may also be perused in the office of the Dy.Chief Engineer/Construction/ Kadapa /South Central Railway.

In submitting his tender it would be deemed that the tenderer has kept himself fully informed of the provision of the General Conditions of contract including all corrections and Amendments issued up to date and the claim that he is not aware of any amendment or correction slip to the GCC shall not be entertained.
CERTIFICATION OF FAMILIARISATION

I/We hereby solemnly declare that I/We visited the site of the above work and have familiarised myself/ourselves of the working conditions there in all respects and in particular the following.

i) Topography of the area.

ii) Soil conditions at the site of work.

iii) Rates for construction materials.

iv) Availability of local labour, both skilled and unskilled and the prevailing labour rates.

v) Availability of water and electricity.

vi) The existing roads and access to the site of work.

vii) Availability of space for putting labour camps, offices, stores, godowns, Engineering yards, Casting yards etc.,

viii) The site of work is surrounded by running main lines and loop lines where extensive operations and shunting operations will be there. Safety measures required before planning and execution of work to be studied in detail before quoting rates.

Any other matter that may have bearing on work.

Signature of Tenderer / Contractor
EFT MANDATE FORM

TO

FA&CAO/C/SC
SOUTH CENTRAL RAILWAY
SECUNDERABAD.

EFT Payments

Sir,

We refer to the Electronic Fund Transfer (EFT) being set up by South Central Railway (Con) for remittance of our payments using RBI’s EFT scheme. In confirm that we are agreeable to our payments being made through the above scheme to our under noted Account.

| NAME                      | : |
| FULL POSTAL ADDRESS      | : |
| BANK ACCOUNT NO.         | : |
| NAME OF THE BANK         | : |
| BANK BRANCH (MICR) CODE  | : |
| ADDRESS OF THE BANK      | : |

Confirmed by Bank                  Signature & Stamp

Signature of Tenderer / Contractor
**SOUTH CENTRAL RAILWAY**

**Name of Work:** - Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection: Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing silt, barricades, ballast, formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

**PARTICULARS OF WORK**

1.0 **SITE:**

The works included in this tender are to be carried out in connection with Conversion of track from MG to BG between Pakala and Dharmavaram Stations and the work is to be executed between Dharmavaram and Mudigubba stations.

2.0 **GENERAL FEATURES:**

2.1 The following works have to be executed under this tender.

a) Earth work in formation, filling rain cuts, pitching flooring and grouting.

b) Silt clearance, providing barricades at LC gates.

c) Supply and dumping of ballast.

d) Formation of approaches for LC gates and other miscellaneous.

3.0 Any further particulars in connection with the work can be had in the office of the Chief Administrative Officer/Construction/ South Central Railway/ Secunderabad or Deputy Chief Engineer, Construction, South Central Railway, Kadapa during office hours on any working day.

Signature of Tenderer / Contractor
SPECIAL CONDITIONS AND SPECIFICATIONS OF CONTRACT

Note: These following special conditions are supplement to the conditions of tenders already submitted by the tenderer, general conditions of contract and notes appearing under the relevant chapters and sub chapters of the standard schedule of rates of S.C.Railway, 2002 and it should be considered as part of the tender papers where the provision of the special conditions are at variance with the general conditions of the contract and other documents mentioned above shall prevail.

1.0 VARIATION IN QUANTITIES:

1.1 The Railway reserves the right to alter the drawings. If due to change in drawing or any other reasons there be variations either increase or decrease in quantities, payment will be made only for the actual quantities executed at the accepted rates. If there be sufficient cause, the Railway may grant extension of the date of completion suitably. Such circumstances shall in no way effect or vitiate the contract or alter the character thereof, or entitle the contractor to damages or compensation there for except as provided for in this contract.

1.2 The quantities of each item of work furnished in the schedule are approximate and are intended for the guidance of tenderer/contractor. In actual execution of work, there may be some increase in quantities specified, such variation up to 25% shall in no degree affect the validity of the contract and it shall be performed by the contractor as provided there in and be subject to the same conditions, stipulations and obligations originally and expressly included and provided for in the specifications and drawings and the amount to be paid there for shall be calculated in accordance with the accepted schedule of rate.

1.3 In the event of any reduction in the quantity to be executed for any reasons whatsoever, the contractor shall not be entitled for any compensation, but shall be paid only for the actual quantum of work done.

1.4 As far as foundations are concerned, works involving variations of more than 25% shall be carried out at the same rates, terms and conditions as already set out in the agreement and the contractor shall have no claim for higher rates.

3.5 In case of earthwork in cutting, the variation limit of 25% shall apply to the gross quantity of earthwork and variation in the quantities of individual classifications of soil shall not be subject to this limit.

1.6 In case, increase in quantity of an individual NS item (Non-foundation items) by more than 25% of the agreement quantity is considered as unavoidable, negotiations will be held with the existing contractor for arriving at reasonable rates for additional quantities in excess of 25% of agreement quantity.

1.7 The limit for varying quantities for minor value items shall be 100% (as against 25% prescribed for other items). A minor value item for this purpose is defined as an item whose original agreement value is less than 1% of the total original agreement value.

1.8 As far as SSR items are concerned, the limit of 25% would apply to the value of SSR schedule as a whole and not on individual SSR items. However, in case of NS items, the limit of 25% would apply on the individual items irrespective of the manner of quoting the rate (single percentage rate or individual item rate).
1.9 The contractor is bound to notify the Engineer at least seven days before the necessity arises for the execution of any items in excess of 25% of the agreement quantity of the item.

1.10 The rates for item quantity in excess of 25% of agreement quantity shall be decided by mutual discussion in a meeting between the Railway and the contractor well in advance of the execution of the quantities involved, if in the opinion of the Railway such quantities are also to be executed by the same contractor.

1.11 In case the contractor fails to attend the meeting after being notified to do so or in the event of no settlement being arrived at, the Railway shall be entitled to execute the extra works by other means and the contractor shall have no claim for loss or damage that may result from such procedure.

2.0 SPECIFICATIONS:

2.1 The execution of all works under this Tender/Contract shall conform to the specifications and codes of practice mentioned below as amended from time to time till the date of opening of tender.

i) South Central Railway Specifications for materials and works – 1970.

ii) Indian Railways Standard Concrete Bridge Code (Revised) 1997 read in conjunction with Indian Standard Specifications mentioned therein.


iv) Indian Railway standard Bridge Substructure code-1985(Revised).

v) IRS 83/65 for fabrication and erection of steel structures (other than girder bridges).


viii) Indian Railway Standard Schedule of dimensions.

ix) The works shall be carried out to the relevant I.S. Codes of practice and other specifications mentioned in plans.


The Railway reserves the right to reject or alter any part of the work executed by the contractor, which in the judgment of Railway does not comply with the requirements of the above specifications. The decision of the Railway shall be final and conclusive for all purpose.

3.0 SETTING OUT OF WORK:

3.1 The centerline of the proposed alignment and center of bridges will be initially set out by the Railway Engineer or his representative. The contractor shall thereafter set out the work and every part thereof fully including all other control points and base line with masonry and concrete pillars for proper lines and levels. The contractor shall be responsible for the accuracy of the lines, levels and dimensions of the work in accordance with the drawings, further directions or instructions and detailed drawings supplied at any time to him and every facility shall be given to the Engineer for checking their correctness. The Contractor shall also alter or amend any error in the dimensions, line or levels or work set out or constructed by him to the satisfaction of the Engineer.

3.2 The work shall be set out to the satisfaction of the Engineer, but his approval there to shall not, nor shall his joining with the contractor in setting out the work relieve the contractor from his entire sole responsibility therefor.
3.3 The contractor shall also provide, fix and be responsible for the maintenance of all stakes, templates, profiles, level marks, points etc., and must take all necessary precautions to prevent their being removed, altered or disturbed and will be held responsible for the consequences of such removal, alterations or disturbances should the same take place, and for their efficient reinstatement.

4.0 EARTHWORK:

4.1 Jungle clearance: Before the work is started, the contractor shall clear the area between the toes of the proposed new bank of all the jungle, grass, shrubs, bushes, trees etc. In case the new bank is made in conjunction with the slope of the existing bank, the slopes shall be cleared off all jungle, grass, shrubs, trees including roots etc. The jungle and trees so cleared shall be given to the contractor free of cost except trees having girth of more than 30 cm, which shall be the property of railways. The rates adopted for earthwork are deemed to include the charges for clearance of jungle, shrubs, trees and removal of roots etc.

4.2 EARTH WORK IN EMBANKMENT:

4.2.1 The earth work in formation for the embankment to BG standards is to be done with contractor’s own earth obtained from outside the Railway limits by carting with contractors’ vehicles, except cut spoil lead from cuttings. The earth work in embankment shall be done with non-expansive soils and use of expansive soil is prohibited. The earthwork shall be done as per guide lines for earthwork in Railway projects issued by RDSO.

4.2.2 Before commencing the earthwork, the existing slope of the bank shall be properly benched as per specification. The rates adopted for earthwork are include the cost for benching of the existing embankment, jungle clearance etc., wherever required.

4.2.3 The earth work should be done in layers of 600mm thickness for vibratory Rollers and compacted as specified in Annexure-A. The compaction of the embankment shall be done only with approved mechanical rolling equipment of Vibratory rollers like VIBROMAX at OMC conditions. If necessary the suitability of the equipment shall have to be demonstrated by field trails before deploying it for the work.

4.2.4 Compaction of embankment as contemplated in the tender schedule shall be carried out under the direction of the Engineer and as per specifications (Annexure-A) of this schedule. Compaction trails shall also be carried out as directed by the Engineer to determine optimum compaction requirements. The directions of the Engineer with regard to the degree of compaction to be achieved and the process of compaction should be strictly followed.

The contractor shall afford all facilities to the engineer or his authorised representative to carry out such tests as are necessary. The quoted rate should be deemed to include all charges for the field compaction trails. The cost of field testing equipment, laboratory and labour shall be borne by the Contractor.

4.2.5 The formation shall be done to the required width. However, an additional width of 500mm shall be carried out on either side and shall be rolled. After completion of rolling, the additional width of 500 mm done beyond the required width shall be cut and bank sectioned to the required profile and dressed to slopes of 2:1. However the payment will not be made for the additional width and should consider all these aspects while quoting their rates.

Signature of Tenderer / Contractor
4.3 **EARTHWORK IN CUTTING:**

The description and classification of earthwork in cutting mentioned in the schedule are as follows:

Soil, soft mooram including all ordinary soils, like black cotton soils, ordinary earth soils, like organic soils, made-up ground, coal as filling, loam or sand, hard mooram which comprises of mooram, stiff clay, gravel and material which is so hard that it can not be excavated without the use of crow bars and picks will also be included under this head.

Cut spoils shall not be dumped within 10m. From the top edge of the cutting. Cut spoils shall be stacked on the top of cutting or at designated spoil dumps. The cut spoils when not used for embankment shall generally will be lead away from the cutting and nearer to the boundary and the cut spoils so dumped shall neatly be dressed and work completed. The cut spoils if not suitable to used in the embankment, they need not to be lead to the banks and decision of their suitability shall be decided by the Concerned Dy. Chief Engineer of the project.

For earth work in cutting, for the purpose of the payment all cuttings will be assumed to be composed of such soil/soils only at the stand/stands exposed on slopes of the finished cutting depending upon whether the cuttings are through or one sided on transverse sloping ground. The percentage of each soil thus standing exposed in cross section will be the same as that obtained by computing the area of strips formed by joining the points which form the extremities of occurrence of the particular soil on the existing and finished side slopes of the cutting by straight line/lines and working out as percentage so obtained shall be the percentage of each type of soil in question in the cross section concerned. The cross sections will be recorded at intervals of 25m, or less as decided by the Engineer in charge.

(i) Where it is not possible to take the cross sections for computing the rock excavated by blasting, payment for such item will be made by stack measurement duly deducting for voids as per specifications.

(ii) No extra for wet excavation is admissible for earthwork in formation (Cutting), side drains, catchwater drains etc. No extra payment towards the cost of bailing/pumping out water from borrow pits, cutting will also be made.

4.4 **BLANKETING :**

4.4.1 The successful Contractor is required to submit samples of blanketing material within a month after issue of acceptance letter. The samples shall be submitted in three wide mouth sealed glass jars containing representative blanketing material approximately 0.0035 M3 (1/8 cft) in each bottle. The blanketing material that will be used for blanketing shall confirm to the samples approved. The blanketing material proposed to be supplied shall be as per specifications given in Annexure 'B' and it shall be got tested for its suitability.

4.4.2 The earthwork in new embankment for top 1m. thickness with blanketing materials to BG standards is to be done with contractor’s blanketing materials obtained from outside the Railway limits by carting with contractor’s vehicles.

4.5 **LEVELS AND CROSS-SECTIONS :**

It shall be the responsibility of the Contractor to ensure that no work on the embankment is commenced until the existing ground levels at different cross-section have been taken and recorded and such records of levels have been jointly signed and dated by the Contractor and the Engineer or their authorized representatives. Cross-sectional profiles plotted based on the

Signature of Tenderer / Contractor
observed ground levels shall also be jointly signed by the Contractor and the Engineer. The point at which the cross-sectional ground levels are to be recorded and the extent of leveling work to be done shall be decided by the Engineer. The Contractor may bring to the notice of the Engineer such additional cross-sections that in his opinion should be taken for proper assessment of quantities. Such representations, however, should be made before the commencement of any earthwork. The Engineer's decision thereon shall, however, be final and binding on the Contractor. The Contractor should inspect the site and make himself familiar with the work to be done and the site conditions.

4.6 HANDING OVER OF BANKS:
The banks on each side of the bridge may be handed over to the Railway when the complete length of the bank for approaches is completed in all respects.

4.7 PAYMENT FOR THE EMBANKMENT:
The quantities for the earth work and blanketing in embankment will be arrived based on the cross sections of the compacted bank. No extra height towards subsidence need be provided over the finished embankment. No deduction shall be made towards subsidence allowance. In case compaction done without OMC the final quantity done for payment shall be arrived by deducting subsidence allowance of 2.5% of the height of the embankment done subject to a maximum of 20 cm.

4.8 TESTING EQUIPMENT:
The contractor shall arrange the soil testing equipment required for conducting field tests like OMC, MDD, grain size and other relevant tests as per IS specifications. The rate quoted shall include the cost of all such equipment.

5.0 OPEN EXCAVATION
i) The open excavation is to be done for the foundations of the abutments, wings, etc. for construction of bridges. The foundations may be excavated with sloping sides with or without timbering or may be executed with vertical sides properly timbered and shored from ground level up to the bottom of excavation. Whatever the method adopted for excavation, the work should be efficiently carried out in such a manner as to ensure its own stability as well as the stability and safety of adjoining structures and labour working there on and also in such a way so as to prevent them from being in any way detrimentally affected.

ii) The excavation must also be kept free from water at all times during the progress of the works by means of baling or pumping, forming ring bunds, making channels, leading water away from the excavation as well as diversion of water in the nallah to prevent its ingress into foundation or otherwise till the work below water level is completed in all respects. The rates adopted for excavation are inclusive of the charges for all such works.

6.0 PAYMENT FOR OPEN EXCAVATION:
The quantities for payment of open excavation will be determined by multiplying the plan areas of the open /well foundations as the case may be with the depth from the average ground level prior to starting of excavation to the average bottom of excavated level. No extra payment shall be made for excavation carried out for slopes of the foundations, provision of working place required for drilling of holes for fixing the dowel rods, provision of shutters, shoring and other supports. The adopted rate shall include the cost of earthwork required for all such works.

Signature of Tenderer / Contractor
7.0 CONCRETE WORKS

7.1 Concrete required for all works shall be machine mixed only. Hand mixing will not be permitted. The concrete must also be properly vibrated with mechanical vibrators. The concrete shall be mixed by weigh batch method deploying suitable equipment for weighing of aggregate and water.

7.2 While executing all concrete works below sub-soil water level, the foundation pit must be kept free of all seepage water by bailing or pumping or any other manner. No extra payment will be made separately for de-watering while laying concrete.

7.3 The materials proposed to be used for the work should pass tests/analysis as prescribed by the specifications. Any approval given by the railway in consequence of such tests or analysis shall in no way limit or interfere with the absolute right of the railway to reject the whole or portion of such materials supplied, which in the judgement of the railway do not comply with the specifications. The decision of the Railway in this regard shall be final and conclusive for all purposes.

7.4 All materials for concrete works such as stone aggregate, sand etc., should be collected outside the Railway land.

7.5 The contractor should prepare at his own cost standard cubes of concrete as per IRC 18-1985 during concreting operations under the supervision of the Engineer or his representative and submit the same to the Railway for testing. They shall be cured in ponds specially made for the purpose and shall be removed from the pond only on the date of testing which will be arranged by the Railway at its own cost including freight charges for transporting the test cubes to the place of test in case they were not tested at the site laboratory. The cement required for casting cubes will be borne by the contractor.

7.6 The rates for mass concrete for abutments, wing walls and conjunction walls are inclusive of all charges for provision of weep holes as required with contractor’s earthen ware/AC pipes. No extra on this account will be payable but no deductions for the holes will be made.

7.7 All the concrete mixes specified in the schedule of items for various works shall be designed by conducting tests on raw materials such as aggregate, sand and cement on strength criteria as per relevant IS codes. The design mix shall contain minimum quantity of cement specified in the items for schedule ‘A’. The design mix shall be approved by the Engineer-in-charge before commencement of concrete work.

7.8 The cement required for concrete works under schedule A (NS items) will have to be done with contractors’ cement (the cost of cement will be paid separately under relevant item of Schedule‘H’). The cement shall confirm to the specifications of ordinary portland cement to IS No.12269/IS 8112 for all concrete works. The rate adopted for all concrete items are exclusive the cost of cement.

7.9 The contractor shall along with the bill for purchase of cement should also obtain test certificate issued by the manufacture for each batch of cement and shall submit the copy of the same to the Railway for verification and record.

7.10 The contractor shall make his own arrangements for storage of cement and see that no damage will take place during the storage period. The storage of cement should confirm to the standard height in each column to avoid damage during the storage. The contractor shall take all
precautions efficiently to safe guard the cement between the period of procurement and usage. Cement if damaged due to any reason shall not be used for the works and no compensation shall be made for the loss if any sustained by contractor on this account.

7.11 The Railway reserves the right to inspect the storage accommodation of the contractor and to reject in the event of any clodd ed / damaged cement is noticed or any other cement which is not suitable for usage in works or do not conform to the specifications. The contractor shall maintain the ledger showing the quantities of cement procured, date wise consumption and balance available at site. These ledgers are to be jointly signed by the contractor and the Engineer-in-charge at site and it will form part of the register to be maintained by the Engineer-in-charge.

7.12 The contractor should ensure the consumption of cement specified for each item of work correctly. No substandard work on this account shall be permitted. If for any item of work at any stage the Railway finds less consumption, such item of work shall be rejected and cost of removal of such items of work and re-doing the same shall be to the contractor's account. The decision of Engineer in this regard is final and binding. No claims shall be entertained on this account.

8.0 STEEL REINFORCEMENT:

8.1 The contractor is required to safeguard the steel and use the same for the work in accordance with the actual requirements as approved by the Engineer and as indicated in the relevant drawings or specifications.

8.2 Steel reinforcement: For the works under schedule-A the contractor is required to use his own steel for reinforcement and structural work. The steel is to be used for reinforcement shall be TOR/HYSD bars and shall conform to I.S. specification no. IS:1786-1985 (Grade Fe 415). If mild steel is to be used for reinforcement it shall conform to specification no. 432 of part I. (Grade I).

8.3 The Railway reserves the right to inspect the storage yard of the contractor where the steel materials are stored and the samples whenever considered necessary, get them tested by any agency and if the same is found unsuitable and not as per specifications shall be rejected. The contractor cannot claim in such event the losses/damages, expenditure incurred by him and Railway shall not entertain any claim on this account.

8.4 The payment for the steel reinforcement for the RCC items shall be paid under relevant item of the Schedule unless otherwise mentioned in the schedule of item and shall be arrived based on the bar bending schedule recorded before concreting and weight shall be arrived by converting the lengths multiplied by weight based on the theoretical section weight. While working out the quantity consumed, the overlaps, hooks, bends, chairs etc., shall be taken into account. No wastage will be allowed for the payment. If there is any wastage, it shall be to the contractor's account. The cost of the binding wire shall also be to the contractor's account.

8.5 The contractor shall along the bills of purchase of steel should also obtain the test certificate issued by the manufacturer/authorised agency and shall submit the copy of the same to the Railway for verification and record.

Signature of Tenderer / Contractor
9.0 **SITE FACILITIES PROVIDED BY RAILWAY:**

9.1 The contractor shall make use of the existing land with in the Railway boundary for his establishment. If any extra land required for the purpose shall be arranged by the contractor at his own cost.

10.0 **TESTING LABORATORY:**

The contractor shall establish a laboratory at site for carrying out the relevant field tests on concrete and soils. The following tests are invariably required to be carried out during the execution.

1. Slump Test.
2. Cube Crushing Strength Test.
3. Equipment for determining bulking of sand.
4. Gradation of coarse and fine aggregates with IS sieve sets.
5. Laptop with inkjet printer (A3 Size) and suitable UPS with latest configuration and specifications.
6. Permeability test equipment.
7. One new Digital camera of 7.1 mega pixels resolution or finer of reputed make such as Canon, Sony, Panasonic or Nikon makes.

The laboratory established at site should have necessary equipment conforming to relevant IS Specifications to enable carrying out tests. The equipment shall be new equipment. No extra payment will be made to the contractor for providing above mentioned testing equipment at the testing laboratory. The equipment shall be available at the testing laboratory to be provided by the contractor at the site of work at a location decided by the Engineer-in-charge. The equipment mentioned at Item No.5 & 7 shall be handed over to the Railways before the commencement of work and will be returned to the contractor as is where is basis after completion of the work.

11.0 **RATES:**

11.1 The tenderers are required to quote a percentage rate of AT PAR/ABOVE/BELOW the total value of Schedule A, B, C, D, E, F, G & H both in figures and words. Where there is any discrepancy between the percentage rate quoted in the figures and words, the percentage rate quoted in words only will prevail.

11.2 The tenderer shall quote a percentage rate ABOVE/BELOW/AT PAR over LS amount provided in Schedule ‘F’ for items covered under Standard Schedule of Rates, S.C.Railway (Printed), 2002 as corrected upto the date of opening of tender. Where there is any discrepancy in the percentage rate quoted in words and figures, the percentage rate quoted in words only will prevail.

12.0 **TAXES:**

12.1 The accepted rates shall be deemed to include all taxes direct or indirect including Income Tax leviable under central, state or local bodies act or fuels, octroie, tools, royalties, seigniorages cess and similar imposts that may be prevailing from time to time in respect of land, structures and all materials in the performance of this contract.

Signature of Tenderer / Contractor
12.2 **Building and other construction workers welfare cess:**

The tenderer for carrying out any construction work in Andhra Pradesh must get themselves registered from the Registering Officer under Section -7 of the Building and other Construction Workers Act, 1996 and rules made thereto by the Andhra Pradesh Govt. and submit certificate of Registration issued from the Registering Officer of the Andhra Pradesh Govt. (Labour Dept.). For enactment of this act, the tenderer shall be required to pay cess @ 1% of cost of construction work to be deducted from each bill. Cost of material shall be outside the purview of cess, when supplied under a separate schedule item.

13.0 **VALUE ADDED TAX:**

13.1 As per Act No. 38 of 29.08.2005 of Government of Andhra Pradesh the works contracts are brought under purview of Value Added Tax with effect from 01.09.2005. As such accepted rates are deemed to include all taxes which will be recovered from the contractor’s bills from time to time.

13.2 Where the works contracts are inclusive of tax component and the labour and material component is not easily identifiable, the VAT shall be deducted @ 2.8% of the total value of the contract.

13.3 For the contract like earthwork, the VAT as TDS shall be recovered @ 1.4% of the total contract value.

13.4 If the contractor opts for Composition in the commercial Taxes Department of Government of Andhra Pradesh and produces an acknowledgement towards receipt for the form No. 250 by the Assessing Authority of the commercial Taxes Department, the VAT shall be deducted @ 4% as TDS.

13.5 Wherever the labour portion is identifiable in a works contract; the tax shall be deducted @4% on 70% of the value of the works or 2% on 70% keeping in view the labour portion in the contract. (But not @4% of the remaining value is to be deducted as TDS towards VAT from each “On account bills”.

13.6 If the VAT is provided extra over the contract value, the tax provided extra shall be deducted and paid to the Government.

13.7 Where inter-state movement of goods is involved and central sales tax is being charged, VAT shall be recovered as usual either @ 2.8% or @ 1.4% as the case may be.

13.8 VAT is also recoverable from the contracts for supply of ballast in addition to the seigniorage charges payable to the department of Mines and Geology.

14.0 **SEIGNIORAGE CHARGES**

14.1 Seigniorage charges/fee on supply of earth, moorum, sand and other minerals as fixed by the State Govt. and payable to them as revised from time to time during the currency of contract will be recovered by Railway from the contractors, in “on account” and final bills” and remitted to the State Govt. The rates quoted by the tenderer shall be inclusive of these charges. Claims regarding revision of seigniorage charges and consequent enhancement of the accepted rate will not be entertained. However, no seigniorage charges/fee shall be recovered from the bills of the contractor, if the contractor produces documentary evidence e.g. “Transit Pass” issued by Sate Govt. officials in token of having paid seigniorage fee. In such cases, the genuineness of such documentary evidence produced along with proof of payment of seigniorage charges, shall be got verified by the Railway from the concerned Mining and Geology Dept.”

Signature of Tenderer / Contractor
14.2 A register shall be maintained by Dy.CE/C/Executive Engineer/Con. Concerned in which the entries should be made regarding the documentary evidence i.e., Serial No. of “transit passes” issued by concerned authority showing proof of payment of seigniorage charges, for each bill. Relevant entries shall also be made on receipt of verified documents from Mines & Geology department of State Govt. against the particular bill and “Transit Pass”. The verified “Transit Passes” shall be scored out with cross mark with an endorsement “Accounted against CC/Final bill No. _______ Dt. __________ for Agt. No. ________”. These passes shall be kept on record for subsequent verification till closure of the contract. The register should be page numbered and one page allotted to one contract. The reference where the verified, “Transit pass” is filed, shall also be made on the register.

15.0 TRANSPORTATION OF RAILS AND STRUCTURAL STEEL
15.1 The tenderer shall make his own arrangements for the required trucks/tractors/trailers for the expeditious transport of Rails and other materials at his cost. The cost of fuel, lubricants, consumables, and other materials are at his cost.

15.2 While transportation if the tenderers vehicles or men are involved in any accident it could be the responsibility of the tenderer and the Railway will not be responsible for any compensation thereof.

15.3 The tenderer shall permit carriage of Railway’s representative in their Vehicles while transporting Railway materials from Loading point to unloading point at free of charge.

15.4 The tenderers are required to inspect the site and availability of the roads for transportation of materials. If the vehicles could not be taken to the loading point, the tenderer shall arrange the leading of material from the stacks to the locations of the vehicles. The adopted rate is inclusive of all such charges.

15.5 While transporting the materials the tenderer shall take care of materials without causing any loss/damage. The cost shall be recovered from the tenderer’s bills for any loss/damage/shortage of materials at the rate fixed by the railway.

15.6 The weights of the Class-II/III materials, transported shall be arrived on theoretical weights less by 5%.

16.0 SUPPLY OF MATERIALS BY RAILWAY OTHER THAN THAT SPECIFIED

16.1 If, at any time, any material which the contractor would normally have to arrange for himself is supplied by the Railway either at the contractor’s request or suomoto in order to prevent possible delays in the execution of work due to the contractor’s inability to make adequate arrangements for supply therefor or otherwise, such materials will be made available to the contractor at the Railway Stores Depot at Dharmavaram/Madananapalli. All handling therefrom to site of work will be done by the contractor at his cost. Recovery of the cost of such materials supplied will be made from the contractor’s bills as per extent departmental rules of the Railway.

16.2 If the material is however not available in Railway stock or the Railway decides not to supply the same whatever be the reason, the Railway shall not be bound to arrange for the supply nor will this fact be accepted as an excuse for delay in the execution of the work.

17.0 HIRE OF TOOLS, PLANT AND MACHINERY:
17.1 The contractor shall make his own arrangements for all plant, machinery, equipment and tools, including spare parts, fuel and consumable stores and all labour required to ensure efficient and methodical execution of the work. The quoted rates shall be deemed to be inclusive of all charges for such items.

Signature of Tenderer / Contractor
18.0 SERVICE ROADS:
18.1 The contractor will be permitted to make use of existing service roads if any free of cost. New service roads required by the contractor in connection with the work either near the work site or elsewhere within or outside Railway limits for carriage of materials or for any other purpose what so ever will have to be constructed and maintained by the contractor at his cost. For the purpose construction of service roads on Railway land, permission will be given to the contractor at Railway’s discretion free of any charges.

18.2 If any land other than Railway land is necessary to be acquired or to be entered upon for the purpose, such land acquisition or permission to enter upon the land have to be arranged for by the contractor at his cost. The contractor will however indemnify the Railway against all claims for all damages whatsoever in this account. Railway however reserves the right to make use of such service roads without any charges.

19.0 ELECTRIC POWER:
The Contractor shall make his own arrangements for Electric power supply as may be required for the work. The Railway will however assist in recommending his application to the Electricity authority for the power supply.

20.0 WATER CHARGES:
The contractor should make his own arrangements for water required for the work. The rates will be deemed to be inclusive of all such charges.

21.0 ROYALTIES AND PATENT RIGHTS:
21.1 The contractor shall defray the cost of all royalties, fees and other payments in respect of patents, patent rights and licences which may be payable to patentee, licensee or other person or corporation and shall obtain all necessary licences. In case of any breach (whether willfully or advertantly) by the contractor of this provision, the contractor shall indemnify the Railway and its officers, servants, representatives, against all claims proceedings, damages, cost, charges, loss and liabilities which they or any of them, may sustain incur or be put to by reason or in consequence of directly or indirectly of any such breach and against payment of any royalties damages and other monies which the Railway may have to make to any person or paid in total to patent rights in respect of the users of any machine, instrument process, article matter or thing constructed, manufactured, supplied or delivered by the contractor to his order under this contract.

22.0 STORAGE OF PETROLEUM:
22.1 No petroleum, spirit within the meaning of the Indian petroleum act shall be stored at site or adjacent to it until the approval of the Railway and necessary license under the act has been obtained by the contractor.

23.0 SAFE WORKING METHODS:
23.1 The contractor shall, at all times, adopt such safe methods of works as will ensure safety of structures, equipment and labour. If at any time the Railway finds the safety arrangements inadequate or unsafe, the contractor shall take immediate corrective action as directed by the Railway’s representative at site. Any dereliction in the matter shall no way absolve the contractor of his sole responsibility to adopt safe working methods.
23.2 The contractor shall not allow any road vehicle belonging to him or his suppliers etc., to ply in Railway land next to the running line. If, for execution of ROB works, road vehicles are necessary to be used in Railway land next to the Railway line, the contractor shall apply to the Engineer-in-charge for permission giving the type and No. of individual vehicles, names and license particulars of the drivers, location, duration and timing of such work/movement. The Engineer-in-charge or his authorised representative will personally counsel, examine and certify the road vehicle drivers, contractor’s flagmen and supervisor and will give written permission giving names of road vehicle drivers, contractor’s flagmen and supervisors to be deployed on the work, location, period and timing of the work. This permission will be subject to the following obligatory condition.

i) The road vehicles can ply along the track after suitable condoning of track with minimum distance of 6.00 metres from the center of nearest track. For plying of road vehicles during night hours, adequate measures to be communicated in writing along with a sketch to the contractor/contractor’s representative and controlling engineer/supervisor-in-charge of the work including officers and the in-charge of the section.

ii) Nominated vehicles and drivers will be utilised for work in the presence of at least one flagman and one supervisor certified for such work.

iii) The vehicles shall ply 6 m. clear of track. Any movement work at less than 6 m. and upto minimum 3.5 m. clear of track center shall be done only in the presence of Railway employee authorised by the Engineer-in-charge. No part of the road vehicle will be allowed at less than 3.5 m. from track center. Cost of such Railway employee shall be borne by the Railway.

iv) The contractor shall remain fully responsible for ensuring safety and in case of any accident, shall bear cost of all damages to his equipment and men and also damages to Railway and its passengers.

23.3 When the vehicle is to be worked closure to 6 Mt but not less than 3.5 Mtr from center line of running track. If a road vehicle or machinery is to work closer to 6.0m due to site conditions or requirement of work, following precautions shall be observed:

i) In no case the road vehicle shall run or machinery shall work at distance less than 3.5m from center line of track.

ii) Demarcation of land shall be done by bright colored ribbon/nylon chord suspended on 75 cm. High wooden/bamboo posts at distance of 3.5m from center line of nearest running track.

iii) Presence of an authorised Railways representative shall be ensured before plying of vehicle or working of machinery.

iv) Rly’s supervisor shall issue suitable caution order to drivers of approaching train about road vehicles plying or machineries working close to running tracks. The train drivers shall be advised to whistle freely to warn about the approaching train. Whistle boards shall be provided wherever considered necessary.

Signature of Tenderer / Contractor
23.4 When the vehicle is to be worked closure to 3.5 mtr from center line of running track.

i) Plying of vehicle or working of machinery closer to 3.5m or running track shall be done only under protection of track. Traffic block shall be imposed wherever considered necessary. The site shall be protected as per provisions of Para No.806 & 807 of P.way manual as the case may be.

ii) Presence of a Railway’s supervisor shall be ensured at work site.

iii) Rly’s supervisor shall issue suitable caution order to drivers of approaching train about road vehicles plying or machineries working close to running tracks. The train drivers shall be advised to whistle freely to warn about the approaching train.

23.5 Engineer-in-charge may impose any other condition necessary for a particular work or site.

23.6 No child labour, (below 18 years of age) will be allowed to work in any of the work under this contract.

24.0 **DEDUCTION OF INCOME TAX AT SOURCE:**

24.1 In terms of new section 194 inserted by the Finance Act, 1972 in the Income Tax Act 1961. The Railway shall at all the time of arranging payment to the contractor/sub-contractor (in case of sub-contractor only when the Railway is responsible for payment of the consideration to him under the contract) for carry out any work (including supply of labour for carryout the work under the contract) be entitled to deduct income tax at source, or income comprised in the sum of such payments. The deduction towards income tax to be made at source from the payments due to non-residents shall continue to be governed by Section 195 of the Income Tax Act 1961.

25.0 **CONTROLLED AND IMPORTED COMMODITIES:**

25.1 The Railway will not supply from its own quota to the contractor, controlled or imported commodities. The Railway will, however, render assistance to the contractor by recommending to the appropriate authorities on the contractor’s application for issue of import license or release of controlled commodities if the Engineer is satisfied that the materials are actually required by the contractor for carrying out the work and the materials proposed to be imported are not available indigenously. When any materials for execution of contract are procured with the assistance of the Government either by issue from Government stocks or purchase under arrangements made or permit, or licence issued by the Government. The contractor shall hold the said materials as trustee and use such material economically and solely for the purpose of the contract against which they are issued, and shall not dispose them off without the permission of the Government and shall return if required by the Government all surplus or unserviceable materials that may be left with him after the completion of the contract or at its termination for any reason whatsoever, on his being paid such price as the Government may fix with due regard to the condition of the material. The freight charges for the return of the materials according to the directions of the railway shall be borne by the contractor, in the event of the contract being cancelled for any default on his part. The decision of the Government shall be final and conclusive. In the event of
any breach of the aforesaid conditions, the contractor, shall in addition to throwing himself open to action for contravention of terms of the licence or the permits and/or for criminal breach of trust, be liable to account to Government for all monies, advantages, or profits resulting or which in the usual course would have resulted by reason of such breach.

26.0 **TIME OF COMPLETION:**

26.1 Time is the essence of the contract. All works included in the contract should be completed with in the period of **6 (Six) months** inclusive of the intervening monsoon period from the date of issue of acceptance letter.

26.2 The successful tenderer has to submit along with his tender, a detailed programme chart covering all the major items of work for satisfactory execution of work within the stipulated time of completion period of **15 (Fifteen) months** duly detailing the critical activities involved within a period of **15 days** from the date of issue of acceptance letter. On acceptance of the same by the Railway, he has to strictly adhere to the targets/activities projected in his programme chart. The Railway will monitor the progress of the work on the basis of this chart and then take corrective action as deemed fit.

26.3 Extension of time of completion will be governed by clause 17 of General Conditions of Contract. However, while granting the extension of time under clause 17(B) of GCC, a token penalty as deemed fit based on the circumstances of the case can be imposed on the contractor without prejudice to other rights of Railway Administration as provided under GCC.

27.0 **MAINTENANCE:**

27.1 All the works covered under this contract shall be maintained by the contractor for a period of **6 (Six) calendar months** from the certified date of completion of the whole work as covered by the contract. During the maintenance period, the contractor shall bear the responsibility and be liable for maintenance as envisaged in Clause 47 of the General Conditions of Contract.

28.0 **EMPLOYMENT OF CIVIL ENGINEERING GRADUATES/DIPLOMA-HOLDERS:**

28.1 The contractor shall employ the following technical staff during the execution of this work:

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Technical Staff</th>
<th>Cost of work executed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>One diploma holder Engineer</td>
<td>Should be kept for works Rs.5 lakhs to Rs.50 lakhs</td>
</tr>
<tr>
<td>2</td>
<td>One Graduate Engineer</td>
<td>When the cost of work executed between Rs.50 lakhs to Rs.1.0 Crore.</td>
</tr>
<tr>
<td>3</td>
<td>One Graduate Engineer and One diploma holder engineer</td>
<td>When the cost of work executed between Rs.1.0 Crore to Rs.5.0 Crores.</td>
</tr>
<tr>
<td>4</td>
<td>Two Graduate Engineers and Two diploma holder Engineers</td>
<td>When the cost of work executed more than Rs.5.0 Crores.</td>
</tr>
</tbody>
</table>

“Technical staff should be available at site to take instructions of Engineer-in-Charge and to supervise the work in progress”

28.2 In case the contractor fails to employ the technical staff as aforesaid, he shall be liable to pay a reasonable amount not exceeding a sum of Rs. 5,000/- (Rupees five thousand only) for each month of default in case of graduate engineer and 3,000/- (Rupees three thousand only) for each month of default in case of diploma holder (overseer).
28.3 The decision of the Engineer-in-charge as to the period for which the required technical staff was not employed by the contractor and as to the reasonableness of the amount to be deducted on this amount shall be final and binding on the contractor.

29.0 NIGHT WORK:

29.1 The Provision in clause-23 of general condition of contract should be noted regarding execution of the work between the sun-set and-rise. If the Railway is how ever satisfied that the work is not likely to be completed in time except by resorting to night work, by special order the contractor should be required to carry out the work even at night without conferring any right to contractor for claiming for extra payment for introducing night work.

29.2 Contractor shall provide adequate flood lighting arrangements for night working. Night working also shall be done to meet the tight targets.

30.0 ASSISTANCE DURING ACCIDENTS/NATURAL CALAMITIES:

30.1 Vehicles and equipment of contractors can be drafted by Railway Administration in case of accidents/natural calamities involving human lives.

30.2 For payment purposes, the item may be operated as a Non-Schedule (NS) item as per the existing norms and powers delegated to the Railways.

30.3 A database should be kept ready in respect of equipments available with the working contractors which can be used in train accidents/natural calamities involving human lives in each Division and Construction Office. This database may also be kept on Railway's secured website which can be accessed by the concerned officials of the Railways. However, only authorized officials should be able to edit the same.

31.0 PROVISION OF CONTRACT LABOUR (Regulation and Abolition) ACT OF 1970:

31.1 The Contractor shall perform all the obligations and enjoined upon him in the conditions of license and comply with all the provisions of the contract labour (Regulations and Abolition) Act, 1970 and/or any Statutory modifications and/or re-enactment thereof and the rules made thereunder by the Central Government in respect of all the contract labour employed by him directly or through his agents for performances of the contract. The expenditure incurred to perform the conditions of license and comply, with the provisions of the said Act and or Rules made thereunder shall be born by the Contractor.

31.2 The Contractor shall obtain the required license under the provisions of the said Act Rules made thereunder and the statutory modifications thereof on payment of such fee, and on deposit of such sums as security for the due performance of the conditions as may be prescribed at his cost.

31.3 If the Railway administration is obliged to provide amenities or arrange payment of wages to contract labour employed by the Contractor either directly or through his agents under the contract on account of failures on the part the Contractor to provide the amenities and/or arrange payment of wages to the said act/rules made there under; the Railway Administration shall be at liberty without prejudice to the rights of Railway under section 20(2) and 21(4) of the contract labour (Regulation and Abolition) Act, 1970 to recover the whole or part of the expenditure so incurred on the wages so paid by the Railway from the security deposit and/or from any sum or sums due by the Railway to the Contractor whether under these or any other presents provided that if any
dispute arises as to the amount due by the Contractor to the Railway towards providing the said amenities and/or making payment of wages under section 20(2) and 21(4) of the said Act/Rules, made there under, the decision of the Engineer thereon shall be final and binding upon the Contractor.

32.0 **EPF CLAUSE**
The contractor shall complete with the provisions of EPF & MP Act, 1952 and obtained code number from the concerned authorities whenever work men employed by him are 20 or more. He shall also indemnify Railways from and against any claim, penalties, recoveries under the above act and Rules. Contractors to get the code number under the EPF so as to enable the PF commissioners to extends the social security benefits to the work men engaged by the Railway contractors. The first months bill will be released only after code number is taken from the PF office and a copy of coverage intimation produced. Subsequently for each month bills will be released only on submission of challans & 12A. Monthly return copy in proof of remittance of PF dues for previous month.

33.0 **INDIAN RAILWAYS ARBITRATION RULES:**
33.1 The provision of Clause 63 and 64 of the General Conditions of Contract will be applicable only for settlement of claims / disputes, for values less than or equal to 20% of the original value (excluding the cost of materials supplied free by Railway) of the contract or 20% of the actual value of the work done (excluding the value of the work rejected) under the contract, whichever is less. When Claims / disputes are of value more than 20% of the value of the original contract or 20% of the value of the actual work done under the contract whichever is less, the contractor will not be entitled to seek such disputes / claims for reference to arbitration and the provisions of Clause 63 and 64 of the General Conditions of Contract will not be applicable for referring the disputes to be settled through arbitration.

33.2 The contractor shall furnish his monthly statement of claims as per Clause 43 (1) of General Conditions of Contract. But, the contractor should seek reference to arbitration to settle the disputes only once, subject to the condition as mentioned in Para 33.1 above.

33.3 Items 40.1 & 40.2 above shall prevail over the existing Clause No 63 & 64 of General Conditions of Contract.

34.0 **PVC FOR OTHER WORKS CONTRACTS WITH REVISED PERCENTAGE PRICE ADJUSTMENT TOWARDS INCREASE/DECREASE OF CEMENT, STEEL, LABOUR, MATERIALS AND FUEL:**
The rates quoted by tenderer and accepted by Railway Administration shall hold good till the completion of the work and no additional individual claim will be admissible on account of fluctuation in market rates, increase in taxes, levies, tools etc. except that payment/recovery for overall market situation shall be made as per price adjustment clause given in Paras below:

No cognizance will be given for any kind of fluctuations in taxes and other market conditions etc., for any individual item for the purpose of making adjustments in payments. The contractor shall, however, be governed by the general price variation clause as under:

The adjustment for variation in price of cement, steel, labour, materials and fuel shall be determined in the manner prescribed below:

Signature of Tenderer / Contractor
1) **STEEL ITEMS:**

The amount of price variation for steel component in the contract shall be admissible as under:

\[ Ms = Q (Bs - Bso) \]

Where

- **Ms** - Amount of price variation in steel payable / recoverable
- **Q** - Weight of steel in tones supplied by the contractor as per the on account bill for the month under consideration.
- **Bs** - SAIL’s (Steel Authority of India Limited) ex-works price plus excise duty thereof (in rupees per tonne) for relevant category of steel supplied by the contractor as prevailing on the first day of the month in which the steel was purchased by the contractor (or) as prevailing on the first day of the month in which steel was brought to the site by the contractor whichever is lower.
- **Bso** - SAIL’s ex-works price plus excise duty thereof (in rupees per tonne) for the relevant category of steel supplied by the contractor as prevailing on the first day of the month in which the tender was opened.

**NOTE:**

(i) Relevant categories of steel for the purpose of operating the above price variation formula based on SAIL’s ex-works price plus Excise Duty thereof are as under:

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Category of steel supplied in the Railway work</th>
<th>Category of Steel produced by SAIL whose ex-works price plus Excise Duty thereof would be adopted to determine price variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Reinforcement bars and other rounds</td>
<td>TMT 8 mm IS 1786 Fe 415</td>
</tr>
<tr>
<td>2.</td>
<td>All types and sizes of angles</td>
<td>Angle 65 x 65 x 6 mm IS 2062 E250A SK</td>
</tr>
<tr>
<td>3.</td>
<td>All types and sizes of plates</td>
<td>PM Plates above 10-20 mm IS 2062 E250A SK</td>
</tr>
<tr>
<td>4.</td>
<td>All types and sizes of channels and joists.</td>
<td>Channels 200 x 75mm IS 2062 E250A SK</td>
</tr>
<tr>
<td>5.</td>
<td>Any other section of steel not covered in the above categories and excluding HTS.</td>
<td>Average of price for the 3 categories covered under Sl. No. 1, 2, 3 above.</td>
</tr>
</tbody>
</table>

(ii) The prevailing ex-works price of steel per tonne as on 1st of every month for the above categories of steel as advised by SAIL to Railway Board would be circulated to all the Zonal Railways.

[Signature of Tenderer / Contractor]
2) CEMENT:

For the component of Cement in the contract the variation in prices shall be admissible as under:

\[ M_c = R_c \times \frac{(W_c - W_{co})}{W_{co}} \]

Where

- \( M_s \): Amount of price variation for cement payable/recoverable.
- \( R_c \): Gross Value of cement supply items as per on account bill.
- \( W_{co} \): Index No. of wholesale Price of sub-group (cement) as published in RBI bulletin for the base period.
- \( W_c \): Index No. of the wholesale Price of sub-group (cement) as published in RBI bulletin for the first month of the quarter under consideration.

3. For component of bill other than Cement and Steel Items

The Revised weightage would be applied on the value arrived at after deducting the cost of steel and cement from the total contract value, i.e., the general price variation clause given below will be applicable on value \( R_o \).

Where

\[ R_o = R - (R_s + R_c) \]

Where

- \( R \): Gross value of the work done by Contractor as per on accounts bill(s) excluding cost of materials supplied by Railway at fixed price. This will also exclude specific payment, if any, to be made to the consultants engaged by the contractors (such payment will be indicated in the contractors offer).
- \( R_s \): Gross Value of steel supply item/items as per on account bill.
- \( R_c \): Gross Value of cement supply item as per on account bill.

The following weightage will be applicable to the components of labour, material and fuel etc.

Labour component (P) : 30% (Thirty percent)
Material component (Q) : 25% (Forty percent)
Fuel component (Z) : 15% (Fifteen percent)
Total (P + Q + Z) : 70% (Seventy percent)

The balance 30% (Thirty percent) shall be considered as fixed component on which no price variation shall be admissible.

Signature of Tenderer / Contractor
If, in any case, the accepted offer includes some specific payment to be made to consultant or some materials supplied by Railway at fixed rate, such payment should be excluded from the gross value of the work for purpose of payment/recovery of variation.

The amount of variation in prices in the above three components shall be worked out as follows:

\[ Mo = (L + M + U) \]

\[ i) \quad L = \frac{Ro \times (I - Io)}{Io} \times \frac{30}{100} \]

\[ ii) \quad M = \frac{Ro \times (W - Wo)}{Wo} \times \frac{25}{100} \]

\[ iii) \quad U = \frac{Ro \times (F - Fo)}{Fo} \times \frac{15}{100} \]

Where -

- \( L \) = Amount of price variation in labour
- \( M \) = Amount of price variation in materials
- \( U \) = Amount of price variation in fuel

- \( Io \) = Consumer price index number of industrial workers – All India – Published in R.B.I. Bulletin for the base period.
- \( I \) = Consumer price index number of industrial workers – All India – Published in R.B.I. Bulletin, based on the average price index of three months of the quarter under consideration.
- \( Wo \) = Index number of whole sale prices – by groups and sub groups “All commodities” – as published in the R.B.I. Bulletin, for the base period.
- \( W \) = Index number of whole sale prices – by groups and sub groups “All commodities” – as published in the R.B.I. Bulletin, based on the average price index of three months of the quarter under consideration.
- \( Fo \) = Index number of whole sale prices – by groups and sub groups for “fuel, power, light & lubricants” – as published in the R.B.I. Bulletin, for the base period.
- \( F \) = Index number of whole sale prices – by groups and sub groups for “fuel, power, light & lubricants” as published in the R.B.I. Bulletin, based on the average price index of three months of the quarter under consideration.

The total price variation will be the summation component of Ms, Mc and Mo.

Signature of Tenderer / Contractor
Note: The index number of the base period will be the index number of obtained for the month of opening of the tender or the month in which final negotiations are held. The quarter will commence from the month following the month of opening of the tender or month in which negotiations are held, if any.

The adjustment for variation in prices if required shall be made once in every quarter in the on account bills. If more than one on account bill is made to the contractor in a quarter, the adjustment, if required, shall be made in each bill.

The demands for escalation of the cost will be allowed on the basis of provisional indices made available by the Reserve Bank of India. Any adjustment need to do done based on the finally published indices will be made as and when they become available.

For the work executed in a particular quarter, the measurement will be recorded in the last week of last month of the quarter, if not paid already in the preceding weeks or months. If the price variation is downward and recoverable from the contractor, the variation amount will be adjusted in the on account final bill on hand and if the recovery cannot be fully effected it will be recovered from subsequent bills in respect of the same work or any other sum due to the contractor.

**ITEMS EXCLUDED FROM THE SCOPE OF PRICE ADJUSTMENT**

The following shall be excluded from the value of the work done for the purpose of price adjustment:

i) Materials supplied free by the Railway to the contractors will not form part of the value of the contract entered into and will fail out side the purview of the price variation clause.

ii) Value of items of work in excess of 25% (Twenty five percent) for the major value NS items, 100% for minor value NS items and 25% (Twenty five percent) for the schedule value for SSR items for which separate rates may be negotiated.

iii) Value of the additional items of work not covered in schedule of quantities, for which separate rates may be negotiated.

iv) The value of the materials, if any, supplied by the Railway at fixed prices.

v) Specified payments, if any, made by the Contractor to the consultants engaged by him where such payments are indicated in the accepted offer.

Signature of Tenderer / Contractor
PRICE ADJUSTMENT DURING EXTENDED PERIODS OF COMPLETION:
The price variation is payable/recoverable during the extended period of the contract also, provided the price variation clause was part of the original contract and the extension has been granted on administrative ground i.e., under Clause 17-A (i), (ii) and (iii) of GCC. However, where extension of time has been granted due to contractor’s failure under Clause 17(B) of the GCC price adjustment will be done as follows:

a) In case the indices increase above the indices applicable to the last month of original completion period or the extended period under Clause No. 17(A), (i), (ii), (iii), the price adjustment for the period of extension granted under Clause 17(B) will be limited to the amount payable as per the indices applicable to the last month of original completion period or the extended periods under clause 17(A) (i), (ii), (iii) of the General Conditions of the Contract as the case may be.

b) In case the indices fall below the indices applicable to the last month of the original/extended period of completion under clause 17(A) (i), (ii), (iii) as the case may be, then the lower indices will be adopted for price adjustment for the period of extension under 17(B) of the General Conditions of Contract.

35.0 SECURITY DEPOSIT
35.1 The scale of security Deposit that is to be recovered from the contractor shall be as follows as per extent instructions of the Railway Board vide lr No.2003/CE-I/CT/4/ PT-1, dt.12.05.2006.
35.2 Security Deposit should be 5% of the contract value.
35.3 The rate of recovery will be at the rate of 10% of the bill amount till the full Security Deposit is recovered.
35.4 Security Deposit will be recovered only from the running bills of the contract and no other mode of collecting SD such as SD in the form of instruments like Bank Guarantee, Fixed Deposit receipt etc., shall be accepted towards Security deposit.
35.5 The security deposit shall be released only after the expiry of the maintenance period and after passing the final bill based on ‘No Claim Certificate’.
35.6 After the work is physically completed security deposit recovered from the running bills of a contractor can be returned to him if he so desires, in lieu of FDR/irrevocable bank guarantee for equivalent amount to be submitted by him.

36.0 PERFORMANCE GUARANTEE
36.1 The Successful bidder shall submit Performance Guarantee amounting to 5% of the Contract value.
36.2 The Performance Guarantee as per the format annexed shall be submitted by the successful bidder after the letter of acceptance has been issued, but before signing of the agreement. The agreement should normally be signed within 15 days after the issue of LOA and the Performance Guarantee shall also be submitted within this time limit. This guarantee shall be initially valid up to the stipulated date of completion plus 60 days beyond that. In case, the time for completion of work gets extended, the contractor shall get the validity of Performance Guarantee extended to cover such extended time for completion of work plus 60 days.
The prescribed format for Bank Guarantee (BG’s) to be accepted from the Contractors is enclosed with the tender documents annexure (C) and it will be verified verbatim on receipt with original document.

Signature of Tenderer / Contractor
36.3 The Performance Guarantee (PG) shall be released after physical completion of the work based on the ‘Completion Certificate’ issued by the competent authority stating that the contractor has completed the work in all respects satisfactorily. The security deposit, however, shall be released only after the expiry of the maintenance period and after passing the final bill based on ‘No Claim Certificate’.

36.4 Wherever the contract is rescinded, the security deposit shall be forfeited and the Performance Guarantee shall be encashed and the balance work shall be got done independently without risk and cost of the failed contractor. The failed contractor shall be debarred from participating in the tender for executing the balance work. If the failed contractor is a JV or a partnership firm, then every member/partner of such a firm shall be debarred from participating in the tender for the balance work either in his/her individual capacity or as a partner of any other JV/partnership firm.

36.5 The Engineer shall not make a claim under the Performance Guarantee except for amounts to which the President of India is entitled under the contract (notwithstanding and/or without prejudice to any other provisions in the contract agreement) in the event of:

   i) Failure by the contractor to extend the validity of the Performance Guarantee as described herein above, in which event the Engineer may claim the full amount of the Performance Guarantee.

   ii) Failure by the contractor to pay President of India any amount due, either as agreed by the contractor or determined under any of the Clauses/Conditions of the agreement, within 30 days of the services of notice to this effect by Engineer.

   iii) The contract being determined or rescinded under provision of the GCC the Performance Guarantee shall be forfeited in full and shall be absolutely at the disposal of the President of India.

37.0 LOSS / DAMAGES TO RAILWAY PROPERTY:-
37.1 The contractor will be held responsible for any loss or damage that may occur to the pre-stressed concrete sleepers while leading and unloading when they are in custody of contractor and the cost of such damage or loss will be recovered from him as per the rules in force.

37.2 Entire cost of sleeper will be recovered from contractor’s on account bills if the sleeper is damaged to such extent that it becomes unfit for use in track. If any small damage (like breaking of corners, edges etc) occurs appropriate penalty will be levied on contractor for damages as deemed by railway. Contractor can not have any objection on penalty levied by Railway and the decision of the Railway is final and binding on contractor.
ANNEXURE - 'A'

SPECIAL CONDITIONS FOR COMPACTION OF EARTH WORK

1 After site clearance all pockets and depressions left in the soil, if any, shall be made good and compacted.

2 Earth work shall be done in layers not exceeding 300 mm in the loose state for smooth wheeled 8/10 Rollers and 600 mm Vibratory Rollers and compacted with suitable rollers to obtain the density specified as per IS.10379-1982. The number of passes of rollers and the optimum thickness of each layer will be fixed after carrying out field trials with the roller proposed to be used, from time to time and from location to location, the main criteria being to obtain the maximum density achievable uniformly.

3 i) Cohesionless soils shall be compacted to get a minimum density index (relative density) of 70 percent as obtained in accordance with IS.2720 (Pt.XIV) 1983.
   ii) All other types of soils when compacted shall attain at least 98 percent of the maximum dry density as determined using heavy compaction in accordance with IS.2720 (Pt.VIII) - 1983 followed by field trials as per IS.10379 - 1982.

4 If the soil is dry, water shall be sprinkled either in the borrow pit or over the spread layer, as convenient in order to obtain a workable moisture content before rolling is commenced. Where the natural moisture content of borrow soil is high, compaction at higher moisture contents can be allowed by the permission of Engineer- in-charge.

5 Each layer shall be compacted to the specified density over its entire width commencing from the two sides, before another layer is started.

6 While compacting, it shall be ensured that there is a minimum overlap of 150 mm. between each run of the rollers.

7 Care should be taken during the compaction operation to slope the surface of the bank to facilitate the shedding and to minimize the absorption of rain water, particular attention being given to the prevention of ponding.

8 The density of each layer of compacted soil shall be ascertained by the Railway by testing an adequate number of soil samples.

9 The quality of work shall be determined by considering the mean density of the samples in each layer. The mean dry density shall be equal to or exceed the minimum specified density. In no individual case shall the density be less than the minimum value specified by more than 2 percent; otherwise further rolling shall be done at the appropriate location.

10 The Contractor shall be allowed to lay a further layer of soil only after the compaction of a particular layer has been found satisfactory.

11 The top of the formation shall be finished to a slope of 1 in 30 away from the center.

12 Extra width of 50 cm. shall be rolled on either side which after finishing the bank upto final height shall be dressed by removing the loose earth on account of rollers not able to compact the soil at the edge of the formation width.

Signature of Tenderer / Contractor
ANNEXURE – B

SPECIFICATIONS FOR PROVIDING BLANKETING

1 Material proposed to be used for blanketing shall be as per specification mentioned below in clause 10 of this specification. During the course of supply, each lot will be subjected to necessary physical, technical tests and only those which pass such tests will be accepted. If on the basis of such tests, it is found that a percentage of sand will have to be admixed with material to bring the sample to conform to the specifications, this must be done by the Contractor and no extra cost on this account will be payable. In other words the rate adopted against blanketing should cover for full supply according to specifications either with or without admixture sand.

2 Before blanket is provided, the top surface of embankment should be dressed giving a cross slope of 1 in 30 on both sides from the centre and compacted with vibrated rollers like VIBROMAX etc. which gives equivalent compaction. Any undulations or potholes should be filled up with earth and rolled. Generally, the major part of the embankment should have undergone consolidation in one monsoon before blanketing is provided.

3 The blanketing material shall be laid over the formation in layers of compacted thickness of 15 cm. Each (about 20 cms while loose). The blanket should generally cover the entire width of the formation from shoulder to shoulder except that in case of sand or similar erodable material, it should be confined within norms of width 60 to 75 cm. The depth of the blanket should be 1000 mm.

4 Moisture content in the blanketing material shall be pre-determined before rolling. The deviation of moisture content from the optimum moisture content shall not exceed 2%. If water is to added, it shall be done after spreading the blanketing material on the formation and the quantity of water to be added shall be arrived at in liters, for every strip of 5 metres of the formation. Strict control shall be exercised in adding the water. The water shall be sprinkled with rose-can on the surface uniformly. If the blanketing material contains excessive moisture, the rolling shall be commenced only after the materials are allowed to dry and the moisture content is brought down to permissible limit.

5 The density of the rolled blanketing layer shall be checked as frequently as possible to see that the density achieved is 98% of the maximum dry density as per IS.2720 Pt.VIII. The density will be checked by Railway at its cost.

6 The compaction effort in terms of number of passes of the roller available shall be determined by trials to attain the density specified above and the field supervisory staff ensure that this is adhered to.

7 The densities of the finished blanketing work shall be checked at every 25 meters length of the formation and records maintained. Wherever the density is falling short of the minimum specified density, the surface shall be re-compacted to attain the desired density.

8 The blanketing layer shall be graded to a transverse slope of 1 in 30 away from the center line.

9 Places in accessible to rolling equipment shall be compacted by hand tampers. Blanket material should have the following properties:

Signature of Tenderer / Contractor
10 FOR SAND, QUARRY GRIT, GRAVEL AND OTHER NON-COHESIVE MATERIALS:

i) should be coarse and granular.

ii) If the material contains plastic fines, the percentage of fines i.e., particles up to 75 microns should not exceed 5%. If fines are non-plastic, these can be allowed up to a maximum of 12%.

iii) The material should be properly graded and its particle size distribution curve should lie with the enveloping curves shown in sketch – A.

The following guidelines for procurement of blanketing material are indicated.

1. Liquid limit should not exceed 35.
2. The plasticity index should be below 10.
3. The uniformity co-efficient i.e., D60/D10 shall be 7 or above (where suitable moorum with this uniformity co-efficient is not available in proximity, above 4 can be permitted with the approval of the accepting authority of the tender.
4. The co-efficient of curvature i.e., (D30)**2/(D60 x D10) should within 1 and 3.

11. The sample submitted by the successful tenderer as mentioned in clause no. 10.1 of special conditions will be tested in the laboratory by with the suitability of the material will be decided. The Engineer-in-charge of the work will personally check the specifications including grain size and subsequently the AEN will test check 100% and certify whether the material in conformity with the above specifications.
FORM OF BANK GUARANTEE BOND FOR PERFORMANCE GUARANTEE

GUARANTEE BOND

In consideration of the President of India hereinafter called "the Government" having agreed to exempt ___________________(hereinafter called "the said Contractor's") from the demand, under the terms and conditions of an Agreement dated __________ made between _____________________ and _____________________ (hereinafter called "the said Agreement"), of Performance Guarantee for the due fulfillment by the said Contractor(s) of the terms and conditions contained in the said Agreement, on production of a bank Guarantee for Rs. ______ (Rupees ______________ only).

We, ________________________ (hereinafter referred to as "the Bank") at the request of __________________________ (Contractor(s) do hereby undertake to pay to the Government an amount not exceeding Rs. ________________ against any loss or damage caused to or suffered or would be caused to or suffered by the Government by reason of any breach by the said Contractor(s) of any of the terms or conditions contained in the said Agreement.

2. We ________________________ do hereby undertake to pay the amounts due and payable under this guarantee without any demur, merely on a demand from the Government stating that the amount/claimed is due by way of loss or damage caused to or would be caused to or suffered by the Government by reason of breach by the said contractor(s) of any of the terms or conditions contained in the said Agreement or by reason of the contractor(s) failure to perform the said agreement. Any such demand made on the bank shall be conclusive as regards the amount due and payable by the Bank under this guarantee. However, our liability under this guarantee shall be restricted to an amount not exceeding Rs. ________________.

3. We undertake to pay to the Government any money so demanded notwithstanding any dispute or disputes raised by the contractor(s)/ supplier(s) in any suite or proceeding pending before any court or Tribunal relating thereto our liability under this present being absolute and unequivocal.

The payment so made by us under this bond shall be a valid discharge of our liability for payment thereunder and the contractor(s)/supplier(s) shall have no claim against us for making such payment.

4. We, ________________________ further agree that the guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said Agreement and that it shall continue to be enforceable till all the dues of the Government under or by virtue of the said Agreement have been fully paid and its claims satisfied or discharged or till ______________________ (office/ Department) Ministry of Railways certifies that the terms and conditions of the said Agreement have been fully and properly carried out by the said Contractor(s) and accordingly discharges this guarantee. Unless a demand or claim under this guarantee is made on us in writing on or before the ________________, we shall be discharged from all liability under this guarantee thereafter.

Signature of Tenderer / Contractor
5. We ______________________________ further agree with the government that the (indicate the name of Bank) Government shall have the fullest liberty without our consent and without affecting in any manner our obligations hereunder to vary any of the terms and conditions of the said Agreement or to extend time of performance by the said contractor(s) from time to time or to postpone for any time or from time to time any of the powers exercisable by the Government against the said Contractor(s) and to forbear or enforce any of the terms and conditions relating to the said agreement and we shall not be relieved from our liability by reason of any such variation, or extension being granted to the said Contractor(s) or for any forbearance, act or omission on the part of the Government or any indulgence by the Government to the said Contractor(s) or any such matter or thing whatsoever which under the law relating to sureties would, but for this provision, have effect of so relieving us.

6. This guarantee will not be discharged due to the change in the constitution of the Bank or the Contractor(s)/Supplier(s).

7. We, ______________________________ last undertake not to revoke this guarantee (indicate the name of bank) during its currency except with the previous consent of the Government in writing.

Dated the___________day of ______
for _____________________________ (indicate the name of bank)

Signature of Tenderer / Contractor
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharumavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing, silt, barricades, ballast, formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharumavaram and Mudigubba stations.

Schedule 'A'

<table>
<thead>
<tr>
<th>SLNO</th>
<th>NS</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NS</td>
<td>Earth work in excavation for foundations of piers, abutments, return walls wing walls, conjunction walls and drop walls etc., in all categories of soils such as sand, clay, moorum with or without stones, boulders measuring under 0.03 cum. excluding soft and hard rocky strata including all charges for shoring, strutting, timbering and buttressing with sand/clay bags and all such measures necessary to retain in position the sides of the foundation pits and refilling foundation with excavated soil, clearing and leveling site with contractor's labour tools, plant and machinery, all lead and lift etc, complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>2000</td>
<td>Cum</td>
<td>70</td>
<td>140000</td>
</tr>
<tr>
<td>2</td>
<td>NS</td>
<td>Earth work excavation in foundations of piers, abutments, wings, returns, face walls and drop walls etc., in rock not requiring blasting which can be excavated by means of bars and picks including all charges for shoring, strutting, timbering and buttressing with sand/clay bags and all such measures necessary to retain in position the sides of the foundation pit including refilling the foundations with excavated soil, clearing and levelling site with contractor's labour tools, plant and machinery, all lead and lifts etc, complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>500</td>
<td>Cum</td>
<td>100</td>
<td>50000</td>
</tr>
<tr>
<td>3</td>
<td>NS</td>
<td>Earth work excavation in foundations of piers, abutments, wings, returns, face walls and drop walls etc., in rock requiring protective controlled blasting or chiselling instead of blasting including all charges for shoring, strutting, timbering and buttressing with sand/clay bags and all such measures necessary to retain in position the sides of the foundation pit including refilling the foundations with excavated soil, clearing and levelling site with contractor's labour tools, plant and machinery, all lead and lifts etc, complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>500</td>
<td>Cum</td>
<td>188</td>
<td>94000</td>
</tr>
</tbody>
</table>

Note:

i) The quantities of excavation under above items will be arrived by multiplying the plan area of the structure at bottom of foundation level with the depth from the average ground level from where excavation started, to average foundation bottom level. The quantity of excavation if any done for side slopes of foundation will not be paid separately. Any extra area of excavation made for provision of working space, strutting, shoring and other supports will also be paid for. The rate provided includes the cost of such works.

ii) The rate under the above items includes leading surplus earth from foundations to the places within 50m nominated by the Engineer-in-charge and with all lifts.

iii) The rate under item 2,3 above includes chiselling of rock surface to provide adequate bond with foundation concrete.

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>S.No.</th>
<th>NS</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td></td>
<td>Extra for item nos. 1, 2 &amp; 3 above for wet excavation and de-watering etc., either manually or mechanically including bailing/pumping out water, bunding, channeling etc., complete.</td>
<td>500 Cum</td>
<td>40.00</td>
<td>20000</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Cement concrete 1:3:6 in foundations, substructure for retaining walls, drop/curtain walls etc., with 20mm graded hard granite/any other igneous type stone aggregate of approved quality with Railways cement and Contractor's men and all other materials, tools, plant, machinery etc., all lead and lift, curing, etc., complete as per specifications and as directed by the Engineer-in-charge. Payment for cement shall be paid separately under relevant item. Minimum cement 220 kg/1cum.</td>
<td>100 Cum</td>
<td>1515.00</td>
<td>151500.00</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Mass Cement concrete M25 grade in foundation for walls, columns using 40mm size graded hard granite stone aggregate of approved quality including bailing/Pumping out water with Railways cement and Contractor's men and all other materials, tools, plant and machinery and shuttering if required with all lead and lifts, curing etc., complete as per specification and as directed by the Engineer-in-charge. Payment for cement shall be paid separately under relevant item. Minimum cement required 350 Kg/Cum.</td>
<td>750 Cum</td>
<td>1635</td>
<td>1226250</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Mass Cement concrete M25 grade for footings above foundation of columns (embedding columns) with 40mm size graded hard granite stone aggregate of approved quality including bailing/Pumping out water with Railways cement and with contractor's men and all other materials, tools, plant and machinery and shuttering as per drawings with all leads and lifts, curing etc., complete as per specification and as directed by the Engineer-in-charg (Payment for cement shall be paid separately under relevant item). Minimum cement required 350Kg/Cum.</td>
<td>500 Cum</td>
<td>1635</td>
<td>817500</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Mass cement concrete M25 grade for substructure for abutments, wing walls, returns walls, face walls retaining walls etc., using 40mm. size graded hard granite/trap stone aggregate of approved quality including providing weep holes with contractor's AC/EW pipes as per drawings with Railways cement materials, labour, tools, plant and machinery, shuttering, staging, supports, scaffolding with all leads and lifts, curing etc., complete as per specifications and as directed by the Engineer-in-charge. Payment for cement shall be paid separately under relevant item. Minimum cement 350 Kg/ Cum.</td>
<td>500 Cum</td>
<td>1860</td>
<td>930000</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Note: i) EW/AC pipes for providing weep holes in abutments, wings returns, and conjunction walls shall be arranged by the contractor. ii) The rate under this item includes the cost of AC/EW pipes, cutting of pipes to the required size and fixing them in position. No deduction will be made in the concrete for the pipes.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td><strong>Mass Cement concrete M25 grade for copings/collar concrete for pipes</strong> with 20mm max. size graded hard granite/ trap stone aggregate of approved quality with Railways cement and contractors all other materials, shuttering, staging, scaffolding, labour, tools, plant and machinery all lead and lifts and curing etc., complete as per specifications. Payment for cement shall be paid separately under relevant item. Minimum cement 350 Kg/Cum.</td>
<td>10 Cum</td>
<td>1790</td>
<td>17900</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Unit</td>
<td>Rate (Rs)</td>
<td>Amount (Rs)</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>------</td>
<td>----------</td>
<td>------------</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Fabrication and erection of steel work for columns, trusses, bracings including angles, holding down bolts and nuts, plain MS sheets for gauge way to function as formwork etc., in bolted and welded construction gussets, base plates, foundation holding down bolts with nuts as per specifications of the general arrangement drawings approved by Railways including painting all steel work with one coat of Zinc chromite paint to IS 104/62 followed by one coat of red zinc chromite to IS 2074/62 before despatch from fabrication shop and two coats of Aluminium paint to IS 2339/63 at site of erection including patch painting with contractor's paint all lead and lift, including transportation of material to the site of work, temporary arrangements for erection etc., complete as per specifications and as directed by the Engineer in-charge. <strong>Note:</strong> Payment for above item will be made based on the theoretical weight of the fabricated steel. No extra will be paid for wastage if any involved.</td>
<td>1Tonne</td>
<td>9850.00</td>
<td>197000.00</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Straightening, cutting and bending of Railways reinforcement steel, placement in position and binding with contractor's galvanised iron binding wire complete with contractors' labour, tools, plant, equipment, all leads and lifts, etc., complete as per specifications and as directed by the Engineer-in-charge. <strong>Note:</strong> Payment for above item will be made based on the theoretical weight of the reinforcement steel. No extra will be paid for wastage if any involved while execution of work.</td>
<td>4 one MT</td>
<td>5500.00</td>
<td>22000.00</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Reinforced cement concrete M.30 grade for bed blocks, boxes, slabs, pedestals, dirt walls and pile foundations, with 20mm maximum size graded hard granite stone aggregate of approved quality including bailing out of water by manual or mechanical means with Railways cement and with contractors' labour and all other materials, shuttering, tools, plant, machinery with all lead and lift and curing etc., complete as per specifications and as directed by the Engineer-in-charge. (Payment for cement shall be paid separately under relevant item) (Min. cement required is 400kgs/cum)</td>
<td>1cum</td>
<td>2440</td>
<td>61000</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Engraving and painting of data required for Bridge plaques on contractor's polished Cuddapah slab of minimum size 450x450 and 25mm thick, transporting to site of Bridge and fixing in C.M 1:3 with contractor's materials, labour, tools, paint, brushes, all leads and lifts etc. complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>90 Each</td>
<td>825</td>
<td>74250</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Casting of bridge number plaques in situ of overall size 750 x 720 x 400mm as per Railway's drawing in CC 1:2:4 using 20mm size graded granite stone aggregate of approved quality including finishing all the exposed surfaces smooth, engraving the bridge number and an arrow indicating the direction of flow of standard size in 'V' shaped groove 12mm deep, applying two coats of white enamel paint over a primer coat for all the surfaces of the plaques and painting the letters and figures with two coats of black enamel paint with Contractor's OP cement, paint, all other materials, labour, tools, all leads and lifts, curing etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>20 Each</td>
<td>350</td>
<td>7000</td>
<td></td>
</tr>
</tbody>
</table>

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 NS</td>
<td>Painting the <strong>HFL and danger level marks</strong> on bridge abutments and piers with Contractor's enamel paint of specified colour as per standards in two coats over one coat of primer including writing the year of occurrence beside the HFL marked at specified locations with contractor's paint, all other materials, labour, tools, scaffolding, all lifts etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>30</td>
<td>Each</td>
<td>90</td>
<td>2700</td>
</tr>
<tr>
<td>16 NS</td>
<td><strong>Ruled Pointing</strong> on stone masonry wall surfaces in cement mortar (1:4) with Railways OP cement and with contractors all other materials, labour, tools, plant all lead and lifts etc., complete as per specifications and as directed by the Engineer-in-charge. (Payment for cement shall be paid separately under relevant item) (Cement 1 Kg/Sqm.)</td>
<td>500</td>
<td>Sqm</td>
<td>19</td>
<td>9500</td>
</tr>
<tr>
<td>17 NS</td>
<td><strong>Dry rubble masonry</strong> for toe walls of any width with contractor's materials, labour, tools, all lead and lifts etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>150</td>
<td>Cum</td>
<td>230</td>
<td>34500</td>
</tr>
<tr>
<td>18 NS</td>
<td><strong>Dismantling, concrete/stone masonry in cement lime mortar</strong> of existing abutments, piers, wings, return walls, face walls, ballast walls and platform walls etc., pitching, flooring etc., with controlled breaking if necessary and stacking serviceable materials at nominated places and disposing of unserviceable materials keeping the waterway clear of debris with contractor's labour, tools, plant and machinery, all lead, lift etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>50</td>
<td>Cum</td>
<td>306</td>
<td>15300</td>
</tr>
</tbody>
</table>

**Note**: Payment will be made for pitching and flooring on stack measurements duly deducting 25% towards voids.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 NS</td>
<td><strong>Clearing of silt from nullah courses</strong> on Up and Down stream sides of the bridge portion, drains etc., duly uprooting all the plants and trees which are obstructing the waterway with all lead and lifts by contractors labour, tools, plants and machinery, consumables all lead and lift etc., complete as per specification and as directed by the engineer in charge.</td>
<td>1000</td>
<td>cum</td>
<td>41</td>
<td>41000.00</td>
</tr>
<tr>
<td>20 NS</td>
<td><strong>Supplying and laying of NP4 L20m dia RCC pipes</strong> confirming to IRS Specifications for pipe culverts including cost of transporting to the site and laying to the required alignment and slopes at required locations and jointing with contractor's collars of suitable size with all contractors materials OP cement, labour, tools, plant and machinery, all lead and lift etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>15</td>
<td>RM</td>
<td>5800.00</td>
<td>87000.00</td>
</tr>
<tr>
<td>21 NS</td>
<td><strong>Fabrication and erection of rail type barricades</strong> at LC location in position using 50R/90R/52kG rails supplied by Railway at depot duly excavating the pits of size 450 x 450 x 600mm for erection of rail posts of required height in the correct alignment including transportation of rails from the depot to site of work, embedding in concrete 1:3:6 using 40mm size hard stone aggregate including, cutting, drilling of holes to rails and connecting horizontal rails to the vertical posts with contractor's bolts and clamps duly painting two coats of primer coat of approved quality as per drawing with contractor's materials, cement, labour, tools, plant and machinery with all lead and lifts curing etc., as per specifications and as directed by the Engineer-in-charge.</td>
<td>50</td>
<td>1 MT</td>
<td>4600.00</td>
<td>230000.00</td>
</tr>
</tbody>
</table>

Signature of the Tenderer/Contractor
## Painting the curve particulars on rail web

- **Coats**: Yellow paint (Enamel over a primary coat) to required length.
- **Cleaning**: Surface free from dust and dirt.
- **Writing**: Letters to required height.
- **Materials**: Contractor's labour, tools, paint, brushes, all leads and lifts.
- **Cost**: 250 each station.

### Erecting Railways rail posts for curves TB and TE posts

- **Materials**: Cutting, loading/unloading, erecting.
- **Painting**: Two coats of white paint.
- **Writing**: TB or TE on Rail帖子.
- **Cost**: 16 each.

### Painting the turn out particulars on rail web

- **Materials**: Contractor's labour, tools, paint, brushes.
- **Cost**: 25 each turn out location.

### Transportation of released MG track materials

- **Materials**: MG rails, sleepers, fittings.
- **Cost**: 26 each.

### Providing ceramic tiles

- **Materials**: Ceramic tiles, cement mortar, cement slurry.
- **Cost**: 27 each.

---

### Notes

- Painting includes cleaning and writing.
- Transportation includes loading and unloading.

---

### Specifications

- Paint type, thickness, size, colour, pattern.

---

### Signatures

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Rate (per unit)</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 NS</td>
<td>Providing &quot;Spartek&quot; or similar brand ceramic border tiles 5 to 8 mm thick of approved colour, and design at top of skirting and dado fixed on 10 mm thick cement plaster 1:3, jointing with neat cement slurry at 3.3 Kgs. of cement per Sqm mixed with pigment to match the shade of the tiles with all contractor's materials, OP cement, labour, tools, plant with all lead and lifts as per specifications and as directed by the Engineer.</td>
<td>100.00</td>
<td>1 M</td>
<td>150.00</td>
<td>15000.00</td>
</tr>
<tr>
<td>29 NS</td>
<td>Providing and laying acid proof industrial tiles &quot;spartek/Naveen/Regency&quot; or similar brand ceramic tiles 8 to 10 mm thick, in walls and floors of approved colour, design, pattern and size over the existing floor laid over a bed of cement mortar 1:3, 20 mm average thick and jointing with neat cement slurry at 3.30 Kgs. cement per Sq.M mixed with pigment to match the shade of the tiles including making the surface even to lay the spartek tiles etc., complete with all contractor's materials, O.P. cement, labour, tools, plant, all lead and lifts as per specifications and as directed by the Engineer.</td>
<td>30.00</td>
<td>1 Sq.M</td>
<td>748.00</td>
<td>22440.00</td>
</tr>
<tr>
<td>30 NS</td>
<td>Providing and fixing 15 to 20 mm thick polished granite stone slab of best quality as per approved sample, design and colour and to the required size as specified by the Engineer-in-charge in floorings/platforms/pedestals of COP and laid on the 10 mm thick base of CM 1:3 and grouting the joints with neat cement slurry to match the colour and design specified by the Engineer with all contractors materials, labour, tools and plant, all lead and lifts etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>50.00</td>
<td>1 Sqm</td>
<td>3000.00</td>
<td>150000.00</td>
</tr>
<tr>
<td>31 NS</td>
<td>Providing and fixing 15 to 20 mm thick polished granite stone slab of best quality as per approved sample, design and colour and to the required size as specified by the Engineer-in-charge in skirting/ dado on wall floorings/sills of the booking window counter etc., and laid on the 10 mm thick base of CM 1:3 and grouting the joints with neat cement slurry to match the colour and design specified by the Engineer with all contractors materials, labour, tools and plant, all lead and lifts etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>50.00</td>
<td>1 Sqm</td>
<td>3000.00</td>
<td>150000.00</td>
</tr>
<tr>
<td>32 NS</td>
<td>Making half/full round nosing to granite in cladding/walling etc., on top/side/sill edges/counters to the required shade and making smooth including double polishing the granite edge with all contractors' tools, machinery, consumables, all lead and lifts, labour, electricity etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>80</td>
<td>1 RM</td>
<td>390.00</td>
<td>31200.00</td>
</tr>
<tr>
<td>33 NS</td>
<td>Providing and fixing Eurocan tiles or similar type of anti-skid grooved chequered design concrete tiles or simillar tiles of 22-24 mm thick of approved colour make in floor on 20 mm average thickness in CM 1:3 including joining with neat cement slurry at 4.40Kgs/Sqm cement mixed with shade of tiles with all contractor's OP cement, white/coloured cement and all other materials, labour, tools, plant and machinery with all lead and lift and curing etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>50.00</td>
<td>1 Sq.M</td>
<td>842.40</td>
<td>42120.00</td>
</tr>
<tr>
<td>34 NS</td>
<td>Providing approved quality shade and pattern of excel plaster on wall surfaces with all contractor's materials, labour, tools, equipment etc., complete including all lead and lift etc. complete as per specification and as directed by the Engineer.</td>
<td>100.00</td>
<td>1 Sq.M</td>
<td>78.50</td>
<td>7850.00</td>
</tr>
<tr>
<td>35 NS</td>
<td>Providing approved quality shade and pattern of ALTEK Texture Exterior two coats on wall surfaces with all contractor's materials, labour, tools, Plant and machinery etc. complete including all lead and lift etc. complete as per specification and as directed by the Engineer.</td>
<td>100.00</td>
<td>1 Sq.M</td>
<td>240.00</td>
<td>24000.00</td>
</tr>
</tbody>
</table>

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>S.No.</th>
<th>NS</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td></td>
<td>Cement concrete M.25 grade for paving for path way, parking places, platforms etc., with 20mm graded hard stone aggregate of approved quantity with contractors OP cement, materials, labour, shuttering, tools, plants and machinery with all lead and lift and curing etc., complete as per specifications and as directed by the Engineer-in-charge. Payment for cement shall be paid separately under relevant item (Min. cement required is 350kgs/cum)</td>
<td>200</td>
<td>1 Cum</td>
<td>1790.00</td>
<td>358000</td>
</tr>
<tr>
<td>37</td>
<td></td>
<td>Supplying GI chain link mesh of 50 x 50 mm size 12 Gauge Electrical hot dip galvanised and fixing to the already erected frame with all necessary fittings complete with all contractor’s materials, labour, tools, etc. complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>50</td>
<td>1 Sqm</td>
<td>360.00</td>
<td>18000</td>
</tr>
<tr>
<td>38</td>
<td></td>
<td>Providing hand packed rough stone pitching on slopes of embankment with Railway’s released stones over 150mm thick gravel backing, including dressing and ramming embankment surface with contractor’s gravel, labour, tools, all lead and lift etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>100</td>
<td>One Cum</td>
<td>95.00</td>
<td>9500.00</td>
</tr>
<tr>
<td>39</td>
<td></td>
<td>Providing hand packed rough stone pitching for wings and return walls and on slopes of embankment 230 mm thick over gravel backing 150 mm thick including dressing, ramming the embankment surface with contractor’s stone, gravel, all materials, labour, tools with all lead and lifts etc. complete as directed by the Engineer-in-charge.</td>
<td>1500</td>
<td>Sqm</td>
<td>115.00</td>
<td>172500</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>Dry rubble flooring of 300 mm thick for bridges with contractors stone including dressing, ramming filling the gaps with stone spalls wherever required with contractor’s labour, tools and lead and lifts etc. complete as per specifications and as directed by the Engineer-in-charge</td>
<td>200</td>
<td>Sqm</td>
<td>110.00</td>
<td>22000.00</td>
</tr>
<tr>
<td>41</td>
<td></td>
<td>Grouting the pitching/flooring with cement concrete (1:3:6) using 12mm. graded hard stone aggregate of approved quality and pointing with cement mortar 1:3 with Railway’s OP Cement and with Contractor’s all other materials, labour, tools all leads and lifts and curing etc., complete as per specifications and as directed by the Engineer-in-charge. (Payment for cement shall be paid separately under relevant item) (Minimum cement 7 kg/m²)</td>
<td>200</td>
<td>1 Sqm</td>
<td>65.00</td>
<td>13000.00</td>
</tr>
<tr>
<td>42</td>
<td></td>
<td>Fixing of whistle, Stop, Indicator, Caution, termination Boards/Retroreflective indicator boards including excavation of pits of size 0.45 x 0.45 x 0.90m and filling 1:3:6 concrete with contractor’s OP cement, metal, labour, tools, consumables, curing, all lead and lifts etc. complete as per specifications and as directed by the Engineer-in-charge</td>
<td>120</td>
<td>Each</td>
<td>425.00</td>
<td>51000.00</td>
</tr>
<tr>
<td>43</td>
<td></td>
<td>Removing and re fixing the existing rail baricating duly excavating the pits of size 450 x 450 x 600mm for erection of rail posts of required height and spacing in the correct alignment including leading rails from existing location to site of work, embedding in concrete 1:3:6 using 40mm size hard stone aggregate including cutting, drilling of holes to rails if required, and connecting horizontal rails to the vertical posts with bolts and clamps duly painting two coats of primer coat of approved quality as per drawing with contractor’s materials, cement, labour, tools, plant &amp; machinery with all lead &amp; lifts and curing etc., as per specifications and as directed by the Engineer-in-charge.</td>
<td>10</td>
<td>1MT</td>
<td>3500.00</td>
<td>35000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Providing and fixing in position RCC 1:2:4 precast slabs with 20 mm metal for Gradient posts of size 1550 x 75 x 600 mm with figures engraved as per Railway Drawing No. GM/W/SC/3554 including painting the figures in black on white back ground in two coats including excavation of pits and fixing the post at required location with CC 1:3:6 with contractor's OP cement and Mild/HYSD steel bars, labour, tools including cutting bonding fixing with Contractor's binding wire with Contractor's machinery all lead and lifts curing etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td></td>
<td></td>
<td>30</td>
<td>Each</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>44</td>
<td>NS</td>
<td>Providing the fixing in position RCC 1:2:4 precast slab for KM post/Hectometer post of size 600 x 190 x 500mm with figures engraved as per Railway's drg. No. GM/W/SC/3518 &amp; S.Rly Drg. GL/T/1524(1-2) including painting the figures and words in black on white background in two coats including excavation of pits and fixing the post at required locations with CC 1:3:6 bed of size 600 x 190 x 50mm including cutting, bending, fixing , with contractor's OP cement, steel, labour, tools, materials, all lead and lifts curing etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td></td>
<td></td>
<td>(a) kilo Metre posts</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(b) Hecto Metre posts</td>
<td></td>
<td></td>
<td>50</td>
<td>Each</td>
</tr>
<tr>
<td>45</td>
<td>NS</td>
<td>Casting, transporting and fixing precast RCC Boundary stone slabs with M15 grade of size 350mm (bottom) to 225mm (top) x 1550mm (Height) as per similar drg.No.Dy.CE/C/SC/SK/41-94 sheets (1 of 2 ) and (2 of 2) including engraving the letters &quot;SCR&quot; and serial no of stone and applying alone coat of primer and two coats of red paint enamel and painting the engraved letters and number with white paint including excavation of pits and fixing in the ground upto 900mm depth; contractor's Op cement, steel, paint, labour, tools, materials, with all lead and lifts curing etc., complete as per specifications and as directed by the Engineer-in-charge between alongside the proposed new alignment.</td>
<td></td>
<td></td>
<td>50</td>
<td>Each</td>
</tr>
<tr>
<td>46</td>
<td>NS</td>
<td>Casting and keeping in position of 'FOULING MARKS' of overall size 1500 x 225 x 225mm in cement concrete of M 20 grade including embedding of Railways unserviceable rail pieces duly cutting the rail to size transporting to place of work and finally painting all the exposed surfaces with the white enamel paint and painting the lettering in black paint indicating the particulars as given by Engineer over the fouling mark with contractor's materials, OP cement, labour, tools, plant all lead and lifts curing etc., complete as per specifications and as directed by the Engineer-in-charge(Equ. 0.65bags each fouling mark)</td>
<td></td>
<td></td>
<td>12</td>
<td>Each</td>
</tr>
<tr>
<td>47</td>
<td>NS</td>
<td>Fabrication and erection of Height gauges at LC/RUB location in position using Railways 50R/90R/52kG rails duly excavating the pits of size 750 x 750 x 900mm for erection of rail posts of required height in the correct alignment including transportation of rails from the depot to site of work, embedding in concrete 1:3:6 using 40mm size hard stone aggregate of quality including, cutting, drilling of holes to rails and connecting horizontal rails to the vertical posts with contractor's bolts and clamps duly painting two coats approved paint of white and black over one coat of primer coat of approved quality with contractor's materials, cement, labour, tools, plant and machinery with all lead and lifts curing etc., as per specifications and as directed by the Engineer-in-charge.</td>
<td></td>
<td></td>
<td>5</td>
<td>Each</td>
</tr>
</tbody>
</table>

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>Item No.</th>
<th>NS</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td></td>
<td>Providing speed breakers of 3.66M width along the length of road on either</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>side approach of level crossing as shown in Drg.No. GM/W/SC/SK/219 with CC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1:2:4 using contractor's 20mm metal and OP cement etc., including all</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>operations with all contractor's materials, tools , plant all lead and lift</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>as per specifications and as directed by the Engineer-in-charge.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>Manufacturing, supplying RCC hume pipes 300mm dia of standard strength to</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>withstand road traffic and laying at level crossing approaches across the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>road in line with the cutting side drain duly excavating to the required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>depth and filling with Railway's moorum , consolidation with all lead and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>lift etc., complete with contractor's labour, tools, plant as directed by</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>the Engineer-in-charge to Railway's specification.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51</td>
<td></td>
<td>Providing rumble strips along the length of the road to the required size</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>and shape on the road at the approaches of level crossing as per Railway's</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>drawing including consolidation and painting the rumble strips with</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>standard colour and bands with contractor's materials, labour, tools, plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>, paint, brushes all lead and lift etc., complete as per specifications.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Note:- Each rumble strip will have 3 Nos of strips as specified in the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52</td>
<td></td>
<td>Casting and supplying Cement concrete M30 grade for road surface with</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>precast cement concrete blocks on Level Crossings using 20mm maximum size</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>graded hard granite stone aggregate of approved quality with Railways OP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>cement, contractors other materials, shuttering, staging,labour,tools,plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>and machinery all leads and lifts and cutting etc. Complete as per RDSO</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Drawing no:M-00003 and as per specifications and as directed by the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Engineer - in - charge.(minimum cement 400 kg/ cum.).(The cost of cement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>will be paid under relevant item )</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>53</td>
<td></td>
<td>Fixing of Railways precast slabs in LC gate for making road surfaces by</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>leading precast slabs to a maximum distance of 50m and pointing the joints</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>of slabs after fixing with contractors labour,tools,plant, cement,sand etc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>as directed by the Engineer in charge.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54</td>
<td></td>
<td>Breaking the existing black top road surface up to maximum depth of 30 CM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>to rise the level crossing road approaches to form new B.T road surface</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>with all contractor's materials, labours, tools and plants etc., complete</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>as directed by the Engineer - In - Charge.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55</td>
<td></td>
<td>Land Scaping: Filling of specified areas with 1.3 mixture of farm yard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>manure to red earth upto a depth of 0.3m including lavelling,grading,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>tamping,sodding with mexian carpet grass in 0.60 X 0.30m pieces, ensuring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>no visible joints and proper slope for surface drainage, maintainance upto</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 months with free replacements of any mortality including watering upto 22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>lit/Sqm per day including materials,labour,tools,plant all lead and lift</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>etc., complete as per specifications and as directed by the Engineer-in-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>charge.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td></td>
<td>Supplying different varites of plants between Piler and Madanapalle road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>stations including transportation with all contractors materials,labour,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>tools, vehicles etc.,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Ornamental flowering plants of size 1-2 feet like Chysanthemum,Marygold,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dahlia,Allamanda,Dianthus,Gerbera, Iora etc.,</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Supply and plantation of different varieties of border and hedge plants of minimum 4 inches size such as Duranta, Acalypha, Lantana etc., in Railways area on ground and watering the plants for a period of one month.</td>
<td>500</td>
<td>10.00</td>
<td>5000.00</td>
</tr>
<tr>
<td>26</td>
<td>Plantation of different varieties of plants supplied by the contractor and replanted in Railway cement flower pots or on ground and watering the plant for a period of one month including leading the flower pots to different places as directed by the Engineer-in-charge.</td>
<td>200</td>
<td>49.00</td>
<td>9800.00</td>
</tr>
<tr>
<td>27</td>
<td>Ornamental plants of minimum 2 feet in size such as Areca, Bottle palm, Royal palm, Ficus, Sentry palm, Chili wine palm, etc., including digging of pits of size 0.60x0.60x0.50m, filling pits with cow dung manure mixed with red earth in 1:3 proportion, watering etc., including transportation of plants to site of work with all contractors material, labour, tools, vehicles etc.</td>
<td>40</td>
<td>350.00</td>
<td>14000.00</td>
</tr>
<tr>
<td>28</td>
<td>Supplying and planting of avenue sappings of approved species like Ficus, Ticomia, Poinsettia, Silver oak, Bottle brush etc., of a height of 3 feet including supporting the plant with bamboo stick and maintaining the plant for 6 months from the date of plantation including all other consumables, materials, labour, tools, manure, water etc., as directed by the engineer-in-charge.</td>
<td>100</td>
<td>40.00</td>
<td>4000.00</td>
</tr>
<tr>
<td>29</td>
<td>Greasing ER Clips and MCI inserts duly removing from the already laid track without damaging the sleepers, cleaning the ERC clips and inserts from rust and dust using wire brushes and applying the contractor’s grease inside the inserts, on ERCs, on top of flange of rail at inner location and re-driving the ERCs duly fixing liners to the position with contractors own labour, tools, any missing/damaged clips, GR pads, liners, are to be renewed with Railway materials during the above work with all leads and lifts, etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>275000</td>
<td>2.15</td>
<td>591250.00</td>
</tr>
<tr>
<td>30</td>
<td>Providing and fixing wooden blocks for check rails at LC gates and between platform wall and track with railways released wooden sleepers to suitable size with all contractors labour, tools, plant, lead and lifts, consumables etc., as per specifications and as directed by the engineer-in-charge.</td>
<td>150</td>
<td>63.00</td>
<td>9450.00</td>
</tr>
</tbody>
</table>

**Total (Rs.)** 6594572.00

**Contractor’s percentage At par/Below/Above**

**Total Of Schedule ‘A’ Rs.**

Note: The tenderer/contractor has to quote uniform percentage rate at par/above/below shall be quoted both in figures and words and in case of discrepancy the rates quoted in words will be taken as final.
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing silt, barricades, ballast, formation of approaches of L.Cs. Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

Schedule 'B' (Earth work items)

<table>
<thead>
<tr>
<th>S.No</th>
<th>NS</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NS</td>
<td>Earthwork for widening of existing embankment/new bank with contractor's own earth obtained from quarries outside Railway limits including jungle clearance, on existing bank slopes, benching, excavation, loading into contractor's vehicles, leading to embankment, unloading, rehandling in layers of thickness not exceeding 300mm levelling, sectioning to profile and dressing of slopes and surfaces with all lead and lift etc., complete as per specifications and as directed by the Engineer-in-charge</td>
<td>2000</td>
<td>1 CUM</td>
<td>70.00</td>
<td>140000</td>
</tr>
<tr>
<td>2</td>
<td>NS</td>
<td>Earthwork in both new embankment and widening of embankment for a thickness 300mm to 1000m as specified by the Engineer in charge with contractors moorum, obtained from quarries outside Railway limits including jungle clearance on existing bank slopes, benching, excavation, loading into contractor's vehicles, leading to embankment unloading, rehandling, spreading in layers of thickness not exceeding 300mm levelling, sectioning to profile and dressing of slopes and surfaces with all lead and lift etc., complete as per specifications and as directed by the Engineer-in-charge.</td>
<td>1000</td>
<td>1 CUM</td>
<td>110.00</td>
<td>110000</td>
</tr>
</tbody>
</table>

Note for items 1 & 2

i) The rate should include the cost of clearing jungle, bushes, swamps if any in the area of the proposed embankment. The stumps left out along with the roots within the toe of formation shall be burnt / removed by the contractor at his own cost. The rates quoted for earth work shall cater for all such operations.

ii) The quantity under items 1 and 2 will be arrived and paid for based on the cross section of the finished profile of the bank duly deducting for the subsidence allowance in case of bank done for widening and without deduction in case of new bank.

iii) The rates against item 1 and 2 should include all charges for obtaining earth, royalty, seignorage and other taxes.

iv) Payment for consolidation of moorum blanketting to OMC covers in the rate under item no. 2 it self for doing in new bank portions.

3 | NS | Extra over item No. 1 for mechanical compaction duly maintaining camber with contractors machinery, mechanical operated vibratory roller for compaction and consolidating as per specification and as directed by the Engineer in charge the new formation to extend the loop lines/yards and the compaction with graders with all contractors labour, tools, plant and machinery, all lead and lift etc., complete as per specification and as directed by the Engineer in charge. | 2000 | cum | 5.00 | 10000 |

Note: During rolling a clearance of 3.5m from centre line of the track to be maintained duly barricading. **Rolling within 3.5m clearance will be done in Block period only.**

Signature of the Tenderer/Contractor
<table>
<thead>
<tr>
<th>No.</th>
<th>NS</th>
<th>Description</th>
<th>Rate</th>
<th>Quantity</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>All types of soils except Rock but including boulders under 0.03Cum.</td>
<td>45.00</td>
<td>500</td>
<td>22500</td>
<td></td>
</tr>
<tr>
<td>b)</td>
<td>Rock not requiring blasting comprising soft rock which can be excavated by means of continuous use of bars and picks including detached masses of rock measuring more than 0.03 Cum and less than 0.40Cum which can be completely and properly removed with the use of picks /bars and layers without blasting and also including all fissured stones etc.,</td>
<td>60.00</td>
<td>1000</td>
<td>60000</td>
<td></td>
</tr>
<tr>
<td>c)</td>
<td>Rock requiring blasting including all varieties of rock also includes desintegrated varieties of rock including protective blasting/chisselling which are likely to breakdown into small</td>
<td>161.00</td>
<td>500</td>
<td>80500</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Extra over rate of item 4(a) and (b) above, for the quantity already lead into embankment upto 150m from mouth of cutting only for spreading in layers, levelling, sectioning to profile and dressing of slopes and surfaces (the element of lead upto 150m is already covered under item 4 as free lead)</td>
<td>5.00</td>
<td>1000</td>
<td>5000</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Extra over rates of item 4(a) and (b) above, for leading cut spoils into embankment beyond 150m and upto 500m from mouth of cutting including spreading in layers, levelling, sectioning to profile and dressing of slopes and surfaces.</td>
<td>27.00</td>
<td>500</td>
<td>13500</td>
<td></td>
</tr>
</tbody>
</table>

Note for items 5 & 6:
1) The quantities for the item will be arrived at based on the cross sections.
2) The cut spoil should be lead to make the full profile of the cross section. The length upto which the spoil is to be lead is left to sole descrition of the Engineer-in-charge.

Items 6 (Six only)

Total(Rs.) 441500.00

Contractor's percentage Atpar/Below/Above

Total Of Schedule 'B' Rs. 441500.00

Note: 1) Tenderer (s) are required to quote uniform percentage rate AT PAR / BELOW / ABOVE over the total value of schedule both in figures and words. Incase of descripency between percentage rate quoted in words and figures, the percentage rate quoted in words will be taken as final.
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection: Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing silt, barricades, ballast, formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

Schedule 'C' (Ballast items)

<table>
<thead>
<tr>
<th>SLNO.</th>
<th>NS</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NS</td>
<td>Supplying of 50mm gauge machine crushed hard durable stone ballast of approved quality conforming to the Railway’s specifications for 50mm gauge stone ballast attached along with the tender schedule for stacking the same for measurement all along the track including material cost, freight charges, etc., using contractor’s labour, material, tools, machinery, vehicles, trucks, crew and consumables including loading, unloading, lifting leading, crossing of track, complete as per Railway’s specifications and as directed by the Engineer-in-charge.</td>
<td>1000</td>
<td>One Cum</td>
<td>799</td>
<td>790000.00</td>
</tr>
</tbody>
</table>

Note: 1) Payment will be made on actual stack measurements for gross quantities without any deduction for voids.

2) Test reports of impact value, abrasion value, flakey index value and water absorption value from the reputed laboratory/institutions shall be submitted along with the tender, without which tenders will be summarily rejected.

3) The Contractor has to make his own service roads where ever required and maintain if the existing roads are not sufficient for leading the ballast.

4) Seignorage charges payable to Government of AP and as revised time to time during the currency of the contract will be recovered by Railways from the contractors on account bills and will be remitted to Government of A.P. The rate is inclusive of all taxes, royalties, patent rights and seignorage charges, etc., complete.

2 NS Leading and dumping of Railways 50mm gauge stone ballast from the existing stacks available along the alignment either on top of the cutting or on the formation or at the toe of the bank by head loads or any other means up to a 3m height of bank/depth of cutting and spreading to the required profile on the formation, levelling to facilitate rolling with contractor’s labour, tools plant all leads and lifts etc complete as per specifications and as directed by the Engineer in charge.

(a) Upto a lead of 150m | 500 | cum | 60 | 30000 
(b) Extra for item No.2(a) for dumping of 50mm stone ballast where the height of bank/depth of cutting is more than 3m and upto 6m | 500 | cum | 18 | 9000 
(c) Extra for item No.2 (a) & (b) for dumping of 50mm stone ballast where the height of bank/depth of cutting is more than 6m | 300 | 1 cum | 23 | 6900 
(d) Extra over item 2(a) if the lead is beyond 150m and upto 500m | 300 | cum | 12 | 3600 

Total (Items Two(2) only) | | | | 848500.00 

Contracts percentage AT PAR / BELOW / ABOVE |

Total of Schedule - 'C' Rs.

Note: 1) Tenderer(s) are required to quote uniform percentage rate AT PAR / BELOW / ABOVE over the total value of schedule both in figures and words. Incase of descripancy between percentage rate quoted in words and figures, the percentage rate quoted in words will be taken as final.

Signature of the Tenderer/Contractor
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing silt, barricades, ballast, formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Madigubba stations.

### Schedule 'D' (Boards)

(Items that are not covered by SSR 2002 of vol. I and II of Guntakal Division)

<table>
<thead>
<tr>
<th>SL.NO.</th>
<th>NS</th>
<th>Description of Item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 NS</td>
<td>Fabrication and supply of Retro reflective signage boards made of high intensity grade encapsulated lens type Retro-reflective sheeting conforming to ASTM D 4956 Type III specifications and having approved patterns over entire surface bonded on 2.00mm thick Aluminium sheet with back supporting angle iron frame of 40 X 40 X 6mm angle iron duly rivetted with solid MS angle frame. The entire face of the sign shall be covered &amp; bonded with yellow/white/red/blue high intensity encapsulated</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Whistle boards</td>
<td>15 Each</td>
<td>3078.00</td>
<td>46170.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Caution indicators</td>
<td>10 Each</td>
<td>2394.00</td>
<td>23940.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Speed indicators</td>
<td>10 Each</td>
<td>1860.00</td>
<td>18600.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) Termination boards</td>
<td>15 Each</td>
<td>3356.00</td>
<td>50340.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e) Stop boards</td>
<td>20 Each</td>
<td>1210.00</td>
<td>24200.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(f) LC indicator boards</td>
<td>25 Each</td>
<td>1500.00</td>
<td>37500.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(g) Speed breaker indicator boards</td>
<td>25 Each</td>
<td>1500.00</td>
<td>37500.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 NS</td>
<td>Supplying and fixing steel name board of size 2.10 x 1.00m for major bridges/District boundary including fabrication using contractors own MS sheet 3mm thick MS angles 50mm x 50mm x 5 mm and MS flat 50 x 5mm and fixing the board on released rails by welding including one coat of red oxide paint and two coats of golden yellow approved synthetic enamel paint and writing letters using black (luminous) paint over yellow luminous back ground as specified including earth work excavation and foundation concreting of size 0.60 x 0.60 x 0.75 m (1:2:4 mix) for each post and curing using contractors own materials and labour, all lead &amp; lift etc., as per specifications and as directed by the Engineer-in-charge (Rails will be supplied at Rly's stores depot.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Items Two (2) only)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>247250.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractors percentage AT PAR / BELOW / ABOVE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total of Schedule - 'D' Rs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** 1) Tenderer(s) are required to quote uniform percentage rate AT PAR / BELOW / ABOVE over the total value of schedule both in figures and words. Incase of discrepancy between percentage rate quoted in words and figures, the percentage rate quoted in words will be taken as final.
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching, flooring and grouting, clearing silt, barricades, ballast, formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

Schedule ‘E’ (steel)

<table>
<thead>
<tr>
<th>Sl.NO.</th>
<th>NS</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NS</td>
<td>Supplying reinforcement steel MS/TOR/HYSD at site of work including loading, transportation, unloading and stacking at site complete with contractor's materials, labour, tools, plant, all lead and lifts, etc., complete as per specifications and as directed by the Engineer-in-charge. <strong>Note:</strong> The Quantity for payment will be limited to that of the quantity consumed in the work which is worked out based on theoretical sectional weights without considering wastage.</td>
<td>4</td>
<td>MT</td>
<td>38500.00</td>
<td>154000.00</td>
</tr>
<tr>
<td>2</td>
<td>NS</td>
<td>Supplying structural steel such as MS angles, channels, I-sections, plates, flats etc. at site of work including loading, transportation, unloading and stacking at site complete with contractor's materials, labour, tools, plant, all lead and lifts, etc., complete as per specifications and as directed by the Engineer-in-charge. <strong>Note:</strong> The Quantity for payment will be limited to that of the quantity consumed in the work which is worked out based on theoretical sectional weights without considering wastage.</td>
<td>20</td>
<td>Tonne</td>
<td>43100.00</td>
<td>862000.00</td>
</tr>
</tbody>
</table>

**Total**

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>1016000.00</td>
<td></td>
</tr>
</tbody>
</table>

**Contractors percentage AT PAR / BELOW / ABOVE**

**Total of Schedule ‘E’ Rs**

**Note:**
1. Tenderer (s) are required to quote uniform percentage rate AT PAR / BELOW / ABOVE over the total value of schedule both in figures and words. In case of discrepancy between percentage rate quoted in words and figures, the percentage rate quoted in words will be taken as final.
## Schedule 'F' (Road items)

<table>
<thead>
<tr>
<th>SLNO.</th>
<th>NS</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NS</td>
<td>Construction of granular sub-base by providing HBG material conforming to Grading-III of MORT&amp;H table 400-2 including cost, seigniorage charges and conveyance of materials to work site and spreading in uniform layers with motor grader or by approved means, on prepared surface mixing by mix in place method with Rotavator/approved means at OMC and compacting with vibratory roller to achieve the desired density etc., complete for finished item of work as per MORT&amp;H specification 401 (4th revision) and as directed by the Engineer-in-charge. (Payment will be made based on levels for finished item of work)</td>
<td>500</td>
<td>Cum</td>
<td>825.10</td>
<td>426050.00</td>
</tr>
<tr>
<td>2</td>
<td>NS</td>
<td>Providing Laying spreading and compacting graded HBG crushed stone aggregate to wet mix macadam specification including cost, seigniorage of all materials and including premixing the material with water at OMC in mechanical mix plant carriage of mixed materials by tipper to site, laying in uniform layers with paver in base courses on well prepared surfaces and compacting with vibratory roller to achieve the desired density etc., as directed by the Engineer-in-charge and as per MoRT&amp;H specification 506 (4th revision) for finished item of work. (Payment based on levels for finished item of work)</td>
<td>400</td>
<td>Cum</td>
<td>1095.00</td>
<td>438000.00</td>
</tr>
<tr>
<td>3</td>
<td>NS</td>
<td>Providing and laying surface dressing in single coat using 6mm nominal size IRC HBG machine crushed stone aggregate @ 0.004 cum/sqm on a layer of bitumen binder of 80/100 grade at 0.75 kg/sqm including cost seigniorage and conveyance of all materials to work site and laid on prepared surface and rolling with 8-10 T power road etc., complete for finished item of work as per MoRT &amp; H specification 503 (4th revision) and as directed by the Engineer-in-charge.</td>
<td>3000</td>
<td>Sqm</td>
<td>26.30</td>
<td>78900.00</td>
</tr>
<tr>
<td>4</td>
<td>NS</td>
<td>Providing and applying tack coat with bitumen Emulsion (Medium setting) (Bulk) using Emulsion pressure distributor at the rate of 0.20 kgs per sqm on the prepared bituminous granular surface cleaned with mechanical broom for finished item of work as per MoRT &amp; H specification 503 (4th revision) and as directed by the Engineer-in-charge.</td>
<td>3000</td>
<td>Sqm</td>
<td>5.50</td>
<td>16500.00</td>
</tr>
<tr>
<td>5</td>
<td>NS</td>
<td>Providing and laying of 50mm thick Bituminous Macadam with hot mix plant producing an average out put of 37.5 tonnes per hour using hard blasted granite crush aggregates of Grade-II as per table 500-4 of MoRT &amp; H specification 504 (4th revision) premixed with bituminous binder of 80/100 grade at 3.3% by weight of total mixture, transported to site, laid over a previously prepared surface with mechanical paver finished to the required grade level and alignment and rolled as clauses 501.6 and 501.7 to achieve the desired compaction for finished item of work as directed by Engineer-in-charge including cost of seigniorage charges on all T7P and all other contingent charges necessary including cost of seigniorage charges on all materials etc., complete and as per MoRT &amp; H specification No.504 (4th revision).</td>
<td>150</td>
<td>Cum</td>
<td>4075.00</td>
<td>611250.00</td>
</tr>
<tr>
<td>Item</td>
<td>NS</td>
<td>Description</td>
<td>Quantity</td>
<td>Rate</td>
<td>Amount</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>----</td>
<td>------------------------------------------------------------------------------</td>
<td>----------</td>
<td>-------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Providing <strong>25 mm thick compacted semi-dense Bituminous concrete</strong> by hot mix plant using hard blasted granite crushed aggregates of Grading-2 as per table 500-15 of specification 508 of MORT&amp;H (4th revision) pre mixed with bituminous binder 60/70 grade @5% of mix and filler, transporting the hot mix to work site, laying with mechanical paver finisher to the required grade, level and alignment, rolling with smooth wheeled vibratory and tandem roller to achieve the desired compaction as per MORT &amp;H specification 508 (4th revision) complete for finished item of work in all respects as directed by Engineer-in-charge (Payment will be made based on levels for finished item of work)</td>
<td>75 Cum</td>
<td>5206.00</td>
<td>390450.00</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Construction of Gravel shoulders including cost, seigniorage charges and conveyance of all materials to work site and spreading in uniform layers by approved means on prepared surface and compacted with vibratory roller to achieve the desired density at OMC etc., complete for finished item of work as per MORT&amp;H specification 401 &amp; 407 (4th revision) and as directed by the Engineer-in-charge (payment will be made based on levels for finished item of work)</td>
<td>500 Cum</td>
<td>238.00</td>
<td>119000.00</td>
<td></td>
</tr>
</tbody>
</table>

**Note:**
1. Tenderer(s) are required to quote uniform percentage rate AT PAR / BELOW / ABOVE over the total value of schedule both in figures and words. In case of discrepancy between percentage rate quoted in words and figures, the percentage rate quoted in words will be taken as final.

Signature of the Tenderer/Contractor
### Schedule 'G'

<table>
<thead>
<tr>
<th>SLNO.</th>
<th>SSR Item No.</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>030101-04</td>
<td>Uncoursed/Random Rubble masonry in foundations and plinth well bonded and faced with selected stones including levelling at various stages as required. (04) Laid in cement mortar 1:6(1 500) 1 Cum. 425.50 212750.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>030301-04</td>
<td>Brick work in foundations and plinth (04) in cement mortar 1:6. 50 1M3 774.90 38745.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>030302-01</td>
<td>Extra for brick work in superstructure above plinth level upto (01) floor two level. 30 1M3 31.90 957.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>030307-02</td>
<td>Half brick thick masonry in foundations and plinth (02) in CM 1. 100 1M2 90.60 9060.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>030309-01</td>
<td>Extra for half brick thick wall in superstructure above plinth level (01) Upto floor two. 100 1M2 7.00 700.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>040102-01</td>
<td>20mm thick cement concrete topping 1:2 to 3 (01) with existing base concrete. 50 1M2 20.40 1020.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>060101-04</td>
<td>12mm thick cement plastering in single coat (04) cement mortar 1:6. 150 1M2 16.90 2535.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>060102-03</td>
<td>15mm thick cement plastering in single coat on rough side etc., (03) cement mortar 1:5. 150 1M2 19.70 2955.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>060114-01</td>
<td>Extra over item 060101 for plastering on ceilings, instead ofm 50 1M2 2.40 120.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>070102-01</td>
<td>White washing with lime (01) Two coats on undecorated wall surfaces 300 1M2 1.40 420.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>070102-03</td>
<td>Extra over item 01 &amp; 02 for every subsequent coat of white 300 1M2 0.60 180.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>070102-04</td>
<td>Extra over item 01 for ceilings. 50 1M2 0.10 5.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>070106-01</td>
<td>Distempering with dry distemper of approved brand and manufacture and of required shade to give an even shade after thoroughly brushing the surface clean of all grease, dirt, dust, mortar droppings, scales etc., and all foreign matter including preparing (01) Two coats 300 1M2 4.90 1470.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>070108-01</td>
<td>Finishing walls with water proofing, cement paint (like snowcem etc.) of approved brand and manufacture and of required shade to give an even shade after thoroughly brushing the surface clean from dust, dirt etc. and remains of loose powdered materials art(01) Two coats 300 1M2 7.30 2190.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>090112-10</td>
<td>Manufacturing to relevant I.S. specifications and supply steel cutters for doors. (10) M.S. Sheet door 300 1Kg 15.60 4680.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>090114-01</td>
<td>Fixing in position standard steel doors. 25 1M2 29.60 740.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>090117-01</td>
<td>Providing and fixing coiled rolled formed 1.25mm thick (01) Profile size 5X60mm similar to profile A/B of specification 20 1M 113.20 2264.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>090118-01</td>
<td>Extra over item 090117 for electrogalvanised frames 20 1M 4.90 98.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>100106-01</td>
<td>Painting one coat over existing priming coat on steel,(01) Enamel paint. 100 1M2 6.20 620.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>100110-01</td>
<td>Extra for every subsequent coat of painting,(01) item 10010601 500 1M2 5.90 2950.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>170104-02</td>
<td>Supplying and stacking at specified locations on Railway premises (02) Murum 300 1 cum 73.20 21960.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Quantity</td>
<td>Unit</td>
<td>Rate</td>
<td>Amount</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>----------</td>
<td>------</td>
<td>------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>010401-01</td>
<td>Filling surplus earth from foundations or Railway's earth, murum, ashes or sand in trenches, plinths of floors in layers not exceeding 20 cm depth and (01) Consolidating each layer by watering and ramming.</td>
<td>300</td>
<td>1 cum</td>
<td>7.10</td>
<td>2130.00</td>
</tr>
<tr>
<td>23</td>
<td>170204-06</td>
<td>Supplying at Railway's depot flower pots of height: (06) 45 cm of Cement mortar</td>
<td>50</td>
<td>Each</td>
<td>28.80</td>
<td>1440.00</td>
</tr>
<tr>
<td>24</td>
<td>040413-01</td>
<td>Hand packed rubble soling under floors (01) of 15 Cm thickness.</td>
<td>100</td>
<td>1 Sqm</td>
<td>26.20</td>
<td>2620.00</td>
</tr>
<tr>
<td>25</td>
<td>040301-02</td>
<td>Rough dressed stone slab flooring with Shahabad, Tandur, Kurnool, Cuddapah, Bethamcherla or similar type of stone slabs laid over 50mm average thick sand base 02 - Using stone slabs 40mm thick.</td>
<td>1000</td>
<td>1 Sqm</td>
<td>83.90</td>
<td>83900.00</td>
</tr>
<tr>
<td>26</td>
<td>040302-01</td>
<td>Extra over item 040301 for pointing with - 01- cement mortar 1:2 (1cement:2sand)</td>
<td>1000</td>
<td>1 Sqm</td>
<td>16.90</td>
<td>16900.00</td>
</tr>
</tbody>
</table>

Any other item as per SC Railway standard schedule of rates 2002 (Printed ) as corrected upto date and likely to be operated which are not covered by Schedule applicable to Guntakal Division.

Total: $513,409.00

Contractors Percentage At par/Below/Above Total of schedule of ‘G’ Rs 100000.00

Note:- The tenderer/contractor has to quote uniform percentage rate at par/above/below shall be quoted both in figures and words and in case of discrepancy the rates quoted in words will be taken as final.

Signature of the Tenderer/Contractor
South Central Railway

Name of work:- Conversion of track from MG to BG between Pakala and Dharmavaram Stations - Making up section ready for CRS inspection : Earth work in formation, filling rain cuts, pitching ,flooring and grouting,cleaning silt, barricades, ballast,formation of approaches of L.Cs, Construction of protective works, balance drains and any other works between Dharmavaram and Mudigubba stations.

<table>
<thead>
<tr>
<th>Sl.NO.</th>
<th>SSR Item no.</th>
<th>Description of item</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate (Rs.)</th>
<th>Amount (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>020312-01</td>
<td>Extra for using contractor's own cement</td>
<td>14500</td>
<td>Bag</td>
<td>141.00</td>
<td>2044500.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Item One only)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contractor's percentage at par/above/below.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>2044500.00</td>
</tr>
</tbody>
</table>

Note :- The tenderer/contractor has to quote uniform percentage rate at par/above/below shall be quoted both in figures and words and in case of discrepancy the rates quoted in words will be taken as final.

Signature of the Tenderer/Contractor