

SPECIAL CONDITION AND SPECIFICATION FOR BRIDGE WORKS.

1.The tenderer are required to inspect the site and carry out careful examination so as to satisfy themselves as to the nature of work involved and facilities available at site. They should also note carefully all the existing structures and those under construction through other agency (if any), and should take adequate protection to all such structures, including Railway track during course of execution of work under this contract. The rates quoted by the tenderer(s) and accepted by the Railway Administration must cover all such charges. 2.Railway land as existing and asseparable will be made available to the contractor free of charge for building their stores godown, camp office, girder casting/fabrication yard etc. The contractor shall make their own arrangement at their cost for leveling and dressing the ground or developing the land. 3.WATER: Water required for the work and also for drinking purpose should be arranged by the contractor from his own source and at his cost. If water from Rly's source is available near the site of the work the Rly may supply the same to contractor from one point only on Railway's usual charge and the contractor should arrange for extra pipe as may be required for distribution at his cost. Water used for cement concrete/RCC/PSC and all sorts of concrete work should be tested as per codal Provision for its suitability for the work and test report should be obtained initially from the approved Govt. laboratory at Contractor' s cost and submitted Sr. DEN/DEN in-charge of the work. Source of water should not be changed without prior approval of the Sr. DEN/DEN-in-charge. Locally available water, which is not suitable for concert work, may be allowed to be used for curing purpose only. 4.ELECTRICITY: The contractor shall make his own arrangement for electricity required for frunning machinery and illumination at his own cost. The Railway will recommend his application to the Civil Electricity Board/Company and render necessary assistance as possible. If the contractor is unable to get the supply from the Board/Company and Railway is required to supply, then supply, if available, will be provided at one Point from there the contractor will lay the distribution system to various points of work. Such supply made by the Railway will be as per standard terms and conditions applicable to outsiders as stipulated by the Chief Electrical Engineer, E.C. Rly. The railway undertakes no responsibility for shut down, load shading or failure of power supply and consequent help-up of work, idle labour, machinery etc. and no compensation, payment is admissible. The charges on account of electricity supplied, will be recovered from the contractors bills, but he will have to deposit in advance the installation charges etc. as will be fixed by the Electrical Department.

5.CORDINATION BETWEEN CONTRACTOR : The other works for bridge may be done simultaneously by the other agency of State Govt./Central Govt./Railway works of the other contracts are not hampered in any way, rather he should co-ordinate with the programs in consultation with the Engineer-in-charge of the work, so that the work of this contract as a whole is completed within the target fixed. In case of any conflict between the two contractors in respect of working facilities at site, the decision of the Engineer-in charge of the work shall be final and binding on both the contractors. 6.DAMAGE TO ADJACENT PROPERTIES/WORKS : The contractor shall be held responsible for any damage of Railway/Public property including telephone line, cable etc., which may be caused by any of his action in connection with or in the execution of the work. 7.SETTING OF THE WORK : The contractor shall arrange without any additional charges requisite number of men with all the equipments and materials as necessary for the purpose of setting out of the work. Similar arrangement will have to be made by him at the time of measuring the work whenever required to be carried out by the Engineer-in-charge of the work. 8.LOCATION AND LEVEL : The contractor shall be responsible

for correct the location, level and alignment according to the approved drawing notwithstanding that the Engineer-in-charge or his authorised representative shall have periodically checked the same.

9.SUSPENSION OF WORK : Engineer-in-charge may order the contractor to suspend any work for any reason whatsoever and no compensation for such suspension of work shall payable to the contractor, However, the additional time of compensation for such suspension of work shall payable to the contractor, However, the additional time of completion of the work that extend may be sanctioned by the Railway Administration on written application of the contractor.

10.NIGHT WORK : The contractor shall have to carry on with the work during night if considered essential to maintain he progress of the work and his quoted rates should be inclusive of any additional expenditure involved in the working at night. Such work should, however, not be made by the contractor at his cost.

11.The contractor must provide all plants and machinery with crew i.e. Drivers, cleaners and necessary consumable store like coal, fuel, oil, lubricating oils for Engine and provide adequate number of transport vehicle for bringing materials at site. They should undertake all temporary required for carrying out the work. The tenderer should a list of tools and plant in their possession for carrying out the work.

12.Shorting on all sides of foundation trench will have to be adopted where necessary and as will be directed by the Engineers to return earth, at Contractor's cost.

13.The work involved in head and/or track loading of materials and crossing tracks for which no extra payment will be made. The rate quoted should cover all such expenditure.

14.For unforeseen item of work for construction if required to be done, payment will be made by Rly's Schedule. of Rate 1996 with percentage above and below quoted by tenderer in schedule "B". If any items is not covered by the Schedule of Rate 1996 \, the rate for such work will be arrived at by analysis based on labour and materials rate provide in the schedule of rate 1996, the rate for such work will be arrived at by analysis base on labour and materials rate provided in the Schedule of Rate 1996 added by percentage quoted by the tenderer in the schedule 'B'. If no such analysis is possible from Schedule of Rates, the analysis will be made from prevailing market rates with 12 ½% contractor's overhead and profit.

15.The contractor shall provide all appliances, efficient and sufficient staff & labour for setting out and shall set out the works and every part thereof and shall be responsible for the accuracy of the lines. Levels and dimensions of the work in accordance with the drawings, further drawings, directives or instructions issued at any time to him and every facility shall be given to the Engineer and all persons, , duly deputed or authorised by him in writing for checking the same. The Contractor shall also allow or amend any error in the dimensions, lines or levels to the satisfaction of the Engineer or his authorised representative without claming any compensation for the same.

16.The contractor shall make his own arrangement on his own sole account for procuring all materials (except than that are to be supplied by the Railway as per clause..... of the instructions to Tenderers) to be used on works under this Agreement with the Railway Administration. The rates quoted by him, against the Schedule of items, should be entirely inclusive so as to cover any purchase price and/or royalties and/or compensation for surface damage paid or payable by the contractor to land owners Mining authority etc. and all other charges incurred by him whatsoever including all lead, lift etc.

17.If the contractor enters on land not belonging to or held by the Railway Administration for collection or quarrying of materials or any other purpose whatsoever he shall make his own arrangements with the owner or owners of such land, with regard to, and shall be solely/personally liable for the payment of any purchase price and/or royalties and/or compensation for surface damage, and the Rly. Administration shall in no circumstance be purport to be made party to any such arrangements and be liable for any such payment and/or compensation. 18.The contractor will not be entitled to any compensation for any delay for execution of the work arising from delay from the Railway Administration side. The delay so caused will be assessed and accepted by the Engineer and the contractor immediately for determining any extension of the time required to complete the work for which purpose only accepted period of delay will be taken into consideration. If the matter is not brought to the notice of the Engineer immediately such delays occur, no consideration for extension of time will be made later on. The contractor must accept as final and binding the decision of the Engineer-in-charge of the work. 19.QUALITY CONTROL : 19.1To ensure that the contractor used for the work, is exactly as per the approved designs, it is necessary for the contractor to have a small field laboratory with complete equipment at the site of work which will enable carrying out of standard tests for the quality of water, sand and aggregate etc. The rates should also provide for equipment for casting, curing and testing of sufficient number of 6" cubes. Testing of the cubes should be got done through Alipore Test House or any other approved Government Testing Laboratory as and when necessary, Periodical casting of water may also be got done through Alipore Test House or any other approved Government. Testing Laboratory if asked for by Engineer-in-charge will depute his supervisory staff to supervise the work in the field laboratory. 19.2The Concrete work shall be done in accordance with Indian Railway Standard code of Practice for plain reinforce and pre-stressed concrete for general bridge construction (Concrete Bridge Code) or IS-456-2000 or relevant IRC codes as applicable. 19.3All concrete items will be measured without any reduction for the volume of reinforcement as and steel structural. 19.4Concrete will be as per IS code (IS-456-2000). All concrete should be vibrated except for concrete placed in water for the bottom plug. Strength specified for various concrete in Schedule of Items is for 28 days strength. 19.5The mix of all controlled concrete to be used shall be designed suitably as per IS-10262-1982 to meet requirements or strength and economy. Number of cubes may be made by trial mixes and tested to ensure the proper strength of the concrete.

20.AGGREGATE AND SAND : Periodical sieve analysis of the aggregate and sand will be carried out as necessary to ensure that the percentage of different sizes of aggregate and sand do not vary from the worked out during designing the concrete Mix 21.WORK TESTS AND STANDARD OF ACCEPTANCE: Number of cubes to be taken and tested should be in accordance with the provisions made in IS code 456-2000 and the results should satisfy the minimum requirements given therein. 22.The work under Rly. Traffic temporarily or by blocking Rly. Traffic, should be carried out under the supervision of Engineers/Supervisors of the contractor who have adequate experience of carrying out such works. 23.The contractor should carry out the work in such a way that would ensure safety to Railway Traffic and Railway properties. The works whose execution is having safety implication, work should be carried out only under the direct supervision of competent Bridge Supervisors from Railway. 24.BLOCK REQUIRED: The contractor should specify the requirement of temporary block required for the work. Temporary blocks will be arranged by the Engineer-in-charge of the work. Temporary blocks will be arranged by the Engineer-incharge of the work for the minimum period as suits the operating Department of the Railway.25.The contractor shall keep sufficient stand-by equipment like mixer vibrator etc. for concrete work so that concreting is not affected by break down of tools and plants. 26.On C.C. or R.C.C. work, no cement plaster shall be permitted. The shuttering with cement/line plaster finish may be adopted for roof slabs, lintels etc.

27. Where the concrete is cast on ground i.e. in foundation, bottom slab of R.C.C. Box etc. a water proof film of polythene shall be spread on the ground after ground is leveled and compacted, to prevent soaking of moisture/water of the concrete into the ground. 28. All the materials like aggregate, sand and bricks shall be as per specifications laid down in GCC. Before use, all materials shall be approved by the Engineer-at-site. Before use, they shall be cleaned of all mud, muck, grit etc. and shall be washed with clean water, if directed by Engineer, before use. 29. ADMIXTURE: Admixture confirmed as per RDSO guideline (Report No. BS-25) may be used in concrete with Engineer's prior approval, if required. 30. For excavation in foundation, contractor shall ensure stability and safety of foundations as detailed in chapter I (d) and (g) of part II at P.41 to 45 of Standard Specification 1969. 31. Weep holes shall be kept in wing wall and abutment of bridges by placing thick gauge 50mm dia PVC pipe in the concrete before casting spaced 1.0m vertically & horizontally staggered. No deduction in volume of contract will be made.

Special condition of track

1. The work will be done as per instruction and under supervision of sectional PWI or his representative
2. Day to Day caution will be issued by sectional PWI or his representative and track protection will be done by Railway.
3. The work will normally be done for 6 days in a week.
4. All tools and plants including rail cutting machine, hacksaw blades and drill twise, ratched brace etc. required for the work will be supplied by the contractor at his own cost.
5. Traffic block required for the work will be arranged by the sectional PWI or his representative and contractor will be responsible for strict adherence and timely completion of work. In case of non-availability of block due to any reason no compensation will be payable.
6. The work will be carried out in day time between sun rise to sun set only and the contractor must ensure that during the course of work as well as after the days work track is fit for movement of traffic.
7. No compensation towards any accident what so ever will be paid by the Railway.
8. Packing will conform to para 224 , item (1) & (2) of Indian Railway P. Way Manual.
9. The work may be started from the length of the section according to the need of the Railway and as directed by PWI In-charge. The contractor shall be bound to execute the work accordingly.
10. Medical facilities, housing and watering arrangement for contractor's labour and his staff will be arranged by the contractor.
11. The track will be handed over in perfect condition i.e. level gauge's alignment, packing and boxing should be proper before the work ends finally.
12. The work will be done under speed restrictions to be imposed by sectional PWI. Caution signalman will be provided by the Railway.
13. Contractor will use 20mm size screening mesh for screening work.
14. Wooden blocks and wedges required for the work will be supplied by the contractor at his own cost.
15. No two consecutive sleepers shall be tackled at a time.
16. Work will be stopped in perfectly safe condition at east 06 minutes earlier before passenger of every train.
17. The length of the track will be taken open or different operations of Deep screening etc. as per the direction of the Engineer at site.
18. Deep screening must proceeds changing of sleepers, Deep screening and re-sleepering shall not be done simultaneously at a particular location.
19. Prevention of accidents, where vehicles are permitted to ply adjacent to the running line experienced Gangman shall also be posted by the Railway as Flagman at the cost of the contractor to prevent accidents and the amount towards wages of the Flagman will be recovered from the contractor's bill.

20. If there is any conflict between conditions nominated in the “special condition” contained herein and which appear in the pamphlet and schedules reformed in the former shall be observed.
21. Any further clause or remarks added in the tender form by the contractor will disqualify his tender. In case of any remarks required to be added that should be done in a covering letter.
22. No enhancement over the accepted rates will be allowed in any case of any subsequent enhancement of Railway freight, Govt. Duty Taxes of any sort, levy of new taxes rise in wages and prices of materials etc. The points should be taken into account while quoting rates.
23. The contractor must abide by and comply with the provisions and Rules of contract Labour (Regulations and Abolition) Act. 1970 and Central Rules- 1971.
24. The contractor shall be responsible for adequate supervision of the work as regard safety of track , train and traveling public, proper care and custody of Railway Materials and any other Govt. property handed over to be the concerning PWI till it is returned back to PWI concerned at his/their stores and properly stacked at place indicated by PWI concerned. In the event of loss of any materials, the cost thereof shall be recovered from the contractor at issue rates plus the present codal charge of 20.5% to this will be added an increase of 100%.
25. Deep Screening/Track Renewal works shall be allowed to be taken up by the contractor only after issue of “ Permit to work” by a competent Railway Supervisor daily whenever work is in progress.
26. Adequate numbers of labourer are to be provided in the work by the contractor, during execution.