

**Scope of work:****Construction of S&T Building in connection with Interlocking of following LC gates:****LC No: 08, 14, 51, 65, 68, 93 (KOTA-COR) under the jurisdiction of ADEN/C/Kota.**

Sr. No.	Major Section	Block Section	LC No.	Location	TVU	Priority of execution	Remarks
1	KOTA-COR	GQL-THEA	8	0006/12-13	11873	1	Completion period = 06 Months
2	KOTA-COR	GQL-THEA	14	0012/01-02	13423	2	Cpmpletion period = 06 Months
3	KOTA-COR	BUDI-SNAR	51	0039/11-12	11915	3	Cpmpletion period = 06 Months
4	KOTA-COR	JNRI-URML	65	0069/01-02	11910	4	Cpmpletion period = 06 Months
5	KOTA-COR	JNRI-URML	68	0071/09-10	19870	5	Cpmpletion period = 06 Months
6	KOTA-COR	3-27 Dated: 16.6	93	0108/01-02	13014	6	Cpmpletion period = 06 Months

**Note:**

- 1 Due to urgency of work, the completion period will be 06 months from date of site hand over to the contractor by Railway.**
- 2 The work of above four S&T building of urgent nature is to be completed within 06 (Six) months of handing over site by Railway. Otherwise penalty of Rs. 25000/- Per month/Per incomplete S&T building shall be imposed for incomplete work after lapse of original 06 months.**

**Special Conditions:**

- 1 Work of Schedule-A should be done as per DSR-2023, Bridge Manual, Indian Railways Unified Standard Specifications: Volume-I & II, IRPWM & IRWM duly corrected up to date.
- 2 The contractor/s will have to make his own arrangements for adequate supply of potable water and electricity to be for work. If Railway arrange the supply of water and electricity, shall be recovered from the contractor as determined by Railway administration.
- 3 Where electric supply is not available, contractor will bring suitable diesel operated needle / surface vibrator to the site without which work will not be allowed to be executed.
- 4 All the material used should be of the best quality of ISI standard first got approved by ADEN incharge, before start the work. If any material rejected by ADEN incharge, the same should be removed from site at once and nothing extra will be paid
- 5 The quantities for the above items are approximate and are variable. The contractor will have no claim due to variation / deletion of items.
- 6 Contractor has to deploy sufficient labour to carry out the work as directed by the site incharge.
- 7 Guidelines for procurement of Steel Items in Railway projects/ Contracts as per Rly. Bd's letter No. 2007/CE-I/CT/8 dated 1st May 2012. "All Reinforcement Steel (TMT) and Structural Steel shall be procured as per specifications mentioned in BIS's document - IS:1786 and IS:2062 respectively. Independent tests shall be conducted, wherever required, to ensure that the materials procured conform to the specifications. These steel shall be procured only from those firms, which are Established, Reliable, Indigenous & Primary Producers of Steel, having Integrated Steel Plants (ISP), using iron ore as the basic raw material and having in-house iron rolling facilities, followed by production of liquid steel and crude steel, as per Ministry of Steel's guidelines. However, only certain isolated sections of structural steel, not being rolled by ISP's can be procured from the authorised re-rollers of ISPs or authorised licensee of BIS having traceability system and who use billets produced by ISPs. Treaceability shall be ensured by an officer specially authorised by the concerned SAG officer of Zonal Railway on case to case basis for this purpose." Board have desired that these instructions should be strictly followed.

- 7.1 Reinforcement steel should be procured as per list of approved brand as Annexure.
- 7.2 Consumption and accountal of reinforcement steel bar in RCC work.
- 7.3 The steel should used in the work as shown in the approved drawing. Over laps chairs, wastage etc. as necessary should be provided as required by design, specification and direction of Engineer, but no payment shall be made for extra steel used for providing over laps etc.
- 7.4 Proper account will be maintained in the registers regarding consumption balance etc. duly signed by the contractor and Railway's representative.
- 7.5 For the purpose of payment, linear measurement of bars used for the work will be converted into mass unit by multiplying the former by the standard unit weight. No overlaps, chairs ,wastage etc. will be accounted for the payment and no rolling margin will be considered. The cut pieces, wastage and the left over material will be disposed off by the contractor. Railways will not pay any compensation for such cut piece, wastage or balance left out material.
- 7.6 The steel brought at site by the contractor for a particular work should not be shifted to other works/site without the written approval/permission of the Railways.
- 8 Work will be carried out as per Railway's & IS specification and as per relevant RDSO drawing/ CE drawing or drawing supplied by Railway.
- 9 Other condition given in tender document and Indian Railways Unified Standard Specifications (Works & Materials) will also be binding to the contractor.
- 10 Any wastage of labours and materials due to the site conditions will be on contractor's account and nothing extra will be paid on this account.
- 11 Payment will be made for the net finished work done as per specification only.
- 12 A site order book will be maintained by the contractor & order passed by site incharge & other railway officers will be recorded & it will be binding upon the contractor.
- 13 The work will be carried out as per instructions of Engineer in-charge. In case of any dispute, the decision of concerned Sr.DEN/DEN/Kota shall be final & binding upon the contractor.
- 14 The permises should be kept neat & clean after days work and all debries whatever should be deposited at nominated place.

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