

Special Conditions

Scope of work : - Providing CC flooring, curtain wall, drop wall, inspection steps, pitching, standard bridge tablets & ballast retaining wall in bridge approaches on various major & minor bridges of DEN/Central and Sr.DEN/W Jurisdiction. Rebuilding / Rehabilitation/ strengthening of bridges (up line) in connection with running of higher loads and higher speed (678,732,739,775,787,846 bridge) & Replacement of Existing slab Bridge No. 366A, Ballast retainer replacement and widening of Major Bridge no. 391, UP line in Madar-Palanpur Section

The work to be executed shall preferably be based on Railway's approved drawings. Decision of Engineer in charge shall be final in this regard.

The work being of a specialized nature, the contractor shall acquaint him self with the entire site conditions before quoting the rates.

ADDITIONAL SPECIALCONDITION FOR THE WORK

1. The work is to be executed as per the Railway's requirement & item to be operated shall be as per the tender schedule & site condition. Decision of Engineering-in-charge or his representative shall be final and binding on the contractor. Tenderer/s are requested to visit the site of work before quoting their rates.
2. All construction materials to be used in the work shall be as per relevant IS specification wherever applicable and shall be approved by Site engineer before use in work.
3. Mixers of approved design shall be used for mixing cement concrete. Form surface vibrators of approved design and quality shall be used for the compaction of the same in RCC/CC work.
4. Specifications for the works given in the items of DSR 2023 & USSOR 2021(NWR) shall be followed. The standard specifications of all the volumes of CPWD and Indian Railway unified standard specification (latest version) shall be followed. In case of any dispute decision of Engineer in charge in this regard shall be final and binding by the contractor.
5. The rates quoted by the contractor shall be deemed to be inclusive of all taxes, royalties, octroi etc.
6. Contractor shall take all care to avoid any damage to electric overhead or under ground cable, telephone wires, water pipe line, sewerage system etc. Any damage to the railway property on account of contractor's negligence shall be made good at contractor's cost.
7. In case any ambiguity between special conditions and general standard condition, special conditions shall prevail.
8. Contractor shall be responsible for the safety of his labour, machinery deployed on the work.
9. Contractor will be responsible for the safety of railway property.
10. Contractor has to make all the safety arrangements and provide boards and banners of "work in progress" etc. and safety strips of sufficient length to make aware the Passengers and other users. No extra payment for the same shall be made.
11. During the currency of the contract any correction slip related with the items of

DSR/USSOR is issued, the contractor shall be bound to accept the same. No extra claim what so ever shall be admissible in such cases.

12. All the tests such as cube test, design mix of all grades, required during the execution of DSR/ USSOR items shall be got done by the contractor from NABL approved laboratory for which testing charges shall be borne by the contractor. No extra claim of payment whatsoever shall be admissible for such tests.
13. Work to be done in a very efficient manner and up to the entire satisfaction of Engineer in charge. Any defect pointed out by Engineer in charge shall immediately be rectified by the contractor without any extra cost.
14. Contractor should establish quality assurance system. A well equipped Lab for testing material shall be set up at site or at location decided by Engineer in charge by contractor, which mainly includes cube testing machine, sieves for sieve analysis, silt content checking equipment, flakiness and elongation checking equipment, slump cone, and equipment for doing sampling, quality control check and strength checking of concrete. Work will not be commenced unless Lab is set up. No separate payment will be made for concrete used for cubes.
15. In case any train is detained at the approach of work site or at a station on account of its passage being considered unsafe by Rly. Supervisors due to bad workmanship of contractor or the parameters being unsatisfactory for the passage of trains or due to the contractor leaving the work unfinished or due to work delayed by the contractor, due to crane failure, resulting in bursting of block. Railway shall be entitled to recover detention charges from the contractors bills or security deposit or any other dues etc. at the rate of Rs. 50000/- per hour of detention or part thereof for each train so detained. Detention to trains, as determined by the Railways shall be final and binding upon the contractor.
16. The speed restriction board and protection of site as required for safety of track would be arranged by the railways. No work under track should be commenced unless the SSE(Pway) has imposed traffic block. Work will be undertaken only in presence of SSE(Pway)/ SSE(Works)
17. The Contractor shall keep his look out man for warning the workers of the arrival of train etc. to ensure safety of the workman and equipment.
18. Following specifications and codes will be used for various structures.
 - (i) Latest IS codes shall be applicable for the construction of Bed Block, slab etc. It will be the responsibility of the contractor that work executed shall conform to the IS codes.
 - (ii) Indian Railway Schedule of dimension with latest amendments.
 - (iii) Indian Railway Bridge rules with latest amendments
 - (iv) Indian Railways standard (IRS) bridge sub structure and foundation code with latest amendments
 - (v) The concrete bridge code - code of practice of plain, reinforced and prestressed concrete for general bridge construction with latest amendments
 - (vi) Any other relevant Indian Railway standards. Indian standard specification, Indian Road Congress standard as applicable to bridge work under Railway.

Where there is any variation in the different Codal practices, decision of the Sr.DEN/West, Ajmer, North Western Railway in regard to the practice to be followed shall be final and binding on contractor.

19. A. Bidder should visit the work site. Bidder should do proper assessment of site condition and items of Tender, Special Conditions before bidding
- B. In Case of any discrepancy decision of Railway shall be final.
- C. If any cable is cut/damaged, the penalty will be charged according to the latest JPO (Joint Procedure Order).
- D. NS items are complete items including all labour, material, tools and plants, Taxes , consumables etc nothing extra shall be paid on any accounts. In case of any discrepancy decision of Engineer Incharge shall be final and binding upon contractor.
- E. Bridge list is tentative & may vary (excess / decrease) as per actual site requirement and instructions of ADEN in-charge. No claim shall be entertained on this account.

Special conditions for Supplying and Utilizing Cement at Site

1. The cement supplied (and utilized) shall be as per the Specification laid down in latest IS code.
2. Payment will be made as per actual consumption of cement for the work & the consumption will be calculated on the basis of IRUSSOR-2021 items or as per approved design mix of various grades of concrete.
3. The cement will be supplied in 50Kg bags. Empty Cement bags will be property of contractor. No recovery will be made for empty cement bags.
4. The cement brought for the work shall remain in the custody of contractor and a register maintained for utilization of cement at site as prescribed by the Engineer- In-charge. Cement be issued on HR for the work.
5. Cement in bags shall be stored and stacked in a shed which is dry, leak proof and as moisture proof as possible. Storage of cement at the work site shall be at contractor's expense and risk. Any damage occurring to cement due to faulty storage in contractor's shed or on account of negligence on his part shall be the liability of the contractor.
6. Cement more than 03 months old from the date of manufacture shall not be used. It shall be transported and stacked by the contractor in his godown at his own cost with all safety against loss/ theft by providing necessary security/watchman. The Railway shall entertain no extra cost.
7. Contractor has to submit original purchase invoice/ Challans for the proof of purchase.
8. Necessary test certificate of Cement purchased of each lot shall be obtained by the contractor and submitted to Railway. In case the cement does not conform to the relevant specification, the whole batch will be summarily rejected and the batch of cement shall not be allowed or used in work. The cost of all such test is to be borne by the contractor.
9. All Material shall be as per HQ letter NWR-HQ ENGG(WKS)/108/2020 Dated 23.12.2025 (Adoption of list of preferred make (s) /Brands of Material for use in Civil Engineering works over north western Railways)

SPECIFICATION & CONDITION OF STEEL FOR RCC WORK & STRUCTURE STEEL

1. The steel supplied by the contractor shall confirm to the latest version of:
 - (a) IS: 432 (Part-I) 1966 for mild steel and medium tensile steel bars.
 - (b) IS: 1139-1966 for deformed bars.
 - (c) IS: 1786-1979 cold twisted steel bars.
 - (d) IS: 226-1975 for Structural steel.
2. Necessary test certificate for steel shall be obtained and submitted to the Railway Engineer- In-charge. Steel without the test certificate from approved laboratory/ Engg.

College shall not be used in the work. The steel allowed in this work shall be as per HQ letter NWR-HQ ENGG(WKS)/108/2020 Dated 23.12.2025 (Adoption of list of preferred make (s) /Brands of Material for use in Civil Engineering works over north western Railways)

3. Quantity for this item shall be calculated as per nominal weight of steel section for the length actually used in the work. No payment will be made for the wastage and the contractor will be allowed to take away the scrap and excess steel from site.
4. The contractor shall be responsible for getting the measurements of steel entered into Measurement Book and signed by the assistant Engineer-In-charge before concreting is done to avoid dispute regarding quantity of steel used.
5. The rate quoted for this item is deemed to be inclusive of the cost of binding wire and no separate payment admissible for the same.
6. The steel shall be kept by the contractor under his custody at site of work and Railway will not be responsible for any theft.
7. The quantity so payable under this item shall further be restricted to the quantity as per approved plan drawing and the decision of the Railway Engineer in this regard shall be final and binding upon the contractor.
8. Necessary test certificate of steel purchased of each lot shall be obtained by the contractor and submitted to Railway.

SPECIAL CONDITIONS FOR NS ITEMS (Schedule)

NS/1

1. NS for placement of RCC box / slab/ bed block etc
- 1.1 Execution of work shall be done as per approved drawing and schedule of work.
- 1.2 The contractor shall have to make his own arrangement at his own cost for movement of his vehicle, machinery like cranes, Poclain /Hitachi/JCB etc. The rate must include for all such jobs.
- 1.3 The land available with railway is limited and if due to any reason more land is required for successful execution of work, the additional land required shall be hired or arranged temporarily by the contractor at his own cost. The railway will not arrange such additional land. Tenderer is therefore requested to visit all the sites before quoting the rates. No extra payment what so ever shall be made by the railway?
- 1.4 Equipment required are :-
- 1.4.1 For efficient management of traffic block, following minimum nos. of machineries in good working order are to be arranged at least one day before the block is planned :
- 1.4.2 Capacity of crane & Nos. of equipments can be increased as per site requirement. Decision of engineer in charge shall be final in this regard.

| S. No. | Description |
|--------|--|
| 1. | Cranes of lifting capacity as per launching scheme, as per requirement of site with minimum 2 operator on each crane and minimum 10 nos. skilled labourers |
| 2. | Excavator Tata Hitachi Or Similar with operator |
| 3. | JCB with tools |
| 4. | Dumpers with hydraulic lift system |
| 5. | Gas cutting equipments |
| 6. | Sufficient Lighting Arrangements with Gen Set & sufficient no. of Helogen during night if required. |

- 1.5 Sufficient no. of cement bags filled with sand/earth/stone grit dust as directed by engineer in charge shall be kept at site.
- 1.6 Weight of the Pre cast segments / RCC parts for the purpose of payment shall be worked out based of density of pre cast concrete segments/ slabs @ 2.450 MT/ cum.
- 1.7 Percentage Ratio for Stage wise payment for RCC Box & RCC Slab.

70% = on casting

30% = After Launching at site

NS/2 : - Same as Item Description

Precautions to be taken for works on or along sidetrack

1. SAFE WORKING METHODS:

All or some of the works executed under this contract involve works on or alongside the Railway track on which the railway traffic is kept operative during or immediately after the completion of one or more phases of the contract work. In view of this position maintaining safe working conditions at the work site at all times for the safe passage of the railway traffic is a primary over-riding condition required to be fulfilled by the contractor at all times.

For this purpose, it is understood and agreed to by the contractor that the work executed by him under this contract shall at all times fulfill all the safety conditions in force on the railway from time to time to operate the railway traffic.

2. INSTRUCTIONS/DIRECTIVES OF THE ENGINEER'S REPRESENTATIVES:

The contractor shall at all times, execute the contract work only in the presence of and under the superintendence of the Engineer's Representative or a Railway employee specifically appointed on his behalf. No work under the contract shall therefore be commenced by the contractor without the express permission of the Engineer's Representative.

The contractor shall always execute the work under this contract in strict compliance with the instructions /directives by the Engineer's representative. Any act of non-compliance with the instructions/ directives issued by the Engineer's representative shall be considered as a default of the Contractor where after the railway shall be free to take further appropriate action as provided in the contract for dealing with such defaults of the contractors. The decision of the Engineer's representative where there has been an act of non-compliance with the instructions /directive of the Engineer's Representative for the purpose of this clause shall be final and conclusive.

The instructions /directives by the Engineer's Representative shall not however absolve the contractor of his representative or reduce his responsibility in any manner whatsoever in regard to maintaining at all time the safe working conditions at the work site.

3. PROTECTION OF THE WORK SITE

On railway track where the train traffic will be operational during the execution of the contract work the protection of the works site as considered appropriate and adequate shall be arranged by the Engineer's Representative at the Railway's cost.

Not with standing the aforementioned protection at the works site provided by the Engineer's Representative the contractor shall be responsible for providing appropriate

and adequate system for warning the contractor's workmen about the train traffic on or in the vicinity of the site of work. The decision of Engineer's Representative whether the facilities provided by the contractor in this regard are appropriate and adequate or not shall be final and conclusive.

4. **NON-COMPLIANCE WITH THE INSTRUCTION/DIRECTIVE OF THE ENGINEER'S REPRESENTATIVE.**

The contractor shall always comply with the instructions/ directive issued by the Engineer's representative from time to time. In the event of any non compliance with such instructions/directives, apart from and in addition to other remedies available to the railway as specified here in above, the Engineer's representative may employ at the work site the railway workmen with necessary equipment as considered appropriate and adequate by him to provide the requisite conditions for the safe and unhampered movement of railway traffic. The decision of the Engineer's Representative in regard to the need, appropriateness and adequacy of the deployment of the railway workmen with necessary equipment shall be final and conclusive.

When the railway workmen with necessary equipment are deployed in the above manner, recovery at the following rate shall be made from the contractor's due under this contract or any other monies of the contractor available with the railway under this contract or other contract. The recovery for the total railway workman hours employed at the work site for the above purpose shall be made at the rate of Rs. 500/- (Rs. Five hundred only) per workman hour irrespective of the type and grade of the railway employee actually employed. The aggregate period from the time railway workmen are actually deployed at the work site till the work is completed to the satisfaction of the engineer's representative whose decision in this regard shall be final and conclusive.

5. **PERSISTENT NON-COMPLIANCE WITH INSTRUCTIONS/ DIRECTIVES OF ENGINEER'S REPRESENTATIVES.**

If the contractor does not comply with the instructions directives of the Engineer's Representative apart from and in addition to the remedies available to the railway as specified herein above without prejudice to the railway's rights in this regard the Engineer's Representative, which for the purpose of this clause shall exclude the Inspector of Civil Engineer Department appointed by the Western Railway can suspend the contractor's work till the Engineer's Representative is satisfied that the contractor is in a position/will comply with the instructions/directives issued by the Engineer's Representative.

The decision of the Engineer's Representative in this regard shall be final and conclusive. The contractor shall not have any claim whatsoever against the railway for such short term/long term suspension of the contract work.

During the above mentioned period of suspension of work the contractor shall not in any manner attempt to carry out any work at the work site. Any such attempt of the contractor shall be deemed to be an unauthorized work on the railway track. For such acts, the contractor shall then be liable for further appropriate action under the relevant provisions of the Indian Railway Act.