

**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

Dy.CE / CN/WORKS acting for and on behalf of The President of India invites E-Tenders against Tender No **HIGA-58** Closing Date/Time 17/05/2019 11:00 Hrs. Bidders will be able to submit their original/revise bids upto closing date and time only. Manual offers are not allowed against this tender, and any such manual offer received shall be ignored.

Contractors are allowed to make payments against this tender towards tender document cost and earnest money only through only payment modes available on IREPS portal like net banking, debit card, credit card etc. Manual payments through Demand draft, Banker cheque, Deposit receipts, FDR etc. are not allowed.

1. NIT HEADER

Name of Work	Gadag-Hotgi Doubling work: Linking of track from Gadag (including) Bypass & Yard Km.0/600 to Balaganur (including) Km.23/000.		
Bidding type	Normal Tender		
Tender Type	Open	Bidding System	Single Packet System
Tender Closing Date Time	17/05/2019 11:00	Date Time Of Uploading Tender	25/04/2019 17:32
Pre-Bid Required	No	Pre-Bid Query Date Time	Not Applicable
Advertised Value	51964206.00	Tendering Section	TENDER SEC
Bidding Style	Single Rate for Each Schedule Item	Bidding Unit	
Earnest Money (Rs.)	409800.00	Validity of Offer (Days)	90
Tender Doc. Cost (Rs.)	11350.00	Period of Completion	9 Months
Contract Type	Works	Contract Category	Expenditure
Bidding Start Date	03/05/2019	Are Joint Venture (JV) firms allowed to bid	No
Ranking Order For Bids	Lowest to Highest		

2. SCHEDULE

S.No.	Item Code	Item Qty	Qty Unit	Unit Rate	Basic Value	Escl.(%)	Amount	Bidding Unit
Schedule J-Individual Items							2438500.00	
1		50.00	Per Unit	650.00	32500.00	AT Par	32500.00	Rs.
	<p>Item Description:- Providing skilled persons (man) who is well experienced in railway track related works to man the caution spot/stretch for continuous vigil for a period of 8 (eight) hours during day/night and to exhibit necessary signals to the trains for their safe passage over the caution spot and protecting track in case of emergencies as directed with a three cell electric torch (including one standby), two banner flags and four hand flags of specified colour etc. as directed with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all taxes, duties, cess, surcharges, fees, etc., completely as per the special conditions/specifications/regulations, as directed by the engineer in charge and as per the note(s) below. Notes 1. The skilled personal shall be on duty at the caution spot/stretch for a period of 8 (eight) hours during ay/night and shall be continuously vigilant. The location could also be stretch for a a maximum length of 2.5 km in which case, he shall continuously move in the stretch back and forth from one end to other end. He shall take immediate action to protect track etc., as directed in case of an emergency; 2. Payment shall be made on the basis of daily attendance and other records maintained by the representative of engineer in charge of Railway at site. Payment shall be made for the number of days actually worked and not for rest days; 3. The skilled person available shall be physically fit and shall be able to do all types of hard work; 4 If the skilled person deputed is unable to turn up for work as scheduled, alternative arrangement shall be made with prior intimation to and with prior approval of the Railway officials concerned. Otherwise, deduction (in the form of penalty) shall be made by operating the relevant item of this schedule duly not making payment in this item for the day. 5. A cell phone in working condition with a SIM card, which has a good reach at the caution spot, shall be provided to the skilled person and the number shall be provided to the representative of the engineer in charge. 6. Any disregard by the skilled person of the call made by the concerned railway official to inquire the situation at the caution spot during the duty hours of the person shall be viewed seriously and the engineer in charge may impose penalty commensurate with the gravity of the issue. The decision of the engineer in charge is final in this regard; 7. Any emergency situation at the spot shall be communicated by the skilled person to the concerned railway official timely and promptly. Any failure of the skilled person to inform any emergency during the duty hours of the person shall be viewed seriously and the engineer in charge may impose penalty commensurate with the gravity of the issue. The decision of the engineer in charge is final in this regard. (Unit: Per Person Per day)</p>							
		100.00	Per Unit	600.00	60000.00	AT Par	60000.00	Rs.

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2	<p>Item Description:- Providing skilled person to carry out miscellaneous sundry works or to attend any other directly/ indirectly related / associated work(s) connected with railway working as assigned from time to time or to accompany Railway officer / staff on official tour / inspection / visit to other offices during day / night in office / at site or to assist in maintenance of newly laid track for a period normally not exceeding 10 (ten) hours a day including all incidental expenses of transportation, accommodation, food, water, consumables etc., with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all taxes, duties, cess, surcharges, fees, etc., completely as per the special condition / specifications / regulations, as directed by the engineer in charge and as per the note(s) below Notes 1. The person provided shall be physically fit and shall be able to do all types of hard work. 2. Though normally the work is for 10 (ten) hours in a day, the person may be required to work for more number of hours during emergencies. No additional payment shall be made for this; 3. If the person deputed is unable to turn up for work as scheduled, alternative arrangement shall be made with prior intimation to and with prior approval of the Railway official concerned. Otherwise, deduction (in the form of penalty) shall be made by operating the relevant item of this schedule duly not making payment in this item for the day. (Unit: Per Person Per day)</p>
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3	23000.00	Per Track Metre	102.00	2346000.00	AT Par	2346000.00	Rs.
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3	<p>Item Description:- i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The payment is made in 4 stages one after another as given below in the same order. Payment shall not be made for a subsequent stage without paying for a previous stage; 2. Payment for stage -4 shall be made only after transporting the surplus / released fittings to the depot and stacking the surplus / released rails and sleepers at the specified location(s) in the specified yard as directed by the Engineer-in-Charge; 3. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; 4. The contractor has to lead the rails and sleepers stacked along side the formation. Any lead beyond 1 (one) km for rails and sleepers shall be paid separately; 5. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; 6. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / depot. No additional payment shall be made for the same; 7. Lateral shifting of rails involving crossing of running track shall be paid under the relevant item as applicable; 8. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel. Stage 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing NOTE: An extra rate of 8.40 percent over the item will be paid for the use of wider sleepers RT-8527</p>
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S.No.	Item Code	Item Qty	Qty Unit	Unit Rate	Basic Value	Escl.(%)	Amount	Bidding Unit
Schedule P-Track Linking Non Block Items							25258266.00	
1	Please see Item Breakup for details.				25258266.00	AT Par	25258266.00	Above/ Below/Par
Item Description:- Track Linking Non Block Items								

S.No.	Item Code	Item Qty	Qty Unit	Unit Rate	Basic Value	Escl.(%)	Amount	Bidding Unit
Schedule Q-Track Linking Block Items							2302375.00	
1	Please see Item Breakup for details.				2302375.00	AT Par	2302375.00	Above/ Below/Par
Item Description:- Track Linking Block Items								

S.No.	Item Code	Item Qty	Qty Unit	Unit Rate	Basic Value	Escl.(%)	Amount	Bidding Unit
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Schedule R-Transportation Items				21965065.00	
1	Please see Item Breakup for details.	21965065.00	AT Par	21965065.00	Above/ Below/Par
Item Description:- Transportation Items					

3. ITEM BREAKUP

Schedule Schedule P-Track Linking Non Block Items						
Item- 1 Track Linking Non Block Items						
S No.	Item No	Description of Item	Unit	Qty	Rate	Amount
1	01010100	PWNB-001: (i) Unloading 52 kg / 60 kg single rails / 2-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractors crane and; (ii) Stacking the rails (in case of single rails only). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.; 2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge; 3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor; 4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m; 5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor; 7. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.	MT	250.00	93.00	23250.00

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2	01010200	<p>PWNB-002: Unloading 52 kg / 60 kg long rail panels MT 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractors crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge; 2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor; 3. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m; 4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor; 6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.</p>	2000.00	159.00	318000.00
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3	01010300	<p>PWNB-003: (i) Unloading 60 kg / 52 kg BG PSC sleepers - normal / SEJ / LC / Bridge sleepers from contractors road vehicles with contractors crane or by any other approved mechanical means on the formation (as per the requirement of Railway) sufficiently away from the running track without obstructing / infringing the works under construction and / or proposed to be constructed and without blocking the path of road vehicles moving in connection with the works during day / night and; (ii) Stacking the sleepers at specified location(s). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this.</p>	Numbers	10000.00	36.00	360000.00
4	01010400	<p>PWNB-004: (i) Trucking / Transportation of Rails of any section /size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under non-traffic condition / without rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and; (ii) Stacking the rails. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rails shall be neatly and properly stacked in a countable manner; 2. The rails may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	MT	500.00	200.00	100000.00

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5	01010500	<p>PWNB-005: (i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under non traffic condition / without rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and, (ii) Stacking the sleepers; All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	Per Sleeper	15000.00	50.00	750000.00
6	01011000	<p>PWNB-008: Pulling 20 rail panels (of 60 kg / 52kg rails) on ground without rail traffic block during day / night duly lifting and keeping over the rollers and pulling with sufficient number of rail tongues with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge. The UNIT for this item is Metric Ton per Metre.</p>	Per Unit	3000.00	2.00	6000.00
7	01011100	<p>PWNB-009: (i) Setting out centre line for alignment of track in straight without rail traffic block using contractor's total station equipment and; (ii) Providing centre line reference marks at every 50 (fifty) metres interval on contractors wooden pegs with contractors enamel paint of approved quality and colour. All of the above shall be executed with contractors skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	Per Track KM	15.70	5500.00	86350.00

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8	01011200	PWNB-010: (i) Setting out centre line for alignment of track in curve without rail traffic block using contractors total station equipment and; (ii) Providing centre line reference marks at every 10 (ten) metres interval on contractors wooden pegs with contractors enamel paint of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	Per Track KM	7.30	6000.00	43800.00
9	01011300	PWNB-011a: (i) Leading and dumping of Railways stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. For dumping of ballast on track for lead up to 150 m.	cum	30000.00	68.00	2040000.00

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10	01011400	<p>PWNB-011b: (i) Leading and dumping of Railways stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. (b)For boxing to sectional profile for a lead up to 150 m.</p>	cum	30000.00	34.00	1020000.00
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11	01011500	<p>PWNB-011c: (i) Leading and dumping of Railways stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (c)For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead of 150 m.</p>	cum	2000.00	12.00	24000.00
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12	01011600	<p>(i) Leading and dumping of Railways stone ballast cum without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. (d) For dumping of ballast on track for lead more than 150 m and up to 750 m.</p>	cum	30000.00	118.00	3540000.00
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13	01011700	<p>(i) Leading and dumping of Railways stone ballast cum without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. (e)For boxing to sectional profile for a lead more than 150 m and up to 750 m.</p>	cum	30000.00	34.00	1020000.00
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Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

14	01011800	PWNB-011f: (i) Leading and dumping of Railways stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	cum	30000.00	12.00	360000.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
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Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

15	01011900	<p>(i) Leading and dumping of Railways stone ballast cum without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. (g)For dumping of ballast on track for lead more than 750 m and up to 5000 m.</p>	cum	30000.00	126.00	3780000.00
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Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

16	01012000	<p>(i) Leading and dumping of Railways stone ballast cum without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage 1 i.e. dumping of ballast shall be done in two phases a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. (h) For boxing to sectional profile for a lead more than 750 m and up to 5000 m.</p>	cum	5000.00	34.00	170000.00
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Closing Date/Time: 17/05/2019 11:00

17	01012200	PWNB-012a: (i) Leading up to a lead of 1 (one) km Railway's stone ballast from ballast stacks on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Loading into railway wagon(s) of any type during day / night using JCB or any other approved mechanized means without rail traffic block; (iii) Unloading during day / night without rail traffic block on the formation at station yard / mid-section in banks / cuttings / bridges / tunnels etc. on mainline / loop line; (iv) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (v) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. a) Leading and loading of ballast into wagons.	cum	2000.00	55.00	110000.00
18	01012300	PWNB-012b: (i) Leading up to a lead of 1 (one) km Railways stone ballast from ballast stacks on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Loading into railway wagon(s) of any type during day / night using JCB or any other approved mechanized means without rail traffic block; (iii) Unloading during day / night without rail traffic block on the formation at station yard / mid-section in banks / cuttings / bridges / tunnels etc. on mainline / loop line; (iv) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (v) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b) Unloading of ballast from wagons and spreading at proper places and boxing to the required ballast profile.	cum	2000.00	38.00	76000.00

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19	01012400	<p>PWNB-013: Shifting by Leading and re-stacking of Railway's stone ballast from existing ballast stack(s) to specified new location(s) and clearing of existing stack(s) fully up to a lead of 1 (one) km with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Payment shall be done as per stack measurement of re-stacked ballast without deduction for any voids; 2. Stack wise prior written permission of Dy.CE-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 3. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.</p>	cum	2200.00	110.00	242000.00
20	01012500	<p>PWNB-014: Rolling of ballast dumped on the formation without rail traffic block in yards/ mid section on main line / loop line/turnout for track in straight / on curve on formation / ballasted deck bridge with contractors smooth wheeled power roller of 8 ton - 10 ton capacity with sufficient number of passes (minimum 6 to 8) to form consolidated ballast bed of 180 mm 220 mm thickness to a width of 4m symmetrical to the centre line of alignment to correct line and level duly providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate is inclusive of providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation; 2. The rate is inclusive of redistribution and levelling of excess ballast while rolling to obtain uniform plane cambered surface.</p>	Per Track Metre	23000.00	19.00	437000.00

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21	01012600	<p>PWNB-015: (i) Salvaging by scooping out the existing old ballast mixed with muck, dust, vegetation etc. from the existing track without rail traffic block duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractors 25mm sieve; (ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and; (iii) Safely disposing the muck generated outside Railway boundary with all lead. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work; 2 Payment shall be done as per stack measurement without deduction for any voids.</p>	cum	1000.00	125.00	125000.00
22	01012800	<p>PWNB-016b: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yards up to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b) Stage 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutcha packing for passing trains at least at 20 (twenty) kmph.</p>	Per Track Metre	23000.00	61.00	1403000.00

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23	01012900	<p>PWNB-016c: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (c) Stage 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling.</p>	Per Track Metre	23000.00	20.00	460000.00
24	01013000	<p>PWNB-016d: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (d) stage 4: Clearing the site (subject to note no. 2)</p>	Per Track Metre	23000.00	20.00	460000.00

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25	01013100	<p>PWNB-017a: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yards up to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a)Stage 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing</p>	Per Track Metre	2700.00	92.00	248400.00
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26	01013200	<p>PWNB-017b: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yards up to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b) Stage 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutcha packing for passing trains at least at 20 (twenty) kmph.</p>	Per Track Metre	2700.00	55.00	148500.00
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27	01013400	<p>PWNB-017c: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (c) Stage 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling.</p>	Per Track Metre	2700.00	18.00	48600.00
28	01013500	<p>PWNB-017d: (i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (d) Stage 4: Clearing the site (subject to note no. 2).</p>	Per Track Metre	2700.00	18.00	48600.00

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29	01013600	<p>PWNB-018: (i) Rail renewal for non running line / without rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates and bolts with contractor's grease no. 0, graphited (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and; (ii) Stacking the released rail(s) at the specified location(s) up to a lead of 1 (one) km. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below.</p>	Per Track Metre	500.00	80.00	40000.00
30	01013700	<p>PWNB-019: (i) Sleeper renewal for non running lines / without rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates and bolts with contractor's grease no. 0, graphited (conforming to IS : 408 - 1981 and procured from RDSO approved firms); (ii) Safely disposing the muck generated outside Railway boundaries with all lead; (iii) Kutcha packing to ensure correct alignment and cross level to make track fit for running traffic at least for a speed of 20 (twenty) kmph and; (iv) Stacking the released sleeper(s) at specified location(s) up to a lead of 1 (one) km. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	Per Sleeper	500.00	100.00	50000.00

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31	01013900	<p>PWNB-020b: (i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turnouts under non traffic condition / without rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railways rubber pads, fittings and fastenings, Fabricating and duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and; (iii) Stacking the released rails, released sleepers etc. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b) For 1 in 12 (one in twelve) Turnout</p>	Set	20.00	53355.00	1067100.00
32	01014100	<p>PWNB-020d: (i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turnouts under non traffic condition / without rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railways rubber pads, fittings and fastenings, Fabricating and duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and; (iii) Stacking the released rails, released sleepers etc. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (d) For 1 in 8.5 (one in eight and a half) Trap Switch.</p>	Set	4.00	20310.00	81240.00

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33	01014200	<p>PWNB-021a: (i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (a) For sleeper density 1660 per km.</p>	Per Track Metre	23000.00	35.00	805000.00
34	01014300	<p>PWNB-021b: (i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (b) For sleeper density 1660 per km for second round of packing.</p>	Per Track Metre	23000.00	26.25	603750.00

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35	01014400	PWNB-021c: (i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (c)For sleeper density 1540 per km for first round of packing	Per Track Metre	2700.00	32.50	87750.00
36	01014500	PWNB-021d: (i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (d) For sleeper density 1540 per km for second round of packing.	Per Track Metre	2700.00	24.40	65880.00

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37	01014800	<p>PWNB-022c: (i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (c) First round of packing for 1 in 12 (one in twelve) turnout.</p>	Set	34.00	4333.00	147322.00
38	01014900	<p>PWNB-022d: (i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (d) Second round of packing for 1 in 12 (one in twelve) turnout.</p>	Set	34.00	2500.00	85000.00

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39	01015200	<p>PWNB-022g: (i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (g)First round of packing for 1 in 8.5 (one in eight and a half) Trap Switch.</p>	Set	4.00	1387.00	5548.00
40	01015300	<p>PWNB-022h: (i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. (h)Second round of packing for 1 in 8.5 (one in eight and a half) Trap Switch.</p>	Set	4.00	800.00	3200.00

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41	01015400	<p>PWNB-023: (i) Insertion of Railways Glued Joint set 60 kg /52 kg on BG track / Points and Crossing without rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and; (ii) Transportation of released rails to the nominated location(s). All of the above shall be executed with contractors skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes transportation of released rails to nominated locations(s) as directed by the Engineer-in-Charge and stacking them neatly and properly in a countable manner; 2. Each set comprises of two glued joints on opposite rails; 3. Cutting of rails and drilling of holes shall be paid separately under the relevant items.</p>	Set	50.00	720.00	36000.00
42	01015500	<p>PWNB-024: De-stressing of LWR / CWR under non traffic condition / without rail traffic block at the desired rail temperature duly carrying out all the operations contained in LWR manual with contractors hydraulic rail tensor, contractor's skilled personnel (sufficient in number so as to easily handle the entire length of track to be de-stressed), tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. If the rail temperature at the time of carrying out de-stressing operation is not within the specified limit, the operation may not be carried out at that time / on that day. No compensation shall be paid for postponement for a few hours / total cancellation of the programme for whatsoever reason; 2. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within a reasonable period of time is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the operation as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme.</p>	Per Track Metre	25000.00	19.00	475000.00

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43	01015600	<p>PWNB-025: (i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under non traffic condition / without rail traffic block with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard - on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement; (ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and; (iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	Set	15.00	5500.00	82500.00
44	01015700	<p>PWNB-026: Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only without rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rail shall be cut true to vertical; 2. The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is broken.</p>	Numbers	1000.00	98.00	98000.00

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45	01015800	PWNB-027: (i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail without rail traffic block during day / night with contractor's rail drilling machine and contractors drill bits and; (ii) Chamfering the drilled hole properly with a chamfering tool. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.	Numbers	6000.00	57.00	342000.00
46	01015900	PWNB-028: Cutting rails of any section using gas flame without rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.	Numbers	100.00	70.00	7000.00

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47	01016200	<p>PWNB-031: Fabricating and fixing of 60 kg / 52 kg / 90R check rails for level crossing / trolley path (including bending into shape and cutting the bottom flanges of rail wherever required) to correct alignment and level without rail traffic block during day / night with Railways fittings and fastenings including drilling holes in rails (paid separately) for fixing LC brackets and drilling 16 mm dia. holes in PSC sleepers for fixing check rails with all operations such as cutting, bending the rails to proper size and fixing Railways / contractors grip expansion bolts & nuts 140 mm / 150 mm long (paid separately if supplied by the contractor) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Grip expansion bolts & nuts shall be paid separately under relevant item if they are supplied by the contractor; 2. Measurement shall be made up to end of flare of check rails; 3. Separate payment shall be made for drilling holes in rails; 4. Drilling holes in sleepers is a part of this item and the rate is inclusive of it; 5. Making holes in rails using gas flame is not at all permitted. If the holes are made using gas flame, the cost of 250 mm long rail for each such hole at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor.</p>	Per Track Metre	300.00	537.00	161100.00
48	01016400	<p>PWNB-033: (i) Fabricating and fixing B.G. buffer stop without rail traffic block on mainline / loop line / siding with 60 kg / 52 kg / 90R rails by cutting and bending of rails, drilling of holes and by cutting of wooden sleepers to required length including transportation of fittings etc. from P Way depot to work site, excavation in formation for erecting rails, supplying and fixing of all fittings and fastenings like special size bolts, nuts etc., providing of Railways wooden sleeper across the buffer stop and; (ii) Providing one round of painting of all metal surfaces with contractors red oxide primer of approved quality followed by two coats of contractor's black & red enamel paints of approved quality on wooden sleeper. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Rails and wooden sleepers shall be supplied by Railway; 2. All painting work shall be carried out before fixing the buffer stop and touch up to the disturbed paint coat, if any, shall be done after fixing the buffer stop; 3. All bolts and nuts shall be greased with contractors grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms) before tightening.</p>	Numbers	9.00	13460.00	121140.00

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49	01016600	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recouplement of broken fittings with Railways fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and; (ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine. All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a) First round of pre-tamping operation. Notes: 1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%; 2 The payment is made in 4 (four) stages as given below in the same order; 3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine; 4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch;</p>	Per Track Metre	25700.00	6.55	168335.00
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50	01016700	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recouplement of broken fittings with Railways fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and; (ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine. All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b)Second round of pre-tamping operation. Notes: 1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%; 2 The payment is made in 4 (four) stages as given below in the same order; 3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine; 4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch.</p>	Per Track Metre	25700.00	5.25	134925.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

51	01016800	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recouplement of broken fittings with Railways fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and; (ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine. All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (c) First round of post-tamping operation. Notes: 1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%; 2 The payment is made in 4 (four) stages as given below in the same order; 3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine; 4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch;</p>	Per Track Metre	25700.00	6.85	176045.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

52	01016900	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recouplement of broken fittings with Railways fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and; (ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine. All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. d)Second round of post-tamping operation. Notes: 1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%; 2 The payment is made in 4 (four) stages as given below in the same order; 3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine; 4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch;</p>	Per Track Metre	25700.00	6.35	163195.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

53	01017000	<p>PWNB-036: (i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density without rail traffic block duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed during day /night and; (ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractors authorized representative before the commencement of the above work.</p>	Per Track Metre	1500.00	62.00	93000.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

54	01017200	<p>PWNB-038: (i) Dismantling existing BG points and crossing 1 in 12 (one in twelve) on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day / night; (ii) Linking normal track between the then switch and the then crossing and; (iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractors authorized representative before the commencement of the above work; 4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.</p>	Set	6.00	11846.00	71076.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

55	01017400	<p>PWNB-040: (i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) trap switch on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day /night; (ii) Linking normal track between the then switch and the then crossing and ;(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location in a neat and countable manner. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractors authorized representative before the commencement of the above work; 4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.</p>	Set	1.00	3790.00	3790.00
56	01017500	<p>PWNB-041: (i) Lateral Slewing of existing or newly linked BG track up to 1 (one) metre on either side on straight / curved track on any sleepers without rail traffic block /under non-traffic condition to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning; (ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels; (iii) Shifting and dumping of existing ballast from old alignment to new alignment, spreading evenly to provide the required cushion and; (iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph; All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	Per Track Metre	1000.00	162.00	162000.00

**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

57	01018100	PWNB-047: Fixing of wooden distance block between platform wall and rail web by sawing Railway's wooden sleeper into blocks of specified size without rail traffic block including leading of sleeper from P. Way depot to site of work with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	Numbers	100.00	235.00	23500.00
58	01018200	PWNB-048: Greasing of Rail gauge face of outer rail on B.G. track in sharp curves without rail traffic block with contractor's supply of grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations , as directed by the Engineer-in-Charge and as per the note(s) below. Note: The unit of payment is running metre of outer rail of curves.	Metre	6000.00	36.00	216000.00
59	01018300	PWNB-049: (i) Dressing up of formation without rail traffic block duly making good undulations / holes / rain water cuts / spots damaged by movement of road vehicles, stacked materials etc. with contractor's earth (of categories specified in RDSOs specification for earth work G-1 and from approved earth quarries obtained from outside Railway boundary) in layers not exceeding 150 mm thick, dressing to proper slope including completely removing debris on the top and side slopes of formation,completely removing vegetation / shrubs along with roots on the top of formationduly dressing up the area of removal of debris / vegetation and; (ii) Consolidation by hand rammers / mechanical rammers. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	Per Track Metre	400.00	100.00	40000.00

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Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

60	01018400	<p>PWNB-050a: (i) Painting of in-service rails and other components without rail traffic block with two coats using brush after proper cleaning and surface preparation with contractor's anti-corrosive bituminous black paint conforming to IS:9862-1981 to a thickness of 100 microns per each coat on gauge face sides of both rails (i.e. web and sides & slopes of top and bottom flanges) and; (ii) Painting of exposed areas of ERCs, liners and outer surface of MCI inserts of PSC sleeper. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Bottom surfaces, top surfaces and non gauge faces of both the rails need not be painted (except in the case mentioned below or unless instructed otherwise). The rate excludes painting of these surfaces; 2. In station yards or in other locations where specifically instructed, the painting shall be carried out on gauge face and on non-gauge face also and double the payment shall be made. In this case, the rate remains the same and double the quantity of the item shall be recorded. (a) For 60 (sixty) kg rails at a sleeper density of 1660 (one thousand six hundred and sixty) per km.</p>	Per Track Metre	23000.00	39.00	897000.00
61	01018700	<p>PWNB-050d: (i) Painting of in-service rails and other components without rail traffic block with two coats using brush after proper cleaning and surface preparation with contractor's anti-corrosive bituminous black paint conforming to IS:9862-1981 to a thickness of 100 microns per each coat on gauge face sides of both rails (i.e. web and sides & slopes of top and bottom flanges) and; (ii) Painting of exposed areas of ERCs, liners and outer surface of MCI inserts of PSC sleeper. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Bottom surfaces, top surfaces and non gauge faces of both the rails need not be painted (except in the case mentioned below or unless instructed otherwise). The rate excludes painting of these surfaces; 2. In station yards or in other locations where specifically instructed, the painting shall be carried out on gauge face and on non-gauge face also and double the payment shall be made. In this case, the rate remains the same and double the quantity of the item shall be recorded. (d)For 52 (fifty two) kg rails at a sleeper density of 1540 (one thousand five hundred and forty) per km.</p>	Per Track Metre	2700.00	34.00	91800.00

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Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

62	01018800	<p>PWNB-051: (i) Manufacturing and supplying Pre-cast R.C.C. kilometre post / LWR Post / Gang Board Post / Gradient Post / any other post 800 mm wide 1050 mm high and 64 mm thick (actual height and profile varies as per the specified drawing for the required R.C.C. post) duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. using vibrators; (ii) Transporting to the site of fixing; (iii) Fixing the post without rail traffic block duly excavating in all types of soils a pit of size 300 mm X 300 mm X 600 mm, concreting with a levelling base course of C.C. 1:3:6 mix and filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post and compacting the concrete with vibrator and; (iv) Painting the required information with contractors enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring (wherever applicable and directed) the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The height of the post and the depth of pit given are approximate. The actual height varies (less than or more than that specified above up to a maximum of 40%) for different posts mentioned above and hence the depth of the pit. The rate is the same for all; 2. The rate includes measurement (wherever applicable and directed) of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 3. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>	Numbers	180.00	1440.00	259200.00
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TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

63	01018900	<p>PWNB-052: (i) Casting and supplying of pre cast R.C.C. hectometre post as per the relevant drawing without rail traffic block duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. using vibrators; (ii) Transporting to the site of fixing; (iii) Fixing by excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm, concreting with a levelling base course with C.C. 1:3:6 mix, filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post, compacting the concrete with vibrator and; (iv) Painting the required information (including distance) with contractors enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 2. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>	Numbers	350.00	1190.00	416500.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

64	01019000	<p>PWNB-053: (i) Manufacturing and Supplying SEJ Reference Board / Curve Board / Gang Limit Board / Points & Crossing Board / LWR Board of size 900 mm x 600 mm as per approved drawing with contractor's M.S. Sheet of thickness 3.15 mm and M.S. Angles of size 50 mm X 50 mm X 6 mm at top & bottom of the plate, M.S. angles of size 75 mm X 75 mm X 8 mm and length 1.20 m on the sides; (ii) Transporting the board to the site of fixing; (iii) Fixing the board without rail traffic block duly excavating in all types of soils a pit of size 30 cm X 30 cm X 60 cm, placing in position with vertical M.S. angle posts 0.6 m below GL & 0.6 m above GL in M25 grade cement concrete by filling the entire trench with concrete duly embedding the vertical angle posts and compacting the concrete with vibrator with contractors supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. and; (iv) Painting two coats over one coat of primer on the boards and angles with approved quality and colour of enamel paint and painting the required information in a professional manner with font size as directed. All of the above shall be executed with contractors skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: The length of vertical posts mentioned as 1.20 m is approximate and may increase according to the site conditions. The rate is the same for any increase up to 1.50 m in length.</p>	Numbers	100.00	900.00	90000.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

Closing Date/Time: 17/05/2019 11:00

65	01019200	<p>PWNB-055: (i) Fixing of rail reference post of any length up to 13 m without rail traffic block at a specified distance from the centre line of track (approximately 3 m) on LHS or on RHS as directed using Railways 52 kg / 90 R / 75 R / 60 R or any other rails available on either side of the alignment within a lead of 500 m by cutting the required length of piece(s) from longer rails, excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm (depth is approximate), concreting the entire pit with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the rail post, compacting the concrete with vibrator and (ii) Painting the rail post and writing the required parameters such as horizontal distance, rail level, chainage etc. with contractors enamel paint of retro-reflective type of approved quality and colour duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 2. The rail post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations; 3. Rails shall be supplied by Railway at P Way depot or at nearby available locations within a lead of 500 m. Contractor shall transport them and cut to suitable sizes as directed and fix the same. The rate is inclusive of these. Any lead beyond 500 m shall be paid separately under the relevant item; 4. The length of the rail post may vary up to a maximum of 13 m depending upon the height of formation and other factors; 5. The depth of trench may vary up to a maximum of 600 mm as per the requirement at site.</p>	Numbers	30.00	210.00	6300.00
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**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
TENDER DOCUMENT**

Tender No: HIGA-58

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66	01019400	<p>PWNB-057: (i) Fixing of 52 kg / 90 R rail 900 mm to 1500 mm long (supplied by Railway) for reference pillars of SEJ without rail traffic block including cutting of rail piece to the required length or cutting a longer rail into pieces of required length duly handling it, earthwork in excavation in all types of soils of trench 30 cm X 30 cm in area with a depth equal to 50% of length of rail, placing 50% of the length of rail above GL and 50% of the length of rail below GL in the trench, filling the entire trench with M25 grade cement concrete duly embedding the rail piece, compacting the concrete with vibrator, chisel marking on top of rail post and; (ii) Painting on the rail post the specified details in a professional manner with font size as directed with contractors enamel paint of retro-reflective type of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: The length of rail shall be as per the requirement at site as directed by the Engineer-in-Charge.</p>	Set	15.00	418.00	6270.00
67	01020100	<p>PWNB-058: (i) Manufacturing of Retro-reflective board - Caution Indicator / Stop indicator / Speed indicator / Whistle Board / any other board with 1.50 mm thick MS plate and MS plate stiffeners on M.S. T angles 75 mm x 75 mm x 6 mm and 4.75 m long approximately as per the specified drawing including cutting, drilling holes in the angles, providing hold fasts, bolts and nuts with washers of required size, bolting, welding and; (ii) Painting the angles with colour bands of specified colours over one coat of primer as per the specified size and painting on the M.S. plate the required parameters in specified colour(s) on specified background colour(s) in a professional manner with font size as directed with contractors retro-reflective enamel paints of approved quality over one coat of primer and; (iii) Supplying the board. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: The length of angles given is approximate and may vary as per site condition as directed by the Engineer-in-Charge. The rate is the same for any additional requirement up to a maximum of 2.0 m additional length.</p>	Numbers	30.00	4000.00	120000.00

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68	01020300	PWNB-060: Painting with contractors enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) the details of Points and Crossing, sleeper nos., station nos., versines, switch particulars, crossing particulars and any other details as specified etc. for points and crossing on any layout in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Painting of all the details of one points and crossing is counted as one set.	Set	30.00	610.00	18300.00
69	01020400	PWNB-061: Painting with contractors enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) on the gauge face of outer rail the details of curve, super elevation, station nos., versines and any other details as specified etc. in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Painting of all the details of one curve Station is counted as one number.	Numbers	1000.00	74.00	74000.00
70	01020700	PWNB-064: (i) Fabricating and supplying Gang Tool Box of size 2.29 m x 0.79 m x 1.20m / 2.00 m x 1.07 m x 1.20 m with contractor's MS Sheet 16 SWG and contractors MS angles of specified size at corners; (ii) Painting it with 2 coats of contractors retro-reflective enamel paint of approved quality and colour over one coat of primer; (iii) Providing locking arrangements to it with approved quality lock and welding its various components; (iv) Transporting to site and fixing without rail traffic block. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	Numbers	6.00	12500.00	75000.00

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71	01020800	PWNB-065: Replacing metal liners in running track without rail traffic block with Railways GFN liners duly removing, cleaning and re-driving ER clips after greasing the ER clips with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms) including transportation of GFN liners from nominated depot to work spot, transportation and handing over the released metal liners to the specified P. Way depot, with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	Numbers	4000.00	6.00	24000.00
72	01020900	PWNB-066: Removal existing ERC jammed in MCI insert of PSC sleeper without rail traffic block duly heating the with contractor's heating equipment without breaking the sleeper and re-fixing the ERC back duly greasing with contractors grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: If jammed ERCs are removed while executing any other item of this schedule, payment for the same shall be made under this item.	Numbers	1000.00	20.00	20000.00

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73	01021000	<p>PWNB-067: Provision of lighting arrangement during night (to facilitate smooth execution of work and to ensure safety of rail traffic and personnel) with 10 (ten) numbers of focussing lights of at least 500 (five hundred) Watt each placed at specified heights and at specified intervals duly focussed on various locations of work as instructed by the Engineer-in-Charge from time to time with two petrol / diesel / any other type generators (one working and one standby) of suitable capacity including cost of fuel and cost of operator(s) and assistant(s) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below. Notes: 1. A period of more than 6 (six) hours between 18.00 hrs. of a day and 06.00 hrs. of the next day is considered as one night; 2. Apart from the main running generator, standby generator of the same capacity as the main generator in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available at site for ensuring continuous power supply. The rate is inclusive of providing the same along with the main generator; 3. The location / height / direction / angle of focussing lights may have to be continually changed depending upon the dynamic requirement at site. Sufficient number of persons with requisite tools, extra wire, extension boards, self supporting adjustable ladders etc. shall be deployed for this. The rate is inclusive of this. The persons should swiftly act and change the location / height / direction / angle on receiving necessary directions from the nominated official(s) of Railway at site. Failure to act swiftly may attract penalty depending upon the gravity of the consequences as decided by the Engineer-in-Charge. (The unit for this item is EACH NIGHT")</p>	Per Unit	10.00	4300.00	43000.00
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74	01021100	PWNB-068: (i) Providing temporary covered accommodation during day / night by water proof tent or a better and cooler accommodation (as judged by the Engineer-in-Charge) of an area of at least 9 (nine) square metres (approximately 3.0 m X 3.0 m in size) including fixing at the required location; (ii) Providing at least two tables, at least four chairs with arm rests, at least 20 litres of approved quality packaged mineral drinking water, at least one pedestal revolving electric fan inside the accommodation, at least four tube lights each giving an output of at least 2000 lumen (within and outside the accommodation included) with the required switch boards, electric wires, etc. duly ensuring electrical safety as per EIG guidelines; (iii) Providing uninterrupted electric power supply to all the lights, fan(s) etc. with contractor's generator of required capacity (including one standby generator of same capacity). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below. Notes: 1. Apart from the main running generator, standby generator of the same capacity as the main generator and in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available in the tent for ensuring round the clock power supply. The rate is inclusive of providing the same along with the main the generator. 2. The unit of payment is day. A period of more than 12 hrs. but less than or equal to 24 hrs. is considered a day.	Day	40.00	1300.00	52000.00
					Total	25258266.00
Schedule	Schedule Q-Track Linking Block Items					
Item- 1	Track Linking Block Items					
S No.	Item No	Description of Item	Unit	Qty	Rate	Amount

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1	01030100	PWBL-001: (i) Unloading 52 kg / 60 kg single rails / 2-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractors crane and; (ii) Stacking the rails (in case of single rails only). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.; 2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge; 3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor; 4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m; 5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;	MT	50.00	121.00	6050.00
2	01030200	PWBL-002: Unloading of 52 kg / 60 kg long rail panels 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractors crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge; 2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;	MT	250.00	206.00	51500.00

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3	01030300	PWBL-003: (i) Trucking / Transportation of Rails of any section /size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and; (ii) Stacking the rails. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	MT	50.00	260.00	13000.00
4	01030400	PWBL-004: (i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and, (ii) Stacking the sleepers; All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Per Sleeper	500.00	65.00	32500.00

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5	01030500	<p>PWBL-005: Lateral shifting of 60 kg / 52 kg 3-rail panels from one side to other side of running line under rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractors personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge; 2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	MT	50.00	82.00	4100.00
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6	01030600	<p>PWBL-006: Lateral shifting of 60 kg / 52 kg 5-rail panels / 10-rail panels / 20-rail panels from one side to other side of running line under rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractors personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge; 2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	MT	150.00	110.00	16500.00
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7	01030700	PWBL-007: (i) Rail renewal under rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and; (ii) Stacking the released rail(s) at the specified location(s) up to a lead of 1 (one) km. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below.	Per Track Metre	1000.00	104.00	104000.00
8	01030800	PWBL-008: (i) Sleeper renewal under rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS : 408 - 1981 and procured from RDSO approved firms); (ii) Safely disposing the muck generated outside Railway boundaries with all lead; (iii) Kutcha packing to ensure correct alignment and cross level to make track fit for running traffic at least for a speed of 20 (twenty) kmph and; (iv) Stacking the released sleeper(s) at specified location(s) up to a lead of 1 (one) km. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Per Sleeper	1500.00	130.00	195000.00

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9	01031000	PWBL-009b: (i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turn out under rail traffic block with/without Railway's T-28 during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railways rubber pads, fittings and fastenings, fabricating andnd duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and; (iii) Stacking the released rails, released sleepers etc. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (b) for 1 in 12 Turn Out	Set	14.00	66693.00	933702.00
10	01031200	PWBL-009d: (i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turn out under rail traffic block with/without Railway's T-28 during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railways rubber pads, fittings and fastenings, fabricating and duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's grease no. 0, graphited (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and; (iii) Stacking the released rails, released sleepers etc. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (d) for 1 in 8.5 Trap Switch	Set	2.00	25384.00	50768.00

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11	01031300	PWBL-010: (i)Providing Cut and Connection to existing track under rail traffic block during day/night duly cutting the existing track (running line) of 60kg/52kg/90R rails, drilling holes, connecting it to already laid adjacent track (running line /non-running line), laterally slewing and re-slewing back and forth (if necessary) any number of times both the tracks of required lengths to form smooth alignment till the formation of exact reverse curve and continuity without any kinks, adjusting the sleeper spacing and cross level of both the tracks as per the requirement, dumping back the removed ballast and spreading to provide the required cushion under the tracks, levelling of track; (ii) Kutcha packing of the entire realigned portion along with five approach sleepers on either end duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and; (iii) Removal of released rails, sleepers, fittings etc. from the site and keeping them at a safe distance to clear any infringement to tracks and transportation of released fittings to the specified P Way depot. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractor's personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Numbers	1.00	44000.00	44000.00
12	01031400	PWBL-011: (i) Insertion of Railway's Glued Joint set 60 kg /52 kg on BG track / Points and Crossing under rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and; (ii) Transportation of released rails to the nominated location(s). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Set	50.00	936.00	46800.00

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13	01031600	<p>PWBL-013: i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under rail traffic block during day / night with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard - on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement; (ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and; (iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	Set	6.00	7150.00	42900.00
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Closing Date/Time: 17/05/2019 11:00

14	01031700	<p>PWBL-014: Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only under rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rail shall be cut true to vertical; 2. The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is broken; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	Numbers	200.00	127.00	25400.00
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15	01031800	PWBL-015: (i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail under rail traffic block during day / night with contractor's rail drilling machine and contractor's drill bits and; (ii) Chamfering the drilled hole properly with a chamfering tool. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.	Numbers	800.00	74.10	59280.00
16	01031900	PWBL-016: Cutting rails of any section using gas flame under rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.	Numbers	100.00	91.00	9100.00
17	01032000	PWBL-017: (i) Re-grading the existing track under rail traffic block during day / night to the required level and grade with moorum / ballast already dumped by lifting / lowering the track in stages, not more than 75mm at each time (the rate is for one lift of 75 mm), including one round of packing at each stage of lifting as per IRPWM, providing the required ramp in and ramp out and providing longitudinal level; (ii) Repacking the track to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph; (iii) Subsequent continual picking up of sags / slacks and continual attending to misalignment / cross level defects after passage of train(s) till the passage of 10 (ten) trains and; (iv) Boxing of moorum / ballast to standard profile specified. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. The unit for this item is TRACK METRE PER ONE LIFT OF 75mm EACH.	Per Unit	250.00	97.50	24375.00

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18	01032100	PWBL-018: (i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density under rail traffic block during day / night duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed and; (ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Per Track Metre	1500.00	80.00	120000.00
19	01032300	PWBL-020: (i) Dismantling existing BG points and crossing 1 in 12 (one in twelve) on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed; (ii) Linking normal track between the then switch and the then crossing and; (iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Set	6.00	15400.00	92400.00

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20	01032600	PWBL-023: (i) Lateral Slewing of existing or newly linked BG track up to 1 (one) metre on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning; (ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels; (iii) Shifting and dumping of existing ballast from old alignment to new alignment, spreading evenly to provide the required cushion and; (iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph; All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	Per Track Metre	500.00	210.00	105000.00
21	01033200	PWBL-029: (i) Salvaging by scooping out existing old ballast mixed with muck, dust, vegetation etc. from the existing track under rail traffic block during day / night duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractor's 25mm sieve; (ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and; (iii) Safely disposing the muck generated outside Railway boundary. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work; 2 Payment shall be done as per stack measurement without deduction for any voids; 3 The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 4 Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;	cum	2000.00	163.00	326000.00
					Total	2302375.00
Schedule	Schedule R-Transportation Items					
Item- 1	Transportation Items					

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S No.	Item No	Description of Item	Unit	Qty	Rate	Amount
1	01040100	PWTR-001a: Transportation of BG mono-block PSC track sleepers of 60 kg / 52 kg track / LC sleepers / bridge approach sleepers / slack gauge sleepers from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractors road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a) for a lead from more than 0 km and less than 50 km	Per Sleeper	47000.00	96.00	4512000.00
2	01040200	PWTR-001b: -do-extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1. The unit for this item is PER SLEEPER PER KILOMETRE	Per Unit	2350000.00	1.30	3055000.00
3	01040300	PWTR-001c: -do-extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per note no. 1. The unit for this item is PER SLEEPER PER KILOMETRE	Per Unit	5300000.00	0.65	3445000.00
4	01040400	PWTR-002a: Transportation of BG mono-block Special PSC sleepers for points and crossings / switch expansion joints from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractors road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a) for a lead from more than 0 km and less than 50 km.	MT/Km	83000.00	25.00	2075000.00
5	01040500	PWTR-002b: -do- extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1. The unit for this item is PER TONNE PER KILOMETRE	Per Unit	83000.00	6.00	498000.00

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6	01040600	PWTR-002c: -do- extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per. The unit for this item is PER TONNE PER KILOMETRE.	Per Unit	219500.00	1.95	428025.00
7	01040700	PWTR-003a: Transportation of P Way fittings, fastenings and other materials like fish plates, fish bolts and nuts, ER clips, liners, wooden sleepers, fittings of guard rail, cement concrete slabs, level crossing slabs from anywhere in India including scattered locations in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractors road vehicle including handling, re-handling including multiple loading and multiple unloading (away from running track) as required, stacking / arranging them in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a) for a lead from more than 0 km and less than 50 km. Notes: 1. This item has 2 sub-items. For sub-item (a), the unit is MT and as such the rate does not depend upon the distance. Sub-item (b) is for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for weight of materials transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b); 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor; 3. In case of any damage to materials while loading / unloading / stacking / arranging them, the cost of damaged materials, as decided by the Engineer-in-Charge, will be recovered.	MT	600.00	900.00	540000.00
8	01040800	PWTR-003b: -do- extra over sub-item (a) for a lead from more than 50 km as per note no. 1. The unit for this item is PER TONNE PER KILOMETRE	Per Unit	240000.00	3.30	792000.00

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9	01040900	PWTR-004a: Transportation of class I / class II Rails (of any section) up to 13 m (other than guard rails and cut rails less than 2 m long) from anywhere in India including collecting small quantities of rails from various scattered locations in mid section / yards / LCs / any other location over Indian Railways including collection of rails from along the railway alignment and moving to nearest road approach point for further transportation (by the same contractor or by a different contractor as decided by the Engineer-in-Charge) as directed to any specified location of the project or to P Way depot by contractors road lorry / tractor trailer including handling, re-handling, multiple loading and multiple unloading as required using road crane or any other mechanical means only (manual loading / manual unloading is not permitted at any stage of multiple loading / multiple unloading) away from running track, stacking / arranging them in a systematic and countable manner on the formation at specified location(s) in yard / mid section / P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. (a) for a lead from more than 0 km and less than 100 km. The unit for this item is PER TONNE PER KILOMETRE	Per Unit	280600.00	13.40	3760040.00
10	01041000	PWTR-004b: -do- extra over sub-item (a) for a lead from more than 100 km as per note no. 1. the unit for this item is PER TONNE PER KILOMETRE	Per Unit	550000.00	5.20	2860000.00
					Total	21965065.00

4. ELIGIBILITY CONDITIONS

Standard Financial Criteria

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	The Tenderer shall be eligible only if he fulfils the following Standard Financial Eligibility Criteria :- FOR WORKS COSTING ABOVE RS.50.00 LAKHS : Total contract amount received by the tenderer during the last 3 financial years and in the current financial year should be a minimum of 150% of the Advertised tender value. The Certificate from the employer/Client or Audited Balance Sheet duly certified by the Chartered Accountant during qualifying period is to be submitted. For the duration of the qualifying period for which the Balance Sheet is not audited i.e. for previous / current financial year, a certificate issued by Chartered Accountant indicating explicitly contract receipts details of various organisations (Name of the Organisation, agreement-wise receipts, etc.) is to be enclosed along with the Tender Documents. NOTE : (i)Tenderer may note that CA Certificate alone without copies of audited Balance Sheet/Income Tax Returns will not be considered for evaluation. (ii) For evaluating tenderers eligibility with regard to his financial capability, the Railways will examine the overall financial soundness of the tenderer based upon the volume of work handled, turnover, Balance Sheet, IT returns, etc. Hence, tenderer shall submit relevant details of previous work done, turnover, Balance Sheet, etc., to evaluate the financial soundness of the tenderer. (iii) For Works costing less than Rs.50.00 lakhs, tenderer should be financially sound and capable of carrying out such works. The tenderer should submit supporting documents for financial capacity, capability, past performance, works done and works on hand details along with the tender. No post tender correspondence shall be entertained to submit fresh details.	No	No	Allowed (Mandatory)

Submission of Affidavit

**SWR-CONST-HQ-ENGG/SOUTH WESTERN RLY
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S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	Please submit notarized affidavit on a non-judicial stamp paper in the prescribed format (please download format from the link given below) for verification / confirmation of the documents submitted for compliance of eligibility/qualifying criteria. Non submission of properly filled affidavit in the prescribed format shall lead to summary rejection of your offer. Click here to download the format for Affidavit	No	No	Allowed (Mandatory)

Standard Technical Criteria

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	The Tenderer shall be eligible only if he fulfils the following Standard Technical Eligibility Criteria :- FOR WORKS COSTING ABOVE RS.50.00 LAKH: The tenderer should have physically completed within the qualifying period i.e., the last three financial years and current financial year, at least one similar nature of work for a minimum value of 35% of the Advertised tender value. The Experience Certificate, is to be attached to the e-offer as per Pro forma enclosed. Similar nature of work for the purpose of Standard Technical Eligibility Criteria is given at Sl. No. 2 below. NOTE : (i)The Certificate to satisfy similar work should be signed by an officer not lower than JAG officer in Railways and Executive Engineer rank or equivalent grade in other department of Govt. of India/State Government/ PSUs of Government of India / State Undertaking. Tenderer shall attach Certificate copies along with the e-offer. (ii)For evaluating tenderers eligibility with regard to work experience, the tenderer shall furnish relevant certificates and details of the physically completed work. The total value of similar nature of work completed during the qualifying period, in terms of the final bill amount, and not the payments received within the qualifying period alone, will be considered. In case, the final bill of similar nature of work has not been passed and final measurements have not been recorded, the paid amount including statutory deduction 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 is to be considered. However, if final measurements have been recorded and work has been completed, with positive variation but variation has not been sanctioned, original agreement value or last sanctioned agreement value whichever is lower shall be considered for judging eligibility. (iii)Work Experience Certificate issued by Central / State / Semi Government Organizations / Authorities, PSUs of Govt. of India / State Government shall only be considered. Certificates issued by private individuals / private firms will not be considered. (iv)Certificates issued to tenderer as sub-contractor for sub-let Works by any Organization (Govt./ Pvt. Organisations) will not be considered. (v)The decision of the Railway regarding the correctness/suitability of the Certificates is final and the tenderer shall not have any claim whatsoever in this regard. (vi)Attention is invited to Clause 25.15 and 26.17 of "Regulations and Instructions to tenderers - (for the guidance of Engineers and Contractors for Engineering Works under Works Contracts) " regarding the evaluation of eligibility of Partnership Firm and JV Firm respectively.	No	No	Allowed (Mandatory)
1.1	The tenderers shall submit a notarized affidavit on a non-judicial stamp paper stating that they are not liable to be disqualified and all their statements/documents submitted alongwith bid are true and factual. Standard format of the affidavit to be submitted by the bidder is to be downloaded from the link given under the heading "Submission of Affidavit". Non submission of an affidavit by the bidder shall result in summary rejection of his/their bid. And it shall be mandatorily incumbent upon the tenderer to identify, state and submit the supporting documents duly self attested by which they/he is qualifying the Qualifying Criteria mentioned in the Tender Document. It will not be obligatory on the part of Tender Committee to scrutinize beyond the submitted document of tenderer as far as his/their qualification for the tender is concerned.	No	No	Not Allowed
1.2	Defination of Similar Work :- Linking of BG track (Complete Track Renewal / Through Sleeper Renewal / Through Turnout Renewal / New BG track) with or without dumping of ballast/ with or without transportation of permanent way material.	No	No	Not Allowed

5. COMPLIANCE

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S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	Uploading of Scanned copy/copies of proof(s) of Technically Eligibility Criteria as mentioned in Standard Technical Criteria (as per Pro forma - 1).	No	No	Not Allowed
2	Uploading of Scanned copy/copies of proof(s) of Financial Eligibility Criteria as mentioned in Standard Financial Criteria.	No	No	Not Allowed

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3	Uploading of Scanned copy of Statement of Completed Works in the Last three financial years (as per Pro forma- 2).	No	No	Not Allowed
4	Uploading of Scanned copy of Statement of Works on Hand (as per Pro forma - 3).	No	No	Not Allowed
5	Uploading of Scanned copy of List of Machinery, Tools & Plants and Staff to be Deployed on this work (as per Pro forma - 4).	No	No	Not Allowed
6	Uploading of Scanned copy of Statement of Bank details, PAN & GST (as per Pro forma - 6).	No	No	Not Allowed
7	Uploading of Scanned copy of the declaration regarding employment of Retired Engineer / Retired Railway Officer (as per Pro forma - 7).	No	No	Not Allowed
8	Uploading a scanned copy of the Memorandum of Understanding in the case of a JV firm (as per Pro forma - 8).	No	No	Not Allowed
9	Uploading of Scanned copy of Affidavit on non-judicial stamp paper of Rs.100/- as per the format for Affidavit linked under heading Submission of Affidavit.	No	No	Not Allowed
10	Uploading of request for grant of Mobilisation Advance (if applicable) in Proforma-9.	No	No	Not Allowed
11	Uploading of Required documents in case of Individual OR Proprietary Firm / Concern OR Partnership Firm OR Limited Company OR Joint Venture Firm /HUF/Society, etc., as mentioned in Commercial Compliance (whichever is applicable).	No	No	Not Allowed
12	Uploading of Test report of ballast (if applicable).	No	No	Not Allowed
13	Uploading of Method Statement (if applicable).	No	No	Not Allowed
14	Uploading of Proforma for self-Certificate in regard to meeting the Minimum Local Content requirements as per Make in India Policy for Procurement Order Value less than of Rs.10 Crores. (as per clause 27.5(a) of Special Conditions of Contract).	No	No	Not Allowed
15	Uploading of Proforma of Certificate on percentage of Local Content as per Make in India Policy for Procurement Order Value more than Rs.10 Crores. (as per clause 27.5(b) of Special Conditions of Contract)	No	No	Not Allowed

Commercial-Compliance

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	Please enter the percentage of local content in the material being offered. Please enter 0 for fully imported items, and 100 for fully indigenous items. The definition and calculation of local content shall be in accordance with the Make in India policy as incorporated in the tender conditions.	No	Yes	Allowed (Optional)
2	In case of Proprietary Firm / Proprietary Concern, the tenderers shall scan and submit with his offer an Affidavit on stamp paper of appropriate value declaring that his/her concern is a Sole Proprietary Concern and he/she is the Sole Proprietor of the Concern or a certificate issued by Chartered Accountant / Registrar of Firms stating that his / her Concern / Firm is Sole Proprietary Concern / Firm or any other document to establish that his / her Concern / Firm is Sole Proprietary Firm / Concern.	Yes	Yes	Allowed (Optional)

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3	<p>In case of Partnership Firm, the tenderer(s) shall scan and submit with their offer, the following documents: (a) Copy of current Partnership Deed. (b) Copy of Registration Certificate for the current partnership deed in the prescribed form issued by the Registrar of Firms for the changes in the constitution of the partnership deed if any. (c) Original Special Power of Attorney (duly registered / notarised as per prevailing law) by all partners of the Partnership Firm in favour of any Partner for signing/digitally signing the tender document, signing the Agreement/Rider Agreements(s), witness measurement Books, signing the measurement Book, correspondence, Receiving Payments, settlements, Compromise, signing of Non Objections Certificate and referring the disputes/claims to Arbitration etc., on behalf of the Partnership Firm, if the said Partner is not authorized as per the partnership deed terms and conditions. (d) Partnership Deed should clearly indicate the share of interest of each individual partner in the partnership Firm. (e) In case the partnership firm claims the credentials of one of its partners for fulfilment of technical eligibility criteria, partnership deed should clearly indicate the share of interest of each individual partner in the partnership firm. (f) In case of a Partnership Firm which submitted tender claiming the credentials /experience of a partner as a partner of another Partnership Firm(s)/Joint Venture (s), either of the following document shall be submitted along with the tender without fail :- i) The copies of those Partnership/Joint Venture(s) Deeds covering the period from the date of commencement to the date of completion of the work for which credential / experience certificate is submitted, as the case may be, mentioning the share of the partner/firm should be submitted along with tender. OR ii) The copies of the experience certificate issued to the partner/partnership firm mentioning share of interest in that partner/firm.</p>	Yes	Yes	Allowed (Optional)
4	<p>In case, the Tenderer is a Limited Company, the tenderer(s) shall scan and submit with their offer, the following documents : a)Copy of Memorandum of Association and Articles of Association of the Company. b)Copy of incorporation certificate of the Company. c) Copy of certificate issued by Registrar of Companies in regard of change of name, if any. d) Copy of Power of Attorney / Special Power of Attorney (duly registered as per prevailing law) in favour of Authorised Person of the Company for signing/digitally signing the tender document on behalf of the company in Original and Board of Directors resolution of the Company duly certified by Company Secretary / Auditor / Competent Authority in regard to authorization given to Director / Managing Director etc., to issue Power of Attorney on behalf of the Company. e) Copy of complete documents establishing the Merger / De-Merger / conversion / Taking over / acquisition / Sale etc., with a Limited company / Partnership Firm / Proprietor etc., together with the documents establishing the transfer of assets / liabilities /credentials to the transferee company from the transferor company if applicable. f) In case, the limited Company which submitted tender, claims the credentials /experience as a partner / Member of another Joint Venture (s)/Limited Company, either of the following documents shall be submitted along with the tender without fail;- i) The copies of those Partnership/Joint Venture (s) Deeds covering the period from the date of commencement to the date of completion of the work for which credential / experience certificate is submitted, as the case may be, mentioning the share of the limited company should be submitted along with tender. OR ii) The copies of the experience certificates issued to the limited company mentioning the share of interest in that partnership/Joint venture(s) Deeds.</p>	Yes	Yes	Allowed (Optional)

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5	In case, the Tenderer is a JV Firm, the tenderer(s) shall scan and submit with their offer the following documents: a) Copy of the Memorandum of Understanding of Joint Venture Firm (Joint Venture Agreement) as per the format in Proforma-8 on a non-judicial stamp paper of appropriate value as per the stamp duty Act. (b) In case of Partnership Firm as a Partner of JV, then the consent of all partners of the Partnership Firm to enter into the Joint Venture Agreement on a stamp paper of an appropriate value in original. In case of limited companies, copy of Board of Directors resolution certified by Company Secretary/Auditor/Competent Authority consenting agreeing for entering into Joint Venture Agreement. (c) Power of Attorney (duly registered/notarised as per prevailing law) in favour of one of the Partners of partnership Firm (partner of JV) or Authorized Signatory in case of Limited company (partner of JV) to sign/digitally sign the tender document, signing the Agreement/Rider Agreements (s), witnessing measurement Books, signing the measurement Book, correspondence, Receiving Payments, settlements, Compromise, signing of No Objections Certificate and referring the disputes / claims to Arbitration etc., on behalf of the Joint Venture, if the same is not covered by the JV agreement terms and conditions. (d) In case of members belonging to sole proprietary concern / firm / partnership Firms /Limited Companies, additional documents, as applicable for these entities and as indicated in the tender document, should also be furnished. (e) In case, a the JV firm of a JV which submitted tender, claims the credentials /experience of a ny member of the JV as a partner / Member of another Partnership Firm(s)/Joint Venture (s)/Limited Company, either of the following document shall be submitted along with the tender without fail:- i) Copies of those Partnership(s) /Joint Venture(s) Deeds covering the period from the date of commencement to the date of completion of the work for which credential / experience certificate is submitted, as the case may be, mentioning the share of the said member in the Joint Venture/partnership should be submitted along with tender. OR ii) The copies of the experience certificate issued for the said member of the Joint Venture firm mentioning the share o f interest i n that Partnership / Joint Venture(s) Deeds.	Yes	Yes	Allowed (Optional)
6	In case the tenderer is a HUF/Society or any other type of organisation/Firm, the tenderer shall scan and submit with their offer documents in support of registration, formation, working instructions of the organisation and POA in favour of authorized signatory etc.	Yes	Yes	Allowed (Optional)
7	An Affidavit as per the format linked under heading Submission of Affidavit on Non-judicial stamp paper of Rs.100/- or appropriate value as per Stamp Duty Act, executed in presence of Magistrate/Notary Public shall be submitted along with e-offer.	Yes	Yes	Allowed (Optional)
8	Any other document required for evaluation of his/ their bid as deemed fit by the tenderer.	Yes	Yes	Allowed (Optional)
9	Scanned copy of Statement of Bank details, PAN & GST (as per Pro forma - 6).	Yes	Yes	Allowed (Optional)
10	Request for Mobilisation Advance if applicable (as per Proforma-9).	Yes	Yes	Allowed (Optional)
11	Proforma for self-Certificate in regard to meeting the Minimum Local Content requirements as per Make in India Policy for Procurement Order Value less than of Rs.10 Crores. (as per clause 27.5(a) of Special Conditions of Contract).	Yes	Yes	Allowed (Optional)
12	Proforma of Certificate on percentage of Local Content as per Make in India Policy for Procurement Order Value more than Rs.10 Crores. (as per clause 27.5(b) of Special Conditions of Contract)	Yes	Yes	Allowed (Optional)

General Instructions

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	Tenderers are advised to read the instructions contained in the User Manual for Contractors for IREPS (Works Module) available in the learning centre in website www.ireps.gov.in before preparation of Bid Online.	No	No	Not Allowed

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2	(a)The Tender Document on IREPS (Works Module) is having Nine (9) Parts viz., 1. NIT Header 2. Schedule 3. Items break-up 4. Eligibility Conditions 5. Compliance (Check List, Commercial, Technical) 6. General Instructions 7. Special Conditions 8. Undertakings 9. Documents attached with Tender (b) Documents attached with this tender are listed under Part 9 of Tender Document shall form part of the complete Tender Document/Contract Document for the tendered work. Tenderers are advised to read carefully all conditions contained in the aforesaid documents before preparing their bid. (c) To submit bid on line, the Tenderer shall navigate different tabs such as Eligibility Conditions, Compliance Conditions, General Instructions, Special Conditions, Technical/ Commercial Compliance Conditions, Undertakings, Checklists and other miscellaneous conditions included by the Railway in the tender document. It is also indicated against each condition whether the bidder is required to confirm whether he complies or not with the requirements of the condition (by clicking on the yes/no buttons), whether the bidder is allowed to enter his comments/remarks against the clause, and whether documents uploading against the condition is Allowed (Mandatory), Allowed (Optional) or Not Allowed. The tenderers are advised to read all the instructions/conditions contained in such documents carefully, before submitting their bid online.	No	No	Not Allowed
3	EMD & TDC is to be paid Online only. EMD and Tender document cost in any other form shall not be accepted.	No	No	Not Allowed
4	Tender Document cost once paid is non-refundable.	No	No	Not Allowed
5	EMD of those tenderers will be forfeited who resile from their offers within the validity period of the tender.	No	No	Not Allowed
6	Joint Venture is applicable for tenders valuing more than Rs.10.00 Cr. only.	No	No	Not Allowed
7	Tenderers are advised to submit scanned copies of all documents including notarized documents. The responsibility of submitting the correct documents lies with the tenderer. Tenderers may ensure that all scanned and uploaded documents are readable and that there are no errors/ omissions/discrepancies / over-writings anywhere in such documents before submitting online. Railway will not be responsible for any incomplete/erroneous documents uploaded.	No	No	Not Allowed
8	The tenderer shall not add any condition(s) on their own anywhere in their offer including documents uploaded with the offer. Any such conditions if stated and if are in violation of the Railways Tender conditions, may lead to summary rejection of the offer. Railway reserves the right to reject such offers summarily without assigning any reasons whatsoever.	No	No	Not Allowed
9	No post tender correspondence will be permitted and the tender shall be decided based on the documents submitted / attached with the offer only. However, Railway reserves the right to verify / seek for any clarification on the documents/credentials already submitted by the tenderer along with the offer.	No	No	Not Allowed
10	Railway reserves the right to verify/seek clarification from authority/professional who has issued Certificate towards Technical/Financial eligibility of the tenderer.	No	No	Not Allowed
11	Railway reserves the right to cancel the tender without assigning any reason thereof.	No	No	Not Allowed
12	Railways reserve the right to reject any or all offers without assigning any reason thereof.	No	No	Not Allowed
13	If the Tenderer(s) deliberately give(s) wrong information in tender or create(s) circumstance for the acceptance of tender, Railway shall without prejudice to any other right or remedy, shall reject such offer at any stage and forfeit the amount deposited as Earnest Money besides suspending the business for a minimum period of one year.	No	No	Not Allowed
14	An Affidavit as per the format linked under heading Submission of Affidavit (to be executed in the presence of Magistrate/ Notary Public on non-judicial stamp paper of value of Rs.100/- or appropriate value as per Stamp Duty Act) shall be scanned and submitted/attached with the offer. Failure to submit/attach the affidavit with the offer shall render offer incomplete and such offer will be rejected summarily.	No	No	Not Allowed
15	Even for the working contractors of this Railway, the onus of establishing the credentials of the tenderers from the office records or otherwise does not lie with the Railway. Railway shall evaluate the offer only from the certificates/documents which are submitted / attached with the offer.	No	No	Not Allowed

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16	The Tenderer(s) shall keep the offer open for a minimum period of 90 days in the case of Single Packet system of tendering and 120 days in the case of Two Packet system of tendering from the date of closing of the tender.	No	No	Not Allowed
17	If eligible L-1 tenderer resiles/withdraws offer after closing of the tender such tenderer shall be debarred from participation in the tender for this work, if the tender gets discharged due to tenderer resiling from the offer. The EMD shall be forfeited without prejudice to right of Railways to take any legal action as deemed fit against such tenderer.	No	No	Not Allowed
18	The General Conditions of Contract governing the performance of the works covered by this tender are the Indian Railway Standard General Conditions of Contract [IRSGCC] -July 2014 as amended from time to time up to date. A soft copy of the Indian Railway Standard General conditions of Contract is given as attached documents to the tender for reference. Hard copy of IRSGCC (with up-to-date correction slip) may be perused in the office of the Chief Administrative Officer/ Construction/ South Western Railway / Bengaluru Cantonment, No.18, Millers Road, Bangalore - 560 046. The tenderer(s) is/are deemed to have fully read, understood and agreed all the provisions of the IRS General conditions of Contract including all corrections and Amendments issued up to date while submission of offer and any claim that the tenderer (s) is/are not aware of same shall not be entertained.	No	No	Not Allowed
19	Any queries can be mailed to swrcntenders@gmail.com sufficiently well in advance of the date of closing of the tender and not later than ten days before the date of closing of the tender. The queries may be replied depending upon the reasonableness of the query and availability of time.	No	No	Not Allowed
20	The decision of the Railway regarding the corrections/suitability of the certificates is final and binding on the tenderer. The tenderer shall not have any claim whatsoever in this regard.	No	No	Not Allowed
21	Unreleased EMD, if any, held with the Railway Administration shall not be adjusted towards the EMD to be remitted online for the present tender.	No	No	Not Allowed
22	The tenderers are advised to visit the site of work in their own interest and acquaint themselves with the site conditions and expected quantum of work. The rate should be quoted duly considering the site conditions. The tenderer shall not have any claim later whatsoever in this regard.	No	No	Not Allowed
23	Refund of EMD - (a) In Single Packet System, the EMD of the unsuccessful tenderers will be returned on finalisation / award of tender. (b) In case of Two Packet System, the EMD of the tenderers who do not get shortlisted on evaluation of technical bid will be returned by Railways. The price bids of shortlisted tenderers will be further evaluated for consideration and award of work and thereafter EMD of unsuccessful tenderers will be returned.	No	No	Not Allowed
24	In case the tenderer is a JV Firm, the bid can be submitted online either by the JV Firm itself, if the JV Firm already exists (duly registered already before the Registrar of the Companies under Companies Act or before the Registrar/Sub-Registrar under the Registration Act, 1908) by using Digital Signature of JV Firm or alternatively, the bid can also be submitted by one of the members authorised by the JV Firm to deal with the tender using the Digital Signature of such authorised member. In such cases, the JV Firm shall mention this in the MOU.	No	No	Not Allowed
25	Corrigendum Notice: For the purpose of Corrigendum in the tender, the Notice Inviting Tender (NIT) period is split as under: (a) Advertisement period: Time during which all information pertaining to tender shall be available but offers cannot be submitted. (b) Offer submission period: Fifteen days prior to opening of tender during which tenderers can submit their offers. Issue of corrigendum will be done only during Advertisement period. No corrigendum will be issued during offer submission period. However, the tenderers may note that for cases requiring corrigendum during offer submission period, the tender under the said Tender Notice may be cancelled at the discretion of Railways and shall be re-tendered.	No	No	Not Allowed
26	Mobilisation Advance is applicable for advertised Tender value of more than Rs.25.00 Crore. Tenderers may read the terms and conditions for grant of such Mobilisation Advance given in the Tender Document. The rate of interest will be as notified by Railway Board in advance of each financial year and will be applicable for tenders opened in that financial year. Tenderers may submit their request for grant of Mobilisation Advance in Pro forma 10 attached with Tender Document.	No	No	Not Allowed

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27	An individual / Proprietor / Partnership Firm / Limited Company /JV Firm/HUF/Society can submit only one offer either in his/their individual capacity or as a Proprietor or as a partner of Partnership firm / JV Firm / HUF / Society or as a Director of any Limited Company etc. In case of more than one offer received and any person is also a Proprietor/Partner of Partnership Firm/JV or Director of a Limited Company/Subsidiary Company which also participated in the same tender, then all such offers shall be considered as "Invalid".	No	No	Not Allowed
28	The tenderer shall quote his rate as a percentage above or below or at par with the Schedule of Rates except where he is required to quote item rates and must tender for all the items in the Schedule of Quantities as appearing in the Financial Offer Page. The tenderer can also offer rebate (in percentage) on the Gross Bid value in the rebate field provided on the Financial Offer Page. The Net Bid value shall be calculated by applying rebate on the Gross Bid value. The offers shall be ranked on the basis of the Net Bid value.	No	No	Not Allowed
29	Instructions regarding applicability of Price Variation Clause (PVC) is contained in the Tender Documents. Tenderers are advised to read such conditions before preparing their bid.	No	No	Not Allowed
30	The offer shall be submitted by the tenderer or the person authorised by the tenderer to digitally sign the tender documents / contract documents on behalf of the tenderer.	No	No	Not Allowed
31	The detailed item description of NON-USSOR items is given in the document attached with the tender. Tenderers are advised to read carefully before preparing their bid.	No	No	Not Allowed
32	The tenderer shall submit along with the tender document, documents in support of his/their claim to fulfil the eligibility criteria as mentioned in the tender document. Each page of the copy of documents/certificates in support of credentials, submitted by the tenderer, shall be self-attested/digitally signed by the tenderer or authorised representative of the tendering firm. Self-attestation shall include signature, stamp and date (on each page). Only those documents which are declared explicitly by the tenderer as documents supporting the claim of qualifying the laid down eligibility criteria, will be considered for evaluating his/their tender.	No	No	Not Allowed
33	The Railway reserves the right to verify all statements, information and documents submitted by the bidder in his tender offer, and the bidder shall, when so required by the Railway, make available all such information, evidence and documents as may be necessary for such verification. Any such verification or lack of such verification, by the railway shall not relieve the bidder of its obligations or liabilities hereunder nor will it affect any rights of the railway thereunder.	No	No	Not Allowed
34	In case of any wrong information submitted by tenderer, the contract shall be terminated, Earnest Money Deposit (EMD, Performance Guarantee (PG) and Security Deposit (SD) of contract forfeited and agency barred for doing business on entire Indian Railways for 5 (five) years.	No	No	Not Allowed

Special Conditions

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	(a)All rates shall be inclusive of all taxes, duties, charges, royalties etc. as applicable from time to time. In this regard tenderers may refer IRSGCC 2014 with latest correction slips including correction slips issued from time to time and Special Conditions of Contract (SCC) attached with Tender Document. (b)Royalty charges will be regulated as per Special Conditions of Contract attached with Tender Document.	No	No	Not Allowed
2	Unless otherwise explicitly specified, this tender is not a composite tender.	No	No	Not Allowed
3	Unless otherwise explicitly specified, incentive bonus payment clause is not applicable.	No	No	Not Allowed

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4	A. An offer shall become invalid:- (i)if the Tender Document Cost and EMD is not paid Online. (ii)if the offer is not digitally signed by the tenderer/by the Attorney / by the person authorized by the tenderer to sign and submit the tender on his/their behalf. (iii)if any individual / Proprietor / Partnership Firm / Limited Company / JV Firm/HUF/Society uploads more than one offer either in his/their individual capacity or as a Proprietor or as a Partner/Member of Partnership Firm / JV Firm / HUF / Society or as a Director of any Limited Company, etc. B. An offer shall get summarily rejected if the following documents are not submitted /attached with offer as per the list mentioned in the tender documents :- (i)Documents as applicable in case of Proprietary concern/ Partnership firm / JV Firm / Limited Company/HUF/Society, etc. (ii) Affidavit. (iii)Ballast test certificate, if applicable. (iv)any other document required for evaluation of the bid. C. An offer shall get summarily rejected if the tenderer adds any condition on his/their own (anywhere in the e-offer), which is in violation of the Railway's Tender Conditions. D. An offer shall become ineligible for award of the tendered work if the tenderer does not fulfil the Eligibility Conditions, (both the Standard Financial Eligibility Criteria and the Standard Technical Eligibility Criteria) prescribed in the Tender Documents.	No	No	Not Allowed
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Technical-Compliances

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	Declaration regarding Employment of Retired Engineer/Retired Railway Officer (Pro forma - 7).	Yes	Yes	Allowed (Optional)
2	Statement of Completed Works in the Last Three Financial Years (Pro forma - 2).	Yes	Yes	Allowed (Optional)
3	List of Machinery, Tools, Plants & Staff to be Deployed on this work (Pro forma - 4).	Yes	Yes	Allowed (Optional)
4	Statement of Works on Hand (Pro forma - 3).	Yes	Yes	Allowed (Optional)
5	Certificate towards Test report of ballast (If Applicable) Submission of Ballast test report in a tender shall be required in following cases whichever is applicable: - (i)Wherever supply of ballast is also included among all other items required for execution of tendered work and if such quantity of ballast is more than 2000cum OR (ii)Wherever the par value of the ballast item in the schedule exceeds 10 % of the advertised tender value. OR (iii) Whenever tenders are called exclusively for supply of ballast.	Yes	Yes	Allowed (Optional)
6	Method statement, if applicable.	Yes	Yes	Allowed (Optional)

Undertakings

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	I/ We have visited the works site and I / We am / are aware of the site conditions.	No	No	Not Allowed
2	I/we have read the various conditions of this Tender Document (including documents attached with the Tender Document) and agree to abide by the said conditions. I/we have also perused the Contract Documents (i.e., the Indian Railways Standard General Conditions of Contract including correction slips issued from time to time, Special Conditions of Contract and Special Specifications, Regulations to Tenderers (for the guidance of Engineers and Contractors for Engineering Works under Works Contracts), Additional Special Conditions, Technical Specifications and Technical Conditions, The Specifications for Materials and Works 2010 of the South Western Railway and the USSOR/ Schedule of Rates of the South Western Railway with all correction slips upto date and all other documents attached to the Tender and that I/we am/are fully aware that I/we will have to perform the contract if my/our Tender is accepted subject to the Contract Documents complete aforesaid. I/we offer to do the work for South Western Railway at the rates quoted in the SCHEDULE and hereby bind myself/ourselves to complete the work in all respects within the completion period as given in the Tender Document/Contract Document from the date of issue of the Letter of Acceptance.	No	No	Not Allowed

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3	I/we also agree to keep this offer open for acceptance for a period of 90 days in case of SINGLE PACKET SYSTEM and 120 days in case of TWO (2) PACKET SYSTEM from the date fixed for closing of the bid and will not resile from offer or modify the terms and conditions thereof in a manner not acceptable to Railways and in any default thereof, I/we will be liable for forfeiture of my/our Earnest Money.	No	No	Not Allowed
4	The requisite amount towards EMD is paid online. I/We are aware that the full value of the Earnest Money Deposit (EMD) shall stand forfeited without prejudice to any other rights or remedies in case my/ our e-offer is accepted and if:	No	No	Not Allowed
4.1	A) I/We do not execute the contract documents within seven days after receipt of notice issued by the railway that such documents are ready.	No	No	Not Allowed
4.2	B) I / We do not commence the work within fifteen days after receipt of orders to that effect.	No	No	Not Allowed
4.3	C) I / We do not submit a Performance Guarantee in any of the forms as prescribed.	No	No	Not Allowed
5	I am the authorised person to represent the tendering firm and I am authorised to digitally sign the tender documents and all the other documents on behalf of the firm. I am fully aware that the offer will get summarily rejected if the offer is digitally signed by any person other than the person who is authorised to digitally sign and submit the Tender Document on behalf of the tendering firm.	No	No	Not Allowed
6	I / We hereby certify that all the statements and documents scanned and submitted with my / our offer are true and correct.	No	No	Not Allowed
7	I am / we are aware of the fact that this offer is made in the full understanding that my / our offer will be subjected to verification of all the information submitted with this offer.	No	No	Not Allowed
8	I / We (including our constituents) have not been blacklisted or debarred by Railways or any other Ministry/Department/Public Sector Undertaking of the Government of India/State Government from participation in tenders/contract on the date of opening of bids either in our individual capacity OR as partner/member of Partnership Firm/ JV Firm in which we were/are partners/members.	No	No	Not Allowed
9	I / We are aware of the fact that Firm/Company/Individual Owner/Proprietor etc. will be legally liable and accountable for all activities performed by the authorized signatories through the IREPS website. I/We keep the list and details of the authorized signatories updated at all times and remove the name of the authorized signatory immediately if he/she leaves the company. In case of failure to do so, the Firm/Company/Individual Owner/ Proprietor will be held liable for actions of such signatory.	No	No	Not Allowed
10	I/We are fully aware that an individual / Proprietor / Partnership Firm / Limited Company /JV Firm/HUF/Society can upload only one offer either in my / our individual capacity or as a Proprietor or as a partner of partnership firm / JV Firm / HUF / Society or as a Director of any Limited Company etc. and in case more than one offer is received by Railways then such offers (including my/our offer) shall be considered as "Invalid".	No	No	Not Allowed
11	Until a formal agreement is prepared and executed, acceptance of this offer will 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.	No	No	Not Allowed
12	I/we also undertake to carry out the work in accordance with said plans, specifications and Conditions of Contract, and to find and provide such of the materials (other than those to be supplied by the Railway) for, and to do all such things which in the opinion of the Engineer may be necessary for, or incidental to the construction, completion and maintenance thereof and to complete the whole of the said works in all respects, and hand them over to you or your representative(s) within the period specified and to maintain the same for the period and the manner provided for in the conditions of contract.	No	No	Not Allowed
13	I/We also understand that my/our offer will be evaluated based on the documents/credentials submitted along with the offer and same shall be binding upon me/us.	No	No	Not Allowed
14	I/We declare that the information and documents submitted along with the tender by me/us are correct and I/We are fully responsible for the correctness of the information and the documents, submitted by us.	No	No	Not Allowed

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15	I/We undersign that if the certificates regarding eligibility criteria submitted by us are found to be forged/false or incorrect at any time during process for evaluation of tenders, it shall lead to forfeiture of the tender EMD besides banning of business for five years on entire IR. Further, I/We and all my/our constituents understand that my/our offer shall be summarily rejected.	No	No	Not Allowed
16	I/We also understand that if the certificates submitted by us are found to be false/forged or incorrect at any time after the award of the contract, it will lead to termination of the contract, along with forfeiture of EMD/SD and Performance guarantee besides any other action provided in the contract including banning of business for five years on entire IR.	No	No	Not Allowed

Custom

S.No.	Description	Confirmation Required	Remarks Allowed	Documents Uploading
1	PVC CLAUSE : "D" OTHER WORKS CONTRACT	No	No	Not Allowed

6. Documents attached with tender

S.No.	Document Name	Document Description
1	TS-TRACK-19.pdf	TS TRACK 19
2	IR_Standard_GCC_July_2014_30_06_14.pdf	GCC July 2014
3	TrackPrg.chartofHIGA-58.pdf	Programme Chart Track
4	ACS01GCC_2014-EMD.pdf	ACS GCC
5	GCCACS2PVCFormulaApplicabilityinContractValue.pdf	ACS GCC2
6	GCCACS3EngagementofRetiredOfficer.pdf	ACS GCC3
7	Modificationtoclause-64ofGCC-2014regardingArbitration.pdf	MODIFICATION TO CLAUSE 64 OF GCC
8	STANDARDNONUSSORITEMS.PDF	STANDARD NON USSOR ITEMS
9	REG-SCC-18R.PDF	REG SCC 18R
10	PROFORMA-2018.PDF	PROFORMA 2018
11	TSTRANS.pdf	TS TRANS
12	ASC-BARRICADING.PDF	ASC BARRICADING

This tender complies with Public Procurement Policy (Make in India) Order 2017, dated 15/06/2017, issued by Department of Industrial Promotion and Policy, Ministry of Commerce, circulated vide Railway Board letter no. 2015/RS(G)/779/5 dated 03/08/2017 and 27/12/2017.

Signed By: PVV SATHYANARAYANA

Designation : Dy.CE/WORKS