

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|--|-------|---------------------------------------|------------|----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 27.57.4 | 50 mm x 150 mm dia 6 mm thick M.S. reducer. | each | 1350.00 | 1344.00 | 1319.00 | 1319.00 |
| 27.57.5 | 150 mm dia 6 mm thick M.S. housing pipe (Welded). | meter | 5736.00 | 5730.00 | 5706.00 | 5706.00 |
| 27.57.6 | 150 mm dia 6 mm thick M.S. housing pipe (Seamless). | meter | 5061.00 | 5055.00 | 5031.00 | 5031.00 |
| 27.57.7 | Centralizer made with 12 mm dia M.S. rod of approved design. | each | 596.00 | 593.00 | 584.00 | 584.00 |
| 27.57.8 | 150 mm dia M.S. cap of 6 mm thick for housing pipe covering. | each | 2307.00 | 2292.00 | 2233.00 | 2233.00 |
| 27.58 | Complete installation of 50 mm dia deep tube-well fixtures such as expanded top pipes, reducer, tube-well pipes, strainer, blind pipe, pipe cap etc. fitting and fixing socket, welding and additional welding with fibre and placing in position with proper size M.S. centralizer @ 3 meter c/c in strainer portion including. blind pipe etc. complete as per standard practice and accepted by the Engineer-in-charge | meter | 805.00 | 790.00 | 732.00 | 732.00 |
| 27.59 | Complete development of the tube well by suitable air compressor and pump of suitable capacity by alternate surging and pumping until satisfactory yield, sand free water and the turbidity condition is reached using necessary quantity of calgon and conducting step draw down test before and after the development as per specification and accepted by the Engineer-in-charge (Development should be started within 24 hours of completion of shrouding) | | | | | |
| 27.59.1 | Wells up to 200 m depth | each | 31289.00 | 31289.00 | 31289.00 | 31289.00 |
| 27.59.2 | Wells beyond 200 m depth | each | 35461.00 | 35461.00 | 35461.00 | 35461.00 |
| 27.60 | Pumping test of the well by designed turbine/submersible pump with supply of testing equipments for pressure/ velocity/ discharge etc. and all materials for 72 hours including yield drawn and recovery test etc. complete as per specification and accepted by the Engineer-in-charge. | hour | 1078.00 | 1076.00 | 1064.00 | 1064.00 |
| 27.61 | Disinfections of the well including supply of sufficient quantity of bleaching powder (33% strength) chlorinated water having 150 ppm available free chlorine etc. complete as per standard specification and accepted by the Engineer-in-charge. | each | 1643.00 | 1643.00 | 1643.00 | 1643.00 |

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| 27.62 | Filling of the borehole around the tube well from top of the shrouding up to the bottom of sanitary seal by withdrawn selected soil or local clay free from any substances harmful to pipes and health as per standard specification and accepted by the Engineer-in-charge. | meter | 48.00 | 47.00 | 44.00 | 44.00 |
| | INSTALLATION OF 75 mm x 150 mm DIA SHROUDED | | | | | |
| | PRODUCTION WELL WITH G.I. PIPE | | | | | |
| 27.63 | Boring: Execution of 350 mm dia boring through all sorts of strata by reverse circulation or any other approved method (Method other than reverse circulation is to be applied only for wells deeper than 152 meter) for boring 350 mm dia vertical hole up to designed depth and collection of soil samples at every 3 meter interval and at every change of formation including sinking and withdrawing necessary casing pipe and all necessary arrangements complete as per specification and accepted by the Engineer-in-charge. (Measurement will be allowed from G.L. to bottom of the blind pipe and the rate is inclusive of the cost of extra depth of boring required for caving and siltation) | | | | | |
| 27.63.1 | From 0.0 m to 50 m = 50 m | meter | 1043.00 | 1043.00 | 1043.00 | 1043.00 |
| 27.63.2 | From 50 m to 100 m = 50 m | meter | 1199.00 | 1199.00 | 1199.00 | 1199.00 |
| 27.63.3 | From 100 m to 152 m = 52 m | meter | 1379.00 | 1379.00 | 1379.00 | 1379.00 |
| 27.63.4 | From 152 m to 200 m = 48 m | meter | 1586.00 | 1586.00 | 1586.00 | 1586.00 |
| 27.63.5 | From 200 m to 250 m = 50 m | meter | 1824.00 | 1824.00 | 1824.00 | 1824.00 |
| 27.63.6 | Beyond 250 m | meter | 2098.00 | 2098.00 | 2098.00 | 2098.00 |
| 27.64 | Supplying the following tube-well fixtures and pipes conforming to standard BS-1387 & BDS-1031, having chemical composition (in%) carbon 0.17-0.25, manganese 0.95-1.20, sulphur 0.060 max, phosphorous 0.060 max, tensile properties: minimum yield strength 188 MPa, minimum tensile strength 313 MPa and marking for a) manufacturer b) material c) wall thickness d) nominal outside dia e) intended use etc. on the body of the pipe at working site as per standard practice and accepted by the Engineer-in-charge. | | | | | |
| 27.64.1 | 150 mm dia 6mm thick M.S. cap for blind pipe/sand trap. | each | 4340.00 | 4339.00 | 4335.00 | 4335.00 |

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| 27.64.2 | 75 mm dia 4.85 mm thick tube well pipe and blank G.I. pipe | meter | 1729.00 | 1728.00 | 1724.00 | 1724.00 |
| 27.64.3 | 75 mm dia strainer of slot opening as per design including tagging 4 Nos. 12 mm dia M.S. rod continuously. | meter | | | | |
| 27.64.3.1 | 75 mm dia stainless steel strainer of continuous slot having 28.84 kg per meter. | meter | 9982.00 | 9979.00 | 9967.00 | 9967.00 |
| 27.64.3.2 | 75 mm dia 2.5 mm thick stainless steel bridge type strainer | meter | 9982.00 | 9979.00 | 9967.00 | 9967.00 |
| 27.64.4 | 75 mm x 150 mm dia 6 mm thick M.S. reducer. | meter | 1350.00 | 1344.00 | 1319.00 | 1319.00 |
| 27.64.5 | 150 mm dia 6 mm thick M.S. housing pipe (Welded) | meter | 5736.00 | 5730.00 | 5706.00 | 5706.00 |
| 27.64.6 | 150 mm dia 6 mm thick M.S. housing pipe (Seamless) | meter | 5061.00 | 5055.00 | 5031.00 | 5031.00 |
| 27.64.7 | Centralizer made with 12 mm dia M.S. rod of approved design | each | 596.00 | 593.00 | 584.00 | 584.00 |
| 27.64.8 | 150 mm dia M.S. cap of 6 mm thick for housing pipe covering. | meter | 2307.00 | 2292.00 | 2233.00 | 2233.00 |
| 27.65 | Complete installation of 75 mm dia deep tube-well fixtures such as expanded top pipes, reducer, tube-well pipes, strainer, blind pipe, pipe cap etc. fitting and fixing socket, welding and additional welding with fibre and placing in position with proper size M.S. centralizer @ 3 meter c/c in strainer portion including blind pipe etc. complete as per standard practice and accepted by the Engineer-in-charge. | meter | 771.00 | 758.00 | 702.00 | 702.00 |
| 27.66 | Complete development of the tube well by suitable air compressor and pump of suitable capacity by alternate surging and pumping until satisfactory yield, sand free water and the turbidity condition is reached using necessary quantity of calgon and conducting step draw down test before and after the development as per specification and accepted by the Engineer-in-charge (Development should be started within 24 hours of completion of shrouding). | | | | | |
| 27.66.1 | Wells up to 200 m depth | each | 41474.00 | 41474.00 | 41474.00 | 41474.00 |
| 27.66.2 | Wells beyond 200 m depth | each | 47003.00 | 47003.00 | 47003.00 | 47003.00 |

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| 27.67 | Pumping test of the well by designed turbine/submersible pump with supply of testing equipments for pressure/ velocity/ discharge etc. and all materials for 72 hours including yield drawn and recovery test etc. complete as per specification and accepted by the Engineer-in-charge. | hour | 1202.00 | 1199.00 | 1186.00 | 1186.00 |
| 27.68 | Disinfections of the well including supply of sufficient quantity of bleaching powder (33% strength) chlorinated water having 150 ppm available free chlorine etc. complete as per standard specification and accepted by the Engineer-in-charge. | each | 1995.00 | 1995.00 | 1995.00 | 1995.00 |
| 27.69 | Filling of the borehole around the tube well from top of the shrouding up to the bottom of sanitary seal by withdrawn selected soil or local clay free from any substances harmful to pipes and health as per standard specification and accepted by the Engineer-in-charge. | meter | 56.00 | 54.00 | 51.00 | 51.00 |
| | INSTALLATION OF 100 mm x 200 mm DIA SHROUDED | | | | | |
| | PRODUCTION WELL WITH G.I. PIPE | | | | | |
| 27.70 | Boring: Execution of 400 mm dia boring through all sorts of strata by reverse circulation or any other approved method (Method other than reverse circulation is to be applied only for wells deeper than 152 meter) for boring 400 mm dia vertical hole up to designed depth and collection of soil samples at every 3 meter interval and at every change of formation including sinking and withdrawing necessary casing pipe and all necessary arrangements complete as per specification and accepted by the Engineer-in-charge. (Measurement will be allowed from G.L. to bottom of the blind pipe and the rate is inclusive of the cost of extra depth of boring required for caving and siltation) | | | | | |
| 27.70.1 | From 0.0 m to 50 m = 50 m | meter | 1092.00 | 1092.00 | 1092.00 | 1092.00 |
| 27.70.2 | From 50 m to 100 m = 50 m | meter | 1256.00 | 1256.00 | 1256.00 | 1256.00 |
| 27.70.3 | From 100 m to 152 m = 52 m | meter | 1444.00 | 1444.00 | 1444.00 | 1444.00 |
| 27.70.4 | From 152 m to 200 m = 48 m | meter | 1661.00 | 1661.00 | 1661.00 | 1661.00 |
| 27.70.5 | From 200 m to 250 m = 50 m | meter | 1910.00 | 1910.00 | 1910.00 | 1910.00 |
| 27.70.6 | Beyond 250 m | meter | 2197.00 | 2197.00 | 2197.00 | 2197.00 |

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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 27.71 | Supplying the following tube-well fixtures and pipes conforming to standard BS-1387 & BDS-1031, having chemical composition (in%) carbon 0.17-0.25, manganese 0.95-1.20, sulphur 0.060 max, phosphorous 0.060 max, tensile properties: minimum yield strength 188 MPa, minimum tensile strength 313 MPa and marking for a) manufacturer b) material c) wall thickness d) nominal outside dia e) intended use etc. on the body of the pipe at working site as per standard practice and accepted by the Engineer-in-charge. | | | | | |
| 27.71.1 | Supplying 150 mm dia 6mm thick M.S. cap for blind pipe/ sand trap. | each | 1551.00 | 1550.00 | 1546.00 | 1546.00 |
| 27.71.2 | Supplying 100 mm dia 6 mm thick tube well pipe and blank G.I. pipe | meter | 2596.00 | 2593.00 | 2581.00 | 2581.00 |
| 27.71.3 | 100 mm dia strainer of slot opening as per design including tagging 4 Nos. 12 mm dia M.S. rod continuously. | meter | | | | |
| 27.71.3.1 | Supplying 100 mm dia stainless steel strainer of continuous slot having 28.84 kg per meter. | meter | 8632.00 | 8629.00 | 8617.00 | 8617.00 |
| 27.71.3.2 | Supplying 100 mm dia 2.5 mm thick stainless steel bridge type strainer | meter | 8632.00 | 8629.00 | 8617.00 | 8617.00 |
| 27.71.4 | Supplying 100 mm x 200 mm dia 6 mm thick M.S. reducer. | each | 1620.00 | 1615.00 | 1595.00 | 1595.00 |
| 27.71.5 | Supplying 200 mm dia 6 mm thick M.S. housing pipe (Welded) | meter | 4755.00 | 4749.00 | 4724.00 | 4724.00 |
| 27.71.6 | Supplying 200 mm dia 6 mm thick M.S. housing pipe (Seamless) | meter | 5258.00 | 5252.00 | 5227.00 | 5227.00 |
| 27.71.7 | Supplying centralizer made with 12 mm dia M.S. rod of approved design | each | 363.00 | 361.00 | 351.00 | 351.00 |
| 27.71.8 | Supplying 200 mm dia M.S. cap of 6 mm thick for housing pipe covering. | each | 2773.00 | 2773.00 | 2712.00 | 2712.00 |
| 27.72 | Complete installation of 100 mm dia deep tube-well fixtures such as expanded top pipes, reducer, and tube-well pipes, strainer, blind pipe, pipe cap etc. fitting and fixing socket, welding and additional welding with fibre and placing in position with proper size M.S. centralizer @ 3 meter c/c in strainer portion including blind pipe etc. complete as per standard practice and accepted by the Engineer-in-charge | meter | 879.00 | 863.00 | 799.00 | 799.00 |

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| 27.73 | Complete development of the tube well by suitable air compressor and pump of suitable capacity by alternate surging and pumping until satisfactory yield, sand free water and the turbidity condition is reached using necessary quantity of calgon and conducting step draw down test before and after the development as per specification and accepted by the Engineer-in-charge (Development should be started within 24 hours of completion of shrouding) | | | | | |
| 27.73.1 | Wells up to 200 m depth | each | 50922.00 | 50922.00 | 50922.00 | 50922.00 |
| 27.73.2 | Wells beyond 200 m depth | each | 57711.00 | 57711.00 | 57711.00 | 57711.00 |
| 27.74 | Pumping test of the well by designed turbine/submersible pump with supply of testing equipments for pressure/ velocity/ discharge etc. and all materials for 72 hours including yield drawn and recovery test etc. complete as per specification and accepted by the Engineer-in-charge | hour | 1248.00 | 1245.00 | 1232.00 | 1232.00 |
| 27.75 | Disinfections of the well including supply of sufficient quantity of bleaching powder (33% strength) chlorinated water having 150 ppm available free chlorine etc. complete as per standard specification and accepted by the Engineer-in-charge | each | 2347.00 | 2347.00 | 2347.00 | 2347.00 |
| 27.76 | Filling of the borehole around the tube well from top of the shrouding up to the bottom of sanitary seal by withdrawn selected soil or local clay free from any substances harmful to pipes and health as per standard specification and accepted by the Engineer-in-charge | meter | 63.00 | 61.00 | 58.00 | 58.00 |
| | INSTALLATION OF 40 MM DIA uPVC HAND TUBE WEL | | | | | |
| 27.77 | Supplying and sinking of 40 mm dia water grade uPVC tube well pipe having wall thickness 2.5 mm to 3.0 mm including trial boring and with all necessary fittings as required etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 27.77.1 | 40 mm dia pipe up to 60 m depth | meter | 278.00 | 274.00 | 258.00 | 258.00 |
| 27.77.2 | 40 mm dia pipe beyond 60 m depth | meter | 493.00 | 487.00 | 463.00 | 463.00 |

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| 27.78 | Supplying and sinking of 3 m long uPVC strainer with all necessary fittings as required etc. complete and accepted by the Engineer-in-charge. | each | 702.00 | 698.00 | 683.00 | 683.00 |
| 27.79 | Supplying, fitting and fixing of No. 6 pump for 40 mm dia tube well with all necessary fittings including 0.61 m long 40 mm dia G.I. Pipe etc. all complete as per accepted by the Engineer-in-charge. | each | 4167.00 | 4167.00 | 4167.00 | 4167.00 |
| 27.80 | Construction of platform of size 1.4 m x 1.0 m and outlet drain up to 1 meter long, as per drawing with 75 mm thick cement concrete of f _c min 17 MPa with brick chips and cement content relates to 1:2:4, over a brick flat soling and providing 125 mm x 75mm brick band in 1:6 all around, including finished with 12 mm thick cement plaster in 1:4 followed by neat cement finishing all complete and accepted by the Engineer-in-charge. | each | 7144.00 | 7177.00 | 6919.00 | 6919.00 |
| | DEEP SET HAND OPERATED TUBE WELL | | | | | |
| 27.81 | Supplying and sinking uPVC, tube well pipe, uPVC strainer including trial boring with all necessary fittings as required etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 27.81.1 | 50 mm dia water grade uPVC pipe having wall thickness 2.5 mm to 3 mm | meter | 584.00 | 580.00 | 564.00 | 564.00 |
| 27.81.2 | 40 mm dia water grade uPVC pipe having wall thickness 2.5 mm to 3 mm | meter | 382.00 | 378.00 | 362.00 | 362.00 |
| 27.81.3 | 40 mm dia uPVC strainer 3.0 m long | each | 702.00 | 698.00 | 683.00 | 683.00 |
| 27.82 | Supplying, fitting and fixing of deep set tube well pump (Hand set) with all necessary fittings as required such as No. 6 pump, 50 mm dia G.I. pipe 0.61 m long, 50 mm x 40 mm reducing socket, 40 mm dia pipe Nipple 1.22 m long cylinder, tie foot ball, tie plunger, 3 Nos. 10 mm dia sockets, 4 Nos. 10mm dia nuts, 5 Nos. end threaded 10 mm dia M.S. rod 3 m long, necessary quantity of solution and tape etc. complete and accepted by the Engineer-in-charge. | each | 8447.00 | 8423.00 | 8325.00 | 8325.00 |
| END OF DIVISION TWENTY SEVEN | | | | | | |

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| CHAPTER 28 : GAS CONNECTION WORKS | | | | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| | PART-A (LOW PRESSURE LINE) | | | | | |
| 28.1 | Pipe line installation: Installation of 50 psi, API, 5L, Grade-B, ERW Natural pipe line for supplying Titas Gas including, supplying, fitting, fixing and laying different sizes M.S. pipes with necessary tape and primer including cutting trenches (450 mm x 910 mm) in all kinds of soil, cleaning, cutting, applying coal-tar, wrapping the pipes and back filling the trenches, excavating earth including leveling, dressing and removing excess earth in all respect as per specification of Titas Gas T and D Co. Ltd. and accepted by the Engineer-in-charge. [Rate is excluding the cost of welding and back filling with sand at the bottom by 300 mm in thickness (compacted)] (Pipes manufactured by National Tubes Limited under Steel & Engineeing Corporation, Ministry of Industries, Government of Bangladesh shall be given priority) | | | | | |
| 28.1.1 | 75 mm N.D (88.90 mm O.D) M.S pipe, weight of min 8.3 kg/m, standard test pressure 176 kg/ m ² wall thickness of min 11.29 mm | meter | 2296.00 | 2290.00 | 2271.00 | 2271.00 |
| 28.1.2 | 50 mm N.D. (60.30 mm O.D) M.S pipe, weight of min 5.44 kg/m, standard test pressure 176 kg/ m ² wall thickness of min 3.91 mm | meter | 1386.00 | 1380.00 | 1361.00 | 1361.00 |
| 28.1.3 | 25 mm N.D. (33.40 mm O.D) M.S pipe weight of min 2.50 kg/m, standard test pressure 50 kg/ m ² wall thickness of min 3.38 mm | meter | 828.00 | 821.00 | 803.00 | 803.00 |
| 28.1.4 | 20 mm N.D. (26.70 mm O.D) M.S pipe weight of min 1.68 kg/m, standard test pressure 50 kg/ m ² wall thickness of min 2.87 mm | meter | 650.00 | 643.00 | 624.00 | 624.00 |
| 28.2 | Back filling the trenches with sand (F.M 0.5) in 150 mm layer, compaction of each layer up to finished level as per standard practice and accepted by the Engineer-in-charge. | cum | 998.00 | 1005.00 | 991.00 | 991.00 |
| 28.3 | Providing Butt welded joints with pipes to Tees, Elbows, Saddles, end caps etc above or below ground including cutting and V-leveling in each end of the pipe, grinding by machine etc. complete as per specification of Titas Gas T and D C Ltd. and accepted by the Engineer-in-charge. | | | | | |
| 28.3.1 | 75 mm N.D (88.90 mm O.D)-6.95 mm | each | 273.00 | 273.00 | 273.00 | 273.00 |

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| 28.3.2 | 50 mm N.D (60.30 mm O.D)-5.15 mm | each | 234.00 | 234.00 | 234.00 | 234.00 |
| 28.3.3 | 25 mm N.D (33.40 mm O.D)-4.2mm | each | 182.00 | 182.00 | 182.00 | 182.00 |
| 28.3.4 | 20 mm N.D (26.70 mm O.D)-3.35mm | each | 156.00 | 156.00 | 156.00 | 156.00 |
| 28.4 | Supplying, fitting and fixing the following materials including carriage to the work site from Titas Gas Store as per specification of Titas Gas (T and D) Co. Ltd. and accepted by the Engineer-in-charge. (Rate is excluding the cost of welding) | | | | | |
| 28.4.1 | 50 mm x 50 mm x 50 mm (N.D) equal tee | each | 307.00 | 306.00 | 306.00 | 306.00 |
| 28.4.2 | 50 mm x 50 mm x 25 mm (N.D) reducing tee | each | 499.00 | 499.00 | 498.00 | 498.00 |
| 28.4.3 | 25 mm x 25 mm x 25 mm (N.D) equal tee | each | 198.00 | 198.00 | 195.00 | 195.00 |
| 28.4.4 | 50 mm x 90° elbow | each | 270.00 | 269.00 | 267.00 | 267.00 |
| 28.4.5 | 25 mm x 90° elbow | each | 231.00 | 230.00 | 228.00 | 228.00 |
| 28.4.6 | 50 mm x 25 mm 45° elbow | each | 136.00 | 135.00 | 133.00 | 133.00 |
| 28.4.7 | 50 mm x 25 mm reducer. | each | 153.00 | 152.00 | 150.00 | 150.00 |
| 28.4.8 | 20 mm plug, socket | each | 537.00 | 536.00 | 533.00 | 533.00 |
| 28.4.9 | 50mm X 20 mm saddle | each | 446.00 | 445.00 | 442.00 | 442.00 |
| 28.4.10 | 50 mm dia end cap | each | 123.00 | 122.00 | 120.00 | 120.00 |
| 28.4.11 | 25 mm dia end cap | each | 132.00 | 131.00 | 129.00 | 129.00 |
| 28.5 | Supplying, welding, fitting and fixing of different size valve tee/ service tee to connect the pipe line with the Titas Gas Main pipe line etc. all complete in all respect as per specification of Titas Gas T and D Co. Ltd. approved and accepted by the Engineer-in-charge. | | | | | |
| 28.5.1 | 50 mm x 50 mm Valve Tee (50 mm and above 50 mm low pressure line) | each | 18768.00 | 18664.00 | 18248.00 | 18248.00 |
| 28.5.2 | 50 mm x 25 mm Valve Tee | each | 5497.00 | 5406.00 | 5042.00 | 5042.00 |
| 28.5.3 | 25 mm x 25 mm Service Tee | each | 8229.00 | 8164.00 | 7904.00 | 7904.00 |
| 28.5.4 | 50 mm x 25 mm Service Tee | each | 13271.00 | 13219.00 | 13011.00 | 13011.00 |
| 28.6 | Supplying, fitting and fixing in position different dia I/F (Insulated Flange) etc. all complete in all respect as per specification of Titas Gas T and D Co. Ltd. approved and accepted by the Engineer-in-charge. 50 mm N.D. (60.30 mm O.D) Insulation Flange. | each | 8080.00 | 8002.00 | 7689.00 | 7689.00 |

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| 28.7 | Construction of 1520 mm x 1520 mm x 1370 mm (depth) water-tight valve pit , enclosed by 250 mm thick brick wall in 1:6, plastered on each face in 1:4 with net cement finishing, having a 75 mm thick C.C (1:3:6) bed upon a layer of brick flat soling, over laid by 38 mm thick patent stone flooring including standard M.S. sheet valve pit cover as per drawing and specification of Titas Gas T and D Co. Ltd. etc. all complete in all respect and accepted by the Engineer-in-charge. | each | 138433.00 | 138130.00 | 135878.00 | 135878.00 |
| 28.8 | Testing and purging the pipe lines properly as per specification of Titas Gas T and D Co. Ltd. and accepted by the Engineer. | meter | 29.00 | 29.00 | 29.00 | 29.00 |
| 28.9 | Supplying, fitting and fixing of ball valve class 150 RF including supplying of 2 Nos. flange along with necessary nuts and bolts, welding the flange etc. all complete in all respect as per specification of Titas Gas T and D Co. Ltd. approved and accepted by the Engineer-in-charge. | | | | | |
| 28.9.1 | 50 mm ball valve class 150 RF. 2" dia | each | 20203.00 | 20073.00 | 19553.00 | 19553.00 |
| 28.9.2 | 25 mm ball valve class 150 RF. 1" dia | each | 16077.00 | 15947.00 | 15427.00 | 15427.00 |
| 28.10 | Cutting of permanent pucca (rigid/flexible) road and mending good the damages etc. all complete in all respect and accepted by the Engineer-in-charge. | | | | | |
| 28.10.1 | Bituminous Road | sqm | 1321.00 | 1297.00 | 1201.00 | 1201.00 |
| 28.10.2 | R.C.C. Road | sqm | 1976.00 | 1940.00 | 1796.00 | 1796.00 |
| | Part - B (Domestic & Commercial line) | | | | | |
| 28.11 | Installation of Domestic or Commercial House line for supplying Titas Gas including supplying, fitting and fixing in position different dia best quality G.I. Pipe (NT or equivalent) along with all necessary G.I. fitting and accessories, cutting trenches, walls and floors etc. and back filling the trenches, restoring walls and floors etc. all complete in all respect as per specification of Titas Gas T and D Co. Ltd. and accepted by the Engineer-in-charge. | | | | | |
| 28.11.1 | 20 mm N.D | meter | 406.00 | 405.00 | 399.00 | 399.00 |
| 28.11.2 | 12 mm N.D. | meter | 334.00 | 332.00 | 327.00 | 327.00 |

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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 28.12 | Supplying, fitting and fixing in position different dia one-way brass stop cock (best quality and heavy type) etc. complete in all respect as per specification of Titas Gas T and D Co. Ltd. approved and accepted by the Engineer-in-charge. | meter | | | | |
| 28.12.1 | 12 mm x 6 mm N.D. | each | 394.00 | 393.00 | 390.00 | 390.00 |
| 28.12.2 | 20 mm x 20 mm N.D. | each | 708.00 | 707.00 | 703.00 | 703.00 |
| 28.13 | Testing and purging of the house line properly as per specifications Titas Gas T and D Co. Ltd. and accepted by the Engineer-in-charge. | meter | 25.00 | 25.00 | 23.00 | 23.00 |
| END OF DIVISION TWENTY EIGHT | | | | | | |

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| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| CHAPTER 29 : TERMITE TREATMENT WORKS | | | | | | |
| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 29.1 | Supplying anti-termite chemicals named DURS BAN 20 EC and mixing the same with pure water in required proportion (For DURSBAN 20 EC I Ltd. in 19 liters of pure water) and spraying the emulsified mixture @ 5 liters per square meter of soil surface by chemical sprayer or by any other means to the sides and bottom of the foundation trench and over plinth filling or floor bed accepted by the Engineer-in-charge. | sqm | 337.00 | 337.00 | 336.00 | 336.00 |
| 29.2 | Extra cost for supplying anti termite chemicals named DURS BAN 20 EC and mixing the same with pure water as per specification in item No. 1 and using the same emulsified water as mixing water in cement-sand mortar of brick works in foundation and up to plinth and accepted by the Engineer-in-charge. | cum | 2490.00 | 2485.00 | 2478.00 | 2478.00 |
| 29.3 | Supplying anti-termite chemicals named DURS BAN 20 EC and mixing the same with pure water as per specification in item No. 1 and spraying the emulsified mixture with hand sprayer over both outside and inside back fill in foundation trenches @ 7.50 liters per sqm of the vertical surface area of the foundation wall accepted by the Engineer-in-charge. (The maximum depth of the back fill to be treated is 500 mm. and the measurement for depth should not be given more than 500 mm) | sqm | 504.00 | 503.00 | 502.00 | 502.00 |
| 29.4 | Anti-termite treatment in existing super structures by making downwardly slanting holes at a required depth of 9" from the existing finished F.L/G.L inside and outside the building and applying the emulsion of anti termite chemicals, named DURS BAN 20 EC into the holes preparing chemical solution mixing with water at the ratio of chemical: water = 1:19 maintaining a dosage rate of 250 ml per hole including supplying all materials and repairing the holes all complete and accepted by the Engineer-in-charge. | per hole | 55.00 | 54.00 | 52.00 | 52.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 29.5 | Trench treatment for protection against incoming termites to the establishment through underground by making trench around existing building /structures at a required depth of 750 mm from existing level including supplying anti-termite chemicals named DURS BAN 20 EC preparing the solution to be mixed with water in the ratio of chemical: water = 1:19, applying the solution into trench with the help of a chemical sprayer in three layers and each layer follows a 250 mm thick back-fill in trench etc all complete and accepted by the Engineer-in-charge. | meter | 346.00 | 343.00 | 336.00 | 336.00 |
| 29.6 | Fumigation treatment (Pest Control) against mosquitoes, flies, bees, cockroaches, spiders, silver fishes, lizards and other common pests and insects in wooden walls, bricks walls, floors, doors and windows, furniture fanlight, carpets, records, curtains, electrical conduits etc. with the application of fumigants such as Syngenta or NEOCIDOL-60 EC or similar chemically equivalent govt. registered pest control products preparing chemical solution mixing with water in the ratio of chemical: water = 1:100, applying with the help of electrically/mechanically operated jet fogging machine, swing fog, dyna fog, pneumatic hand sprayer, knap sac hand sprayer in air-tight position, after fumigation the surface will be kept remain at air-tight condition at least for 3 (three) hours etc. complete and accepted by the Engineer-in-charge. (Volume of the room will be considered towards measurement.) | cum | 47.00 | 47.00 | 45.00 | 45.00 |
| 29.7 | Anti termite treatment of all wooden doorframes, window frames, wood paneling etc. by using DURS BAN 20 EC emulsion in the ratio of 1 liter. DURS BAN 20 EC + 19 liters of Kerosene oil suitable for wood, plywood, particle board, hard board etc. on both surfaces by brush on both surfaces by brush-on-method etc. complete and accepted by the Engineer-in-charge. | sqm | 194.00 | 194.00 | 191.00 | 191.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 29.8 | Anti-termite treatment of electric telephone wiring system by inserting a plugging materials (cotton, foam etc.) soaked in anti-termite chemical DURS BAN 20 EC to an electric switch board point for all floors and spraying the emulsion (to be mixed at the ratio of 1 liters DURS BAN 20 EC + 19 liter of water) to the casings and grooving of electric wirings, telephone cables utility pipes etc. for all floors etc. complete and accepted by the Engineer-in-charge. | per board | 418.00 | 414.00 | 409.00 | 409.00 |
| 29.9 | Destruction of termite nest around an infested building, tree stumps in lawn with the treatment of DURS BAN 20 EC by excavation of soil in affected area up to a depth of 1.5 meter, mixing the DURS BAN 20 EC solution to be mixed with water in 1:19 ratio with the soil and laying the same in same place etc. all complete as per direction including. cost of all materials and chemicals etc. complete and accepted by the Engineer-in-charge. | each nest | 5932.00 | 5842.00 | 5564.00 | 5564.00 |

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| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| CHAPTER 30 : CONCRETE HOLLOW BLOCK, FACINGS AND PAVING STONE, NON FIRE BLOCK | | | | | | |
| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.1 | 70 mm thick partition wall excluding plaster thickness with concrete hollow block having compressive strength of 4.14~5 N/mm ² , size 390 mm x 70 mm x 190 mm, in compliance with ASTM C129, fairly uniform thickness and texture and individual block shell thickness should not be less than 16 mm, water absorption not more than 7%, laying with 8-10 mm thick mortar (with admixture) of cement, lime and sand in a ratio of 1:1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.1.1 | Ground floor | sqm | 887.00 | 883.00 | 860.00 | 860.00 |
| 30.1.2 | Add for each additional floor up to 5th floor | sqm | 40.00 | 39.00 | 36.00 | 36.00 |
| 30.1.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 54.00 | 53.00 | 49.00 | 49.00 |
| 30.1.4 | Add for each additional floor for 10th floor and above | sqm | 68.00 | 67.00 | 62.00 | 62.00 |
| 30.2 | 70 mm thick partition wall excluding plaster thickness with concrete hollow block having compressive strength of 4.14~5 N/mm ² , size 390 mm x 70 mm x 190 mm, in compliance with ASTM C129, thickness of individual Block shell should not be less than 16 mm, water absorption not more than 7 % lying with 8 to 10 mm thick mortar (with admixture) of cement and sand in a ratio of 1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute/brush in wet, followed by impervious/wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.2.1 | Ground floor | sqm | 860.00 | 856.00 | 832.00 | 832.00 |
| 30.2.2 | Add for each additional floor up to 5th floor | sqm | 41.00 | 40.00 | 37.00 | 37.00 |
| 30.2.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 54.00 | 53.00 | 49.00 | 49.00 |
| 30.2.4 | Add for each additional floor for 10th floor and above | sqm | 68.00 | 67.00 | 62.00 | 62.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.3 | 90 mm thick partition wall with concrete hollow block having strength of 4.14~5 N/mm ² , size 390 mm x 90 mm x 190 mm, in compliance with ASTM C129, thickness of individual block shell should not be less than 16 mm, water absorption not more than 7%, lying with specified mortar (with admixture) of cement, lime and sand in a ratio of 1:1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days curing etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.3.1 | Ground floor | sqm | 1121.00 | 1117.00 | 1092.00 | 1092.00 |
| 30.3.2 | Add for each additional floor up to 5th floor | sqm | 40.00 | 39.00 | 36.00 | 36.00 |
| 30.3.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 54.00 | 53.00 | 49.00 | 49.00 |
| 30.3.4 | Add for each additional floor for 10th floor and | sqm | 68.00 | 67.00 | 62.00 | 62.00 |
| 30.4 | 90 mm thick partition wall with concrete hollow block having compressive strength of 4.14~5 N/mm ² , size 390 mm x 90 mm x 190 mm, in compliance with ASTM C129, thickness of individual block shell should not be less than 16 mm, water absorption not more than 7%, lying with specified mortar (with admixture) of cement, and sand in a ratio of 1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days curing etc. all complete and accepted by the Engineer-in-charge | | | | | |
| 30.4.1 | Ground floor | sqm | 1369.00 | 1365.00 | 1340.00 | 1340.00 |
| 30.4.2 | Add for each additional floor up to 5th floor | sqm | 40.00 | 39.00 | 36.00 | 36.00 |
| 30.4.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 54.00 | 53.00 | 49.00 | 49.00 |
| 30.4.4 | Add for each additional floor for 10th floor and above | sqm | 69.00 | 68.00 | 63.00 | 63.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.5 | 140 mm thick non load bearing wall with concrete hollow block having compressive strength of 13~18 N/mm ² , size 390 mm x 140 mm x 190 mm, in compliance with ASTM C90, thickness of individual block shell should not be less than 25 mm, water absorption not more than 7%, laying with mortar (with admixture) of cement, lime and sand in ratio of 1:1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.5.1 | Ground floor | sqm | 1592.00 | 1587.00 | 1556.00 | 1556.00 |
| 30.5.2 | Add for each additional floor up to 5th floor | sqm | 54.00 | 53.00 | 49.00 | 49.00 |
| 30.5.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.5.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.6 | 140 mm thick partition wall with concrete hollow block having compressive strength of 4.14~5 N/mm ² , size 390 mm x 140 mm x 190 mm, in compliance with ASTM C129, thickness of individual Block shell should not be less than 16 mm, water absorption not more than 7%, laying with specified mortar (with admixture) of cement and sand in a ratio of 1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4(four) days curing etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.6.1 | Ground floor | sqm | 1554.00 | 1550.00 | 1519.00 | 1519.00 |
| 30.6.2 | Add for each addl. floor up to 5th floor | sqm | 54.00 | 53.00 | 50.00 | 50.00 |
| 30.6.3 | Add for each addl floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.6.4 | Add for each addl floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.7 | 140 mm thick load bearing wall with concrete hollow block having compressive strength of 13~18 N/mm ² , size 390 mm x 140 mm x 190 mm compliance with ASTM C90, thickness of individual Block shell should not be less than 25 mm, water absorption not more than 7%, laying with mortar (with admixture) of cement, lime and sand in a ratio of 1:1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls Including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.7.1 | Ground floor | sqm | 1622.00 | 1617.00 | 1587.00 | 1587.00 |
| 30.7.2 | Add for each additional. floor up to 5th floor | sqm | 54.00 | 53.00 | 50.00 | 50.00 |
| 30.7.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.7.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.8 | 140 mm thick load bearing wall with concrete hollow block having compressive strength of 13~18 N/mm ² , size 390 mm x140 mm x 190 mm, in compliance with ASTM C90, thickness of individual block shell should not be less than 25 mm, water absorption not more than 7%, laying with mortar (with admixture) of cement and sand in a ratio of 1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. (Rate is excluding the cost of grouting and reinforcement) | | | | | |
| 30.8.1 | Ground floor | sqm | 1585.00 | 1580.00 | 1549.00 | 1549.00 |
| 30.8.2 | Add for each additional floor up to 5th floor | sqm | 54.00 | 53.00 | 50.00 | 50.00 |
| 30.8.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.8.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.9 | 190 mm thick load bearing wall with concrete hollow block having compressive strength of 4.14~5 N/mm ² , size 390 mm x 190 mm x 190 mm, in compliance with ASTM C90, thickness of individual block shell should not be less than 25 mm, water absorption not more than 7%, laying with mortar (with admixture) of cement, lime and sand in a ratio of 1:1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. (Rate is excluding the cost of grouting and reinforcement) | | | | | |
| 30.9.1 | Ground floor | sqm | 1721.00 | 1716.00 | 1684.00 | 1684.00 |
| 30.9.2 | Add for each additional floor up to 5th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.9.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.9.4 | Add for each additional floor for 10th floor and above | sqm | 94.00 | 93.00 | 86.00 | 86.00 |
| 30.10 | 190 mm thick load bearing wall with concrete hollow block having compressive strength of 13~18 N/mm ² , size 390 mm x 190 mm x 190 mm, in compliance with ASTM C90, thickness of individual block shell should not be less than 25 mm, water absorption not more than 7%, laying with mortar (with admixture) of cement and sand in a ratio of 1:6 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc all complete and accepted by the Engineer-in-charge. (Rate is excluding cost of grouting and reinforcement) | | | | | |
| 30.10.1 | Ground floor | sqm | 1686.00 | 1681.00 | 1649.00 | 1649.00 |
| 30.10.2 | Add for each additional floor up to 5th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.10.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.10.4 | Add for each additional floor for 10th floor and above | sqm | 94.00 | 93.00 | 86.00 | 86.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.11 | 100 mm thick partition wall with sand cement hollow block wall (SCHB) having compressive strength of 4.14~5N/mm ² , size 400 mm x 200 mm x 100 mm, in compliance with ASTM C129, thickness of individual Block shell should not be less than 20 mm, water absorption not more than 7%, lying with specified mortar (with admixture) of cement, and sand in a ratio of 1:6 (sand not less than F.M = 1.2), filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 14 days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 7 days including cost of water, electricity and other charges etc. in all complete accepted by the Engineer-in-charge. | | | | | |
| 30.11.1 | Ground Floor | sqm | 934.00 | 926.00 | 903.00 | 903.00 |
| 30.11.2 | Add for each additional floor up to 5th floor | sqm | 25.00 | 25.00 | 25.00 | 25.00 |
| 30.11.3 | Add for each additional floor up to 6th floor to 9th floor | sqm | 37.00 | 37.00 | 37.00 | 37.00 |
| 30.11.4 | Add for each additional floor for 10th floor and above | sqm | 45.00 | 45.00 | 45.00 | 45.00 |
| 30.12 | Supplying, carrying and placing of 600 mm x 200 mm x 150 mm concrete ceiling block on properly leveled shutter accepted by the Engineer-in-charge. | | | | | |
| 30.12.1 | Ground floor | each | 124.00 | 124.00 | 122.00 | 122.00 |
| 30.12.2 | Add for each additional floor up to 5th floor | each | 5.00 | 5.00 | 5.00 | 5.00 |
| 30.12.3 | Add for each additional floor for 6th floor to 9th floor | each | 6.00 | 6.00 | 6.00 | 6.00 |
| 30.12.4 | Add for each additional floor for 10th floor and above | each | 7.00 | 7.00 | 6.00 | 6.00 |
| 30.13 | Supplying, carrying and placing of 600 mm x 200 mm x 200 mm concrete ceiling block on properly leveled shutter accepted by the Engineer-in-charge. | | | | | |
| 30.13.1 | Ground floor | each | 161.00 | 160.00 | 158.00 | 158.00 |
| 30.13.2 | Add for each additional floor up to 5th floor | each | 6.00 | 6.00 | 6.00 | 6.00 |
| 30.13.3 | Add for each additional floor for 6th floor to 9th floor | each | 11.00 | 11.00 | 10.00 | 10.00 |
| 30.13.4 | Add for each additional floor for 10th floor and above | each | 13.00 | 13.00 | 12.00 | 12.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.14 | Minimum 10 mm thick cement plaster in cement : sand =1:5 in outer surface of external wall with specified external plaster mix applied in two coats (first coat 6/7 mm and second coat 4/3 mm), finishing the corner and edge including washing of sand, cleaning the surface, scaffolding and curing for minimum 3 (three) days on mortar joints by jute/brush in wet, followed by impervious/wet covering for another 4 (four) days etc. all complete etc. all complete and accepted by the Engineer-in-charge. (Rate is excluding the cost of grouting and reinforcement) | | | | | |
| 30.14.1 | Ground floor | sqm | 334.00 | 331.00 | 311.00 | 311.00 |
| 30.14.2 | Add for each additional floor up to 5th floor | sqm | 18.00 | 18.00 | 17.00 | 17.00 |
| 30.14.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 27.00 | 27.00 | 25.00 | 25.00 |
| 30.14.4 | Add for each additional floor for 10th floor and above | sqm | 36.00 | 36.00 | 33.00 | 33.00 |
| 30.15.1 | Supplying and placing of approx. 60 mm thick grey uni-block paving for walk way having compressive strength of 15 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1308.00 | 1305.00 | 1277.00 | 1277.00 |
| 30.15.2 | Supplying and placing of approx. 60 mm thick coloured uni-block for paving walk way having compressive strength of 15 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1565.00 | 1561.00 | 1533.00 | 1533.00 |
| 30.16.1 | Supplying and placing of 60 mm thick grey uni-block for paving foot-path, major walk way, car porch having compressive strength of 49 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1565.00 | 1561.00 | 1533.00 | 1533.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.16.2 | Supplying and placing of 60 mm thick coloured uni-block for paving foot-path, major walk way, car porch having compressive strength of 49 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1667.00 | 1663.00 | 1636.00 | 1636.00 |
| 30.17.1 | Supplying and placing of 80 mm grey uni-block for paving heavy traffic areas, roads rounds abuts, industrial yards etc having compressive strength of 49 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1770.00 | 1766.00 | 1738.00 | 1738.00 |
| 30.17.2 | Supplying and placing of 80 mm thick coloured uni-block for paving heavy traffic areas, road, industrial yard etc having compressive strength of 49 N/mm ² on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 2077.00 | 2073.00 | 2046.00 | 2046.00 |
| 30.18.1 | Supplying and placing of grey 200 mm x 100 mm x 60 mm rectangular block having compressive strength of 15 N/mm ² on 50 mm thick compacted sand bed, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1471.00 | 1468.00 | 1448.00 | 1448.00 |
| 30.18.2 | Supplying and placing of coloured 200 mm x 100 mm x 60 mm rectangular block having compressive strength of 15 N/mm ² on 50 mm thick compacted sand bed, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge. | sqm | 1721.00 | 1719.00 | 1698.00 | 1698.00 |
| 30.19.1 | Supplying and placing of grey engraved cement concrete tiles (250 mm x 250 mm in size) having minimum thickness of 24 mm over 12 mm sand cement mortar (4:1) each at a distance of 6 mm apart and filling the joints with cement sand mortar (1:4) including raking out joints and cutting the tiles to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|---------------|--|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.19.1. 1 | Ground floor | sqm | 1391.00 | 1384.00 | 1342.00 | 1342.00 |
| 30.19.1. 2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.19.1. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.19.1. 4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.19.2 | Supplying and placing of coloured engraved cement concrete tiles (250 mm x 250 mm in size) having minimum thickness of 24 mm over 12 mm sand cement mortar (4:1) each at a distance of 6 mm apart and filling the joints with cement sand mortar (1:4) including raking out joints and cutting the tiles to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, curing for min 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.19.2. 1 | Ground floor | sqm | 1529.00 | 1522.00 | 1479.00 | 1479.00 |
| 30.19.2. 2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.19.2. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.19.2. 4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.20.1 | 225 mm thick wall with 215 mm x 100 mm x 65 mm concrete solid block having minimum compressive strength of 21 N/mm ² with 6 mm thick cement sand mortar in 1:6 in superstructure including racking out the joints, filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joint by jute/brush in wet followed by impervious covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.20.1. 1 | Ground floor | sqm | 3135.00 | 3129.00 | 3099.00 | 3099.00 |
| 30.20.1. 2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.20.1. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.20.1. 4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|-----------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.20.2 | 112 mm thick wall with 215 mm x 100 mm x 65 mm concrete solid block having minimum compressive strength of 21 N/mm ² with 6 mm thick cement sand mortar in 1:6 in superstructure including racking out the joints, filling the interstices with mortar and making bond with connecting walls including necessary scaffolding and curing for minimum 3 (three) days on mortar joint by jute/brush in wet followed by impervious covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.20.2.1 | Ground floor | sqm | 1625.00 | 1621.00 | 1600.00 | 1600.00 |
| 30.20.2.2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.20.2.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.20.2.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.21 | 115 mm thick partition wall with Sand-Cement Solid Block Wall (SCSB) having compressive strength of 4.0–5.0 N/mm² and of size 250 mm x 115 mm x 115 mm, in cement sand (F.M.≥ 1.2) mortar (1:4) and making bond with connected walls including necessary scaffolding, raking out, joints, cleaning, at least 24 hours before use and washing of sand curing at least for 7 days in all floors including cost of water, electricity and other charges etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.21.1 | Ground Floor | sqm | 858.00 | 854.00 | 839.00 | 839.00 |
| 30.21.2 | Add for each additional floor up to 5th floor | sqm | 32.00 | 32.00 | 32.00 | 32.00 |
| 30.21.3 | Add for each additional floor up to 6th floor to 9th floor | sqm | 40.00 | 40.00 | 40.00 | 40.00 |
| 30.21.4 | Add for each additional floor for 10th floor and above | sqm | 50.00 | 50.00 | 50.00 | 50.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.22 | 115 mm thick partition wall with Thermal Block having compressive strength 4.0–5.0 N/mm ² and of size 300 mm x 115 mm x 115 mm, in compliance with ASTM C129 fairly uniform thickness and texture and each side of thermal block not be less than 12mm (1 part cement with 2 parts and having F.M.>2.0) thick, water absorption not more than 7%, laying with 8-10mm thick mortar of cement and sand in ratio 1:4 (sand not less than 1.2 F.M), filling the interstices with mortar and making bond with connecting walls including scaffolding and curing for minimum 3 (three) days on mortar joints by jute/brush, followed by impervious/wet covering for another 4 (four) days including cost of water, electricity and other charges all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.22.1 | Ground Floor | sqm | 1309.00 | 1304.00 | 1284.00 | 1284.00 |
| 30.22.2 | Add for each additional floor up to 5th floor | sqm | 18.00 | 18.00 | 18.00 | 18.00 |
| 30.22.3 | Add for each additional floor up to 6th floor to 9th floor | sqm | 24.00 | 24.00 | 24.00 | 24.00 |
| 30.22.4 | Add for each additional floor for 10th floor and above | sqm | 28.00 | 28.00 | 28.00 | 28.00 |
| 30.23 | 100 mm thick partition wall with compressed stabilized earth block wall (CSEB) having compressive strength of 4.14~5 N/mm ² and of size 240 mm x 115 mm x 70 mm, in cement sand (F.M.≥ 1.2) mortar (1:4) and making bond with connected walls including necessary scaffolding, raking out, joints, cleaning, at least 24 hours before use and washing of sand curing at least for 7 days in all floors including cost of water, electricity and other charges etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.23.1 | Ground Floor | sqm | 931.00 | 928.00 | 913.00 | 913.00 |
| 30.23.2 | Add for each additional floor up to 5th floor | sqm | 30.00 | 30.00 | 30.00 | 30.00 |
| 30.23.3 | Add for each additional floor up to 6th floor to 9th floor | sqm | 39.00 | 39.00 | 39.00 | 39.00 |
| 30.23.4 | Add for each additional floor for 10th floor and above | sqm | 50.00 | 50.00 | 50.00 | 50.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|---------------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.24 | 100 mm thick soil-cement stabilization bed for sub-grade preparation of ground floor etc. with minimum cement content relates to mix ratio 1:6 having minimum compressive strength of 3.0 N/mm ² and cement conforming to BDS EN-197-1-CEM-1, best quality fine sand (F.M. = 0.5), placing, compacting at least for 7 days in all floors including cost of water, electricity and other charges etc. all complete and accepted by the Engineer-in-charge. | sqm | 655.00 | 650.00 | 634.00 | 634.00 |
| 30.25 | One layer of sand cement solid block 250 mm x 115 mm x 70 mm Soling in floor/foundation including preparation of bed and filling the interstices with fine sand (F.M. = 0.5), leveling etc. all complete and accepted by the Engineer-in-charge. | sqm | 492.00 | 489.00 | 482.00 | 482.00 |
| 30.26.1 | 38 mm thick grey cladding work in facing on superstructure with 200 mm x 90 mm x 38 mm size concrete clad pested with 20 mm thick cement mortar (1:4) to be placed at 6 mm apart, filling the interstices with same mortar, raking out joints and cutting the clad to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, necessary scaffolding, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.26.1. | Ground floor | sqm | 1875.00 | 1865.00 | 1822.00 | 1822.00 |
| 30.26.1. 2 | Add for each additional floor up to 5th floor | sqm | 47.00 | 46.00 | 43.00 | 43.00 |
| 30.26.1. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.26.1. 4 | Add for each additional floor for 10th floor and above | sqm | 73.00 | 71.00 | 66.00 | 66.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|---------------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.26.2 | 38 mm thick coloured cladding work in facing on superstructure with 200 mm x 92 mm x 38 mm size concrete clad pested with 20 mm thick cement mortar (1:4) to be placed at 6 mm apart, filling the interstices with same mortar, raking out joints and cutting the clad to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, necessary scaffolding, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.26.2. 1 | Ground floor | sqm | 2002.00 | 1992.00 | 1949.00 | 1949.00 |
| 30.26.2. 2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.26.2. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.26.2. 4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.26.3 | 50 mm thick grey cladding work in facing on superstructure with 400 mm x 100 mm x 50 mm size concrete clad pested with 20 mm thick cement mortar (1:4) to be placed at 6 mm apart, filling the interstices with same mortar, raking out joints and cutting the clad to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, necessary scaffolding, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.26.3. 1 | Ground floor | sqm | 1538.00 | 1526.00 | 1474.00 | 1474.00 |
| 30.26.3. 2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.26.3. 3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.26.3. 4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |

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| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|-----------|--|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.26.4 | 50 mm thick coloured cladding work in facing on superstructure with 400 mm x 100 mm x 50 mm size concrete clad pested with 20 mm thick cement mortar (1:4) to be placed at 6 mm apart, filling the interstices with same mortar, raking out joints and cutting the clad to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, necessary scaffolding, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge. | | | | | |
| 30.26.4.1 | Ground floor | sqm | 1683.00 | 1671.00 | 1619.00 | 1619.00 |
| 30.26.4.2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.26.4.3 | Add for each additional addl floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.26.4.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |
| 30.26.5 | 15 mm thick grey/coloured cladding work in facing on superstructure with 420 mm x 330 mm x 15 mm size concrete clad pested with 20 mm thick cement mortar (1:4) to be placed at 6 mm apart, filling the interstices with same mortar, raking out joints and cutting the clad to required sizes wherever necessary with high class recessed pointing, cleaning and washing of sand, necessary scaffolding, curing for minimum 3 (three) days on mortar joints by jute /brush in wet, followed by impervious /wet covering for another 4 (four) days etc. all complete and accepted by the Engineer-in-charge | | | | | |
| 30.26.5.1 | Ground floor | sqm | 1133.00 | 1123.00 | 1080.00 | 1080.00 |
| 30.26.5.2 | Add for each additional floor up to 5th floor | sqm | 58.00 | 57.00 | 53.00 | 53.00 |
| 30.26.5.3 | Add for each additional floor for 6th floor to 9th floor | sqm | 69.00 | 68.00 | 63.00 | 63.00 |
| 30.26.5.4 | Add for each additional floor for 10th floor and above | sqm | 80.00 | 78.00 | 73.00 | 73.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|------------------------------------|---|------|---------------------------------------|------------|--------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 30.27.1 | Supplying, carrying, placing, providing 418 mm x 330 mm x 17 mm size of red colour concrete roof tiles on pre-fixed and pre-fabricated truss and fixing each tile to the roof members of truss accepted by the Engineer-in-charge. | sqm | 231.00 | 230.00 | 229.00 | 229.00 |
| 30.27.2 | Supplying, carrying, placing, providing 418 mm x 330 mm x 17 mm size of oriental colour concrete roof tiles on pre-fixed and pre-fabricated truss and fixing each tile to the roof members of truss accepted by the Engineer-in-charge. | sqm | 87.00 | 86.00 | 85.00 | 85.00 |
| 30.27.3 | Supplying, carrying, placing, providing 418 mm x 330 mm x 17 mm size of antique red colour concrete roof tiles on pre-fixed and pre-fabricated truss and fixing each tile to the roof members of truss accepted by the Engineer-in-charge. | sqm | 92.00 | 92.00 | 91.00 | 91.00 |
| 30.27.4 | Supplying, carrying, placing, providing 418 mm x 330 mm x 17 mm size of green colour concrete roof tiles on pre-fixed and pre-fabricated truss and fixing each tile to the roof members of truss accepted by the Engineer-in-charge. | sqm | 96.00 | 108.00 | 107.00 | 107.00 |
| 30.28 | Supplying, carrying, placing, providing of concrete Kerb stone size 600 mm x 300 mm x 100 mm approved and accepted by the Engineer-in-charge. | sqm | 267.00 | 266.00 | 265.00 | 265.00 |
| END OF DIVISION THIRTY | | | | | | |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|---|--|---------------|---------------------------------------|------------|----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| CHAPTER 31 : SUB-SOIL INVESTIGATION WORKS | | | | | | |
| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 31.1 | Mobilization and demobilization of boring equipment and man-power: at site (drilling rig comprising drilling pipe, drop hammer, tripod, pulley, chain, wrangle, sample collection devices etc tools and plants; tripol for temporary camp, necessary work-force etc) (Once for one site) | per site | 15624.00 | 15468.00 | 14970.00 | 14970.00 |
| 31.2 | Sub - Soil investigation by 100 mm dia wash boring and / or by CPT, DCP etc. including collecting disturbed and undisturbed soil samples in numbers as required for classification of soil, conducting SPT, stratification of layers, analysing physical parameters of soils like Atterberg limits, specific gravity, gain size distribution(by wet seive, hydrometer if required) , ground water table location, direct shear test, unconfined compression test, unit weight(dry/weight), natural moisture content ; C - ϕ values and other strength parameters to ascertain bearing capacity , skin friction, end bearings etc at every 1.5m interval as per respective national/international standards and entering all these data & information in necessary tables & graphs and finally furnishing them in the form of standard sub-soil investigation report duly signed by competent engineer & exploratory office. | | | | | |
| 31.2.1 | Bore hole depth from 0 to 20 m | per bore hole | 33386.00 | 33223.00 | 32759.00 | 32759.00 |
| 31.2.2 | Additional charge for bore hole depth above 20.0 m and upto 30.0 m | meter | 494.00 | 489.00 | 477.00 | 477.00 |
| 31.2.3 | Additional charge for bore hole depth above 30.0 m and upto 40.0 m | meter | 541.00 | 535.00 | 522.00 | 522.00 |
| 31.2.4 | Additional charge for bore hole depth above 40.0 m and upto 50.0 m | meter | 570.00 | 564.00 | 550.00 | 550.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|-----------------|---------------------------------------|------------|----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 31.3 | Sub-soil investigation by 100 mm dia wash boring and/ or by CPT, DCP etc.including collecting disturbed and undisturbed soil samples in numbers as required for classification of soil, conducting SPT, stratification of layers, and entering all these data & information in necessary tables & graphs , furnishing them in the form of standard sub-soil investigation report duly signed by competent engineer & exploratory office.(Only after written advice from concerned design division/circle) | | | | | |
| 31.3.1 | Bore hole depth from 0 to 20m | per bore hole | 9277.00 | 9186.00 | 8983.00 | 8983.00 |
| 31.3.2 | Additional charge for bore hole depth above 20.0 m and upto 30.0 m | meter | 275.00 | 272.00 | 265.00 | 265.00 |
| 31.3.3 | Additional charge for bore hole depth above 30.0 m and upto 40.0 m | meter | 306.00 | 302.00 | 294.00 | 294.00 |
| 31.3.4 | Additional charge for bore hole depth above 40.0 m and upto 50.0 m | meter | 325.00 | 321.00 | 313.00 | 313.00 |
| 31.4 | Extra cost per bore hole, if the same is under water by more than 1.5 m in depth | per bore hole | 6596.00 | 6543.00 | 6293.00 | 6293.00 |
| 31.5 | Carrying out different tests on soil samples in BUET laboratory collected from the sub-soil investigation site accepted by the Engineer-in-Charge. (Only after written advice from concern design division/circle) | | | | | |
| 31.5.1 | Void ratio | per set of test | 3600.00 | 3600.00 | 3600.00 | 3600.00 |
| 31.5.2 | Organic matter content | per set of test | 3300.00 | 3300.00 | 3300.00 | 3300.00 |
| 31.5.3 | Permeability for cohesive soil | per set of test | 24000.00 | 24000.00 | 24000.00 | 24000.00 |
| 31.5.4 | Permeability non-cohesive soil | per set of test | 9500.00 | 9500.00 | 9500.00 | 9500.00 |
| 31.5.5 | Consolidation test for cohesive soil | per set of test | 22000.00 | 22000.00 | 22000.00 | 22000.00 |
| 31.5.6 | Triaxial shear Test | | | | | |
| 31.5.6.1 | Consolidated undrained triaxial test with pore pressure for cohesive and non co-hesive soil | per set of test | 52000.00 | 52000.00 | 52000.00 | 52000.00 |
| 31.5.6.2 | Consolidated undrained triaxial test without pore pressure for cohesive soil | per set of test | 46000.00 | 46000.00 | 46000.00 | 46000.00 |
| 31.5.6.3 | Consolidated drained triaxial test | per set of test | 52000.00 | 52000.00 | 52000.00 | 52000.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|---------------------------------------|--|-----------------|---------------------------------------|------------|-----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 31.5.6.4 | Unconsolidated undrained triaxial test without pore pressure | per set of test | 24000.00 | 24000.00 | 24000.00 | 24000.00 |
| 31.5.7 | One dimensional swelling / settlement potential of cohesive soil. | per set of test | 10000.00 | 10000.00 | 10000.00 | 10000.00 |
| 31.5.8 | Modified proctor compaction test | per set of test | 16500.00 | 16500.00 | 16500.00 | 16500.00 |
| 31.6 | Conducting plate load test as per ASTM D1194 or equivalent standard providing required arrangement of three circular steel plates with minimum thickness of 25 mm and varying in diameter from 305 mm to 762 mm respectively or square steel bearing plates of equivalent area for minimum 50 tons loading capacity of hydraulic or mechanical jack assembly and applying load in 2 cycles with maintaining time interval of each loading increment of not less than 15 minutes. Continue each test until a peak load is reached or until the ratio of load increment to settlement increment reaches a minimum, steady magnitude. If sufficient load is available, continue the test until the total settlement reaches at least 10 percent of the plate diameter, unless a well defined failure load is observed and all other required materials, excavation, protection against collapse, preparation of test pit, calibration of hydraulic jacks with pressure gauge (with an error not exceeding $\pm 2\%$ of the load increment used) & dial gauges (an accuracy of at least 0.25 mm.) including plants and equipment, platform for loading & unloading, mobilization, demobilization, hire charge of load testing equipment (joist, jacks and other necessary devices), gunny bags, filling with sand & stitching gunny bags, execution of tests by engineer, data acquisition and preparation of test results in standard forms and other incidental charges as per standard practice and procedures including submission of plate load test report, furnishing all graphs and charts etc. all complete and accepted by the Engineer-in-charge. At least 03 no of tests must be conducted at one site. (Only after written advice from concern design division/circle) | per test | 109036.00 | 109066.00 | 108633.00 | 108633.00 |
| 31.6.1 | Per test rate for conducting additional plate load test at the same site after first 03(Three) tests. | per test | 28233.00 | 28229.00 | 28155.00 | 28155.00 |
| 31.6.2 | Additional charge per km (beyond 25 Km) outside Dhaka city (two ways)/any city for mobilization & demobilization | per km | 192.00 | 192.00 | 192.00 | 192.00 |
| END OF DIVISION THIRTY ONE..... | | | | | | |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|--------------------------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| CHAPTER 32: REPAIR WORKS | | | | | | |
| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.1 | Stripping of unserviceable plaster including racking out joints, cleaning etc. | sqm | 31.00 | 30.00 | 28.00 | 28.00 |
| 32.2.1 | Picking-up of unserviceable patent stone from floor and dado etc. and removal of debris to a safe distance. | sqm | 47.00 | 45.00 | 43.00 | 43.00 |
| 32.2.2 | Picking-up of unserviceable tiles including bonding mortar from floor, walls and dado etc. and removal of debris to a safe distance. | sqm | 61.00 | 60.00 | 56.00 | 56.00 |
| 32.3 | Picking up of damaged/unserviceable terraced (lime concrete) floor or roof etc. and removal of debris to a safe distance. | sqm | 65.00 | 63.00 | 59.00 | 59.00 |
| 32.4 | Dismantling of unserviceable/damaged terraced roof including beam, column, barga & tiles etc. and removal of debris to a safe distance. | sqm | 164.00 | 161.00 | 153.00 | 153.00 |
| 32.5.1.1 | Dismantling of unserviceable/damaged brick works (with cement or lime mortar) of thickness 250 mm in foundation and superstructure and removal of debris to a safe distance. | cum | 538.00 | 524.00 | 491.00 | 491.00 |
| 32.5.1.2 | Dismantling of unserviceable/damaged brick works (with cement or lime mortar) of thickness 75/125 mm in foundation and superstructure and removal of debris to a safe distance. | sqm | 62.00 | 61.00 | 57.00 | 57.00 |
| 32.5.2 | Dismantling of plain concrete made of lime or cement and removal of debris to a safe distance. | cum | 1647.00 | 1606.00 | 1503.00 | 1503.00 |
| 32.5.3 | Dismantling of brick flat soling and removal of debris to a safe distance and removal of debris to a safe distance. | sqm | 18.00 | 17.00 | 16.00 | 16.00 |
| 32.5.4 | Dismantling of H.B.B. Brick soling and removal of debris to a safe distance and removal of debris to a safe distance. | sqm | 24.00 | 23.00 | 21.00 | 21.00 |
| 32.6.1.1 | Dismantling of R.C.C. beam, lintel, column, drop wall, sun shade from any height and removal of debris to a safe distance. | cum | 3928.00 | 3841.00 | 3612.00 | 3612.00 |
| 32.6.1.2 | Dismantling of R.C.C. Railing of any kind, jally brickwork, and hollow block wall from any height and removal of debris to a safe distance. | sqm | 218.00 | 214.00 | 202.00 | 202.00 |
| 32.6.2 | Dismantling of R.C.C. in roof slab and removal of debris to a safe distance. | cum | 3319.00 | 3244.00 | 3065.00 | 3065.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
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| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.6.3 | Recovery of reinforcing bars and metals during dismantling of RCC including cleaning, making bundle, stacking or storing as per direction of engineer in charge and removal of debris to a safe distance. | quintal | 552.00 | 540.00 | 503.00 | 503.00 |
| 32.6.4 | Recovery of bricks during dismantling of brick works including cleaning, stacking or storing etc. all complete as per direction of engineer in charge and removal of debris to a safe distance. | % 0 nos | 1485.00 | 1458.00 | 1350.00 | 1350.00 |
| 32.6.5 | Recovery of bricks during dismantling of soling including cleaning, stacking or storing all complete as per direction of engineer in charge and removal of debris to a safe distance. | % 0 nos | 999.00 | 981.00 | 908.00 | 908.00 |
| 32.6.6 | Recovery of brick bats during dismantling of soling, brick works, HBB etc. including cleaning, stacking or storing as per direction of engineer in charge and removal of debris to a safe distance. | cum | 250.00 | 245.00 | 227.00 | 227.00 |
| 32.7 | Repairs to minor/fine (non-structural affecting aesthetic) cracks in brick walls, floor and roof etc. | meter | 42.00 | 42.00 | 39.00 | 39.00 |
| 32.8.1 | Cutting and polishing of old mosaic on wall with pumice stone etc. | sqm | 100.00 | 98.00 | 92.00 | 92.00 |
| 32.8.2 | Cutting and polishing of old mosaic on floor with pumice stone and mosaic cutting machine etc. | sqm | 112.00 | 110.00 | 103.00 | 103.00 |
| 32.8.3 | Cleaning and washing the mosaic floor etc. | sqm | 20.00 | 19.00 | 18.00 | 18.00 |
| 32.8.4 | Cleaning and refilling of wornout joints between glazed tiles, marble etc. in floor or walls. | sqm | 71.00 | 69.00 | 65.00 | 65.00 |
| 32.9 | Repairing of terraced roof cracks by cutting in 'traphozoided' shape | meter | 550.00 | 541.00 | 510.00 | 510.00 |
| 32.10 | Taking out and relaying of old brick soling including replacement of 10% brick | sqm | 139.00 | 138.00 | 130.00 | 130.00 |
| 32.11 | Taking out and relaying of brick soling after redressing the surfaces | sqm | 85.00 | 84.00 | 78.00 | 78.00 |
| 32.12.1 | Taking out of old brick on edge pavement and resetting (Herring bone bond) including replacement of 10% brick | sqm | 228.00 | 227.00 | 213.00 | 213.00 |
| 32.12.2 | Taking out of old brick on edge pavement and resetting Herring bone bond and redressing the surface | sqm | 117.00 | 116.00 | 107.00 | 107.00 |
| 32.13 | Taking out of old roof tiles and ridges | sqm | 67.00 | 65.00 | 61.00 | 61.00 |
| 32.14 | Supplying and fitting-fixing of wind tie with M.S. Flat bar clamp | meter | 568.00 | 565.00 | 553.00 | 553.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|----------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.15 | Supplying and fitting-fixing of J-hook including nuts, washers | each | 57.00 | 57.00 | 55.00 | 55.00 |
| 32.16 | Supplying and fitting-fixing of M.S. U-hook including nuts, washers | each | 77.00 | 77.00 | 75.00 | 75.00 |
| 32.17 | Taking out of old & unserviceable wooden chowkat /door or window frame | each | 328.00 | 318.00 | 301.00 | 301.00 |
| 32.18 | Taking out of old wooden chowkat/door or window frame and refitting and refixing after minor repair (excluding the cost of wood and M.S. clamp) | each | 1059.00 | 1043.00 | 973.00 | 973.00 |
| 32.19 | Taking out and refitting of wooden shutter after easing excluding the cost of wood | sqm | 479.00 | 474.00 | 440.00 | 440.00 |
| 32.20.1 | Thorough repairs to wooden door and window Pannel shutter excluding the cost of wood | sqm | 730.00 | 723.00 | 672.00 | 672.00 |
| 32.20.2 | Thorough repairs to wooden door and window Batten shutter excluding the cost of wood | sqm | 677.00 | 671.00 | 626.00 | 626.00 |
| 32.20.3 | Thorough repairs to wooden door and window Venetian shutter excluding the cost of wood | sqm | 657.00 | 651.00 | 605.00 | 605.00 |
| 32.20.4 | Thorough repairs to wooden door and window Glazed shutter excluding the cost of glass & wood | sqm | 627.00 | 622.00 | 578.00 | 578.00 |
| 32.21.1 | Renewing of 3 mm glass panes in wooden frame including supply of glass | sqm | 1024.00 | 1020.00 | 1000.00 | 1000.00 |
| 32.21.2 | Renewing of 3 mm glass panes in steel frame including supply of glass | sqm | 1130.00 | 1125.00 | 1103.00 | 1103.00 |
| 32.22 | Renewing of 5 mm glass panes including supply of glass | sqm | 1292.00 | 1288.00 | 1271.00 | 1271.00 |
| 32.23 | Cleaning and washing of glass panes including supply of necessary fresh putty, pins etc. | per pane | 4.00 | 3.00 | 3.00 | 3.00 |
| 32.24.1 | Replacing / renewing of fly proof wire net (with all new materials) the excluding cost of wood | sqm | 795.00 | 795.00 | 753.00 | 753.00 |
| 32.24.2 | Replacing / renewing of synthetic fly proof net (with all new materials) the excluding cost of wood | sqm | 851.00 | 850.00 | 808.00 | 808.00 |
| 32.25 | Renewing of fly proof wire netting (with old and new materials) the excluding cost of wood | sqm | 766.00 | 765.00 | 723.00 | 723.00 |
| 32.26 | Renewing of 12 x 12 mm mesh wire netting the excluding cost of wood | sqm | 659.00 | 658.00 | 624.00 | 624.00 |
| 32.27 | Taking out of hard board ceiling, walling | sqm | 22.00 | 21.00 | 20.00 | 20.00 |
| 32.28 | Renewing of hard board ceiling or walling excluding cost of wood | sqm | 657.00 | 656.00 | 628.00 | 628.00 |
| 32.29 | Replacing of wooden cleat, making, finishing and fixing with chowkat by means of 40 mm hinge | each | 80.00 | 79.00 | 81.00 | 81.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|--------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.30 | Replacing of cleat with brass hinge | each | 89.00 | 88.00 | 90.00 | 90.00 |
| 32.31 | Replacing of wooden buffer block | each | 60.00 | 59.00 | 61.00 | 61.00 |
| 32.32 | Replacig of wooden catcher block | each | 88.00 | 87.00 | 90.00 | 90.00 |
| 32.33.1 | Replacing of 75 mm long galvanized iron catch hook | each | 17.00 | 17.00 | 17.00 | 17.00 |
| 32.33.2 | Replacing of 100 mm long galvanized iron catch hook | each | 19.00 | 19.00 | 19.00 | 19.00 |
| 32.33.3 | Replacing of 150 mm long galvanized iron catch hook | each | 22.00 | 22.00 | 22.00 | 22.00 |
| 32.33.4 | Replacing of 200 mm long galvanized iron catch hook | each | 24.00 | 24.00 | 24.00 | 24.00 |
| 32.33.5 | Replacing of 225 mm long galvanized iron catch hook | each | 32.00 | 32.00 | 32.00 | 32.00 |
| 32.34 | Replacing of iron socket bolt : 50 mm dia, 100 mm long | each | 30.00 | 30.00 | 30.00 | 30.00 |
| 32.35.1 | Replacing of iron socket bolt : 50 mm dia, 100 mm long (SS) | each | 66.00 | 66.00 | 66.00 | 66.00 |
| 32.35.2 | Replacing of iron socket bolt : 50 mm dia, 150 mm long | each | 36.00 | 36.00 | 36.00 | 36.00 |
| 32.35.3 | Replacing of iron socket bolt : 50 mm dia, 150 mm long(SS) | each | 94.00 | 94.00 | 94.00 | 94.00 |
| 32.35.4 | Replacing of iron socket bolt : 50 mm dia, 200 mm long | each | 51.00 | 51.00 | 51.00 | 51.00 |
| 32.35.5 | Replacing of iron socket bolt : 50 mm dia, 200 mm long(SS) | each | 118.00 | 118.00 | 118.00 | 118.00 |
| 32.36.1 | Replacing of brass socket bolt: 50 mm dia, 150 mm long | each | 170.00 | 170.00 | 170.00 | 170.00 |
| 32.36.2 | Replacing of brass socket bolt : 50 mm dia, 200 mm long | each | 217.00 | 217.00 | 217.00 | 217.00 |
| 32.36.3 | Replacing of brass socket bolt : 50 mm dia, 250 mm long | each | 266.00 | 266.00 | 266.00 | 266.00 |
| 32.37.1 | Replacing of 75 mm long iron hinge | each | 52.00 | 52.00 | 52.00 | 52.00 |
| 32.37.2 | Replacing of 100 mm long iron hinge | each | 82.00 | 82.00 | 82.00 | 82.00 |
| 32.38.1 | Replacing of 75 mm long brass hinge | each | 164.00 | 164.00 | 164.00 | 164.00 |
| 32.38.2 | Replacing of 100 mm long brass hinge | each | 217.00 | 217.00 | 217.00 | 217.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|--|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.39.1 | Replacing of 50 mm dia iron ring | each | 32.00 | 32.00 | 32.00 | 32.00 |
| 32.39.2 | Replacing of 75 mm dia brass ring | each | 65.00 | 65.00 | 65.00 | 65.00 |
| 32.40.1 | Supplying, fitting and fixing of 25 x 25 mm expanded mesh metal net of wooden or steel frame (excluding the cost of wood or steel sections and painting) | sqm | 1108.00 | 1107.00 | 1042.00 | 1042.00 |
| 32.40.2 | Supplying, fitting and fixing of 25 x 25 mm expanded mesh metal net in F.I. Bar frame (including the cost of F.I. Bar) | sqm | 2083.00 | 2082.00 | 2000.00 | 2000.00 |
| 32.41.1 | Renewing of white washing: 1 coat | sqm | 15.00 | 15.00 | 14.00 | 14.00 |
| 32.41.2 | Renewing of white washing: 2 coats | sqm | 22.00 | 22.00 | 20.00 | 20.00 |
| 32.42.1 | Renewing of colour washing with yellow ochre: 1 coat | sqm | 23.00 | 23.00 | 22.00 | 22.00 |
| 32.42.2 | Renewing of colour washing with yellow ochre: 2 coats | sqm | 26.00 | 26.00 | 24.00 | 24.00 |
| 32.43.1 | Renewing of Exterior standard acrylic emulsion paint of approved brand and quality | sqm | 153.00 | 152.00 | 144.00 | 144.00 |
| 32.43.2 | Renewing of Exterior premium acrylic emulsion paint of approved brand and quality | sqm | 177.00 | 175.00 | 166.00 | 166.00 |
| 32.44.1 | Renewing of standard synthetic enamel paint to door-windows frame and shutter: 1coats | sqm | 119.00 | 118.00 | 111.00 | 111.00 |
| 32.44.2 | Renewing of premium synthetic enamel paint to door-windows frame and shutter: 1coats | sqm | 123.00 | 122.00 | 115.00 | 115.00 |
| 32.45.1 | Renewing of standard synthetic enamel paint to door-windows frame and shutter: 2 coat | sqm | 183.00 | 181.00 | 170.00 | 170.00 |
| 32.45.2 | Renewing of premium synthetic enamel paint to door-windows frame and shutter: 2coat | sqm | 191.00 | 189.00 | 178.00 | 178.00 |
| 32.46.1 | Renewing of synthetic polyvinyl distemper : 1 coats | sqm | 96.00 | 95.00 | 89.00 | 89.00 |
| 32.46.2 | Renewing of synthetic polyvinyl distemper : 2 coat | sqm | 138.00 | 137.00 | 128.00 | 128.00 |
| 32.47.1 | Renewing of Interior standard acrylic emulsion paint (Plastic) to walls and ceiling: 1 coat | sqm | 108.00 | 107.00 | 101.00 | 101.00 |
| 32.47.2 | Renewing of Interior Premium acrylic emulsion painting (silky finish) to walls and ceiling: 1 coat | sqm | 124.00 | 124.00 | 117.00 | 117.00 |
| 32.47.3 | Renewing of Interior super premium acrylic emulsion painting (odorless) to walls and ceiling: 1 coat | sqm | 144.00 | 143.00 | 137.00 | 137.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|--|-------|---------------------------------------|------------|--------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.48.1 | Renewing of Interior standard acrylic emulsion paint (Plastic) to walls and ceiling: 2 coat | sqm | 155.00 | 154.00 | 145.00 | 145.00 |
| 32.48.2 | Renewing of Interior Premium acrylic emulsion painting (silky finish) to walls and ceiling: 2 coat | sqm | 179.00 | 178.00 | 169.00 | 169.00 |
| 32.48.3 | Renewing of Interior super premium acrylic emulsion painting (odorless) to walls and ceiling 2 coat | sqm | 199.00 | 198.00 | 189.00 | 189.00 |
| 32.49 | Washing of painted wall surface with suitable soap or any other detergent | sqm | 36.00 | 35.00 | 33.00 | 33.00 |
| 32.50.1 | Renewing of chlorinated rubber paint: 1 coats | sqm | 191.00 | 190.00 | 181.00 | 181.00 |
| 32.50.2 | Renewing of chlorinated rubber paint: 2 coat | sqm | 274.00 | 272.00 | 259.00 | 259.00 |
| 32.51.1 | Renewing of french polishing: 1 coats | sqm | 130.00 | 129.00 | 123.00 | 123.00 |
| 32.51.2 | Renewing of french polishing: 2 coat | sqm | 223.00 | 222.00 | 212.00 | 212.00 |
| 32.51.3 | Providing of 2 coats laque spray painting with spray machine to high decorative Teak or similar wooden furniture | sqm | 181.00 | 180.00 | 174.00 | 174.00 |
| 32.52.1 | Renewing of painting with synthetic black enamel Paint to plinth and skirting :1 coats | sqm | 117.00 | 116.00 | 110.00 | 110.00 |
| 32.52.2 | Renewing of painting with synthetic black enamel Paint to plinth and skirting :2 coat | sqm | 168.00 | 167.00 | 157.00 | 157.00 |
| 32.53 | Renewing of painting to C.I. Roof with red corrugal paint: 2 coats | sqm | 178.00 | 177.00 | 167.00 | 167.00 |
| 32.54.1 | Renewing earth oiling with solignum or equivalent materials: 1 coat | sqm | 97.00 | 96.00 | 90.00 | 90.00 |
| 32.54.2 | Renewing earth oiling with solignum or equivalent materials: 2 coat | sqm | 145.00 | 144.00 | 136.00 | 136.00 |
| 32.55.1 | Renewing of wood varnishing with varnish (yacht) | sqm | 116.00 | 116.00 | 110.00 | 110.00 |
| 32.55.2 | Renewing of wood varnishing with varnish (egg-shell) | sqm | 123.00 | 122.00 | 116.00 | 116.00 |
| 32.55.3 | Renewing of wood varnishing with varnish (matt) | sqm | 124.00 | 124.00 | 117.00 | 117.00 |
| 32.56 | Scrapping of old paint from wood | sqm | 47.00 | 46.00 | 43.00 | 43.00 |
| 32.57 | Scrapping of old mosses from wall and roof | sqm | 34.00 | 34.00 | 31.00 | 31.00 |
| 32.58 | Renewing of painting to old 100 mm dia rain-water pipe | meter | 39.00 | 38.00 | 36.00 | 36.00 |
| 32.59 | Renewing of painting to old 50mm dia G.I. Pipe: 1 coat | meter | 20.00 | 20.00 | 18.00 | 18.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|--|-------|---------------------------------------|------------|--------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.60 | Stopping of roof leakage of C.I. sheet roof with putty | sqm | 32.00 | 31.00 | 29.00 | 29.00 |
| 32.61 | Labour for taking out C.I. sheet roofing | sqm | 40.00 | 39.00 | 37.00 | 37.00 |
| 32.62 | Labour for taking out and refitting of old G.I. Ridge/valley | meter | 160.00 | 158.00 | 147.00 | 147.00 |
| 32.63 | Labour for C.I. Sheet roofing including supply of limpet, washer, screws, putty etc. | sqm | 127.00 | 124.00 | 115.00 | 115.00 |
| 32.64 | Labour for C.I. Sheet walling including supply of limpet, washer, screws, putty etc. | sqm | 95.00 | 93.00 | 86.00 | 86.00 |
| 32.65 | Labour for taking out barbed wire fencing | meter | 9.00 | 8.00 | 8.00 | 8.00 |
| 32.66 | Labour charge for refitting of barbed wire fencing | meter | 19.00 | 19.00 | 18.00 | 18.00 |
| 32.67 | Labour charge for tightening of old loose barbed wire fencing | meter | 2.00 | 2.00 | 2.00 | 2.00 |
| 32.68 | Renewing, supplying and fitting-fixing of 300 mm long F.I. Clamp in CC (1:2:4) | each | 115.00 | 116.00 | 112.00 | 112.00 |
| 32.69 | Renewing, supplying and fitting-fixing of 150 mm long F.I. Clamp in CC (1:2:4) | each | 78.00 | 78.00 | 75.00 | 75.00 |
| 32.70 | Cutting jungles and shrub including removing and cleaning the spot/site | sqm | 7.00 | 7.00 | 6.00 | 6.00 |
| 32.71 | Supplying of the following items related to ARBORICULTURE work approved by the officer-in-charge | | | | | |
| 32.71.1 | 200mm size earthen tub | each | 52.00 | 52.00 | 52.00 | 52.00 |
| 32.71.2 | 250mm size earthen tub | each | 61.00 | 61.00 | 61.00 | 61.00 |
| 32.71.3 | 300mm size earthen tub | each | 86.00 | 86.00 | 86.00 | 86.00 |
| 32.71.4 | 350mm size earthen tub | each | 117.00 | 117.00 | 117.00 | 117.00 |
| 32.71.5 | 400mm size earthen tub | each | 202.00 | 202.00 | 202.00 | 202.00 |
| 32.71.6 | 300 mm x 300 mm size earthen plate | each | 37.00 | 37.00 | 37.00 | 37.00 |
| 32.71.7 | Supply of mustard oil-cake | kg | 56.00 | 56.00 | 56.00 | 56.00 |
| 32.71.8 | Supply of Bone meal | kg | 55.00 | 55.00 | 55.00 | 55.00 |
| 32.71.9 | Supply of steel spade | each | 552.00 | 552.00 | 552.00 | 552.00 |
| 32.71.10 | Supply of Urea fertilizer | kg | 31.00 | 31.00 | 31.00 | 31.00 |
| 32.71.11 | Supply of Murate of potash | kg | 27.00 | 27.00 | 27.00 | 27.00 |
| 32.71.12 | Supply of T. S. P. | kg | 37.00 | 37.00 | 37.00 | 37.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.71.13 | Supply of 5 liter capacity spray machine (plastic) | each | 2209.00 | 2209.00 | 2209.00 | 2209.00 |
| 32.71.14 | Supply of 450 mm size Steel funna with wooden handle | each | 454.00 | 454.00 | 454.00 | 454.00 |
| 32.71.15 | Supply of 225 mm long hand hoe with wooden handle | each | 123.00 | 123.00 | 123.00 | 123.00 |
| 32.71.16 | Supply of standard steel hand trolley as per direction of officer-in-charge | each | 7608.00 | 7608.00 | 7608.00 | 7608.00 |
| 32.71.17 | Supply of China made or equivalent Hedge Scissors | each | 1472.00 | 1472.00 | 1472.00 | 1472.00 |
| 32.71.18 | Supply of 250 mm size China made or equivalent Secature | each | 798.00 | 798.00 | 798.00 | 798.00 |
| 32.71.19 | Supply of 2.5 gallon capacity 22 BWG G.I. Water cane | each | 429.00 | 429.00 | 429.00 | 429.00 |
| 32.71.20 | Supply of 350 mm size G.I. bucket | each | 344.00 | 344.00 | 344.00 | 344.00 |
| 32.71.21 | Supply of best quality 19 mm dia plastic hose pipe | each | 22.00 | 22.00 | 22.00 | 22.00 |
| 32.71.22 | Supply of insecticide permethrin 40 EC 1 pic, 100ml bottle | each | 301.00 | 301.00 | 301.00 | 301.00 |
| 32.71.23 | Supply of Redomil gold 68WG (metalexil+mencojeb) 1 pack, 500gm pack | each | 1012.00 | 1012.00 | 1012.00 | 1012.00 |
| 32.71.24 | Supply of Ripcord 400EC, 1 pic, 100ml bottle | each | 270.00 | 270.00 | 270.00 | 270.00 |
| 32.71.25 | Supply of Proclaim 5SG(emamectin benzoate) 1 box, (10 pack, each pack 10gm) | each | 779.00 | 779.00 | 779.00 | 779.00 |
| 32.71.26 | Supply of Vertimec 018ECG (ebamectin) 1 pic, 50ml bottle | each | 147.00 | 147.00 | 147.00 | 147.00 |
| 32.72 | Painting to earthen tub: 2 coats over a prime coat | | | | | |
| 32.72.1 | 200mm and 250mm size tub | each | 22.00 | 22.00 | 20.00 | 20.00 |
| 32.72.2 | 300 mm, 350mm and 400 mm size tub | each | 35.00 | 34.00 | 33.00 | 33.00 |
| 32.73.1 | Levelling & dressing the compound or plant/flower bed as per direction of Engineer-in-charge. | sqm | 9.00 | 9.00 | 8.00 | 8.00 |
| 32.73.2 | Lawn grass cutting, dressing, brooming and removing debris etc. as per direction of Officer in charge | sqm | 17.00 | 16.00 | 15.00 | 15.00 |
| 32.73.3 | Spading, pulverizing soil lump etc. as per direction of Officer in charge | sqm | 6.00 | 6.00 | 5.00 | 5.00 |
| 32.74.1 | Labour for picking-up and cleaning damaged bituminous road surface | sqm | 77.00 | 76.00 | 70.00 | 70.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|------|---------------------------------------|------------|-----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.74.2 | Repairing the potholes of the road by picking up and removing damaged materials with stone chips | cum | 34970.00 | 34830.00 | 33485.00 | 33098.00 |
| 31.75 | Applying necessary coat of bitumenous aluminium paint seal-coat on top surface of newly laid roofing felt | sqm | 106.00 | 105.00 | 101.00 | 101.00 |
| 32.76.1 | Supplying timber (unfinished) for repairing in wood works: Garjan/Jam/local Sal | cum | 95331.00 | 90998.00 | 97498.00 | 97498.00 |
| 32.76.2 | Supplying timber (unfinished) for repairing in wood works: Jarul | cum | 77998.00 | 77998.00 | 77998.00 | 77998.00 |
| 32.76.3 | Supplying timber (unfinished) for repairing in wood works: Shilkorai/Chickrashi | cum | 108331.00 | 108331.00 | 108331.00 | 108331.00 |
| 32.76.4 | Supplying timber (unfinished) for repairing in wood works: Teak Chambal | cum | 160330.00 | 155997.00 | 162497.00 | 162497.00 |
| 32.76.5 | Supplying timber (unfinished) for repairing in wood works: Chittagong Teak | cum | 190663.00 | 186330.00 | 199286.00 | 199286.00 |
| 32.76.6 | Supplying timber (unfinished) for repairing in wood works: Kathal | cum | 103998.00 | 103998.00 | 103998.00 | 103998.00 |
| 32.76.7 | Supplying timber (unfinished) for repairing in wood works: Gamari | cum | 82332.00 | 77998.00 | 86665.00 | 86665.00 |
| 32.76.8 | Supplying timber (unfinished) for repairing in wood works: Chapalish | cum | 99665.00 | 95331.00 | 103998.00 | 103998.00 |
| 32.76.9 | Supplying timber (unfinished) for repairing in wood works: Loha/Pyankado | cum | 116998.00 | 116998.00 | 116998.00 | 116998.00 |
| 32.76.10 | Supplying timber (unfinished) for repairing in wood works: Burma teak | cum | 307660.00 | 303327.00 | 311994.00 | 311994.00 |
| 32.76.11 | Supplying timber (unfinished) for repairing in wood works: Ordinary timber (Mehogoni) | cum | 86665.00 | 86665.00 | 86665.00 | 86665.00 |
| 32.77 | Labour charge for cleaning, washing, brooming from all heights and stacking of debris at a place beyond plinth area of the the site during execution of repair works as per direction of the engineer-in-charge | cum | 1451.00 | 1425.00 | 1319.00 | 1319.00 |
| 32.78 | Cleaning, washing, brooming and taking away of debris from the site during and or after the completion of the repair works in all heights by truck or by any other means as per direction of the engineer-in-charge | cum | 808.00 | 798.00 | 757.00 | 757.00 |
| 32.79 | Repairing of steel grill/window frame and shutter/stair railing, veranda grill, rolling shutter excluding the cost of steel materials. | sqm | 916.00 | 902.00 | 838.00 | 838.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|---|-------|---------------------------------------|------------|----------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.80 | Supply of steel materials for repairing work: | | | | | |
| 32.80.1 | 40-grade deform bar | kg | 102.00 | 102.00 | 102.00 | 102.00 |
| 32.80.2 | 60-grade deform bar | kg | 112.00 | 112.00 | 112.00 | 112.00 |
| 32.80.3 | M.S. angle, T, and Z - section, Channel etc. | kg | 86.00 | 86.00 | 86.00 | 86.00 |
| 32.80.4 | M.S. plain bar, F.I. Bar | kg | 86.00 | 86.00 | 86.00 | 86.00 |
| 32.80.5 | M.S. sheet, plate used in repairing work | kg | 94.00 | 94.00 | 94.00 | 94.00 |
| 32.80.6 | 38mm dia G.I. Pipe used in repairing work | meter | 705.00 | 705.00 | 705.00 | 705.00 |
| 32.80.7 | 25mm dia G.I. Pipe used in repairing work | meter | 322.00 | 322.00 | 322.00 | 322.00 |
| 32.80.8 | 20 mm dia G.I. Pipe used in repairing work | meter | 330.00 | 330.00 | 330.00 | 330.00 |
| 32.80.9 | 12mm dia G.I. Pipe used in repairing work | meter | 246.00 | 246.00 | 246.00 | 246.00 |
| 32.80.10 | Spring for rolling shutter used in repairing work | meter | 72.00 | 72.00 | 72.00 | 72.00 |
| 32.80.11 | Spring box for rolling shutter used in repairing work | each | 160.00 | 160.00 | 160.00 | 160.00 |
| 32.81 | Cleaning and mending good the damages surrounding the mouth of spout/rain water down pipe | each | 172.00 | 171.00 | 158.00 | 158.00 |
| 32.82 | Cleaning rain water down pipe | meter | 6.00 | 6.00 | 6.00 | 6.00 |
| 32.83 | Cleaning, renewing of drain and apron with cement concrete or cement mortar etc as per direction of Engineer-in-charge. | meter | 260.00 | 259.00 | 247.00 | 247.00 |
| 32.84.1 | Reexcavation of kutchra drain of 0.30 m width and average 0.6 m deep | meter | 31.00 | 30.00 | 28.00 | 28.00 |
| 32.84.2 | Reexcavation of kutchra drain of 0.61 m width and average 1.22 m deep | meter | 125.00 | 123.00 | 114.00 | 114.00 |
| 32.85 | Clearing choked up masonry surface drain | meter | 31.00 | 31.00 | 29.00 | 29.00 |
| 32.86 | Clearing silt from soak well up to 1.4 m dia | each | 2098.00 | 2096.00 | 1963.00 | 1963.00 |
| 32.87 | Clearing sludges & night soil from septic tank removing to a safe place/distance without affecting environment | | | | | |
| 32.87.1 | 10 user septic tank | each | 2393.00 | 2380.00 | 2270.00 | 2270.00 |
| 32.87.2 | 20 user septic tank | each | 3374.00 | 3362.00 | 3190.00 | 3190.00 |
| 32.87.3 | 30 user septic tank | each | 3865.00 | 3853.00 | 3650.00 | 3650.00 |
| 32.87.4 | 50 user septic tank | each | 6074.00 | 6062.00 | 5767.00 | 5767.00 |
| 32.87.5 | 100 user septic tank | each | 10491.00 | 10479.00 | 10000.00 | 10000.00 |
| 32.87.6 | 200 user septic tank | each | 18344.00 | 18332.00 | 17546.00 | 17546.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|----------|--|---------|---------------------------------------|------------|---------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.87.7 | Clearing sewage or similar hazardous substances & removing to a safe place/ distances | cum | 1687.00 | 1681.00 | 1595.00 | 1595.00 |
| 32.88 | Clearing sludges & night soil from Inspection pit | each | 525.00 | 524.00 | 491.00 | 491.00 |
| 32.89 | Clearing sludges & night soil from RCC soil pipe & sewer line | meter | 111.00 | 111.00 | 105.00 | 105.00 |
| 32.90 | Supplying, fitting-fixing of 400 gallon capacity ferro-cement water tank | each | 8651.00 | 8638.00 | 8589.00 | 8589.00 |
| 32.91 | Taking out 40 mm dia tube-well pipe and strainer up to 70 m depth | meter | 120.00 | 119.00 | 110.00 | 110.00 |
| 32.92 | Labour for re-sinking 40 mm dia tube-well pipe | meter | 327.00 | 323.00 | 300.00 | 300.00 |
| 32.93 | Renewing Check Valve | each | 1000.00 | 996.00 | 982.00 | 982.00 |
| 32.94 | Renewing of 40 mm dia best quality G.I. Socket | each | 270.00 | 267.00 | 258.00 | 258.00 |
| 32.95 | Taking out broken Long Pan | each | 218.00 | 211.00 | 199.00 | 199.00 |
| 32.96 | Taking out broken European type Commode | each | 201.00 | 195.00 | 184.00 | 184.00 |
| 32.97 | Providing 37 mm dia and 600 mm long PVC spout | each | 253.00 | 250.00 | 239.00 | 239.00 |
| 32.98 | Providing 25 mm dia and 450 mm long PVC spout | each | 254.00 | 250.00 | 235.00 | 235.00 |
| 32.99 | Supplying and fitting-fixing of plastic low-down including necessary internal and external fittings | each | 1899.00 | 1893.00 | 1841.00 | 1841.00 |
| 32.100 | Supplying and fitting fixing of syphone for plastic low-down | each | 806.00 | 805.00 | 786.00 | 786.00 |
| 32.101 | 250mm and above thick brick work (1:6) in old/unserviceable septic tank | cum | 9998.00 | 9957.00 | 9535.00 | 9535.00 |
| 32.102 | 125mm thick brick work (1:6) in old/unserviceable septic tank | sqm | 1536.00 | 1529.00 | 1460.00 | 1460.00 |
| 32.103 | 12 mm plaster (1:4) with neat cement finishing in old/dilapidated septic tank | sqm | 492.00 | 484.00 | 460.00 | 460.00 |
| 32.104 | Hire charge of welding set including welder cum fabricator and helper | per day | 1745.00 | 1729.00 | 1604.00 | 1604.00 |
| 32.105 | Hire charge of suspended scaffolding (gondula) made of rope | per day | 429.00 | 427.00 | 417.00 | 417.00 |
| 32.106 | Per day rate for Aluminium fabricator (labour rate) | per day | 1472.00 | 1472.00 | 1472.00 | 1472.00 |
| 32.107 | Supply of essential hard wares and consumables for repairing aluminium door-window frame and shutter, partition etc. | | | | | |
| 32.107.1 | Swing door clouser | each | 3926.00 | 3926.00 | 3926.00 | 3926.00 |
| 32.107.2 | Swing door lock | each | 920.00 | 920.00 | 920.00 | 920.00 |

| Item No. | Description of Item | Unit | Unit Rate of Railway Division In Taka | | | |
|--|------------------------------------|-------|---------------------------------------|------------|--------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 32.107.3 | Swing door Mohiar | meter | 20.00 | 20.00 | 20.00 | 20.00 |
| 32.107.4 | Fixed Neoprene | meter | 12.00 | 12.00 | 12.00 | 12.00 |
| 32.107.5 | Flush bolt | each | 393.00 | 393.00 | 393.00 | 393.00 |
| 32.107.6 | Sliding door /window key lock | each | 245.00 | 245.00 | 245.00 | 245.00 |
| 32.107.7 | Sliding door /window wheel | each | 98.00 | 98.00 | 98.00 | 98.00 |
| 32.107.8 | Sliding door /window Mohiar | meter | 6.00 | 6.00 | 6.00 | 6.00 |
| 32.107.9 | Sliding Neoprene | meter | 11.00 | 11.00 | 11.00 | 11.00 |
| 32.107.1 | Sealant | gm | 4.00 | 4.00 | 4.00 | 4.00 |
| 32.107.1 1 | Sliding door key lock (for window) | each | 110.00 | 110.00 | 110.00 | 110.00 |
| 32.107.1 2 | 4-bar hinge | each | 920.00 | 920.00 | 920.00 | 920.00 |
| 32.107.1 3 | Casement handle | each | 331.00 | 331.00 | 331.00 | 331.00 |
| 32.107.1 4 | Rivet for Aluminium work | each | 6.00 | 6.00 | 6.00 | 6.00 |
| 32.107.1 5 | Screws for Aluminium work | each | 1.50 | 1.50 | 1.50 | 1.50 |
| END OF DIVISION THIRTY TWO | | | | | | |

CHAPTER 33: CARRIAGE OF MATERIALS

| SL No. | Items | Unit | Rate in Railway Division | | | |
|-------------|--|-----------|--------------------------|------------|----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 33.1 | Carriage of materials by head lead for the distance up to 30 meter. | | | | | |
| 33.1.1 | Carriage of Bricks | Each | 0.68 | 0.66 | 0.61 | 0.61 |
| 33.1.2 | Carriage of Ballast, bats, gravels, stone chips, pitching stones, lump jhama, lime, sand, earth, cinder, surki & soling materials | Per Cum | 167.00 | 164.00 | 152.00 | 152.00 |
| 33.1.3 | Carriage of Light stores such as P. way fastening, pipes, cement, M.S.Rod etc. | Per M Ton | 148.00 | 146.00 | 135.00 | 135.00 |
| 33.1.4 | Carriage of Girders, Rails, Iron Beams, Joist, Rail column & other heavy iron materials | Per M Ton | 202.00 | 199.00 | 184.00 | 184.00 |
| 33.1.5 | Carriage of DG/BG Wooden Sleeper | Each | 6.00 | 6.00 | 6.00 | 6.00 |
| 33.1.6 | Carriage of MG Wooden Sleeper | Each | 3.00 | 3.00 | 2.00 | 2.00 |
| 33.1.7 | Carriage of Wooden Crossing or Bridge timber of all sorts & sizes | Per Cum | 74.00 | 72.00 | 67.00 | 67.00 |
| 33.2 | Extra lead for Carriage of materials by head lead for every 30 meter beyond first 30 meter. | | | | | |
| 33.2.1 | Carriage of Bricks | Each | 0.51 | 0.50 | 0.46 | 0.46 |
| 33.2.2 | Carriage of Ballast, bats, gravels, stone chips, pitching stones, lump jhama, lime, sand, earth, cinder, surki & soling materials | Per Cum | 95.00 | 94.00 | 87.00 | 87.00 |
| 33.2.3 | Carriage of Light stores such as P. way fastening, pipes, cement, C.I. / Plain sheets, M.S.Rod etc. | Per Ton | 118.00 | 116.00 | 107.00 | 107.00 |
| 33.2.4 | Carriage of Girders, Rails, Iron Beams, Joist, Rail column & other heavy iron works | Per Ton | 152.00 | 149.00 | 138.00 | 138.00 |
| 33.2.5 | Carriage of B.G. Wooden Sleeper | Each | 4.00 | 4.00 | 4.00 | 4.00 |
| 33.2.6 | Carriage of M.G. Wooden Sleeper | Each | 2.00 | 2.00 | 2.00 | 2.00 |
| 33.2.7 | Carriage of Wooden Crossing or Bridge timber of all sorts & sizes | Per Cum | 47.00 | 46.00 | 43.00 | 43.00 |
| 33.3 | Carriage of materials by trolley upto distance of 5 Km. including both way loading, un-loading and stacking of materials within 60 meter lead and 1.5 meter lift & carrying the empty trolley to the nearest station and keeping the same to a safe place. | Per Ton | 1,186.00 | 1,170.00 | 1,104.00 | 1,104.00 |
| 33.4 | Stacking, rails, pipes, iron materials, joists, P/Way materials and other such light stores. | Per Ton | 202.00 | 199.00 | 184.00 | 184.00 |
| 33.5 | Stacking girders, heavy iron materials | Per Ton | 270.00 | 265.00 | 245.00 | 245.00 |
| 33.6 | Stacking of BG wooden sleepers within 60 meter lead. | Each | 8.00 | 8.00 | 8.00 | 8.00 |
| 33.7 | Stacking of MG wooden sleepers within 60 meter lead. | Each | 5.00 | 5.00 | 5.00 | 5.00 |
| 33.8 | Stacking bridge or crossing timbers of any size within 60 meter lead. | Per Cum | 119.00 | 117.00 | 108.00 | 108.00 |

***** END OF DIVISION THIRTY THREE *****

| SL | Items | Unit | Rate in Railway Division-2023 | | | |
|----|-------|------|-------------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |

CHAPTER 34 : BALLAST SUPPLY AND BALLAST TRAIN WORKS

| | | | | | | |
|--------|---|--------------|----------|----------|----------|----------|
| 34.1 | Cost for Loading of materials by head lead not exceeding 60 meter including stacking where necessary & loading into wagon. | | | | | |
| 34.1.1 | Loading of Earth, Sand, Lime, Surki, Coal etc. | Per Cum | 228.00 | 224.00 | 208.00 | 208.00 |
| 34.1.2 | Loading of Bricks | Each | 0.69 | 0.67 | 0.63 | 0.63 |
| 34.1.3 | Loading of Ballast, Bats, Gravel, Stone chips, Pitching stone, Lump jhama, Soling stone. | Per Cum | 257.00 | 253.00 | 234.00 | 234.00 |
| 34.1.4 | Loading of P. Way fastenings & Other such light stores. | Per Ton | 358.00 | 352.00 | 326.00 | 326.00 |
| 34.1.5 | Loading of Girders, Rails, Joists, and such other heavy Iron materials. | Per Ton | 520.00 | 511.00 | 474.00 | 474.00 |
| 34.1.6 | Loading of Wooden Sleeper B.G. | Each sleeper | 12.00 | 12.00 | 11.00 | 11.00 |
| 34.1.7 | Loading of Wooden Sleeper M.G. | Each sleeper | 10.00 | 10.00 | 9.00 | 9.00 |
| 34.1.8 | Loading of Bridge or Crossing Sleepers. | Per Cum | 203.00 | 199.00 | 185.00 | 185.00 |
| 34.2 | Cost for Unloading of materials by head lead not exceeding 60 meter including stacking. | | | | | |
| 34.2.1 | Unloading of Earth, Sand, Lime, Surki etc. | Per Cum | 152.00 | 150.00 | 139.00 | 139.00 |
| 34.2.2 | Unloading of Bricks, | Each | 0.48 | 0.47 | 0.43 | 0.43 |
| 34.2.3 | Unloading of Ballast, Bats, Gravel, Stone chips, Pitching stone, Lump jhama, Soling stone. | Per Cum | 181.00 | 178.00 | 165.00 | 165.00 |
| 34.2.4 | Unloading of P/Way Fastenings, Steel/ Iron Sleepers & such other light stores. | Per Ton | 287.00 | 282.00 | 261.00 | 261.00 |
| 34.2.5 | Unloading of Rails, Joists, Concrete Sleeper, Girders & such other heavy Iron Materials.. | Per Ton | 439.00 | 432.00 | 400.00 | 400.00 |
| 34.2.6 | Unloading of Wooden Sleeper B.G. | Each sleeper | 9.00 | 9.00 | 8.00 | 8.00 |
| 34.2.7 | Unloading of Wooden Sleeper M.G. | Each sleeper | 5.00 | 5.00 | 4.00 | 4.00 |
| 34.2.8 | Unloading of different size Bridge or Crossing Sleepers | Per Cum | 97.00 | 96.00 | 89.00 | 89.00 |
| 34.2.9 | Labour for collecting the scattered ballast from the bank/cess and put it back to the track ensuring proper profile of the track during spreading of ballast from BKH as per direction of Engineer in Charge. | Per Cum | 136.00 | 134.00 | 124.00 | 124.00 |
| 34.3 | Supplying, unloading and stacking of 38 to 50 mm size Stone Ballast meeting BR's specifications at Tamabil Land Port. | | | | | |
| 34.3.1 | Delivery point at Tamabil Land port of Sylhet District. | Per Cum | 5,938.00 | 5,919.00 | 5,844.00 | 5,844.00 |
| 34.3.2 | Delivery point upto 50 km from Tamabil Land Port of Sylhet District. | Per Cum | 6,604.00 | 6,581.00 | 6,486.00 | 6,486.00 |
| 34.3.3 | Delivery point upto 100 km from Tamabil Land Port of Sylhet District. | Per Cum | 7,160.00 | 7,135.00 | 7,036.00 | 7,036.00 |

| SL | Items | Unit | Rate in Railway Division-2023 | | | |
|---------|---|---------|-------------------------------|------------|----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 34.3.4 | Delivery point upto 150 km from Tamabil Land Port of Sylhet District. | Per Cum | 7,487.00 | 7,463.00 | 7,364.00 | 7,364.00 |
| 34.3.5 | Delivery point upto 200 km from Tamabil Land Port of Sylhet District. | Per Cum | 7,815.00 | 7,790.00 | 7,691.00 | 7,691.00 |
| 34.3.6 | Delivery point upto 250 km from Tamabil Land Port of Sylhet District. | Per Cum | 8,142.00 | 8,117.00 | 8,018.00 | 8,018.00 |
| 34.3.7 | Delivery point upto 300 km from Tamabil Land Port of Sylhet District. | Per Cum | 8,469.00 | 8,445.00 | 8,345.00 | 8,345.00 |
| 34.3.8 | Delivery point upto 350 km from Tamabil Land Port of Sylhet District. | Per Cum | 8,796.00 | 8,772.00 | 8,673.00 | 8,673.00 |
| 34.3.9 | Delivery point upto 400 km from Tamabil Land Port of Sylhet District. | Per Cum | 9,124.00 | 9,099.00 | 9,000.00 | 9,000.00 |
| 34.3.10 | Delivery point upto 450 and above km from Tamabil Land Port of Sylhet District. | Per Cum | 9,451.00 | 9,426.00 | 9,327.00 | 9,327.00 |
| 34.4 | Supplying, unloading and stacking of 38 to 50 mm size Stone Ballast meeting BR's specifications at Banglabandha, Benapole, Burimari, Sonamosjid Land Port (LAA Value≤30) | | | | | |
| 34.4.1 | Delivery point at Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 5,938.00 | 5,919.00 | 5,844.00 | 5,844.00 |
| 34.4.2 | Delivery point upto 50 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 6,880.00 | 6,855.00 | 6,756.00 | 6,756.00 |
| 34.4.3 | Delivery point upto 100 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 7,160.00 | 7,135.00 | 7,036.00 | 7,036.00 |
| 34.4.4 | Delivery point upto 150 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 7,487.00 | 7,463.00 | 7,364.00 | 7,364.00 |
| 34.4.5 | Delivery point upto 200 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 7,815.00 | 7,790.00 | 7,691.00 | 7,691.00 |
| 34.4.6 | Delivery point upto 250 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 8,142.00 | 8,117.00 | 8,018.00 | 8,018.00 |
| 34.4.7 | Delivery point upto 300 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 8,469.00 | 8,445.00 | 8,345.00 | 8,345.00 |
| 34.4.8 | Delivery point upto 350 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 8,796.00 | 8,772.00 | 8,673.00 | 8,673.00 |
| 34.4.9 | Delivery point upto 400 km from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 9,124.00 | 9,099.00 | 9,000.00 | 9,000.00 |
| 34.4.10 | Delivery point upto 450 km above from Banglabandha, Benapole, Burimari, Sonamosjid Land Port. | Per Cum | 9,528.00 | 9,502.00 | 9,397.00 | 9,397.00 |
| 34.5 | Supplying, unloading and stacking of 38 to 50 mm size Maddhapara variety Stone Ballast meeting BR's specifications (LAA Value≤30) | | | | | |
| 34.5.1 | Delivery point upto 50 km from Maddhapara mining area | Per Cum | 9,072.00 | 9,067.00 | 9,044.00 | 9,044.00 |

| SL | Items | Unit | Rate in Railway Division-2023 | | | |
|---------|--|---------|-------------------------------|------------|-----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 34.5.2 | Delivery point upto 100 km from Maddhapara mining area | Per Cum | 9,404.00 | 9,396.00 | 9,369.00 | 9,369.00 |
| 34.5.3 | Delivery point upto 150 km from Maddhapara mining area | Per Cum | 9,635.00 | 9,629.00 | 9,607.00 | 9,607.00 |
| 34.5.4 | Delivery point upto 200 km from Maddhapara mining area | Per Cum | 9,938.00 | 9,932.00 | 9,910.00 | 9,910.00 |
| 34.5.5 | Delivery point upto 250 km from Maddhapara mining area | Per Cum | 10,312.00 | 10,306.00 | 10,278.00 | 10,278.00 |
| 34.5.6 | Delivery point upto 300 km from Maddhapara mining area | Per Cum | 10,544.00 | 10,538.00 | 10,516.00 | 10,516.00 |
| 34.5.7 | Delivery point upto 350 km from Maddhapara mining area | Per Cum | 10,847.00 | 10,842.00 | 10,819.00 | 10,819.00 |
| 34.5.8 | Delivery point upto 400 km from Maddhapara mining area | Per Cum | 11,150.00 | 11,145.00 | 11,122.00 | 11,122.00 |
| 34.5.9 | Delivery point upto 450 km and above from Maddhapara mining area | Per Cum | 11,453.00 | 11,448.00 | 11,425.00 | 11,425.00 |
| 34.5.10 | Delivery point upto 500 km and above from Maddhapara mining area | Per Cum | 11,756.00 | 11,750.00 | 11,728.00 | 11,728.00 |
| 34.5.11 | Delivery point upto 550 km and above from Maddhapara mining area | Per Cum | 12,059.00 | 12,053.00 | 12,031.00 | 12,031.00 |
| 34.5.12 | Delivery point upto 600 km and above from Maddhapara mining area | Per Cum | 12,319.00 | 12,313.00 | 12,291.00 | 12,291.00 |
| 34.6 | Supplying, unloading and stacking of best quality boulder/stone (30 kg to 55 kg size) meeting BR's specifications only for Chattakbazar Concrete Sleeper Plant (LAA Values≤27) | Per Cum | 7,841.00 | 7,835.00 | 7,809.00 | 7,809.00 |

***** END OF DIVISION THIRTY FOUR *****

| SL | Items | Unit | Rate in Railway Division-2023 | | | |
|---|---|-------------|-------------------------------|------------|----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| CHAPTER 35 : CONCRETE SLEEPER PLANT - CHATTAK BAZAR | | | | | | |
| 35.1.1 | Feeding of stone chips, sand & cement into the hopper of mixture machine, lead upto 60 meter and lift upto 4 meter | Per Sleeper | 43.00 | 42.00 | 39.00 | 39.00 |
| 35.1.2 | Casting of Concrete including conveying from mixture machine bottom, lifting, vibrating, hammering , casting top surface etc. | Per Sleeper | 42.00 | 41.00 | 39.00 | 39.00 |
| 35.1.3 | Pushing & pulling loaded bench from casting area to curing chamber and from curing chamber to demoulding section through traverser including incidental works. | Per Sleeper | 22.00 | 22.00 | 20.00 | 20.00 |
| 35.1.4 | Demoulding of sleeper from moulds including all incidental works. | Per Sleeper | 45.00 | 44.00 | 41.00 | 41.00 |
| 35.1.5 | Carraige of Sleepers by material trolly to stack in stackyard for spray curing. | Per Sleeper | 19.00 | 19.00 | 17.00 | 17.00 |
| 35.1.6 | Preparation of Bench by cleaning, greasing etc. | Per Sleeper | 49.00 | 48.00 | 45.00 | 45.00 |
| 35.1.7 | Insertion of H.T.S. into benches, tensioning and connected ancillary works. | Per Sleeper | 41.00 | 40.00 | 38.00 | 38.00 |
| 35.1.8 | Collection of wastage concrete from casting bay chanel, under Mixture machine, sweeping shop floor at the end of working day and removing upto a distance of 60 meter. | Per Sleeper | 7.00 | 7.00 | 6.00 | 6.00 |
| 35.1.9 | Carraige of cement from Chhatack Cement Co. Ltd. To CSP godown. | Per Ton | 832.00 | 823.00 | 776.00 | 776.00 |
| 35.1.10 | Feeding of Stone boulder of any size into hopper of Crusher Machine 1 & 2 including carrying the same by head or contractors own means up to maximum lead 150m and lifts 3m inside of CSP compound. It also includes oversize product gradually accumulated near gutter should be feed again until getting proper size & shape. Payable quantity shall be determined by deducting 16% voids from boulder. All complete as per direction of Engineer-in-charge | Per Cum | 1,255.00 | 1,232.00 | 1,142.00 | 1,142.00 |
| 35.1.11 | Screening of stone chips of different sizes to segregates in size 10 - 20 mm, 5 - 10 mm, 1 - 5 mm and dust by carrying materials from a distance upto 60 meter and lift upto 4 meter including supplying of screen and all necessary arrangements etc all complete. Cost of Labour | Per Cum | 640.00 | 629.00 | 586.00 | 586.00 |
| 35.1.12 | Washing of stone chips & stacking the washed chips by carrying materials upto a distance of 60 meter and lift upto 4 meter | Per Cum | 833.00 | 818.00 | 758.00 | 758.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|-------------|--------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 35.1.13 | Cleaning of dust chamber by removing stone dust and dumping/dispose it at out side of CSP compound or Loading into Railway Wagon by head lead up to distance of 150m and maximum lift 3m. Payable quantity shall be determined by deducting 8% voids. All complete as per direction of Engineer-in-charge. | Per Cum | 833.00 | 818.00 | 758.00 | 758.00 |
| 35.1.14 | Making a stock pile of different size like 1mm to 5mm, 5mm to 10mm & 10mm to 20mm at different place by carrying the stone chips up to lead 90m & lift 5m by contractor's own means. Payable quantity shall be determined by deducting voids 12%, 10% & 8% consecutively for the size 10mm to 20mm, 5mm to 10mm & 1mm to 5mm. | Per Cum | 223.00 | 219.00 | 204.00 | 204.00 |
| 35.1.15 | Breaking of over size boulder by Hammer into proper size to make suitable size for feeding into crusher machine and stacking the same for measurement etc all complete as per requirement of & direction of Engineer-in-charge. | Per Cum | 386.00 | 381.00 | 362.00 | 362.00 |
| 35.1.16 | Making of Precast Kilometer Post as per BR standard with the wastage concrete release from sleeper factory at the end of production including cleaning, greasing, oiling of mould, de-moulding and curing up to 14 days all complete as per direction of Engineer-in-charge. | Per Post | 328.00 | 322.00 | 300.00 | 300.00 |
| 35.1.17 | Loading of PC Sleeper (MG) into Railway Wagon with the help of Gantry crane as per standard practise including carrying and inserting scantling between sleeper.all complete as per direction of Engineer-in-charge. | Per Sleeper | 6.23 | 6.08 | 5.68 | 5.68 |

END OF DIVISION THIRTY FIVE

| SL No. | Items | Unit | Rate in Railway Division | | | |
|--------|-------|------|--------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |

CHAPTER 36 : MISCELLANEOUS BR ITEMS

| | | | | | | |
|--------|--|-----------|-----------|-----------|-----------|-----------|
| 36.1.1 | Encasing R.S. or Rail beam in Cement concrete (1:2:4) with 3/4" down broken stone chips with steel formwork along with oiling, greasing; and water proofing with rubber gasket, curing for 21 days, mending good to the honey comb, if any etc. all complete as per instruction of Engineer-in- Charge. | Per Cum | 16,702.00 | 16,871.00 | 15,703.00 | 15,305.00 |
| 36.1.2 | Making rail "Bents" for post and roof truss framing for structures with rail from 60lb. to 75lb. Per yd. Including cutting, bending fitting and fixing in position. | Per Meter | 131.00 | 129.00 | 121.00 | 121.00 |
| 36.1.3 | Erecting rail in post and roof truss for framing of structures with rail from 60lb. to 75lb. Per yd. Including cutting, bending fitting and fixing in position. | Per Meter | 97.00 | 96.00 | 89.00 | 89.00 |
| 36.1.4 | Supplying, fitting and fixing 20 mesh of 24 B.W.G. wire mesh netting fitted and fixed with existing door / widow by 50 mm x 25 mm garjan wooden bit, iron screws, nails etc. including painting 2 coat Synthetic Enamel paint etc. all complete. | Per Sqm | 1,369.00 | 1,341.00 | 1,369.00 | 1,369.00 |
| 36.1.5 | Pitching of Boulders, roughed packed with surface, roughly levelled to the correct section, along the bank in apron within 30 meter lead & 1.5 meter lift. | Per Cum | 6,148.00 | 6,139.00 | 6,102.00 | 6,102.00 |
| 36.1.6 | Supplying Synthetic bags released from cement/fertilizer/sugar & filling the earth/ sand excavated from railwayland into Synthetic bags of 0.0354 Cum [1.25 cft] capacity [assuming 0.0283 Cum (1 cft) of fill] with stitching , loading into boat, throwing in water or pitching in layers in/c all lead & lifts but excluding the hire charges of boat & boatman. | Per bag | 51.00 | 50.00 | 48.00 | 48.00 |
| 36.1.7 | Supplying Synthetic bags released from cement/fertilizer/sugar & filling the earth/ sand excavated from Railway land into Synthetic bags of 0.0354 Cum [1.25 cft] capacity [assuming 0.0283 Cum (1 cft) of fill] with stitching, throwing in water or pitching in layers by head lead in/c all lead & lifts. | Per bag | 45.00 | 45.00 | 43.00 | 43.00 |
| 36.1.8 | Supplying synthetic bags of minimum capacity 0.0354 Cum [1.25 cft] filled with sand (from contractor's own source) approximately 0.0283 Cum (1cft) into bags including stitching, throwing into water or pitching in layers by head lead in/c all lead & lifts. | Per bag | 66.00 | 65.00 | 63.00 | 63.00 |
| 36.1.9 | Making Sleeper bed block including all iron works but excluding the cost of sleeper. | Per Cum | 1,059.00 | 1,056.00 | 1,016.00 | 1,016.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|-------------|--------------------------|------------|----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 36.1.10 | Making Sleeper cribs with M.G. sleeper including all iron works but excluding the cost of sleeper. | Per sleeper | 38.00 | 38.00 | 37.00 | 37.00 |
| 36.1.11 | Making Sleeper cribs with B.G. sleeper including all iron works but excluding the cost of sleeper. | Per sleeper | 68.00 | 67.00 | 66.00 | 66.00 |
| 36.1.12 | (A) Dismantling Sleeper cribs BG including stacking of sleepers within 60 meter. | Per sleeper | 11.00 | 10.00 | 10.00 | 10.00 |
| | (B) Dismantling Sleeper cribs MG including stacking of sleepers within 60 meter. | Per sleeper | 7.00 | 6.00 | 6.00 | 6.00 |
| 36.1.13 | Driving Rail in foundation, embankment, scour bed in water or any other places by approved method of driving with staging and hoisting etc. all complete including cutting, drilling, loading, unloading, carrying etc all complete. | Per Meter | 552.00 | 545.00 | 508.00 | 508.00 |
| 36.1.14 | Making Crib for temporary arrangement with C.C. Crib including loading, unloading etc all complete. | Per crib | 231.00 | 224.00 | 211.00 | 211.00 |
| 36.1.15 | Dismantling Crib from temporary arrangement making/erected with C.C. Crib including loading, unloading, carrying and stacking to a safe distance etc. all complete. | Per crib | 145.00 | 144.00 | 142.00 | 142.00 |
| 36.2 | Making & Supplying the different parts of Double Wire Lifting Barrier without fitting, fixing & erecting in position as per Bangladesh Rly. Drawing No. CE-2925 . | | | | | |
| 36.2.1 | Main Frame (MS Barrier Stand) Part No.1 | Each | 8,822.00 | 8,822.00 | 8,822.00 | 8,822.00 |
| 36.2.2 | MS Bracket - Part No. 2 | Each | 47.00 | 47.00 | 47.00 | 47.00 |
| 36.2.3 | MS Saddle - Part No.3 | Each | 166.00 | 166.00 | 166.00 | 166.00 |
| 36.2.4 | MS Stud - Part No.4 | Each | 284.00 | 284.00 | 284.00 | 284.00 |
| 36.2.5 | MS Stud - Part No. 5 | Each | 236.00 | 236.00 | 236.00 | 236.00 |
| 36.2.6 | MS Balance Stud - Part No.6 | Each | 378.00 | 378.00 | 378.00 | 378.00 |
| 36.2.7 | U' Bolts - Part No. 7 (MS) | Each | 189.00 | 189.00 | 189.00 | 189.00 |
| 36.2.8 | Connecting Rod - Part No. 8 (MS) | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.9 | MS/C.I. Driving Wheel (82 Teeth) - Part No. 9 | Each | 7,086.00 | 7,086.00 | 7,086.00 | 7,086.00 |
| 36.2.10 | MS/C.I. Driving Wheel (Without Teeth) - Part No. 10 | Each | 4,724.00 | 4,724.00 | 4,724.00 | 4,724.00 |
| 36.2.11 | MS Stud - Part No.11 | Each | 284.00 | 284.00 | 284.00 | 284.00 |
| 36.2.12 | MS Bracket - Part No. 12 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.13 | MS Driving Wheel Base - Part No.13 | Each | 945.00 | 945.00 | 945.00 | 945.00 |
| 36.2.14 | MS Penion (Small) - Part No. 14 | Each | 472.00 | 472.00 | 472.00 | 472.00 |
| 36.2.15 | MS Spindle - Part No.15 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.16 | MS Handle - Part No.16 | Each | 472.00 | 472.00 | 472.00 | 472.00 |
| 36.2.17 | MS Lamp Bearing Clump - Part No.17 | Each | 189.00 | 189.00 | 189.00 | 189.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|-----------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 36.2.18 | MS Lamp Bracket - Part No.18 | Each | 567.00 | 567.00 | 567.00 | 567.00 |
| 36.2.19 | MS Link - Part No.19 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.20 | MS Stud - Part No.20 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.21 | Connecting Bar - Part No.21 | Each | 567.00 | 567.00 | 567.00 | 567.00 |
| 36.2.22 | Connecting Link - Part No.22 | Each | 236.00 | 236.00 | 236.00 | 236.00 |
| 36.2.23 | Wheel Bracket - Part No.28 | Each | 1,134.00 | 1,134.00 | 1,134.00 | 1,134.00 |
| 36.2.24 | Barrier Guide - Part No.29 | Each | 7,086.00 | 7,086.00 | 7,086.00 | 7,086.00 |
| 36.2.25 | Clamp - Part No.30 | Each | 7,086.00 | 7,086.00 | 7,086.00 | 7,086.00 |
| 36.2.26 | Lock - Part No.31 | Each | 378.00 | 378.00 | 378.00 | 378.00 |
| 36.2.27 | Balance Weight Part No.32 | Each | 3,780.00 | 3,780.00 | 3,780.00 | 3,780.00 |
| 36.2.28 | Stud - Part No.33 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.29 | Stud - Part No.34 | Each | 189.00 | 189.00 | 189.00 | 189.00 |
| 36.2.30 | Bracket - Part No.35 | Each | 189.00 | 189.00 | 189.00 | 189.00 |
| 36.2.31 | Stud - Part No.36 | Each | 142.00 | 142.00 | 142.00 | 142.00 |
| 36.2.32 | Adjusting Screw - Part No.37 | Each | 284.00 | 284.00 | 284.00 | 284.00 |
| 36.2.33 | Wire Wheel - Part No.38 | Each | 472.00 | 472.00 | 472.00 | 472.00 |
| 36.2.34 | Barrier Stand with Stand - Part No.39 | Each | 1,417.00 | 1,417.00 | 1,417.00 | 1,417.00 |
| 36.2.35 | Tension Wire - Part No.40 | Per Meter | 74.00 | 74.00 | 74.00 | 74.00 |
| 36.2.36 | Steel Wire 3/8" Dia - Part No.41 | Per Meter | 101.00 | 101.00 | 101.00 | 101.00 |
| 36.3 | Making & Supplying Barrier Pole with Links, Rings, Turgets, Top Hanger & Bottom Hanger of Double Wire Lifting Barrier including painting but without fitting, fixing & erecting in position as per Bangladesh Rly. Drawing No. CE-2925 . | | | | | |
| 36.3.1 | Barrier Pole of length 18'-0" long. | Each | 18,460.00 | 18,460.00 | 18,460.00 | 18,460.00 |
| 36.3.2 | Barrier Pole of length 24'-0" long. | Each | 24,329.00 | 24,329.00 | 24,329.00 | 24,329.00 |
| 36.3.3 | Barrier Pole of length 30'-0" long. | Each | 29,620.00 | 29,620.00 | 29,620.00 | 29,620.00 |
| 36.3.4 | Barrier Pole of length 36'-0" long. | Each | 35,596.00 | 35,596.00 | 35,596.00 | 35,596.00 |
| 36.3.5 | Barrier Pole of length 42'-0" long. | Each | 41,147.00 | 41,147.00 | 41,147.00 | 41,147.00 |
| 36.4 | Supplying, fitting, fixing & erecting all requisite parts and materials of Double Wire Lifting Barrier set (i.e 2 nos barrier pole with all accessories such as link, target, rings, top & bottom hanger, wire wheel, tension wire, stud, balance weight, barrier guide, barrier stand etc. all as per drawing) in position including painting as per Bangladesh Rly. Drawing No. CE-2925 (Excluding cost of masonry). | | | | | |
| 36.4.1 | Total length of Barrier 18'-0" | Per set | 166,301.00 | 166,301.00 | 166,301.00 | 166,301.00 |
| 36.4.2 | Total length of Barrier 24'-0" | Per set | 178,040.00 | 178,040.00 | 178,040.00 | 178,040.00 |
| 36.4.3 | Total length of Barrier 30'-0" | Per set | 188,622.00 | 188,622.00 | 188,622.00 | 188,622.00 |
| 36.4.4 | Total length of Barrier 36'-0" | Per set | 200,574.00 | 200,574.00 | 200,574.00 | 200,574.00 |
| 36.4.5 | Total length of Barrier 42'-0" | Per set | 211,676.00 | 211,676.00 | 211,676.00 | 211,676.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|--------|--|------|--------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 36.5 | Painting Steel Girders/ Iron trusses with two coat Ready Mixed Red lead Paint or one coat of zinc chromate priming (IS 104) followed by one coat red oxide zinc chrome priming (IS 2074) or two coat of zinc chromate red oxide primer (IRS P31) as priming coat and subsequent two coats with Ready-mixed Red oxide including scrapping, chipping, scaffolding, brushing etc. whatever required for preparation of painting surfaces in good order. | Sqm | 451.00 | 448.00 | 431.00 | 431.00 |
| 36.6 | Re-painting old Steel Girders/ Iron trusses with Ready Mixed Red lead Paint one coat as priming coat and subsequent Two coat with Ready mixed Red oxide including scrapping, chipping, scaffolding, brushing etc. whatever required for preparation of painting surfaces in good order. | Sqm | 324.00 | 322.00 | 311.00 | 311.00 |
| 36.7 | Painting two coat of C.I. Sheet Roof / wall with Anticorrosive Red Oxide Paint as priming coat and subsequent coat with Readymixed Red oxide including scrapping, chipping, scaffolding, brushing etc. | Sqm | 192.00 | 191.00 | 185.00 | 185.00 |

..... END OF DIVISION THRTY SIX

| SL No. | Items | Unit | Rate in Railway Division | | | |
|--------|-------|------|--------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |

CHAPTER 37: GIRDER AND IRON WORKS

| | | | | | | |
|--------|---|----------|------------|------------|------------|------------|
| 37.1 | Manufacturing/ Fabricating Hot Rolled Steel Joist Girder (ASTM 572 grade 50) of 12'-0" span with supplying of all necessary materials for making girder including cutting, drilling, rivetting, local carriage, hire charges of machinaries, redlead redoxide painting (4 coat) etc all complete. | | | | | |
| 37.1.1 | MG | Per Mton | 154,004.00 | 153,437.00 | 152,018.00 | 152,018.00 |
| 37.1.2 | BG | Per Mton | 157,455.00 | 156,831.00 | 155,270.00 | 155,270.00 |
| 37.2 | Manufacturing/ Fabricating Hot Rolled Steel Joist Girder (ASTM 572 grade 50) of 20'-0" span with supplying of all necessary materials for making girder including cutting, drilling, rivetting, local carriage, hire charges of machinaries, redlead redoxide painting (4 coat) etc all complete. | | | | | |
| 37.2.1 | MG | Per Mton | 155,382.00 | 154,683.00 | 152,812.00 | 152,812.00 |
| 37.2.2 | BG | Per Mton | 159,516.00 | 158,747.00 | 156,689.00 | 156,689.00 |
| 37.3 | Manufacturing / Fabricating of 30'-0" span Plate Girder (ASTM 572 grade 50) with supplying of all necessary materials for making girder including cutting, drilling, fitting, fixing, riveting etc all complete but excluding cost of erection. | | | | | |
| 37.3.1 | MG | Per Mton | 161,052.00 | 159,999.00 | 157,094.00 | 157,094.00 |
| 37.3.2 | BG | Per Mton | 167,036.00 | 165,878.00 | 162,682.00 | 162,682.00 |
| 37.4 | Manufacturing / Fabricating of 40'-0" span Plate Girder (ASTM 572 grade 50) with supplying of all necessary materials for making Girder including cutting, drilling, fitting, fixing, riveting etc all complete but excluding cost of erection. | | | | | |
| 37.4.1 | MG | Per Mton | 181,817.00 | 180,144.00 | 176,008.00 | 176,008.00 |
| 37.4.2 | BG | Per Mton | 190,171.80 | 188,331.50 | 183,781.90 | 183,781.90 |
| 37.5 | Manufacturing / Fabricating of 60'-0" span Plate Girder (ASTM 572 grade 50) with supplying of all necessary materials for making Girder including cutting, drilling, fitting, fixing, riveting etc all complete but excluding cost of erection. | | | | | |
| 37.5.1 | MG | Per Mton | 154,544.00 | 153,192.00 | 149,172.00 | 149,172.00 |
| 37.5.2 | BG | Per Mton | 163,241.20 | 161,754.00 | 157,332.00 | 157,332.00 |
| 37.6 | Manufacturing / Fabricating of 80'-0" span Plate Girder (ASTM 572 grade 50) with supplying of all necessary materials for making Girder including cutting, drilling, fitting, fixing, riveting etc all complete but excluding cost of erection. | | | | | |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|--------|---|----------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 37.6.1 | MG | Per Mton | 168,460.00 | 166,891.00 | 162,228.00 | 162,228.00 |
| 37.6.2 | BG | Per Mton | 178,549.00 | 176,823.00 | 171,694.00 | 171,694.00 |
| 37.7 | Manufacturing / Fabricating of 100'-0" span Plate Girder (ASTM 572 grade 50) with supplying of all necessary materials for making Girder including cutting, drilling, fitting, fixing, riveting etc all complete but excluding cost of erection. | | | | | |
| 37.7.1 | MG | Per Mton | 193,682.00 | 191,721.00 | 185,892.00 | 185,892.00 |
| 37.7.2 | BG | Per Mton | 206,293.00 | 204,135.90 | 197,724.00 | 197,724.00 |
| 37.8 | Making/ Fabricating Rail Cluster Girder (ASTM 572 grade 50) with ties of size 50 mm x 9 mm thick MS Plate @ 720 mm c/c including rivetting and drilling holes excluding cost of Rail | | | | | |
| 37.8.1 | MG | Per Mton | 3,264.00 | 3,248.00 | 3,183.00 | 3,183.00 |
| 37.8.2 | BG | Per Mton | 3,897.00 | 3,861.00 | 3,767.00 | 3,767.00 |
| 37.9 | Lubricating Bearings of bridges in/c cleaning by lifting of girder with necessary arrangement and re-fixing in proper position including cost of lubricants | Per Mton | 635.00 | 624.00 | 604.00 | 604.00 |
| 37.10 | Notching web or foot of rail post for housing rail beam. | Per Mton | 12,319.00 | 12,157.00 | 11,513.00 | 11,513.00 |
| 37.11 | Removing girders from bridge, keeping the removed girder to a safe distance on block period excluding cost of temporary arrangement | Per Mton | 6,250.00 | 6,174.00 | 6,029.00 | 6,029.00 |
| 37.12 | Erecting girders in Bridges on block period excluding the works pre block. | Per Mton | 7,465.00 | 7,355.00 | 7,146.00 | 7,146.00 |
| 37.13 | Erecting & fixing in position of pre-assembled iron trusses, purlins, small or light iron works such as rail column, shifting girder, water tank, staging of water tank etc including all necessary arrangement such as erecting & removing of derrick, making & removing scaffolding etc all complete. (Up to 6 meter height). | Per Mton | 1,939.00 | 1,890.00 | 1,804.00 | 1,804.00 |
| 37.14 | Extra for erecting & fixing in position of pre-assembled iron trusses, purlins, small or light iron works such as rail column, shifting girder, water tank, staging of water tank etc including all necessary arrangement such as erecting & removing of derrick, making & removing scaffolding etc all complete. (Beyond 6 meter height). | Per Mton | 135.00 | 133.00 | 123.00 | 123.00 |
| 37.15 | Dismantling and stacking of iron trusses, purlins, small or light iron works such as rail column, shifting girder, water tank, staging of water tank etc including all necessary arrangement such as erecting & removing of derrick, making & removing scaffolding etc all complete upto any height. | Per Mton | 1,202.00 | 1,178.00 | 1,129.00 | 1,129.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|----------|--------------------------|--------------|--------------|--------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 37.16 | Small Iron works includes supply of iron materials (ASTM 572 grade 42), cutting, bending, making holes, straightening, welding, scaffolding, carrying, loading, unloading, fitting & fixing all complete as per direction of Engineer-in-charge. [Iron works comprises of square, round & flat bar, hollow box, MS sheet, and angle below 2"x2" etc should be done with this item] | Per Mton | 132,519.00 | 132,322.00 | 131,537.00 | 131,537.00 |
| 37.17 | Fabrication of Heavy Iron Works which includes supply of high strength low-alloy [columbium-vanadium] steel materials, cutting, bending, making holes, straightening, grinding, welding, jointing, temporary works for holding in position, temporary nutting etc all complete. Iron material shall conform to ASTM 572 Grade 50, min yield strength 345 Mpa, Tensile strength min. 450Mpa, Elongation min. 18% in 200mm, Chemical Composition in heat analysis C < 0.23%, Mn< 1.35%, P<0.04%, S<0.05%, Si <0.40%. Rivet shall conform to ASTM A502 grade 2 requirement of chemical composition and brinell hardness 137~163 [or Structural bolts with nut (galvanized) shall conform ASTM A325 ,tensile strength 120/105ksi] All complete as per direction of engineer-in-charge excluding erection. [Construction & repairing of all sorts of heavy steel structure like girder, FOB, Platform shade, overhead tank, steel building etc. should be done with this item] | Per Mton | 140,617.00 | 140,323.00 | 139,267.00 | 139,267.00 |
| 37.18 | Labour for Fabricating rails in structures, trusses etc. weighing 75 Lbs. Per yard and over excluding cost of Materials | Per Mton | 11,902.00 | 11,657.00 | 10,982.00 | 10,982.00 |
| 37.19 | Labour for Fabricating rails in structures, trusses etc. weighing less than 60 Lbs. Per yard excluding cost of Materials | Per Mton | 7,485.00 | 7,338.00 | 6,933.00 | 6,933.00 |
| 37.20 | Supplying & Rivetting the Rivets (ASTM A502 grade 2) in Girders, Foot Over Bridges, Steel Columns etc. in site including marking, drilling, fitting, fixing, scaffolding, staging etc all complete at any height. | | | | | |
| 37.20.1 | Upto 12 mm (1/2") dia of any length | Per Mton | 2,128,213.00 | 2,111,853.00 | 2,032,777.00 | 2,032,777.00 |
| 37.20.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Per Mton | 2,328,764.00 | 2,310,768.00 | 2,223,784.00 | 2,223,784.00 |
| 37.20.3 | Above 25 mm (1") dia of any length | Per Mton | 2,529,315.00 | 2,509,683.00 | 2,414,792.00 | 2,414,792.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|-----------|--------------------------|--------------|--------------|--------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 37.21 | Supplying & Rivetting the Rivets (ASTM A502 grade 2) in Girders, Foot Over Bridges, Steel Columns etc. in workshop including marking, drilling, fitting, fixing, scaffolding, staging etc all complete at any height. | | | | | |
| 37.21.1 | Upto 12 mm (1/2") dia of any length | Per Mton | 1,428,806.00 | 1,415,855.00 | 1,353,822.00 | 1,353,822.00 |
| 37.21.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Per Mton | 1,559,416.00 | 1,545,170.00 | 1,476,934.00 | 1,476,934.00 |
| 37.21.3 | Above 25 mm (1") dia of any length | Per Mton | 1,690,027.00 | 1,674,485.00 | 1,600,046.00 | 1,600,046.00 |
| 37.22 | Cutting Rivets in Girders, Foot Over Bridges, Steel Columns etc. in site including scaffolding, staging etc all complete at any height. | | | | | |
| 37.22.1 | Upto 12 mm (1/2") dia of any length | Each | 37.00 | 36.00 | 35.00 | 35.00 |
| 37.22.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Each | 52.00 | 51.00 | 49.00 | 49.00 |
| 37.22.3 | Above 25 mm (1") dia of any length | Each | 64.00 | 63.00 | 61.00 | 61.00 |
| 37.23 | Cutting Rivets in Girders, Foot Over Bridges, Steel Columns etc. in workshop including scaffolding, staging etc all complete at any height. | | | | | |
| 37.23.1 | Upto 12 mm (1/2") dia of any length | Each | 25.00 | 24.00 | 23.00 | 23.00 |
| 37.23.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Each | 32.00 | 31.00 | 29.00 | 29.00 |
| 37.23.3 | Above 25 mm (1") dia of any length | Each | 44.00 | 43.00 | 41.00 | 41.00 |
| 37.24 | Fixing Rails for ballast wall in bridges including loading, unloading, making holes etc all complete excluding cost of rails. | Per Meter | 175.00 | 172.00 | 162.00 | 162.00 |
| 37.25 | Dismantling Rails from ballast wall of bridges including stacking at a safe distance | Per Meter | 58.00 | 57.00 | 54.00 | 54.00 |
| 37.26 | Making bolts and nuts of Iron rods | Per Mton | 214,972.00 | 214,005.00 | 210,141.00 | 210,141.00 |
| 37.27 | Supplying & fixing of Structural Bolts (galvanized) with nut & washer at isolated locations in Girders, Foot Over Bridges, Steel Columns etc. in site including marking, drilling, tighten with required torque with torque wrench, scaffolding, staging etc. Structural bolts shall conform with ASTM A325, tensile strength 120/105 ksi all complete at any height. | | | | | |
| 37.27.1 | Upto 12 mm (1/2") dia of any length | Per Kg | 1,278.00 | 1,271.00 | 1,234.00 | 1,234.00 |
| 37.27.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Per Kg | 1,371.00 | 1,364.00 | 1,323.00 | 1,323.00 |
| 37.27.3 | Above 25 mm (1") dia of any length | Per Kg | 1,465.00 | 1,456.00 | 1,412.00 | 1,412.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|----------|--------------------------|------------|-----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 37.28 | Supplying, Fitting fixing of Structural Bolts with nut & washer (galvanized) at isolated locations in Girders, Foot Over Bridges, Steel Columns etc. in Workshop including scaffolding, staging etc. Structural bolts shall conform with ASTM A325, tensile strength 120/105ksi all complete at any height. (without drilling hole) | | | | | |
| 37.28.1 | Upto 12 mm (1/2") dia of any length | Per Kg | 660.00 | 656.00 | 638.00 | 638.00 |
| 37.28.2 | Above 12 mm (1/2") dia to 25 mm (1") dia of any length | Per Kg | 692.00 | 687.00 | 667.00 | 667.00 |
| 37.28.3 | Above 25 mm (1") dia of any length | Per Kg | 723.00 | 718.00 | 697.00 | 697.00 |
| 37.29 | Galvanizing of fabricated steel works by zinc coating of average thickness 85 micron (610 g/sqm) through hot dip process conforming to ASTM 123M. The zinc coating shall be uniform, clean, smooth and free from spangle, sharp edges, nodules or spikes of zinc. Damage to the galvanizing during transport or erection of the structures shall be repaired with a zinc rich paint. It includes loading, unloading, carrying, material, labor, plant etc all complete as per direction of Engineer-in-charge. [excluding cost of fabricated steel materials] | Per Mton | 29,966.00 | 29,903.00 | 29,765.00 | 29,765.00 |

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| SL No. | Items | Unit | Rate in Railway Division | | | |
|--------|-------|------|--------------------------|------------|--------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |

CHAPTER 38 : PERMANENT WAY MAINTENANCE

| | | | | | | |
|-------|---|-----|------------|------------|------------|------------|
| 38.01 | Laying Ghat line & siding including cutting, spreading and boxing earth, leveling and initial packing (BG) to pass train slowly, etc all complete as directed by Engineer in-charge. (Note: This rate is for cutting, spreading and boxing of earth to pass train slowly for a day only, subsequently maintenance would be done by separate labour.) | Km. | 701,690.00 | 689,100.00 | 638,780.00 | 638,780.00 |
| 38.02 | Laying Ghat line & siding including cutting, spreading and boxing earth, leveling and initial packing (MG) to pass train slowly, etc all complete as directed by Engineer in-charge. (Note: This rate is for cutting, spreading and boxing of earth to pass train slowly for a day only, subsequently maintenance would be done by separate labour.) | Km. | 541,990.00 | 532,310.00 | 493,610.00 | 493,610.00 |
| 38.03 | Dismantling earth boxed Ghat line & siding line including stacking the released materials within 60 meter, etc all complete as directed by Engineer in-charge. (Broad Gauge) | Km. | 486,330.00 | 477,670.00 | 443,000.00 | 443,000.00 |
| 38.04 | Dismantling earth boxed Ghat line & siding including stacking the released materials within 60 meter etc all complete as directed by Engineer in-charge. (MG) | Km. | 380,410.00 | 373,660.00 | 346,700.00 | 346,700.00 |
| 38.05 | Slewing of BG earth packed track up to 300 mm including opening out, filling, boxing, loosening/tightening of P.Way fittings, packing of the track with other incidental works to pass the train safely along with all labors, tools and plant, etc all complete as per direction of Engineer in-charge. | Km. | 158,270.00 | 155,560.00 | 144,100.00 | 144,100.00 |
| 38.06 | Slewing of MG earth packed track up to 300 mm including opening out, filling, boxing, loosening/tightening of P.Way fittings, packing of the track with other incidental works to pass the train safely along with all labors, tools and plant, etc all complete as per direction of Engineer in-charge. | Km. | 117,920.00 | 115,890.00 | 107,360.00 | 107,360.00 |
| 38.07 | Slewing of Ballested BG track up to 300 mm including opening out, filling, boxing, loosening/tightening of P.Way fittings, packing of the track with other incidental works to pass the train safely along with all labors, tools and plant, etc all complete as per direction of Engineer in-charge. | Km. | 187,610.00 | 184,420.00 | 170,850.00 | 170,850.00 |

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| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.08 | Slewing of Ballested MG track up to 300 mm including opening out, filling, boxing, loosening/tightening of P.Way fittings, packing of the track with other incidental works to pass the train safely along with all labors, tools and plant, etc all complete as per direction of Engineer in-charge. | Km. | 141,590.00 | 139,170.00 | 128,910.00 | 128,910.00 |
| 38.09 | Slewing of Ballested DG track up to 300 mm including opening out, filling, boxing, loosening/tightening of P.Way fittings, packing of the track with other incidental works to pass the train safely along with all labors, tools and plant, etc all complete as per direction of Engineer in-charge. | Km. | 225,990.00 | 222,050.00 | 205,680.00 | 205,680.00 |
| 38.10 | Cost for Boxing of unloaded ballast including cillection of Ballast from right of way of Railway Track, etc all complete as directed by Engineer in-charge (BG) | Km. | 40,540.00 | 39,900.00 | 36,990.00 | 36,990.00 |
| 38.11 | Cost for Boxing of unloaded ballast including cillection of Ballast from right of way of Railway Track etc all complete as directed by Engineer in-charge (BG) | Km. | 30,900.00 | 30,360.00 | 28,110.00 | 28,110.00 |
| 38.12 | Cost for removing wooden / Steel sleepers from track & stacking the same in an organized way to a distance upto 60 meter, etc all complete as directed by Engineer in-charge | | 39.00 | 39.00 | 36.00 | 36.00 |
| 38.12.1 | BG | Each | 39.00 | 39.00 | 36.00 | 36.00 |
| 38.12.2 | MG | Each | 31.00 | 30.00 | 28.00 | 28.00 |
| 38.13 | Cost for removing Pre-stressed Concrete sleepers from track & stacking the same in an organized way to a distance upto 60 meter, etc all complete as directed by Engineer in-charge | | | | | |
| 38.13.1 | BG | Each | 172.00 | 169.00 | 156.00 | 156.00 |
| 38.13.2 | DG | Each | 197.00 | 194.00 | 180.00 | 180.00 |
| 38.13.3 | MG | Each | 115.00 | 113.00 | 105.00 | 105.00 |
| 38.14 | Cost for removing rails from track including opening out of all fastening and stacking the removed rails at a safe distance from track, etc all complete as directed by Engineer in-charge. | | | | | |
| 38.14.1 | For 90 Lb rail in BG/MGtrack | Km. | 101,840.00 | 99,940.00 | 92,790.00 | 92,790.00 |
| 38.14.2 | For 90 Lb rail DG track | Km. | 118,570.00 | 116,370.00 | 108,010.00 | 108,010.00 |
| 38.14.3 | For 60 kg rail DG track | Km. | 139,400.00 | 136,840.00 | 127,000.00 | 127,000.00 |
| 38.14.4 | For 75 Lb rail in BG/ MG track | Km. | 93,280.00 | 91,580.00 | 85,020.00 | 85,020.00 |
| 38.14.5 | For 60 Lb rail in BG/ MG track | Km. | 84,970.00 | 83,380.00 | 77,460.00 | 77,460.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.15 | Cutting of Rails to true vertical including cost of fuel, machinaries, labor etc all complete as per direction of Engineer in Charge. | | | | | |
| 38.15.1 | For 90 Lb Rail | Each | 156.00 | 156.00 | 150.00 | 150.00 |
| 38.15.2 | 60 Kg Rail | Each | 204.00 | 203.00 | 200.00 | 200.00 |
| 38.15.3 | For 75 Lb Rail | Each | 149.00 | 149.00 | 147.00 | 147.00 |
| 38.15.4 | For 60 Lb Rail | Each | 125.00 | 124.00 | 123.00 | 123.00 |
| 38.16 | Cost for removing ballast from track and staking the same at a safe distance from track in an organized way including cost of tools, Plants, labor etc all complete as per direction of Engineer in Charge. | | | | | |
| 38.16.1 | BG/ DG Track | Km. | 89,542.00 | 87,996.00 | 81,490.00 | 81,490.00 |
| 38.16.2 | MG Track | Km. | 74,468.00 | 73,180.00 | 67,769.00 | 67,769.00 |
| 38.17 | Cost for dismantling of fish plated BG Track laid with wooden sleeper along with removing of ballast, rails, sleepers, fastenings including loading the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | | | | | |
| 38.17.1 | Track with 90 Lb Rail & Wooden Sleeper | Km. | 365,874.00 | 361,428.00 | 343,527.00 | 343,527.00 |
| 38.17.2 | Track with 75 Lb Rail & Wooden Sleeper | Km. | 344,445.00 | 340,152.00 | 322,864.00 | 322,864.00 |
| 38.18 | Cost for dismantling of fish plated BG Track laid with Steel sleeper along with removing of ballast, rails, sleepers, fastenings including loading the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | | | | | |
| 38.18.1 | Track with 90 Lb Rail & Steel Sleeper | Km. | 400,333.00 | 395,992.00 | 378,539.00 | 378,539.00 |
| 38.18.2 | Track with 75 Lb Rail & Steel Sleeper | Km. | 377,087.00 | 372,900.00 | 356,059.00 | 356,059.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.19 | Cost for dismantling of fish plated MG Track laid with wooden sleeper along with removing of ballast, rails, sleepers, fastenings including loading of the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | Km. | | | | |
| 38.19.1 | Track with 75 Lb Rail & Wooden Sleeper | Km. | 306,187.00 | 302,370.00 | 287,104.00 | 287,104.00 |
| 38.19.2 | Track with 60 Lb Rail & Wooden Sleeper | Km. | 283,871.00 | 280,208.00 | 265,555.00 | 265,555.00 |
| 38.20 | Cost for dismantling of fish plated MG Track laid with Steel sleeper along with removing of ballast, rails, sleepers, fastenings including loading the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | | | | | |
| 38.20.1 | Track with 75 Lb Rail & Steel Sleeper | Km. | 312,102.00 | 308,368.00 | 293,452.00 | 293,452.00 |
| 38.20.2 | Track with 60 Lb Rail & Steel Sleeper | Km. | 289,259.00 | 285,678.00 | 271,375.00 | 271,375.00 |
| 38.21 | Cost for dismantling of MG Track laid with PC Sleeper along with removing of ballast, rails, sleepers, fastenings, cutting of rail joints including loading the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | | | | | |
| 38.21.1 | Track with 75 Lb Rail & PC Sleeper | Km. | 567,269.00 | 561,273.00 | 536,765.00 | 536,765.00 |
| 38.21.2 | Track with 90 Lb Rail & PC Sleeper | Km. | 589,858.00 | 583,696.00 | 558,206.00 | 558,206.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.22 | Cost for dismantling of DG/BG Track along with removing of ballast, rails, sleepers, fastenings, cutting of rail joints including loading the released materials to Ballast Train/Track Car or any other means from the site and unloading the same at desired destination/SSAE (Way) yard premises and stacking the released materials in an organized way, etc. all complete as per direction of Engineer in Charge (Note: The Rate excludes the cost of carrying i.e. excludes the hire charge of Ballast Train/Track Car.) | | | | | |
| 38.22.1 | Track with 90 Lb Rail & Wooden Sleeper (DG) | Km. | 440,852.00 | 436,035.00 | 416,334.00 | 416,334.00 |
| 38.22.2 | Track with 90 Lb Rail & PC Sleeper(DG) | Km. | 795,138.00 | 786,271.00 | 749,280.00 | 749,280.00 |
| 38.22.3 | Track with 60 kg Rail & PC Sleeper(DG) | Km. | 887,767.00 | 878,517.00 | 840,477.00 | 840,477.00 |
| 38.22.4 | Track with 90 Lb Rail & PC Sleeper (BG) | Km. | 691,331.00 | 683,494.00 | 650,762.00 | 650,762.00 |
| 38.22.5 | Track with 75 Lb Rail & PC Sleeper (BG) | Km. | 682,905.00 | 675,220.00 | 643,101.00 | 643,101.00 |
| 38.23 | Re-Construction of BG fish plated track on existing railway alignment including preparation of formation bed to proper slope, loading and unloading of the related track materials, pairing of rails, distribution of materials, placing bottom ballast, sleepers including placing of rails on sleepers followed by linking rail with fastening, lubricating of Joints with re-tightening of fastening, aligning the track with initial packing with tightening of bolts, putting back shoulder ballast, re-profiling of ballast along with checking track parameter to pass train at restricted speed etc. all complete as per Direction of Engineer Incharge. (Note: Excluding cost of Materials, Dismantling, Additional Ballasting and Tamping). | | | | | |
| 38.23.1 | BG track with 90 Lb rail & Wooden Sleeper | Km. | 604,910.00 | 595,466.00 | 556,568.00 | 556,568.00 |
| 38.23.2 | BG track with 75 Lb rail & Wooden Sleeper | Km. | 533,838.00 | 525,643.00 | 491,820.00 | 491,820.00 |
| 38.23.3 | BG track with 90 Lb rail & Steel Sleeper | Km. | 605,550.00 | 596,074.00 | 557,129.00 | 557,129.00 |
| 38.23.4 | BG track with 75 Lb rail & Steel Sleeper | Km. | 567,293.00 | 558,489.00 | 522,233.00 | 522,233.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.24 | Re-Construction of MG fish plated track on existing railway alignment including preparation of formation bed to proper slope, loading and unloading of the related track materials, pairing of rails, distribution of materials, placing bottom ballast, sleepers including placing of rails on sleepers followed by linking rail with fastening, lubricating of Joints with re-tightening of fastening, aligning the track with initial packing with tightening of bolts, putting back shoulder ballast, re-profiling of ballast along with checking track parameter to pass train at restricted speed etc. all complete as per Direction of Engineer Incharge. (Note: Excluding cost of Materials, Dismantling, Additional Ballasting and Tamping). | | | | | |
| 38.24.1 | MG track with 75 Lb rail & Wooden Sleeper | Km. | 544,243.00 | 535,599.00 | 499,903.00 | 499,903.00 |
| 38.24.2 | MG track with 60 Lb rail & Wooden Sleeper | Km. | 494,141.00 | 486,201.00 | 453,402.00 | 453,402.00 |
| 38.24.3 | MG track with 75 Lb rail & Steel Sleeper | Km. | 547,124.00 | 538,576.00 | 503,345.00 | 503,345.00 |
| 38.24.4 | MG track with 60 Lb rail & Steel Sleeper | Km. | 515,590.00 | 506,690.00 | 469,890.00 | 469,890.00 |
| 38.25 | Re-Construction of MG Pre-Stressed Concrete Sleeper track on existing railway alignment including preparation of formation bed to proper slope, loading & unloading of rails, fastenings with other related materials, linking of auxiliary track for Portal Crane, loading & unloading of PSC sleeper by Crane, fixing the centerline of track, distribution of materials, placing bottom ballast, pairing of rails placement of sleepers in the correct position followed by placing of rails on sleepers, linking with fastening, aligning the track, initial packing, putting back shoulder ballast and re-profiling of ballast, checking of track parameters to pass train at restricted speed etc. all complete as per Engineer In Charge. (Excluding the cost of Materials, Dismantling, Additional Required Ballasting and Tamping). | | | | | |
| 38.25.1 | MG track with 75 Lb rail & PC Sleeper | Km. | 588,235.00 | 577,172.00 | 553,254.00 | 553,254.00 |
| 38.25.2 | MG track with 90 Lb rail & PC Sleeper | Km. | 635,894.00 | 624,141.00 | 597,379.00 | 597,379.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.26 | Re-Construction of BG/DG Pre-Stressed Concrete Sleeper track on existing railway alignment including preparation of formation bed to proper slope, loading & unloading of rails, fastenings with other related materials, linking of auxiliary track for Portal Crane, loading & unloading of PSC sleeper by Crane, fixing the centerline of track, distribution of materials, placing bottom ballast, pairing of rails placement of sleepers in the correct position followed by placing of rails on sleepers, linking with fastening, aligning the track, initial packing, putting back shoulder ballast and re-profiling of ballast, checking of track parameters to pass train at restricted speed etc. all complete as per Engineer In Charge. (Excluding the cost of Materials, Dismantling, Additional Required Ballasting and Tamping). | | | | | |
| 38.26.1 | BG track with 90 Lb rail & PC Sleeper | Km. | 727,699.00 | 714,529.00 | 680,172.00 | 680,172.00 |
| 38.26.2 | DG track with 90 Lb rail & PC Sleeper | Km. | 797,090.00 | 783,119.00 | 745,481.00 | 745,481.00 |
| 38.26.3 | DG track with 60 kg rail & PC Sleeper | Km. | 853,859.00 | 842,318.00 | 794,712.00 | 794,712.00 |
| 38.27 | Mechanical Tamping of Re-constructed Meter Gauge track laid with Pre-Stressed concrete sleeper in 4 (Four) stages including tightening of fastening, putting back ballast, aligning to correct alignment, levelling to proper level, tightening of loose fittings before & after tamping, installation of missing fastening i.e. ERC, Rubber Pad, Liner, Fish Plate, Fish Bolt, re-profiling the ballast in proper section etc., all complete as per Direction of Engineer In charge. (Note: 1. Cost of Fuel, Lubricants & Maintenance of tamping machine shall be borne by the Contractor. 2. TK 1,60,000 will be deducted if tamping machine is supplied by BR) | Km. | 430,347.00 | 429,163.00 | 423,929.00 | 423,929.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.28 | Mechanical Tamping of Re-constructed Broad Gauge/Dual Gauge track laid with Pre-Stressed concrete sleeper in 4 (Four) stages including tightening of fastening, putting back ballast, aligning to correct alignment, levelling to proper level, tightening of loose fittings before & after tamping, installation of missing fastening i.e. ERC, Rubber Pad, Liner, Fish Plate, Fish Bolt, re-profiling the ballast in proper section etc., all complete as per Direction of Engineer In charge. (Note: 1. Cost of Fuel, Lubricants & Maintenance of tamping machine shall be borne by the Contractor. 2. TK 2,00,000 will be deducted if tamping machine is supplied by BR) | | | | | |
| 38.28.1 | For BG | Km. | 543,518.00 | 541,698.00 | 535,613.00 | 535,613.00 |
| 38.28.2 | For DG | Km. | 625,046.00 | 622,953.00 | 615,955.00 | 615,955.00 |
| 38.29 | Mechanical Tamping of existing i.e. consolidated Pre-Stressed Concrete/Steel trough sleeper MG track in 1 (One) stage including tightening of fastening, putting back ballast, aligning to correct alignment, levelling to proper level, tightening of loose fittings before & after tamping, installation of missing fastening i.e. ERC, Rubber Pad, Liner, Fish Plate, Fish Bolt, re-profiling the ballast in proper section etc., all complete as per Direction of Engineer In charge. Note: 1. Cost of Fuel, Lubricants & Maintenance of tamping machine shall be borne by the Contractor. 2. TK 40,000 will be deducted if tamping machine is supplied by BR | Km. | 145,877.00 | 145,513.00 | 143,752.00 | 143,752.00 |
| 38.30 | Mechanical Tamping of existing i.e. consolidated Pre-Stressed Concrete/Steel trough sleeper BG track in 1 (One) stage including tightening of fastening, putting back ballast, aligning to correct alignment, levelling to proper level, tightening of loose fittings before & after tamping, installation of missing fastening i.e. ERC, Rubber Pad, Liner, Fish Plate, Fish Bolt, re-profiling the ballast in proper section etc., all complete as per Direction of Engineer In charge. Note: 1. Cost of Fuel, Lubricants & Maintenance of tamping machine shall be borne by the Contractor. 2. TK 50,000 will be deducted if tamping machine is supplied by BR | | | | | |
| 38.30.1 | For BG | Km. | 184,096.00 | 183,611.00 | 181,365.00 | 181,365.00 |
| 38.30.2 | For DG | Km. | 211,710.00 | 211,153.00 | 208,570.00 | 208,570.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.31 | mm by three lifts of 50 mm each including tightening fastenings, putting back ballast, aligning to correct alignment, leveling to proper level, packing, boxing and tiding the ballast to proper section etc. all complete as per Direction of Engineer In charge. (Note: When only one lif of 50 mm is required the rate should be taken as 1/3rd the rate for 150 mm lift & when 100 mm is required the rate should be taken as 2/3rd the rate for 150 mm) | | | | | |
| 38.31.1 | BG Track | Km. | 177,120.00 | 174,040.00 | 161,180.00 | 161,180.00 |
| 38.31.2 | DG Track | Km. | 212,970.00 | 209,300.00 | 193,820.00 | 193,820.00 |
| 38.31.3 | MG Track | Km. | 132,840.00 | 130,540.00 | 120,870.00 | 120,870.00 |
| 38.32 | Lowering of railway track upto 150 mm in three stage, each stage of 50 mm including tightening fastenings, putting back ballast, aligning to correct alignment, leveling to proper level, packing, boxing and tiding the ballast to proper section along with stacking of released ballast on shoulder beside the track etc. all complete. (Note: When only 50 mm lowing is required the rate should be taken as 1/3rd the rate for 150 mm & when 100 mm is required the rate should be taken as 2/3rd the rate for 150 mm lowing.) | | | | | |
| 38.32.1 | BG Track | Km. | 215,100.00 | 211,430.00 | 195,820.00 | 195,820.00 |
| 38.32.2 | DG Track | Km. | 235,930.00 | 231,670.00 | 214,510.00 | 214,510.00 |
| 38.32.3 | MG Track | Km. | 160,260.00 | 157,510.00 | 145,860.00 | 145,860.00 |
| 38.33 | Driving big pegs 2'-6"x 4"x 4" at joints to stop creep in both DG, BG, MG track excluding cost of Peg. | Each | 20.00 | 20.00 | 18.00 | 18.00 |
| 38.34 | Adzing wooden sleepers to template & stacking | | | | | |
| 38.34.1 | BG/ DG Sleeper | Each | 31.00 | 31.00 | 29.00 | 29.00 |
| 38.34.2 | MG Sleeper | Each | 25.00 | 24.00 | 23.00 | 23.00 |
| 38.35 | Re-adzing old sleepers to template including plugging & stacking. | | | | | |
| 38.35.1 | BG/ DG Sleeper | Each | 21.00 | 21.00 | 19.00 | 19.00 |
| 38.35.2 | MG Sleeper | Each | 16.00 | 16.00 | 15.00 | 15.00 |
| 38.36 | Boring holes in sleepers 2 nos. in each sleeper BG,DG & MG | Each | 5.00 | 4.00 | 4.00 | 4.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|-----------|--------------------------|------------|-----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.37 | Making wooden plugs from Garjan or similar variety hard wood for using in holes of spike killed Sleeper. | Each Plug | 16.00 | 15.00 | 16.00 | 16.00 |
| 38.38 | Plugging spike killed holes of sleeper BG,DG & MG | Each Plug | 4.00 | 4.00 | 4.00 | 4.00 |
| 38.39 | Dating sleepers with round chisel & stacking | | | | | |
| 38.39.1 | DG/BG Sleeper | Each | 19.00 | 19.00 | 18.00 | 18.00 |
| 38.39.2 | MG Sleeper | Each | 16.00 | 16.00 | 15.00 | 15.00 |
| 38.40 | Cost for Preparation of old earth packed track for ballasting by opening out & removing extra earth, leveling and dressing top of the bank to proper slope etc. all complete. | | | | | |
| 38.40.1 | DG / BG Track | Km. | 58,534.00 | 57,526.00 | 53,273.00 | 53,273.00 |
| 38.40.2 | MG Track | Km. | 43,901.00 | 43,144.00 | 39,955.00 | 39,955.00 |
| 38.41 | Removing old spikes, re-boring & spiking for re-gauging etc. all complete excluding packing of sleepers. | | | | | |
| 38.41.1 | BG / MG Sleeper | Each | 38.00 | 37.00 | 36.00 | 36.00 |
| 38.41.2 | DG Track Sleeper | Each | 45.00 | 44.00 | 42.00 | 42.00 |
| 38.42 | Cost for Spot / Casual renewal of Steel at isolated location in railway track including opening out and removing ballast for preparing formation bed to proper slope, loading, unloading of sleepers & fastenings, replacing sleepers & re-fastening , putting back ballast, aligning track with necessary packing and tightening of fastening etc. all complete as per direction of Engineer in Charge. [Excluding carrying charges] | | | | | |
| 38.42.1 | BG Sleeper | Each | 221.00 | 218.00 | 202.00 | 202.00 |
| 38.42.2 | MG Sleeper | Each | 154.00 | 151.00 | 140.00 | 140.00 |
| 38.43 | Cost for Spot / Casual renewal of wooden sleepers at isolated location in railway track including opening out and removing ballast for preparing formation bed to proper slope, loading, unloading of sleepers& fastenings, replacing sleepers & re-fastening , putting back ballast, aligning track with necessary packing and tightening of fastening etc. all complete as per direction of Engineer in Charge. [Excluding carrying charges] | | | | | |
| 38.43.1 | BG / DG Sleeper | Each | 184.00 | 181.00 | 167.00 | 167.00 |
| 38.43.2 | MG Sleeper | Each | 148.00 | 145.00 | 135.00 | 135.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.44 | Cost for Spot/Casual renewal of Pre-stressed Concrete sleepers at isolated location in existing railway track including opening out and removing ballast for preparing formation bed to proper slope, loading, unloading of sleepers & fastenings, replacing sleepers & re-fastening with track arrangement, putting back ballast, aligning track with necessary packing and tightening of fastening etc. all complete as per direction of Engineer in Charge. [Excluding carrying charges] | | | | | |
| 38.44.1 | BG / DG Sleeper | Each | 340.00 | 336.00 | 317.00 | 317.00 |
| 38.44.2 | MG track Sleeper | Each | 288.00 | 284.00 | 268.00 | 268.00 |
| 38.45 | Kutchia Packing to pass trains slowly over length re-sleepered. | | | | | |
| 38.45.1 | BG/DG track | Km. | 52,710.00 | 51,790.00 | 47,950.00 | 47,950.00 |
| 38.45.2 | MG track | Km. | 35,590.00 | 34,960.00 | 32,370.00 | 32,370.00 |
| 38.46 | Final thorough packing of wooden sleepered track including putting back ballast, aligning and leveling the track, boxing ballast and tidying the ballast to proper section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.46.1 | BG/DG track | Km. | 143,400.00 | 140,940.00 | 130,540.00 | 130,540.00 |
| 38.46.2 | MG track | Km. | 107,550.00 | 105,710.00 | 97,910.00 | 97,910.00 |
| 38.47 | Final through packing of steel sleepered track including putting back ballast, aligning and leveling the track, boxing ballast and tidying the ballast to proper section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.47.1 | BG track | Km. | 143,400.00 | 140,940.00 | 130,540.00 | 130,540.00 |
| 38.47.2 | MG track | Km. | 107,550.00 | 105,710.00 | 97,910.00 | 97,910.00 |
| 38.48 | Sorting sleepers into serviceable, unserviceable and scrap after released from relaying and stacking etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.48.1 | DG / BG | Each | 22.00 | 22.00 | 20.00 | 20.00 |
| 38.48.2 | MG | Each | 15.00 | 15.00 | 14.00 | 14.00 |
| 38.49 | Cost for breaking stacks and spreading sleeper within 60 meter etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.49.1 | DG / BG | Each | 17.00 | 16.00 | 15.00 | 15.00 |
| 38.49.2 | MG | Each | 13.00 | 12.00 | 11.00 | 11.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.50 | Dismantling of 1 in 8.5 Turnout including opening out of ballast and stacking the released materials etc. all complete as per direction of Engineer in Charge. (15% rate to be increased for 1 in 12 turn out.) | | | | | |
| 38.50.1 | DG / BG Points & Crossing / Turnout | Set | 24,678.00 | 24,162.00 | 22,468.00 | 22,468.00 |
| 38.50.2 | MG Points & Crossing / Turnout | Set | 17,311.00 | 16,968.00 | 15,777.00 | 15,777.00 |
| 38.51 | Dismantling of Diamond Crossing (single slip) of any angle of crossing including opening out ballast and stacking the released materials etc. all complete as per direction of Engineer in Charge. (15% rate to be increased for 1 in 12 turn out.) | | | | | |
| 38.51.1 | BG Diamond Crossing (single slip) | Set | 42,849.00 | 41,989.00 | 39,043.00 | 39,043.00 |
| 38.51.2 | MG Diamond Crossing (single slip) | Set | 33,149.00 | 32,511.00 | 30,203.00 | 30,203.00 |
| 38.52 | Dismantling of Diamond Crossing (double slip) of any angle of crossing including opening out ballast and stacking the released materials etc. all complete as per direction of Engineer in Charge. (15% rate to be increased for 1 in 12 turn out.) | | | | | |
| 38.52.1 | BG Diamond Crossing (double slip) | Set | 54,881.00 | 53,751.00 | 50,031.00 | 50,031.00 |
| 38.52.2 | MG Diamond Crossing (double slip) | Set | 41,375.00 | 40,565.00 | 37,692.00 | 37,692.00 |
| 38.53 | Laying Turnout (1 in 12) truly aligned and leveled to track including removing ballast, preparing formation bed to proper grade, screening the ballast, loading, unloading of all materials, adzing & dating sleepers, Laying, assembling, linking, spiking of turnout, putting back ballast, initial packing after laying to pass train with restricted speed and doing packing in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.53.1 | BG Turnout - 1 in 12 | Set | 176,073.00 | 173,111.00 | 160,969.00 | 160,969.00 |
| 38.53.2 | MG Turnout - 1 in 12 | Set | 138,771.00 | 136,453.00 | 126,858.00 | 126,858.00 |
| 38.53.3 | DG Turnout - 1 in 12 of any variant | Set | 234,615.00 | 230,646.00 | 214,600.00 | 214,600.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.54 | Laying Points & Crossing / Turnout (1 in 8.5) truly aligned and leveled to track including removing ballast, preparing formation bed to proper grade, screening of ballast, loading, unloading of all materials, adzing & dating sleepers, Laying, assembling, linking, spiking of Turnout, putting back ballast, initial packing after laying to pass train with restricted speed and doing packing in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.54.1 | BG Turnout - 1 in 8.5 | Set | 151,427.00 | 148,880.00 | 138,391.00 | 138,391.00 |
| 38.54.2 | MG Turnout - 1 in 8.5 | Set | 119,252.00 | 117,293.00 | 109,105.00 | 109,105.00 |
| 38.54.3 | DG Turnout - 1 in 8.5 of any variant | Set | 203,756.00 | 200,357.00 | 186,514.00 | 186,514.00 |
| 38.55 | Laying Double Slip Diamond Crossing of any angle of crossing truly aligned and leveled to track including removing ballast, preparing formation bed to proper grade, screening the ballast, loading, unloading of all materials, adzing & dating sleepers, Laying, assembling, linking, spiking of Turnout, putting back ballast, initial packing after laying to pass train with restricted speed and doing packing in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.55.1 | Double Slip Diamond Crossing-BG (Any angle of Crossing) | Set | 193,486.00 | 190,201.00 | 176,678.00 | 176,678.00 |
| 38.55.2 | Double Slip Diamond Crossing -MG (Any angle of Crossing) | Set | 152,728.00 | 150,141.00 | 139,483.00 | 139,483.00 |
| 38.56 | Laying Single Slip Diamond Crossing of any angle of crossing truly aligned and leveled to track including removing ballast, preparing formation bed to proper grade, screening of ballast, loading, unloading of all materials, adzing & dating sleepers, Laying, assembling, linking, spiking of Turnout, putting back ballast, initial packing after laying to pass train with restricted speed and doing packing in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|-------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.56.1 | Single Slip Diamond Crossing- BG (Any angle of Crossing) | Set | 187,521.00 | 184,346.00 | 171,256.00 | 171,256.00 |
| 38.56.2 | Single Slip Diamond Crossing -MG (Any angle of Crossing) | Set | 146,764.00 | 144,285.00 | 134,061.00 | 134,061.00 |
| 38.57 | Dismantling buffer of BG and MG track and stacking the same within 60 meter etc. all complete as per direction of Engineer in Charge. | Each | 3,145.00 | 3,095.00 | 2,867.00 | 2,867.00 |
| 38.58 | Fabricating and erecting Buffer with u/s or 2nd hand rails, fishplates, fish bolts & sleeper including loading & unloading all materials (Excluding cost of Rails, Fish plates, Fish Bolts & Sleepers) | | | | | |
| 38.58.1 | BG / DG Buffer | Each | 10,825.00 | 10,688.00 | 10,121.00 | 10,121.00 |
| 38.58.2 | MG Buffer | Each | 8,771.00 | 8,660.00 | 8,200.00 | 8,200.00 |
| 38.59 | Sorting Rails, Fishplates & bolts, Dog spikes etc. and stacking within 60 meter. BG & MG (For 20 Ton) | M.ton | 718.00 | 706.00 | 654.00 | 654.00 |
| 38.60 | Removing ballast mixed with earth from abandoned track & stacking after screening. | Cum | 382.00 | 382.00 | 382.00 | 382.00 |
| 38.61 | Cost for thorough renewal of Rails on existing sleepers including loading, unloading of released and new rails, fastenings, replacing of fitting-fixing, gauging of new rails with re-spacing of sleepers, packing to pass the train safely etc all complete as per direction of Engineer in-charge. | | | | | |
| 38.61.1 | BG with 90 Lb Rail | Km. | 236,213.00 | 232,007.00 | 215,187.00 | 215,187.00 |
| 38.61.2 | BG with 75 Lb Rail | Km. | 212,474.00 | 208,701.00 | 193,607.00 | 193,607.00 |
| 38.61.3 | BG with 60 kg Rail | Km. | 259,834.00 | 255,208.00 | 236,706.00 | 236,706.00 |
| 38.62 | Cost for thorough renewal of Rails on existing sleepers including loading, unloading of released and new rails, fastenings, replacing of fitting-fixing, gauging of new rails with re-spacing of sleepers, packing to pass the train safely etc all complete as per direction of Engineer in-charge. | | | | | |
| 38.62.1 | MG with 75 Lb Rail | Km. | 190,832.00 | 187,429.00 | 173,907.00 | 173,907.00 |
| 38.62.2 | MG with 60 Lb Rail | Km. | 124,241.00 | 122,009.00 | 113,328.00 | 113,328.00 |
| 38.62.2 | MG with 90 Lb Rail | Km. | 209,915.00 | 206,172.00 | 191,298.00 | 191,298.00 |
| 38.63 | Cost for thorough renewal of Rails on existing sleepers including loading, unloading of released and new rails, fastenings, replacing of fitting-fixing, gauging of new rails with re-spacing of sleepers, packing to pass the train safely etc all complete as per direction of Engineer in-charge. | | | | | |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.63.1 | DG with 90 Lb Rail | Km. | 265,808.00 | 261,048.00 | 242,163.00 | 242,163.00 |
| 38.63.2 | DG with 60 Kg Rail | Km. | 298,487.00 | 293,172.00 | 271,913.00 | 271,913.00 |
| 38.64 | Cost for thorough renewal of sleepers on existing Rails in BG track including loading, unloading of released and new sleepers at both end, opening out, Removing ballast, Preparing formation bed, Placing new sleepers, gauging, spiking etc., putting back ballast, initial packing to pass train slowly and subsequent packing sleepers in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.64.1 | BG - Wooden Sleeper | Km. | 367,554.00 | 361,242.00 | 334,537.00 | 334,537.00 |
| 38.64.2 | BG - Steel Sleeper | Km. | 411,832.00 | 404,754.00 | 374,831.00 | 374,831.00 |
| 38.65 | Cost for thorough renewal of DG/BG PC sleepers on existing Rails including loading, unloading of released and new sleepers at both end removing ballast, Putting back ballast, gauging sleeper, initial packing packing to pass train slowly followed by 2(two) times subsequent Mechanical packing/Tamping etc. all complete as per direction of Engineer in Charge. Cost of Fuel, Lubricants & Maintenance shall be borne by the Contractor. (Note: TK 1,00,000 will be deducted if tamping machine is supplied by BR and TK 11,654 will also be deducted if Operator and helper to operator is provided by BR.) | | | | | |
| 38.65.1 | BG - PC Sleeper | Km. | 640,724.00 | 636,698.00 | 619,503.00 | 619,503.00 |
| 38.65.2 | DG - PC Sleeper | Km. | 755,533.00 | 749,431.00 | 723,722.00 | 723,722.00 |
| 38.66 | Thorough renewal of sleepers on existing Rails in MG track including loading, unloading of released and new sleepers at both end, opening out, Removing ballast, Preparing formation bed, Placing new sleepers, gauging, spiking etc., putting back ballast, initial packing to pass train slowly and subsequent packing sleepers in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), boxing and tidying the ballast section etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.66.1 | MG - Wooden Sleeper | Km. | 281,756.00 | 276,945.00 | 256,476.00 | 256,476.00 |
| 38.66.2 | MG - Steel Sleeper | Km. | 318,833.00 | 313,348.00 | 290,182.00 | 290,182.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.67 | Cost for thorough renewal of MG PC sleepers on existing Rails including loading, unloading of released and new sleepers at both end removing ballast, Putting back ballast, gauging sleeper, initial packing packing to pass train slowly followed by 2 (two) times subsequent Mechanical packing/Tamping etc. all complete as per direction of Engineer in Charge. (Note: 1. Cost of Fuel, Lubricants & Maintenance shall be borne by the Contractor. 2. TK 80,000 will be deducted if tamping machine is supplied by BR) | Km. | 781,879.00 | 773,763.00 | 740,004.00 | 740,004.00 |
| 38.68 | Pulling back of Rails/Pannels for adjustment of average creep upto 300 mm in two sides, re-spacing of displaced sleepers, re-fixing anchors, slack packing to displaced sleepers etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.68.1 | BG with 90 Lb Rail | Km. | 55,000.00 | 54,000.00 | 50,000.00 | 50,000.00 |
| 38.68.2 | BG/ MG with 75 Lb Rail | Km. | 53,855.00 | 52,907.00 | 49,112.00 | 49,112.00 |
| 38.68.3 | MG with 60 Lb Rail | Km. | 44,446.00 | 43,666.00 | 40,544.00 | 40,544.00 |
| 38.68.4 | DG with 90 Lb Rail | Km. | 73,669.00 | 72,368.00 | 67,166.00 | 67,166.00 |
| 38.68.5 | DG with 60 Kg Rail | Km. | 54,850.00 | 53,886.00 | 50,030.00 | 50,030.00 |
| 38.69 | Renewal of bridge sleepers including loading, unloading of released & new sleepers at both end, cutting notches to sleeper, taking out old sleepers, inserting new sleepers, fixing hook boltsexcluding cost of materials etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.69.1 | BG/DG | Each | 1,379.00 | 1,355.00 | 1,266.00 | 1,266.00 |
| 38.69.2 | MG | Each | 1,143.00 | 1,123.00 | 1,049.00 | 1,049.00 |
| 38.70 | Lubricating Fish plates & bolts, Tie bars of C.I. Plates or cotter under banner flag (DG, BG & MG) (Note: The rate will be increased by 10% if the fish bolts are rivetted.) | Each Joint | 70.00 | 69.00 | 64.00 | 64.00 |
| 38.71 | Fixing Fair "V" or "T" type anchor | Each | 13.00 | 13.00 | 12.00 | 12.00 |
| 38.72 | Fixing Anchor Bearing Plate. | Each | 34.00 | 33.00 | 31.00 | 31.00 |
| 38.73 | Fixing Grooved Rubber Pad at Rail Seat in P.C.Sleeper under traffic. | Each | 14.00 | 14.00 | 13.00 | 13.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------------|--------------------------|--------------|--------------|--------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.74 | Cost for welding of Rail Joints on running track at scattered locations including charges of welding equipments & consumables, loading, transportation, unloading of materials, equipments, pairing & aligning rails to true alignment & level etc. all complete as per direction of Engineer in Charge. (Note: Rate excludes the cost of Welding Portion) | | | | | |
| 38.74.1 | For 90 Lb Rails | Each Joint | 2,849.00 | 2,846.00 | 2,814.00 | 2,814.00 |
| 38.74.2 | For 75 Lb Rails | Each Joint | 2,771.00 | 2,767.00 | 2,738.00 | 2,738.00 |
| 38.74.3 | For 60 kg rail | Each Joint | 3,150.00 | 3,147.00 | 3,115.00 | 3,115.00 |
| 38.75 | Deep Screening of Wooden and Steel Sleeper BG Track by opening of ballast up to the formation level at center of track of specified number of sleeper and maintaining proper slope from center of track to towards end of the sleeper by keeping support on wooden block, screening the removed ballast, putting back ballast, doing initial packing to pass train slowly and subsequent packing sleepers in five stages (1st packing on following day, 2nd packing on 3rd day, 3rd packing on 8th day, 4th packing on 15th day, 5th packing on 20th day and relaxing normal speed), aligning to true alignment, leveling track to proper level and grade, boxing and tidying the ballast section including removal of released unsuitable materials to a safe distance etc. all complete but excluding cost of Ballast etc. as per direction of Engineer in Charge. | | | | | |
| 38.75.1 | For BG/ DG | Km. | 1,125,702.00 | 1,109,033.00 | 1,038,221.00 | 1,038,221.00 |
| 38.75.2 | For MG | Km. | 874,741.00 | 862,363.00 | 809,783.00 | 809,783.00 |
| 38.76 | Cost for shallow Screening of Wooden and Steel Trough Sleepered Track by opening of ballast without disturbing cores (Cousion) under the sleeper, preparing formation bed to proper slope, screening the removed ballast, putting back ballast along with initial packing to pass train slowly and subsequent packing sleepers in three stages (1st packing on following day, 2nd packing on 7th day, 3rd packing on 14th day and relaxing normal speed), aligning to true alignment, leveling track to proper level and grade, Cutting cess upto 2ft, boxing and tidying the ballast section including removal of released unsuitable materials to a safe distance etc. all complete but excluding cost of Ballast. | | | | | |
| 38.76.1 | For BG | Km. | 405,506.00 | 398,563.00 | 369,102.00 | 369,102.00 |
| 38.76.2 | For MG | Km. | 297,713.00 | 292,661.00 | 271,035.00 | 271,035.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|--|------|--------------------------|------------|------------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.77 | Cost for shallow Screening/ Complete over hauling of PC Sleepered Track by opening out of ballast without disturbing cores under sleeper, preparing formation bed to proper slope, screening the removed ballast, putting back ballast, doing initial Manual packing to pass train slowly etc. all complete as per direction of Engineer in Charge. | | | | | |
| 38.77.1 | For BG/ DG | Km. | 294,876.00 | 289,825.00 | 268,401.00 | 268,401.00 |
| 38.77.2 | For MG | Km. | 248,049.00 | 243,851.00 | 225,833.00 | 225,833.00 |
| 38.78 | Renewal of Scattered Rails including loading, unloading etc. | | | | | |
| 38.78.1 | For 60 Lb Rails | Each | 573.00 | 563.00 | 522.00 | 522.00 |
| 38.78.2 | For 75 Lb Rails | Each | 655.00 | 643.00 | 596.00 | 596.00 |
| 38.78.3 | For 90 Lb Rails | Each | 752.00 | 738.00 | 684.00 | 684.00 |
| 38.78.4 | For 60 Kg Rails | Each | 869.00 | 854.00 | 791.00 | 791.00 |
| 38.79 | Cost for de-stressing of LWR Track with contractor's labors, tools & equipment inclusive of all lead & lift. Activities include cutting of into convenient panels of specified length, removal of ERCs, liners, greasing of ERCs and liner contact area, lifting & handling , working out elongation of rail ends depending on prevailing site conditions, pulling rails to achieve the desired elongation, cutting rails, as required, placing rail in position, re-fixing ERCs & liners. | | | | | |
| 38.79.1 | For BG | Km. | 66,209.00 | 64,669.00 | 60,358.00 | 60,358.00 |
| 38.79.2 | For MG | Km. | 61,127.00 | 59,680.00 | 55,738.00 | 55,738.00 |
| 38.79.3 | For DG | Km. | 76,833.00 | 75,016.00 | 70,058.00 | 70,058.00 |
| 38.80 | Complete overhauling of Earth / Cinder packed Track | | | | | |
| 38.80.1 | For DG/ BG | Km. | 150,760.00 | 148,063.00 | 137,277.00 | 137,277.00 |
| 38.80.2 | For MG | Km. | 113,070.00 | 111,048.00 | 102,958.00 | 102,958.00 |
| 38.81 | Thorough Packing of Ballasted Track | | | | | |
| 38.81.1 | For DG / BG | Km. | 139,453.00 | 136,958.00 | 126,981.00 | 126,981.00 |
| 38.81.2 | For MG | Km. | 113,070.00 | 111,048.00 | 102,958.00 | 102,958.00 |
| 38.82 | Overhauling of ordinary Points and Crossing/ Turnouts | | | | | |
| 38.82.1 | BG/ DG | Set | 13,013.00 | 12,781.00 | 11,853.00 | 11,853.00 |
| 38.82.2 | MG | Set | 10,178.00 | 9,998.00 | 9,276.00 | 9,276.00 |
| 38.83 | Overhauling of Diamond Crossing | | | | | |
| 38.83.1 | BG | Set | 15,847.00 | 15,564.00 | 14,430.00 | 14,430.00 |
| 38.83.2 | MG | Set | 12,304.00 | 12,085.00 | 11,209.00 | 11,209.00 |

| SL No. | Items | Unit | Rate in Railway Division | | | |
|---------|---|--------------------|--------------------------|------------|-----------|-------------|
| | | | Dhaka | Chottogram | Paksey | Lalmonirhat |
| 38.84 | Cost for overhauling of level crossing including dismantling of track, picking up road surface, digging below sleeper according to site condition, replacing worn out sleepers & fastenings, rails, correcting cross level, gauge, alignment, packing etc. all complete as per direction of Engineer in-charge. | | | | | |
| 38.84.1 | BG | Meter | 9,646.00 | 9,473.00 | 8,781.00 | 8,781.00 |
| 38.84.2 | DG | Meter | 11,139.00 | 10,939.00 | 10,135.00 | 10,135.00 |
| 38.84.3 | MG | Meter | 8,157.00 | 8,010.00 | 7,426.00 | 7,426.00 |
| 38.85 | Making/ Fabricating & erecting Rail Cluster of 3 meter clear span (over all span 4 meter) Girder including loading and unloading excluding cost of rails. | Per Track Meter | 5,981.00 | 5,901.00 | 5,542.00 | 5,542.00 |
| 38.86 | Drilling holes in Rails, Plates per 3 mm dia. up to 12 mm thickness. | Hole of 3 mm | 22.00 | 22.00 | 20.00 | 20.00 |
| 38.87 | Drilling holes in Rails, Plates etc. Per 3 mm dia for thickness over 12 mm thickness. | Hole of 3 mm | 35.00 | 35.00 | 33.00 | 33.00 |
| 38.88 | Running down and oiling bolts including fish bolts | Each | 10.00 | 10.00 | 9.00 | 9.00 |
| 38.89 | Straightening Rails by Jim crew for 90 Lb rails | Each | 89.00 | 88.00 | 82.00 | 82.00 |
| 38.90 | Straightening Rails by Jim crew for 75 Lb to 60 Lb | Each | 59.00 | 59.00 | 55.00 | 55.00 |
| 38.91 | Repairing Iron beaters including coal tarring | Each | 226.00 | 223.00 | 210.00 | 210.00 |
| 38.92 | Fitting & fixing Fishplate. | Each Pair | 35.00 | 35.00 | 32.00 | 32.00 |
| 38.93 | Sawing unserviceable sleepers | Each | 28.00 | 27.00 | 25.00 | 25.00 |
| 38.94 | Making wooden washer and Packing pieces with Sal or similar hard wood | Each | 11.00 | 11.00 | 10.00 | 10.00 |
| 38.95 | Making wooden beater with handle with Garjan or similar wood | Each | 757.00 | 730.00 | 766.00 | 766.00 |
| 38.96 | Making wooden handle for beater and Phowrahs with released wooden sleeper. | Each | 31.00 | 31.00 | 29.00 | 29.00 |

CHAPTER 39: EMBANKMENT CONSTRUCTION

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|--------------|---|------|---------------------------------------|------------|----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 39.01 | Ref-B1.2.2 | Clearing and Grubbing The work consists of cutting, removing and disposing of all materials such as trees, bushes, shrubs, stumps, roots, grass, weeds, rubbish, and removal of topsoil and other organic material etc. all complete as per direction of Engineer in Charge. | m2 | 50.00 | 50.00 | 50.00 | 50.00 |
| 39.02 | Ref-B1.2.3 | Stripping Stripping will be carried out at Clearing and Grubbing area. The depth of stripping shall be 150 mm, and the stripped area to be compacted as directed by the Engineer, maintaining proper moisture content at the time of compaction. Stripped material shall be disposed to the locations as approved by the Engineer. | m2 | 45.00 | 45.00 | 44.00 | 44.00 |
| 39.03 | Ref-B2.1 | Excavation for Roadway/Railway/Drains in all Types of Soil maintaining proper slope and disposing the same including, leveling, dressing etc. All complete as per instruction of Engineering-in-charge | m3 | 170.00 | 169.00 | 165.00 | 165.00 |
| 39.04 | Ref-B2.1.2.1 | Excavation and Removal of Unsuitable Material disposing the same including, leveling, dressing etc. All complete as per instruction of Engineering-in-charge | m3 | 226.00 | 226.00 | 224.00 | 224.00 |
| 39.05 | Ref-B2.3 | Filling with Suitable Material Derived from Excavated Area Min CBR = 5 % in accordance with ASTM D 1883 (sample compacted at 97% of modified maximum dry density); Soil Quality: SQ1: CL, ML, CL-ML, CI, MI, CH, MH | m3 | 206.00 | 205.00 | 202.00 | 202.00 |
| 39.06 | Ref-B2.3 | Embankment Fill from Excavation in Borrow pit within the Right-of-Way Min CBR = 5 % in accordance with ASTM D 1883 (sample compacted at 97% of modified maximum dry density); Soil Quality: SQ1: CL, ML, CL-ML, CI, MI, CH, MH | m3 | 241.00 | 240.00 | 233.00 | 233.00 |
| 39.07 | Ref-B2.2 | Excavation for Structures in all Types of Soil | m3 | 220.00 | 219.00 | 211.00 | 211.00 |
| 39.08 | Ref-B2.3 | Embankment Fill Construction Min CBR = 5 % in accordance with ASTM D 1883 (sample compacted at 97% of modified maximum dry density); Soil Quality: SQ1: CL, ML, CL-ML, CI, MI, CH, MH | m3 | 782.00 | 781.00 | 774.00 | 774.00 |
| 39.08 | Ref-B2.3 | Embankment Fill with dredged Sand Min CBR = 5 % in accordance with ASTM D 1883 (sample compacted at 97% of modified maximum dry density); | m3 | 690.00 | 690.00 | 683.00 | 683.00 |
| 39.09 | Ref-B2.3 | Providing Cladding Layer Min CBR = 5 % in accordance with ASTM D 1883 (sample compacted at 97% of modified maximum dry density); Fines passing 75µ > 50%, Plasticity Index 15-25, Thickness = 0.5m | m3 | 869.00 | 871.00 | 862.00 | 862.00 |
| 39.10 | Ref-B2.3 | Prepared Subgrade Construction RDSO/2019/GE:0014: CBR ≥ 7 Compaction - 98% of MDD Plasticity index 3 to 12 Soil type, SQ3 (Fines < 12%) GW, GP, SW, SP, GW-GM, GW-GC, SW-SM, GP-GM, GP-GC, SP-SM, SP-SC | m3 | 1,148.00 | 1,156.00 | 1,115.00 | 1,115.00 |
| 39.11 | Ref-B2.3 | Backfilling Behind Abutments, Wing Walls and Return Walls | m3 | 1,500.00 | 1,500.00 | 1,434.00 | 1,434.00 |
| 39.12 | Ref-B2.5 | Turfing With Sods | m2 | 86.00 | 85.00 | 84.00 | 84.00 |
| 39.13 | Ref-B2.7 | Supply and Placement of Separator Geotextile Fabric The geotextile fabric shall be of nonwoven needle punched type with minimum thickness under 2 kpa 3.00 mm (ASTM D4491), minimum mass 300 gm/m2 (ASTM D5261), Elongation value ≥ 40% (ASTM D4632), Stip tensile strength ≥ 25 KN/M2 (ASTM D 4632) | m2 | 230.00 | 230.00 | 229.00 | 229.00 |
| 39.14 | Ref-B2.7 | Supply and Placement of Granular Sand Drainage Layer Fineness Modulus > 1.8 Fines (passing 75 microns) < 10% | m3 | 2,448.00 | 2,468.00 | 2,409.00 | 2,409.00 |

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|----------|----------|---|------|---------------------------------------|------------|-----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 39.15 | Ref-B2.7 | Supply and Installation of Geosynthetic Prefabricated Vertical Drain Width: >100 mm, Thickness:>4mm, Tensile strength of drain: ASTM D 4595: >1.5 kN @10% strain | m. | 294.00 | 294.00 | 294.00 | 294.00 |
| 39.16 | Ref-B2.7 | Supply and Placement of High Strength Geotextile in Embankment Ultimate strength (Machine Direction): 300 kN/m2, ASTM D 4595 Strength at 10% strain (Machine Direction): 200 kN/m2, ASTM D 4595 | m2 | 391.00 | 391.00 | 391.00 | 391.00 |
| 39.17 | Ref-B2.7 | Surface Settlement Plates | No. | 21,625.00 | 21,625.00 | 21,625.00 | 21,625.00 |
| 39.18 | Ref-B2.7 | Electric Piezometers | No. | 38,450.00 | 38,450.00 | 38,450.00 | 38,450.00 |
| 39.19 | Ref-B2.7 | Inclinometers | No. | 30,524.00 | 30,524.00 | 30,524.00 | 30,524.00 |
| 39.20 | Ref-B2.7 | Alignment Wood Stakes | No. | 100.00 | 100.00 | 100.00 | 100.00 |
| 39.21 | Ref-B2.7 | Observation Well | No. | 5,001.00 | 5,001.00 | 5,001.00 | 5,001.00 |
| 39.22 | Ref-B2.8 | Sub-ballast Construction CBR \geq 25 LA<30% for Well graded brick chips or natural gravel. | m3 | 5,197.00 | 5,199.00 | 5,095.00 | 5,008.00 |
| 39.23 | Ref-B4 | Geotextile Filter below Cement Concrete Block Pitching on Flooring | m2 | 236.00 | 236.00 | 236.00 | 236.00 |
| 39.24 | Ref-B4 | Stone/Cement Concrete Block Pitching or Flooring | m3 | 18,063.00 | 18,186.00 | 16,471.00 | 16,040.00 |
| 39.25 | Ref-B4 | Toe Walls (Brick Work 1:4) | m3 | 12,009.00 | 11,964.00 | 11,745.00 | 11,737.00 |
| 39.26 | Ref-B7.4 | Bore Holes on Land: Drilling 150 mm diameter borehole through all types of soil/gravels/pebbles or their mixture under any condition (dry or stagnant water up to 1.0 m depth) including collection of undisturbed/disturbed samples and conducting SPT test at 1.5 m interval together with the measurement of static ground water level | | - | - | - | - |
| 39.26.01 | | Ten (10) to Twenty (20) metres | m | 469.00 | 469.00 | 469.00 | 469.00 |
| 39.26.02 | | Forty (40) to Fifty (50) metres | m | 1,388.00 | 1,388.00 | 1,388.00 | 1,388.00 |
| 39.26.03 | | Fifty (50) to Sixty (60) metres | m | 1,751.00 | 1,751.00 | 1,751.00 | 1,751.00 |
| 39.27 | Ref-B7.4 | Bore Holes in Water: Drilling 150 mm diameter borehole through all types of soil/gravels/pebbles or their mixture under any condition including collection of undisturbed / disturbed samples and conducting SPT test at 1.5 m interval together with the measurement of static ground water level. | m | - | - | - | - |
| 39.27.01 | | Forty (40) to Fifty (50) metres | m | 1,388.00 | 1,388.00 | 1,388.00 | 1,388.00 |
| 39.27.02 | | Fifty (50) to Sixty (60) metres | m | 1,751.00 | 1,751.00 | 1,751.00 | 1,751.00 |
| 39.27.03 | | Natural Moisture Content | No. | 295.00 | 295.00 | 295.00 | 295.00 |
| 39.27.04 | | Liquid Limit and Plastic Limit | No. | 862.00 | 862.00 | 862.00 | 862.00 |
| 39.27.05 | | Bulk Density and Dry Density | No. | 2,661.00 | 2,661.00 | 2,661.00 | 2,661.00 |
| 39.27.06 | | Specific Gravity | No. | 289.00 | 289.00 | 289.00 | 289.00 |
| 39.27.07 | | Particle/Grain Size Distribution | No. | 1,243.00 | 1,243.00 | 1,243.00 | 1,243.00 |
| 39.27.08 | | One Dimensional Consolidation Test | No. | 1,994.00 | 1,994.00 | 1,994.00 | 1,994.00 |
| 39.27.09 | | Unconfined Compression Test | No. | 2,129.00 | 2,129.00 | 2,129.00 | 2,129.00 |
| 39.27.10 | | UU Triaxial Compression Test | No. | 2,129.00 | 2,129.00 | 2,129.00 | 2,129.00 |
| 39.27.11 | | CU Triaxial Compression Test | No. | 2,129.00 | 2,129.00 | 2,129.00 | 2,129.00 |
| 39.27.12 | | Direct Shear Test | No. | 1,711.00 | 1,711.00 | 1,711.00 | 1,711.00 |
| 39.27.13 | | Organic Content Test | No. | 1,711.00 | 1,711.00 | 1,711.00 | 1,711.00 |
| 39.27.14 | | Field Vane Shear Test (FVT) | No. | 2,486.00 | 2,486.00 | 2,486.00 | 2,486.00 |
| 39.27.15 | | Plate Load Test | No. | 1,477.00 | 1,477.00 | 1,477.00 | 1,477.00 |
| 39.27.16 | | Chemical Test on Water Sample Consisting of pH, Chloride and Sulphate | Set | 2,000.00 | 2,000.00 | 2,000.00 | 2,000.00 |
| 39.27.17 | | Factual and Interpretive Report | LS | 62,771.00 | 62,771.00 | 62,771.00 | 62,771.00 |
| 39.28 | | Pile mixed with Cement & Soil | m | 1,252.00 | 1,250.00 | 1,246.00 | 1,246.00 |

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|----------|----------|---|------|---------------------------------------|------------|--------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 39.29 | | Execution of sand pile through displacement method by using tripod rig, mechanical winch, special type drop hammer (weighing minimum 1.00 ton) and casing pipe of inner dia 250mm to 300mm up to a maximum depth of 6.5m, compacting the sand with desired sand force volume and FM value of sand >2.2 and relative density (60% to 65%), to attain the desired SPT value between sand piles etc. complete including the cost of compacted sand as per design, specification and direction of Engineer in charge. | | | | | |
| 39.29.01 | | for 250 mm dia | m | 858.00 | 862.00 | 847.00 | 845.00 |
| 39.29.02 | | for 300 mm dia | m | 962.00 | 968.00 | 949.00 | 945.00 |

CHAPTER 40: BRIDGE AND CULVERTS

| Item No | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|--|----------------|---------------------------------------|--------------|--------------|--------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonithat |
| 40.01 | Bored Cast-in-Place Piles (600 mm diameter) | m | 7,202.00 | 7,201.00 | 7,126.00 | 7,123.00 |
| 40.02 | Bored Cast-in-Place Pilot Piles (600 mm diameter) | m | 7,202.00 | 7,201.00 | 7,126.00 | 7,123.00 |
| 40.03 | Bored Cast-in-Place Pilot Piles (1000 mm diameter) | m | 21,398.00 | 21,393.00 | 21,182.00 | 21,173.00 |
| 40.04 | Bored Cast-in-Place Pilot Piles (1000 mm diameter) | m | 21,398.00 | 21,393.00 | 21,182.00 | 21,173.00 |
| 40.05 | Bored Cast-in-Place Piles (1200 mm diameter) | m | 28,555.00 | 28,551.00 | 28,259.00 | 28,247.00 |
| 40.06 | Bored Cast-in-Place Pilot Piles (1200 mm diameter) | m | 28,555.00 | 28,551.00 | 28,259.00 | 28,247.00 |
| 40.07 | Bored Cast-in-Place Pilot Piles (2500 mm diameter) | m | 184,670.00 | 184,639.00 | 183,397.00 | 183,347.00 |
| 40.08 | Bored Cast-in-Place Piles (2500 mm diameter) | m | 184,670.00 | 184,639.00 | 183,397.00 | 183,347.00 |
| 40.09 | Permanent Steel casing (22 mm thick, 2500 mm Dia) | m | 195,079.00 | 195,079.00 | 195,079.00 | 195,079.00 |
| 40.10 | Permanent Steel casing (10 mm thick, 1200 mm Dia) | m | 54,863.00 | 54,863.00 | 54,863.00 | 54,863.00 |
| 40.11 | Permanent Steel casing (10 mm thick, 1000 mm Dia) | m | 48,319.00 | 48,319.00 | 48,319.00 | 48,319.00 |
| 40.12 | Static load Test on Cast-in-place Pilot Pile (600 mm diameter) | No. | 800,000.00 | 800,000.00 | 800,000.00 | 800,000.00 |
| 40.13 | Static load Test on Cast-in-place Working Pile (600 mm diameter) | No. | 900,000.00 | 900,000.00 | 900,000.00 | 900,000.00 |
| 40.14 | Static load Test on Cast-in-place Pilot Pile (1000 mm diameter) | No. | 1,800,000.00 | 1,800,000.00 | 1,800,000.00 | 1,800,000.00 |
| 40.15 | Static load Test on Cast-in-place Working Pile (1000 mm diameter) | No. | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 |
| 40.16 | Static load Test on Cast-in-place Pilot Pile (1200 mm diameter) | No. | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 |
| 40.17 | Static load Test on Cast-in-place Working Pile (12000 mm diameter) | No. | 1,800,000.00 | 1,800,000.00 | 1,800,000.00 | 1,800,000.00 |
| 40.18 | O-Cell Test on Cast-in-place Pilot Pile (2500 mm diameter) | No. | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 |
| 40.19 | O-Cell Test on Cast-in-place Working Pile (2500 mm diameter) | No. | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 | 9,000,009.00 |
| 40.20 | Dynamic (PDA) Load Test on Cast-in-Place Pilot Pile (600 mm diameter) | No. | 189,372.00 | 189,372.00 | 189,372.00 | 189,372.00 |
| 40.21 | PDA (Dynamic) Load Test on Cast-in-Place Pile (600 diameter) | No. | 166,159.00 | 166,159.00 | 166,159.00 | 166,159.00 |
| 40.22 | Dynamic (PDA) Load Test on Cast-in-Place Pilot Pile (1000 mm diameter) | No. | 280,000.00 | 280,000.00 | 280,000.00 | 280,000.00 |
| 40.23 | PDA (Dynamic) Load Test on Cast-in-Place Pile (1000 diameter) | No. | 250,000.00 | 250,000.00 | 250,000.00 | 250,000.00 |
| 40.24 | Dynamic (PDA) Load Test on Cast-in-Place Pilot Pile (1200 mm diameter) | No. | 378,743.00 | 378,743.00 | 378,743.00 | 378,743.00 |
| 40.25 | PDA (Dynamic) Load Test on Cast-in-Place Pile (1200 diameter) | No. | 344,625.00 | 344,625.00 | 344,625.00 | 344,625.00 |
| 40.26 | Pile Integrity Testing on Cast-in-place Pile (600 mm diameter) | No. | 3,906.00 | 3,906.00 | 3,906.00 | 3,906.00 |
| 40.27 | Pile Integrity Testing on Cast-in-place Pile (1200 mm diameter) | No. | 8,000.00 | 8,000.00 | 8,000.00 | 8,000.00 |
| 40.28 | Pile Integrity Testing on Cast-in-place Pile (2500 mm diameter) | No. | 9,231.00 | 9,231.00 | 9,231.00 | 9,231.00 |
| 40.29 | Pile Integrity Testing on Cast-in-place Pile (10000 mm diameter) | No. | 7,385.00 | 7,385.00 | 7,385.00 | 7,385.00 |
| 40.30 | Sonic Pulse Test on Cast-in-Place Pilot Pile (600 mm diameter) | No. | 8,690.00 | 8,690.00 | 8,690.00 | 8,690.00 |
| 40.31 | Sonic Pulse Test on Cast-in-Place Working Pile (600 mm diameter) | No. | 8,690.00 | 8,690.00 | 8,690.00 | 8,690.00 |
| 40.32 | Sonic Pulse Test on Cast-in-Place Pilot Pile (1000 mm diameter) | No. | 15,385.00 | 15,385.00 | 15,385.00 | 15,385.00 |
| 40.33 | Sonic Pulse Test on Cast-in-Place Working Pile (1000 mm diameter) | No. | 15,385.00 | 15,385.00 | 15,385.00 | 15,385.00 |
| 40.34 | Sonic Pulse Test on Cast-in-Place Pilot Pile (1200 mm diameter) | No. | 17,381.00 | 17,381.00 | 17,381.00 | 17,381.00 |
| 40.35 | Sonic Pulse Test on Cast-in-Place Working Pile (1200 mm diameter) | No. | 17,381.00 | 17,381.00 | 17,381.00 | 17,381.00 |
| 40.36 | Sonic Pulse Test on Cast-in-Place Pilot Pile (2500 mm diameter) | No. | 28,968.00 | 28,968.00 | 28,968.00 | 28,968.00 |
| 40.37 | Sonic Pulse Test on Cast-in-Place Piles (2500 mm diameter) | No. | 28,968.00 | 28,968.00 | 28,968.00 | 28,968.00 |
| 40.38 | Concrete Grade M15 | m ³ | 13,722.00 | 13,717.00 | 13,415.00 | 13,309.00 |
| 40.39 | Concrete Grade M30 | m ³ | 22,623.00 | 22,612.00 | 22,394.00 | 22,382.00 |
| 40.40 | Concrete Grade M35 | m ³ | 25,885.00 | 25,868.00 | 25,595.00 | 25,582.00 |
| 40.41 | Concrete Grade M40 | m ³ | 29,810.00 | 29,788.00 | 29,463.00 | 29,449.00 |
| 40.42 | High Yield Deformed Steel Reinforcing Bars | t | 133,443.00 | 133,196.00 | 131,938.00 | 131,938.00 |
| 40.43 | Fabrication, Transportation and Erection of Steel Bridges | t | 297,945.00 | 297,945.00 | 297,945.00 | 297,945.00 |
| 40.44 | Spherical Bridge Fix Bearings for STPG span 15m | No. | 74,257.00 | 74,257.00 | 74,257.00 | 74,257.00 |
| 40.45 | Spherical Bridge Guided Bearings for STPG span 15m | No. | 69,884.00 | 69,884.00 | 69,884.00 | 69,884.00 |
| 40.46 | Spherical Bridge Free Bearings for STPG span 15m | No. | 49,036.00 | 49,036.00 | 49,036.00 | 49,036.00 |
| 40.47 | Spherical Bridge Fix Bearings for STPG span 20m | No. | 91,070.00 | 91,070.00 | 91,070.00 | 91,070.00 |
| 40.48 | Spherical Bridge Guided Bearings for STPG span 20m | No. | 85,880.00 | 85,880.00 | 85,880.00 | 85,880.00 |
| 40.49 | Spherical Bridge Free Bearings for STPG span 20m | No. | 58,812.00 | 58,812.00 | 58,812.00 | 58,812.00 |
| 40.50 | Spherical Bridge Fix Bearings for STPG span 25m | No. | 109,876.00 | 109,876.00 | 109,876.00 | 109,876.00 |

| Item No | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|--|------|---------------------------------------|------------|------------|-------------|
| | | | Dhaka | Chattogram | Paksey | Lalmonithat |
| 40.51 | Spherical Bridge Guided Bearings for STPG span 25m | No. | 103,868.00 | 103,868.00 | 103,868.00 | 103,868.00 |
| 40.52 | Spherical Bridge Free Bearings for STPG span 25m | No. | 72,254.00 | 72,254.00 | 72,254.00 | 72,254.00 |
| 40.53 | Spherical Bridge Fix Bearings for STPG span 30m | No. | 125,503.00 | 125,503.00 | 125,503.00 | 125,503.00 |
| 40.54 | Spherical Bridge Guided Bearings for STPG span 30m | No. | 118,695.00 | 118,695.00 | 118,695.00 | 118,695.00 |
| 40.55 | Spherical Bridge Free Bearings for STPG span 30m | No. | 82,262.00 | 82,262.00 | 82,262.00 | 82,262.00 |
| 40.56 | Spherical Bridge Fix Bearings for STPG span 35m | No. | 143,515.00 | 143,515.00 | 143,515.00 | 143,515.00 |
| 40.57 | Spherical Bridge Guided Bearings for STPG span 35m | No. | 135,508.00 | 135,508.00 | 135,508.00 | 135,508.00 |
| 40.58 | Spherical Bridge Free Bearings for STPG span 35m | No. | 93,872.00 | 93,872.00 | 93,872.00 | 93,872.00 |
| 40.59 | Spherical Bridge Fix Bearings for STPG span 40m | No. | 165,134.00 | 165,134.00 | 165,134.00 | 165,134.00 |
| 40.60 | Spherical Bridge Guided Bearings for STPG span 40m | No. | 155,527.00 | 155,527.00 | 155,527.00 | 155,527.00 |
| 40.61 | Spherical Bridge Free Bearings for STPG span 40m | No. | 107,885.00 | 107,885.00 | 107,885.00 | 107,885.00 |
| 40.62 | Filler Joints | m | 999.00 | 999.00 | 999.00 | 999.00 |
| 40.63 | Tubular Railing in Walkway and in Platforms and Viaducts | t | 172,227.00 | 172,227.00 | 172,227.00 | 172,227.00 |
| 40.64 | Steel Grating in Walkways | t | 172,227.00 | 172,227.00 | 172,227.00 | 172,227.00 |
| 40.65 | Stainless Steel in Expansion Joint | m | 21,037.00 | 21,037.00 | 21,037.00 | 21,037.00 |
| 40.66 | Waterproofing | m2 | 1,126.00 | 1,126.00 | 1,126.00 | 1,126.00 |
| 40.67 | Cement Concrete Wearing Coat | m3 | 29,259.00 | 29,259.00 | 29,259.00 | 29,259.00 |
| 40.68 | Drainage Spouts | No. | 14,070.00 | 14,070.00 | 14,070.00 | 14,070.00 |
| 40.69 | Painting of Culverts/Bridges Numbering and Span Arrangement | No. | 4,233.00 | 4,233.00 | 4,233.00 | 4,233.00 |
| 40.70 | Spherical Bridge Fix Bearings for open deck ST span 78.3m | No. | 52,852.00 | 52,852.00 | 52,852.00 | 52,852.00 |
| 40.71 | Spherical Bridge Guided Bearings for open deck ST span 78.3m | No. | 50,023.00 | 50,023.00 | 50,023.00 | 50,023.00 |
| 40.72 | Spherical Bridge Free Bearings for open deck ST span 78.3m | No. | 35,364.00 | 35,364.00 | 35,364.00 | 35,364.00 |
| 40.73 | Spherical Bridge Fix Bearings for ballasted ST span 78.3m | No. | 64,884.00 | 64,884.00 | 64,884.00 | 64,884.00 |
| 40.74 | Spherical Bridge Guided Bearings for ballasted ST span 78.3m | No. | 59,385.00 | 59,385.00 | 59,385.00 | 59,385.00 |
| 40.75 | Spherical Bridge Free Bearings for ballasted ST span 78.3m | No. | 41,813.00 | 41,813.00 | 41,813.00 | 41,813.00 |
| 40.76 | Spherical Bridge Fix Bearings for open deck ST span 100m | No. | 77,580.00 | 77,580.00 | 77,580.00 | 77,580.00 |
| 40.77 | Spherical Bridge Guided Bearings for open deck ST span 100m | No. | 73,341.00 | 73,341.00 | 73,341.00 | 73,341.00 |
| 40.78 | Spherical Bridge Free Bearings for open deck ST span 100m | No. | 51,350.00 | 51,350.00 | 51,350.00 | 51,350.00 |
| 40.79 | Dynamic (PDA) Load Test on Cast-in-Place Pilot Pile (2500 mm diameter) | No. | 631,379.00 | 631,379.00 | 631,379.00 | 631,379.00 |
| 40.80 | PDA (Dynamic) Load Test on Cast-in-Place Pile (2500 diameter) | No. | 553,862.00 | 553,862.00 | 553,862.00 | 553,862.00 |

CHAPTER 41: TRACK CONSTRUCTION (DUAL GAUGE TRACK WITH 60 KG RAIL)

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|----------|---|--------------------|---------------------------------------|------------|---------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.01 | C-2 | Supply of Ballast (Imported) | Per m ³ | 11,499 | 11,499 | 11,499 | 11,499 |
| 41.02 | C-3 | Supply of DG Monoblock Prestressed Concrete Sleepers with cast-in inserts for use with UIC 60/60E1 rails in plain track and at fish plated joints. | Each | 12,000 | 12,000 | 12,000 | 12,000 |
| 41.03 | C-3 | Supply of DG Monoblock Prestressed Concrete Sleepers with cast-in inserts and cast-in polyethylene dowels for use with UIC 60/60E1 running and guard rails in track on ballasted bridges, bridge approaches and under road over bridges. | Each | 12,859 | 12,859 | 12,859 | 12,859 |
| 41.04 | C-3 | Supply of DG Monoblock Prestressed Concrete Sleepers with cast-in inserts and cast-in polyethylene dowels for use with UIC 60/60E1 running rails and railway supplied new/released reusable 45E1/90A double check rail assembly in track at level crossings. | Each | 14,277 | 14,277 | 14,277 | 14,277 |
| 41.05 | C-3 | Supply of DG Monoblock Prestressed Concrete Sleepers with cast-in polyethylene dowels for use in track under Switch Expansion Joints with UIC 60/60E1 rails (each set comprises of 7 sleepers under SEJ). | Per Set | 99,886 | 99,886 | 99,886 | 99,886 |
| 41.06 | C-3 | Supply of DG Monoblock Prestressed Concrete Sleepers without rail seat inclination for use on short stretches of track between turnouts with UIC 60/60E1 rails on main lines. | Each | 14,618 | 14,618 | 14,618 | 14,618 |
| 41.07 | C-3 | Supply of wide gauge (BG 1679 mm and MG 1000 mm) DG Monoblock Prestressed Concrete Sleepers with cast-in inserts for use with UIC 60/60E1 rails in curved track. | Each | 12,358 | 12,358 | 12,358 | 12,358 |
| 41.08 | C-4 | Supply of Rails of steel grade R350HT (add truck cost for LMH & PXC, DA) | Per Ton | 180,196 | 180,196 | 180,196 | 180,196 |
| 41.09 | C-4 | Supply of Rails of steel grade R260 (add truck cost for LMH & PXC, DA) | Per Ton | 150,006 | 150,006 | 150,006 | 150,006 |
| 41.10 | C-5 | Supply of Elastic Rail Clips (Antivandal type) for use on DG prestressed concrete sleepers with UIC 60/60E1 rails of plain track | Each | 405 | 405 | 405 | 405 |
| 41.11 | C-5 | Supply of Elastic Rail Clips (Antivandal type) for use on DG prestressed concrete sleepers with UIC 60/60E1 rails at fish plated joints | Each | 450 | 450 | 450 | 450 |
| 41.12 | C-5 | Supply of 10 mm thick Rubber Pads for use on DG prestressed concrete sleepers with UIC 60/60E1 rails. | Each | 295 | 295 | 295 | 295 |
| 41.13 | C-5 | Supply of Insulating Liners (6 mm thick) for use on DG prestressed concrete sleepers with UIC 60/60E1 rails. | Each | 133 | 133 | 133 | 133 |
| 41.14 | C-5 | Supply of Insulating Liners (8 mm thick) for use on DG prestressed concrete sleepers with UIC 60/60E1 rails. | Each | 147 | 147 | 147 | 147 |
| 41.15 | C-5 | Supply of Insulating Liners (10 mm thick) for use on DG prestressed concrete sleepers with UIC 60/60E1 rails. | Each | 171 | 171 | 171 | 171 |
| 41.16 | C-5 | Supply of Polyethylene Dowels for casting into R.C.C. columns of inspection pit tracks | Each | 170 | 170 | 170 | 170 |
| 41.17 | C-5 | Supply of Canted Mild Steel Bearing Plates for use on wooden sleepers under UIC 60/60E1 rails. | Each | 2,801 | 2,801 | 2,801 | 2,801 |
| 41.18 | C-5 | Supply of Rail Screws (22 mm dia. and 135 mm long) for use with UIC 60/60E1 rails on wooden sleepers with bearing plates. | Each | 182 | 182 | 182 | 182 |
| 41.19 | C-5 | Supply of Rail Screws (24 mm dia. and 150 mm long) for use with UIC 60/60E1 guard rails and polyethylene dowels on prestressed concrete sleepers. | Each | 220 | 220 | 220 | 220 |
| 41.20 | C-5 | Supply of 6 mm thick grooved rubber sole plates for use under UIC 60/60E1 guard rails on prestressed concrete sleepers on bridges, bridge approaches and under road over bridges | Each | 157 | 157 | 157 | 157 |
| 41.21 | C-5 | Supply of Check Rail Assembly components (excluding rails) for use at level crossings with Dual Gauge prestressed concrete sleepers, UIC 60/60E1 running rails and UIC 60/60E1 check rails (one set comprises of components required for one sleeper i.e. five (5) cast iron brackets, six (6) cast iron distance brackets, five (5) 4 mm thick packing plates, five (5) 2 mm thick packing plates, eleven (11) plate screws, six (6) bolts and six (6) single coil spring washers) | Per Set | 31,532 | 31,532 | 31,532 | 31,532 |

CHAPTER 41: TRACK CONSTRUCTION (DUAL GAUGE TRACK WITH 60 KG RAIL)

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|----------|---|---------|---------------------------------------|------------|-----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.22 | C-6 | Supply of Fish Plates (1 m long) for UIC 60/60E1 rails (One set consists of two fish plates and six fish bolts, each bolt complete with nut and single coil spring washer) | Per Set | 12,930 | 12,930 | 12,930 | 12,930 |
| 41.23 | C-6 | Supply of Fish Plates (610 mm long) for UIC 60/60E1 rails (One set consists of two fish plates and four fish bolts, each bolt complete with nut and single coil spring washer) | Per Set | 8,727 | 8,727 | 8,727 | 8,727 |
| 41.24 | C-6 | Supply of Combination Fish Plates (1m long) for UIC 60/60E1 and 45E1/90A rails (One set consists of two fish plates and six fish bolts- each bolt complete with nut and single coil spring washer) | Per Set | 18,001 | 18,001 | 18,001 | 18,001 |
| 41.25 | C-6 | Supply of Combination Fish Plates (610 mm long) for UIC 60/60E1 and 45E1/90A rails (One set comprises of six Fish Plates -each bolt complete with nut and single coil spring washer) | Per Set | 15,000 | 15,000 | 15,000 | 15,000 |
| 41.26 | C-6 | Supply of Joggled Fish Plates with double D holes for UIC 60/60E1 rails (One set consists of two fish plates, two bolts, each bolt complete with nut and double coil spring washer) | Per Set | 21,585 | 21,585 | 21,585 | 21,585 |
| 41.27 | C-7 | Supply of DG 1 in 12 T-Variant/T-Variant RH/LH Turnouts of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 2 lakh to be added) | Per Set | 8,112,318 | 8,112,318 | 8,112,318 | 8,112,318 |
| 41.28 | C-7 | Supply of DG 1 in 12 T-Variant/T-Variant RH/LH Turnouts of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 2 lakh to be added) | Per Set | 7,575,807 | 7,575,807 | 7,575,807 | 7,575,807 |
| 41.29 | C-7 | Supply of DG 1 in 8.5 T-Variant/T-Variant RH/LH Turnouts of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 2 lakh to be added) | Per Set | 7,243,513 | 7,243,513 | 7,243,513 | 7,243,513 |
| 41.30 | C-7 | Supply of DG 1 in 8.5 T-Variant/T-Variant RH/LH Turnouts of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 2 lakh to be added) | Per Set | 6,721,504 | 6,721,504 | 6,721,504 | 6,721,504 |
| 41.31 | C-7 | Supply of DG 10125 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails with two over-riding curved switches one on BG rail and one on MG rail (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 700,009 | 700,009 | 700,009 | 700,009 |
| 41.32 | C-7 | Supply of DG 10125 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails with one over-riding curved switch on common rail (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 450,001 | 450,001 | 450,001 | 450,001 |
| 41.33 | C-7 | Supply of DG 6400 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails with two over-riding curved switches one on BG rail and one on MG rail (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 450,001 | 450,001 | 450,001 | 450,001 |
| 41.34 | C-7 | Supply of DG 6400 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails with one over-riding curved switch on common rail (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 350,001 | 350,001 | 350,001 | 350,001 |

CHAPTER 41: TRACK CONSTRUCTION (DUAL GAUGE TRACK WITH 60 KG RAIL)

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|----------|---|---------|---------------------------------------|------------|-----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.35 | C-7 | Supply of DG 80 mm gap Switch Expansion Joints of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers on straight track) with rails, all components, fittings and fastenings complete except sleepers (one Set comprises of 3 switch sets – either 1 RH and 2 LH or 1 LH and 2 RH switch sets). | Per Set | 1,800,001 | 1,800,001 | 1,800,001 | 1,800,001 |
| 41.36 | C-7 | Supply of DG 80 mm gap Switch Expansion Joints of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers on straight track) with rails, all components, fittings and fastenings complete except sleepers (one Set comprises of 3 switch sets – either 1 RH and 2 LH or 1 LH and 2 RH switch sets). | Per Set | 1,650,001 | 1,650,001 | 1,650,001 | 1,650,001 |
| 41.37 | C-7 | Supply of DG RH and LH Static Switches of R260 steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with rails, all components, fittings and fastenings complete except sleepers. | Per Set | 2,650,000 | 2,650,000 | 2,650,000 | 2,650,000 |
| 41.38 | C-8 | Supply of PSC Sleepers for DG 1 in 12 T/D-Variant RH/LH Turnout of UIC 60/60E1 rails with overriding curved switches and heat-treated welded crossings. One set comprises of sleepers under Turnout, five (5) sleepers at approach and five (5) sleepers at straight exit and five (5) sleepers at turnout exit. | Per Set | 1,883,148 | 1,883,148 | 1,883,148 | 1,883,148 |
| 41.39 | C-8 | Supply of PSC Sleepers for DG 1 in 8.5 T/D-Variant RH/LH Turnout of UIC 60/60E1 rails with overriding curved switches and heat-treated welded crossings. One set comprises of sleepers under Turnout, five (5) sleepers at approach and five (5) sleepers at straight exit and five (5) sleepers at turnout exit. | Per Set | 1,300,002 | 1,300,002 | 1,300,002 | 1,300,002 |
| 41.40 | C-8 | Supply of PSC Sleepers for DG 10125 mm Trap Switch of UIC 60/60E1 rails with two overriding curved switches (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 550,001 | 550,001 | 550,001 | 550,001 |
| 41.41 | C-8 | Supply of PSC Sleepers for DG 10125 mm Trap Switch of UIC 60/60E1 rails with one overriding curved switch (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 550,001 | 550,001 | 550,001 | 550,001 |
| 41.42 | C-8 | Supply of PSC Sleepers for DG 6400 mm Trap Switch of UIC 60/60E1 rails with two overriding curved switches (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 470,003 | 470,003 | 470,003 | 470,003 |
| 41.43 | C-8 | Supply of PSC Sleepers for DG 6400 mm Trap Switch of UIC 60/60E1 rails with one overriding curved switch (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 470,003 | 470,003 | 470,003 | 470,003 |
| 41.44 | C-8 | Supply of PSC Sleepers for DG RH/LH Static Switch of UIC 60/60E1 rails (one set comprises of sleepers under Static Switch and approaches). | Per Set | 800,001 | 800,001 | 800,001 | 800,001 |
| 41.45 | C-8 | Supply of all Components, Fittings and Fastenings (with rails to be supplied by BR) for Dual Gauge Buffer Stop including fabrication and Installation. | Per Set | 262,800 | 262,800 | 262,800 | 262,800 |
| 41.46 | C-10 | Supply and Installation of Kilometre and Hectometre Posts | Each | 2,800 | 2,800 | 2,800 | 2,800 |
| 41.47 | C-10 | Supply and Installation of Gradient Posts | Each | 2,800 | 2,800 | 2,800 | 2,800 |
| 41.48 | C-10 | Supply and Installation of Curve Reference Posts | Each | 2,676 | 2,676 | 2,676 | 2,676 |
| 41.49 | C-10 | Supply and Installation of Curve Boards | Each | 4,700 | 4,700 | 4,700 | 4,700 |
| 41.50 | C-10 | Supply and Installation of Section Limit Boards | Each | 9,606 | 9,606 | 9,606 | 9,606 |
| 41.51 | C-10 | Supply and Installation of Fouling Marks | Each | 2,300 | 2,300 | 2,300 | 2,300 |
| 41.52 | C-13 | Construction of Dual Gauge Long Welded Rail (LWR) Track with new UIC 60/60E1 rails and PSC sleepers | Per km | 8,003,700 | 8,003,700 | 8,003,700 | 8,003,700 |
| 41.53 | C-13 | Construction of Dual Gauge Short Welded Rail (SWR) Track with new UIC 60/60E1 rails and PSC sleepers | Per km | 6,820,800 | 6,820,800 | 6,820,800 | 6,820,800 |
| 41.54 | C-13 | Construction of Dual Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and PSC sleepers | Per km | 4,455,100 | 4,455,100 | 4,455,100 | 4,455,100 |
| 41.55 | C-13 | Construction of Dual Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and wide gauge PSC sleepers on the main line | Per km | 4,567,400 | 4,567,400 | 4,567,400 | 4,567,400 |

CHAPTER 41: TRACK CONSTRUCTION (DUAL GAUGE TRACK WITH 60 KG RAIL)

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|----------|---|-----------|---------------------------------------|------------|------------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.56 | C-13 | Construction of Dual Gauge Short Welded Rail (SWR) Track with new UIC 60/60E1 rails and PSC sleepers on other than main lines in different station yards | Per km | 6,778,700 | 6,778,700 | 6,778,700 | 6,778,700 |
| 41.57 | C-13 | Construction of Dual Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and PSC sleepers on other than main lines in different station yards | Per km | 4,260,200 | 4,260,200 | 4,260,200 | 4,260,200 |
| 41.58 | C-13 | Construction of Metre Gauge Short Welded Rail (SWR)/Track with released reusable materials (60 kg/m rails, Compound rails (60kg-90lb-75lb), MG PSC sleepers and fastenings) supplied by the railway or released in this Project | Per km | 4,443,500 | 4,443,500 | 4,443,500 | 4,443,500 |
| 41.59 | C-13 | Construction of Metre Gauge Normal Fishplate Jointed Track with released reusable materials (60 kg/m rails, Compound rails (60kg-90lb-75lb), MG PSC sleepers and fastenings) | Per km | 2,681,300 | 2,681,300 | 2,681,300 | 2,681,300 |
| 41.60 | C-13 | Construction of Metre Gauge normal Fish Plate Jointed Track on main and other than main lines with new/released reusable 90A/75A rails, MG PSC sleepers and fastenings | Per km | 2,644,800 | 2,644,800 | 2,644,800 | 2,644,800 |
| 41.61 | C-13 | Construction (including supply of the components like angle iron, M.S. rods to keep the flangeway clearance) and concrete used for embedding the track) of Dual Gauge Short Welded Rail (SWR) Embedded Track with UIC 60/60E1 rails on other than main lines in different station yards | Per km | 57,445,400 | 57,445,400 | 57,445,400 | 57,445,400 |
| 41.62 | C-13 | Construction of Metre Gauge Short Welded Rail (SWR) Track with UIC 60/60E1 rails on RCC columns of inspection pit lines | Per km | 3,049,800 | 3,049,800 | 3,049,800 | 3,049,800 |
| 41.63 | C-13 | Installation of Dual Gauge UIC 60/60E1 rail 1 in 12 Turnouts on PSC sleepers on the main lines | Per Set | 351,905 | 351,905 | 351,905 | 351,905 |
| 41.64 | C-13 | Installation of new Dual Gauge UIC 60/60E1 rail 1 in 12 Turnouts with PSC sleepers on other than main lines of different station yards | Per Set | 329,612 | 329,612 | 329,612 | 329,612 |
| 41.65 | C-13 | Installation of new Dual Gauge UIC 60/60E1 rail 1 in 8.5 Turnouts with PSC sleepers on other than main lines of different station yards | Per Set | 296,334 | 296,334 | 296,334 | 296,334 |
| 41.66 | C-13 | Installation of new Dual Gauge UIC 60/60E1 rail Trap Switches (with two 10125 mm long switches) with PSC sleepers on main lines of different station yards | Per Set | 112,676 | 112,676 | 112,676 | 112,676 |
| 41.67 | C-13 | Installation of new Dual Gauge UIC 60/60E1 rail Trap Switches (with two 6400 mm long switches) with PSC sleepers in different station yards on main lines | Per Set | 102,399 | 102,399 | 102,399 | 102,399 |
| 41.68 | C-13 | Installation of Dual Gauge (BG-MG) new UIC 60/60E1 rail Static Switches with PSC sleepers in different station yards | Per Set | 252,214 | 252,214 | 252,214 | 252,214 |
| 41.69 | C-13 | Installation (including fabrication) of check rails on PSC sleepers at level crossings in DG tracks | Per meter | 12,173 | 12,173 | 12,173 | 12,173 |
| 41.70 | C-13 | Installation of UIC 60/60E1 guard rails on PSC sleepers in Dual Gauge track on ballasted bridges | Per meter | 607 | 607 | 607 | 607 |
| 41.71 | C-13 | Installation of UIC 60/60E1 guard rails on PSC sleepers in Dual Gauge track on the approaches of bridges with guard rails | Per meter | 724 | 724 | 724 | 724 |
| 41.72 | C-18 | Supply of 2500 mm long H-beam Steel Sleepers for UIC 60/60E1 rail DG Track on Steel Girder Bridges – One set comprises of H-beam Steel Sleepers with all materials (except Rails, Fishplates, Fish bolts, Washers and Nuts) and including all components (Hook Bolts, Gangway plates, Tie Angles etc.), fittings and fastenings for fixing the sleeper to the girder and for fixing running rails, guard rails, Gang Way and Tie Angles to the Sleepers | Per set | 70,039 | 70,039 | 70,039 | 70,039 |
| 41.73 | C-18 | Construction of DG Fish Plated Track with 60 E1 rails and H-Beam Steel sleepers on Steel Girder Bridges including installation of gang way | Per meter | 2,630 | 2,630 | 2,630 | 2,630 |
| 41.74 | C-18 | Installation of 60 E1 Guard Rails on H-beam steel sleepers on steel girder bridges | Per meter | 590 | 590 | 590 | 590 |

CHAPTER 41: TRACK CONSTRUCTION (BROAD GAUGE TRACK WITH 60 KG RAIL)

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|-------------|--|---------|---------------------------------------|------------|------------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.75 | BR Standard | Supply of BG Monoblock Prestressed Concrete Sleepers with cast-in inserts for use with UIC 60/60E1 rails in plain track and at fish plated joints. | Each | 9,500.00 | 9,500.00 | 9,500.00 | 9,500.00 |
| 41.76 | BR Standard | Supply of BG Monoblock Prestressed Concrete Sleepers with cast-in inserts and cast-in polyethylene dowels for use with UIC 60/60E1 running and guard rails in track on ballasted bridges, bridge approaches and under road over bridges. | Each | 10,264.00 | 10,264.00 | 10,264.00 | 10,264.00 |
| 41.77 | BR Standard | Supply of BG Monoblock Prestressed Concrete Sleepers with cast-in inserts and cast-in polyethylene dowels for use with UIC 60/60E1 running rails and railway supplied new/released reusable 45E1/90A double check rail assembly in track at level crossings. | Each | 11,544.00 | 11,544.00 | 11,544.00 | 11,544.00 |
| 41.78 | BR Standard | Supply of BG Monoblock Prestressed Concrete Sleepers with cast-in polyethylene dowels for use in track under Switch Expansion Joints with UIC 60/60F1 rails (each set comprises of 7 sleepers under SEJ). | Per Set | 80,037.00 | 80,037.00 | 80,037.00 | 80,037.00 |
| 41.79 | BR Standard | Supply of BG Monoblock Prestressed Concrete Sleepers without rail seat inclination for use on short stretches of track between turnouts with UIC 60/60E1 rails on main lines. | Each | 11,684.00 | 11,684.00 | 11,684.00 | 11,684.00 |
| 41.80 | BR Standard | Supply of wide gauge BG Monoblock Prestressed Concrete Sleepers with cast-in inserts for use with UIC 60/60E1 rails in curved track. | Each | 9,985.00 | 9,985.00 | 9,985.00 | 9,985.00 |
| 41.81 | BR Standard | Supply of Check Rail Assembly components (excluding rails) for use at level crossings with Dual Gauge prestressed concrete sleepers, UIC 60/60E1 running rails and UIC 60/60E1 check rails (one set comprises of components required for one sleeper i.e. four (4) cast iron brackets, four (4) cast iron distance brackets, four (4) 4 mm thick packing plates, four (4) 2 mm thick packing plates, eight (8) plate screws, four (4) bolts and four (4) single coil spring washers) | Per Set | 25,227.00 | 25,227.00 | 25,227.00 | 25,227.00 |
| 41.82 | C-7 | Supply of BG 1 in 12 RH/LH Turnouts of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 1.5 lakh to be added) | Per Set | 4,850,482 | 4,850,482 | 4,850,482 | 4,850,482 |
| 41.83 | C-7 | Supply of BG 1 in 12 RH/LH Turnouts of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 1.5 lakh to be added) | Per Set | 4,501,749 | 4,501,749 | 4,501,749 | 4,501,749 |
| 41.84 | C-7 | Supply of BG 1 in 8.5 RH/LH Turnouts of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 1.5 lakh to be added) | Per Set | 4,001,492 | 4,001,492 | 4,001,492 | 4,001,492 |
| 41.85 | C-7 | Supply of BG 1 in 8.5 RH/LH Turnouts of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers) with thick web curved switches and crossings (heat treated welded) including rails, all components, fittings and fastenings complete except sleepers. (For weldable cast manganese steel taka 1.5 lakh to be added) | Per Set | 3,750,345 | 3,750,345 | 3,750,345 | 3,750,345 |
| 41.86 | BR Standard | Supply of BG 10125 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 450,008.00 | 450,008.00 | 450,008.00 | 450,008.00 |
| 41.87 | C-7 | Supply of BG 6400 mm RH and LH Trap Switches of R260 steel grade UIC 60/60E1 rails (with rails, all components, fittings and fastenings complete except sleepers) for laying on prestressed concrete sleepers. | Per Set | 299,999.00 | 299,999.00 | 299,999.00 | 299,999.00 |

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|-------------|--|---------|---------------------------------------|---------------|---------------|---------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.88 | BR Standard | Supply of BG 80 mm gap Switch Expansion Joints of R350HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers on straight track) with rails, all components, fittings and fastenings complete except sleepers | Per Set | 1,450,103.00 | 1,450,103.00 | 1,450,103.00 | 1,450,103.00 |
| 41.89 | C-7 | Supply of BG 80 mm gap Switch Expansion Joints of R260HT steel grade UIC 60/60E1 rails (for laying on prestressed concrete sleepers on straight track) with rails, all components, fittings and fastenings complete except sleepers | Per Set | 1,350,052.00 | 1,350,052.00 | 1,350,052.00 | 1,350,052.00 |
| 41.90 | C-8 | Supply of PSC Sleepers for BG 1 in 12 RH/LH Turnout of UIC 60/60E1 rails. One set comprises of sleepers under Turnout, five (5) sleepers at approach and five (5) sleepers at straight exit and five (5) sleepers at turnout exit. | Per Set | 1,750,522 | 1,750,522 | 1,750,522 | 1,750,522 |
| 41.91 | C-8 | Supply of PSC Sleepers for BG 1 in 8.5 RH/LH Turnout of UIC 60/60E1 rails. One set comprises of sleepers under Turnout, five (5) sleepers at approach and five (5) sleepers at straight exit and five (5) sleepers at turnout exit. | Per Set | 13,000,314 | 13,000,314 | 13,000,314 | 13,000,314 |
| 41.92 | BR Standard | Supply of PSC Sleepers for BG 10125 mm Trap Switch of UIC 60/60E1 rails (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 450,000.00 | 450,000.00 | 450,000.00 | 450,000.00 |
| 41.93 | BR Standard | Supply of PSC Sleepers for BG 6400 mm Trap Switch of UIC 60/60E1 rails (one set comprises of sleepers under Trap Switch and at approach and exit) | Per Set | 368,224.00 | 368,224.00 | 368,224.00 | 368,224.00 |
| 41.94 | C-8 | Supply of all Components, Fittings and Fastenings (with rails to be supplied by BR) for Broad Gauge Buffer Stop including fabrication and Installation. | Per Set | 203,300 | 203,300 | 203,300 | 203,300 |
| 41.95 | Same as DG | Construction of Broad Gauge Long Welded Rail (LWR) Track with new UIC 60/60E1 rails and PSC sleepers on the main line | Per km | 6,281,200.00 | 6,281,200.00 | 6,281,200.00 | 6,281,200.00 |
| 41.96 | Same as DG | Construction of Broad Gauge Short Welded Rail (SWR) Track with new UIC 60/60E1 rails and PSC sleepers on the main line | Per km | 5,477,300.00 | 5,477,300.00 | 5,477,300.00 | 5,477,300.00 |
| 41.97 | Same as DG | Construction of Broad Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and PSC sleepers on the main line | Per km | 4,046,900.00 | 4,046,900.00 | 4,046,900.00 | 4,046,900.00 |
| 41.98 | Same as DG | Construction of Broad Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and wide gauge PSC sleepers on the main line | Per km | 4,075,000.00 | 4,075,000.00 | 4,075,000.00 | 4,075,000.00 |
| 41.99 | Same as DG | Construction of Broad Gauge Short Welded Rail (SWR) Track with new UIC 60/60E1 rails and PSC sleepers on other than main lines in different station yards | Per km | 5,464,600.00 | 5,464,600.00 | 5,464,600.00 | 5,464,600.00 |
| 41.100 | Same as DG | Construction of Broad Gauge normal Fish Plate Jointed Track with new UIC 60/60E1 rails and PSC sleepers on other than main lines in different station yards | Per km | 4,018,800.00 | 4,018,800.00 | 4,018,800.00 | 4,018,800.00 |
| 41.101 | Same as DG | Construction (including supply of the components like angle iron, M.S. rods to keep the flangeway clearance) and concrete used for embedding the track) of Broad Gauge Short Welded Rail (SWR) Embedded Track with UIC 60/60E1 rails on other than main lines in different station yards | Per km | 53,707,200.00 | 53,707,200.00 | 53,707,200.00 | 53,707,200.00 |
| 41.102 | Same as DG | Construction of Broad Gauge Short Welded Rail (SWR) Track with UIC 60/60E1 rails on RCC columns of inspection pit lines | Per km | 2,271,000.00 | 2,271,000.00 | 2,271,000.00 | 2,271,000.00 |
| 41.103 | Same as DG | Installation of Broad Gauge UIC 60/60E1 rail 1 in 12 Turnouts on PSC sleepers on the main lines | Per Set | 311,200.00 | 311,200.00 | 311,200.00 | 311,200.00 |
| 41.104 | Same as DG | Installation of new Broad Gauge UIC 60/60E1 rail 1 in 12 Turnouts with PSC sleepers on other than main lines of different station yards | Per Set | 298,300.00 | 298,300.00 | 298,300.00 | 298,300.00 |
| 41.105 | Same as DG | Installation of new Broad Gauge UIC 60/60E1 rail 1 in 8.5 Turnouts with PSC sleepers on other than main lines of different station yards | Per Set | 262,400.00 | 262,400.00 | 262,400.00 | 262,400.00 |
| 41.106 | Same as DG | Installation of new Broad Gauge UIC 60/60E1 rail Trap Switches (with two 10125 mm long switches) with PSC sleepers | Per Set | 148,400.00 | 148,400.00 | 148,400.00 | 148,400.00 |

| Item No | Spec Ref | Description | Unit | Unit Rate of Railway Division in Taka | | | |
|---------|------------|---|-----------|---------------------------------------|------------|-----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.107 | Same as DG | Installation (including fabrication) of check rails on PSC sleepers at level crossings in BG tracks | Per meter | 8,400.00 | 8,400.00 | 8,400.00 | 8,400.00 |
| 41.108 | Same as DG | Installation of UIC 60/60E1 guard rails on PSC sleepers in Broad Gauge track on ballasted bridges | Per meter | 427.00 | 427.00 | 427.00 | 427.00 |
| 41.109 | Same as DG | Installation of UIC 60/60E1 guard rails on PSC sleepers in Broad Gauge track on the approaches of bridges with guard rails | Per meter | 544.00 | 544.00 | 544.00 | 544.00 |
| 41.110 | Same as DG | Supply of 2500 mm long H-beam Steel Sleepers for UIC 60/60E1 rail BG Track on Steel Girder Bridges – One set comprises of H-beam Steel Sleepers with all materials (except Rails, Fishplates, Fish bolts, Washers and Nuts) and including all components (Hook Bolts, Gangway plates, Tie Angles etc.), fittings and fastenings for fixing the sleeper to the girder and for fixing running rails, guard rails, Gang Way and Tie Angles to the Sleepers | Per set | 63,685.00 | 63,685.00 | 63,685.00 | 63,685.00 |
| 41.111 | Same as DG | Construction of BG Fish Plated Track with 60 E1 rails and H-Beam Steel sleepers on Steel Girder Bridges including installation of gang way | Per meter | 2,351.00 | 2,351.00 | 2,351.00 | 2,351.00 |
| 41.112 | Same as DG | Installation of 60 E1 Guard Rails on H-beam steel sleepers on steel girder bridges | Per meter | 450.00 | 450.00 | 450.00 | 450.00 |

CHAPTER 41: TRACK CONSTRUCTION (METER GAUGE AND BROAD GAUGE TRACK LAID WITH 90 & 75LB RAIL)

| Item No. | Spec Ref | Descriptions | Units | Unit Rate of Railway Division in Taka | | | |
|-----------|-------------|--|-------|---------------------------------------|------------|------------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.113 | BR Standard | Supply of PSC Sleeper for Different Sections of Rails & Gauge conforming to BR Specifications including transportation etc all complete as per direction of Engineer-in-Charge. . | | | | | |
| 41.113.01 | | For MG 75A/90A Rail Sleeper | Each | 70000.00 | 70000.00 | 70000.00 | 70000.00 |
| 41.113.02 | | For BG 90A Rail Sleeper | Each | 9500.00 | 9500.00 | 9500.00 | 9500.00 |
| 41.113.03 | | For DG 90A Rail Sleeper | Each | 11500.00 | 11500.00 | 11500.00 | 11500.00 |
| 41.114 | BR Standard | Supply of Steel Sleeper for Different Sections of Rails & Gauge conforming to BR Specifications including transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.114.01 | | For MG 75A Rail Sleeper | Each | 7500.00 | 7500.00 | 7500.00 | 7500.00 |
| 41.114.02 | | For BG 90A Rail Sleeper | Each | 11500.00 | 11500.00 | 11500.00 | 11500.00 |
| 41.115 | BR Standard | Supply of Different Sizes of Wooden Sleeper conforming to BR Specifications including edging & boring, transportation etc all complete as per direction of Engineer-in-Charge. | Cum | | | | |
| 41.115.01 | | Untreated Wooden Sleeper | Cum | 110240.00 | 110240.00 | 110240.00 | 110240.00 |
| 41.115.02 | | Treated Wooden Sleeper | Cum | 125494.00 | 125494.00 | 125494.00 | 125494.00 |
| 41.116 | BR Standard | Supply of Rail Welding Portion for Different Sections of Rails excluding cost of welding. | | | | | |
| 41.116.01 | | For 75A Rail | No | 6800.00 | 6800.00 | 6800.00 | 6800.00 |
| 41.116.02 | | For 90A Rail | No | 8700.00 | 8700.00 | 8700.00 | 8700.00 |
| 41.117 | BR Standard | Manufacturing & Supply of Different Types of Points & Crossing including all fittings and collection of Rails from BR Source as well as transportation of all materials to site and conforming to BR Specifications etc all complete as per direction of Engineer-in-Charge. (Excluding cost of rail). | | | | | |
| 41.117.01 | | For 75A Rail MG Points & Crossing (1:12) | Each | 1165677.00 | 1165677.00 | 1165677.00 | 1165677.00 |
| 41.117.02 | | For 75A Rail MG Points & Crossing (1:8.5) | Each | 1000028.00 | 1000028.00 | 1000028.00 | 1000028.00 |
| 41.117.03 | | For 90A Rail MG Points & Crossing (1:12) | Each | 1251569.00 | 1251569.00 | 1251569.00 | 1251569.00 |
| 41.117.04 | | For 90A Rail MG Points & Crossing (1:8.5) | Each | 1153407.00 | 1153407.00 | 1153407.00 | 1153407.00 |
| 41.117.05 | | For 90A Rail BG Points & Crossing (1:12) | Each | 1349732.00 | 1349732.00 | 1349732.00 | 1349732.00 |
| 41.117.06 | | For 90A Rail BG Points & Crossing (1:8.5) | Each | 1251569.00 | 1251569.00 | 1251569.00 | 1251569.00 |
| 41.117.07 | | For 90A Rail DG Points & Crossing (1:12) (T/D Variant) | Each | 263811.00 | 263811.00 | 263811.00 | 263811.00 |
| 41.117.08 | | For 90A Rail DG Points & Crossing (1:8.5) (T/D Variant) | Each | 2208652.00 | 2208652.00 | 2208652.00 | 2208652.00 |

| Item No. | Spec Ref | Descriptions | Units | Unit Rate of Railway Division in Taka | | | |
|-----------|----------|--|-------|---------------------------------------|------------|---------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.118 | | Supplying of Fish Plate (Different Sections) having chemical composition: Carbon (0.4% to 0.5%), Manganese(0.6% to 0.9%), Silicon(0.15% to 0.35%), Phosphorous (Less than 0.04%), Sulphur (Less than 0.04%) & ultimate tensile strength of the steel shall be not less than 480 Mpa nor more than 550 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | - | - | - | - | - |
| 41.118.01 | | For 75A Rail | Each | 1686.00 | 1686.00 | 1686.00 | 1686.00 |
| 41.118.02 | | For 90A Rail | Each | 2441.00 | 2441.00 | 2441.00 | 2441.00 |
| 41.119 | | Supplying of as silicon manganese spring steel grade type 55Si7 as per 3195 section (modified) or an equivalent (Different Diameter and Rail Sections) Elastic Rail Clip having chemical composition: Carbon (0.5% to 0.6%), Manganese(0.7% to 1.00%), Silicon(1.5% to 2.00%), Phosphorous (Less than 0.045%), Sulphur (Less than 0.045%) including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge (Anti Vandal). | | | | | |
| 41.119.01 | | 90A Rail & 20 mm (PC Sleeper) | Each | 245.00 | 245.00 | 245.00 | 245.00 |
| 41.119.02 | | 90A Rail & 20 mm (Modified for Joint PC Sleeper) | Each | 260.00 | 260.00 | 260.00 | 260.00 |
| 41.119.03 | | 75A Rail & 18 mm (PC Sleeper) | Each | 211.00 | 211.00 | 211.00 | 211.00 |
| 41.119.04 | | 75A Rail & 18 mm (Modified for Joint PC Sleeper) | Each | 216.00 | 216.00 | 216.00 | 216.00 |
| 41.119.05 | | 90A Rail & 18 mm (Steel Sleeper) | Each | 200.00 | 200.00 | 200.00 | 200.00 |
| 41.119.06 | | 75A Rail & 18 mm (Steel Sleeper) | Each | 175.00 | 175.00 | 175.00 | 175.00 |
| 41.120 | | Supplying of Fish Bolt having not more than 0.06 percent of Sulphur or Phosphorus & ultimate tensile strength of the steel shall be not less than 480 Mpa nor more than 550 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.120.01 | | 75A Rail | Each | 240.00 | 240.00 | 240.00 | 240.00 |
| 41.120.02 | | 90A Rail | Each | 260.00 | 260.00 | 260.00 | 260.00 |
| 41.121 | | Supplying of Dog Spike having chemical composition: Carbon (0.3% to 0.5%), Manganese(0.6% to 0.9%), Silicon (0.15% to 0.35%), Phosphorous (Less than 0.06%), Sulphur (Less than 0.06%) and ultimate tensile strength of the steel shall be not less than 450 Mpa nor more than 600 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.121.01 | | Meter Gauge | Each | 74.00 | 74.00 | 74.00 | 74.00 |
| 41.121.02 | | Broad Gauge/Dual Gauge | Each | 85.00 | 85.00 | 85.00 | 85.00 |

| Item No. | Spec Ref | Descriptions | Units | Unit Rate of Railway Division in Taka | | | |
|-----------|-------------|--|-------|---------------------------------------|------------|---------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.122 | | Supplying of Rubber Pad having minimum Hardness 70 ± 5, Tensile strength(Min) 17 N/mm ² , Average Elongation: 300% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | Cum | - | - | - | - |
| 41.122.01 | | For 90A Rail (Size: 170mm x 125mm x 10mm) | Each | 191.00 | 191.00 | 191.00 | 191.00 |
| 41.122.02 | | For 90A Rail (Size: 170mm x 125mm x 6mm) | Each | 130.00 | 130.00 | 130.00 | 130.00 |
| 41.122.03 | | For 75A Rail (Size: 125mm x 110mm x 10mm) | Each | 130.00 | 130.00 | 130.00 | 130.00 |
| 41.122.04 | | For 75A Rail (Size: 125mm x 110mm x 6mm) | Each | 81.00 | 81.00 | 81.00 | 81.00 |
| 41.123 | | Supplying of high viscosity Nylon Liner having Melting point: 258-265 degree, Minimum Tensile strength: 68 N/mm ² , Specific gravity: 1.14-1.16, Minimum Hardness Rockwell: 100, Maximum Average Elongation: 35% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | - | - | - | - | - |
| 41.123.01 | | For 75A Rail | Each | 75.00 | 75.00 | 75.00 | 75.00 |
| 41.123.02 | | For 90A Rail | Each | 115.00 | 115.00 | 115.00 | 115.00 |
| 41.124 | | Supplying Canted Bearing Plate having ultimate tensile strength of the steel shall be not less than 450 Mpa nor more than 550 Mpa with a minimum elongation of 20 % including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | - | - | - | - | - |
| 41.124.01 | | For 90A Rail (Size: 250mm x 225mm x 12mm) | Each | 1699.00 | 1699.00 | 1699.00 | 1699.00 |
| 41.124.02 | | For 75A Rail (Size: 240mm x 165mm x 10mm) | Each | 1200.00 | 1200.00 | 1200.00 | 1200.00 |
| 41.125 | BR Standard | Supplying Level Crossing Gate Double Check Rail Bearing Plate conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.125.01 | | For 90A Rail (Size: 470mm x 200mm x 16mm) | Each | 2400.00 | 2400.00 | 2400.00 | 2400.00 |
| 41.125.02 | | For 75A Rail (Size: 450mm x 150mm x 12mm) | Each | 1400.00 | 1400.00 | 1400.00 | 1400.00 |
| 41.125.03 | | For 75A Rail (Size: 450mm x 150mm x 16mm) | Each | 1901.00 | 1901.00 | 1901.00 | 1901.00 |
| 41.126 | BR Standard | Supplying Level Crossing Gate Check Block conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.126.01 | | For 90A Rail (Size: 150mm x 97mm x 77mm) | Each | 1200.00 | 1200.00 | 1200.00 | 1200.00 |
| 41.126.02 | | For 75A Rail (Size: 125mm x 100mm x 65mm) | Each | 896.00 | 896.00 | 896.00 | 896.00 |
| 41.127 | BR Standard | Supplying Level Crossing Gate Double Check Bolt conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.127.01 | | For 90A Rail (Size: 300mm x 28mm) | Each | 350.00 | 350.00 | 350.00 | 350.00 |
| 41.127.02 | | For 75A Rail (Size: 300mm x 22mm) | Each | 220.00 | 220.00 | 220.00 | 220.00 |

| Item No. | Spec Ref | Descriptions | Units | Unit Rate of Railway Division in Taka | | | |
|-----------|-------------|---|-------|---------------------------------------|------------|----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.128 | BR Standard | Supplying of different types of Hook Bolt meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. . | Each | - | - | - | - |
| 41.128.01 | | For 200mm x 22mm | Each | 460.00 | 460.00 | 460.00 | 460.00 |
| 41.128.02 | | For 225mm x 22mm | Each | 530.00 | 530.00 | 530.00 | 530.00 |
| 41.128.03 | | For 250mm x 22mm | Each | 551.00 | 551.00 | 551.00 | 551.00 |
| 41.128.04 | | For 275mm x 22mm | Each | 621.00 | 621.00 | 621.00 | 621.00 |
| 41.128.05 | | For 300mm x 22mm | Each | 641.00 | 641.00 | 641.00 | 641.00 |
| 41.128.06 | | For 350mm x 22mm | Each | 567.00 | 567.00 | 567.00 | 567.00 |
| 41.129 | BR Standard | Supplying of different types of 90A Crossing Bolts meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.129.01 | | For 200mm x 28mm | Each | 560.00 | 560.00 | 560.00 | 560.00 |
| 41.129.02 | | For 225mm x 28mm | Each | 620.00 | 620.00 | 620.00 | 620.00 |
| 41.129.03 | | For 250mm x 28mm | Each | 675.00 | 675.00 | 675.00 | 675.00 |
| 41.129.04 | | For 275mm x 28mm | Each | 750.00 | 750.00 | 750.00 | 750.00 |
| 41.129.05 | | For 300mm x 28mm | Each | 779.00 | 779.00 | 779.00 | 779.00 |
| 41.129.06 | | For 325mm x 28mm | Each | 545.00 | 545.00 | 545.00 | 545.00 |
| 41.129.07 | | For 350mm x 28mm | Each | 910.00 | 910.00 | 910.00 | 910.00 |
| 41.129.08 | | For 375mm x 28mm | Each | 975.00 | 975.00 | 975.00 | 975.00 |
| 41.129.09 | | For 400mm x 28mm | Each | 1020.00 | 1020.00 | 1020.00 | 1020.00 |
| 41.129.10 | | For 425mm x 28mm | Each | 1050.00 | 1050.00 | 1050.00 | 1050.00 |
| 41.129.11 | | For 450mm x 28mm | Each | 1120.00 | 1120.00 | 1120.00 | 1120.00 |
| 41.130 | BR Standard | Anchor welding of ERC meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge.(Any Gauge) | Each | 45.00 | 45.00 | 45.00 | 45.00 |
| 41.131 | BR Standard | Resurfacing of Points and crossing meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.131.01 | | Meter Gauge | Each | 40001.00 | 40001.00 | 40001.00 | 40001.00 |
| 41.131.02 | | Broad Gauge | Each | 41000.00 | 41000.00 | 41000.00 | 41000.00 |
| 41.132 | BR Standard | Resurfacing of Tongue Rail meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | Each | | | | |
| 41.132.01 | | Meter Gauge | Each | 25001.00 | 25001.00 | 25001.00 | 25001.00 |
| 41.132.02 | | Broad Gauge | Each | 25500.00 | 25500.00 | 25500.00 | 25500.00 |
| 41.133 | | Supplying of Joggle Fish Plate having chemical composition: Carbon (0.25% to 0.5%), Manganese(0.6% to 0.9%), Silicon (0.15% to 0.35%), Phosphorous (Less than 0.06%), Sulphur (Less than 0.06%) and ultimate tensile strength of the steel shall be not less than 480 Mpa nor more than 550 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | | | | | |
| 41.133.01 | | For 90A | Pair | 15000.00 | 15000.00 | 15000.00 | 15000.00 |
| 41.133.02 | | For 75A | Pair | 10000.00 | 10000.00 | 10000.00 | 10000.00 |

| Item No. | Spec Ref | Descriptions | Units | Unit Rate of Railway Division in Taka | | | |
|-----------|-------------|--|-------|---------------------------------------|------------|----------|-------------|
| | | | | Dhaka | Chattogram | Paksey | Lalmonirhat |
| 41.134 | | Supplying of Compound Fish Plate (Any Combination) having chemical composition: Carbon (0.15% to 0.3%), Manganese(0.6% to 0.9%), Silicon (0.15% to 0.5%), Phosphorous (Less than 0.06%), Sulphur (Less than 0.06%) and ultimate tensile strength of the steel shall be not less than 415 Mpa nor more than 530 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | Pair | 13000.00 | 13000.00 | 13000.00 | 13000.00 |
| 41.135 | BR Standard | Recycling of Steel Sleeper meeting BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. | Each | | | | |
| 41.135.01 | | Meter Gauge | Each | 1200.00 | 1200.00 | 1200.00 | 1200.00 |
| 41.135.02 | | Broad Gauge | Each | 2000.00 | 2000.00 | 2000.00 | 2000.00 |
| 41.136 | | Supplying of Round Spike having chemical composition: Carbon (0.15% to 0.3%), Manganese (0.6% to 0.9%), Silicon (0.15% to 0.5%), Phosphorous (Less than 0.06%), Sulphur (Less than 0.06%) and ultimate tensile strength of the steel shall be not less than 415 Mpa nor more than 530 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. (DG/BG) | Each | 100.00 | 100.00 | 100.00 | 100.00 |
| 41.137 | | Supplying of Screw Spike having chemical composition: Carbon (0.15% to 0.3%), Manganese (0.6% to 0.9%), Silicon (0.15% to 0.5%), Phosphorous (Less than 0.06%), Sulphur (Less than 0.06%) and ultimate tensile strength of the steel shall be not less than 415 Mpa nor more than 530 Mpa with a minimum elongation of 20% including conforming to other BR Specifications, transportation etc all complete as per direction of Engineer-in-Charge. (DG/BG) | Each | 260.00 | 260.00 | 260.00 | 260.00 |