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Illinois High Speed Rail Project – Tier 2 EA Bid Package Summary

The Union Pacific Railroad (UPRR) plans to issue a Request for Proposal (RFP) for the Tier 2 EA bid package on the Illinois High Speed Rail Project. The limits of the package are on the Union Pacific Railroad, Springfield Subdivision, between Thayer and Nilwood, IL. The package includes new Double track at 20 foot centers, construction of culvert replacements and reconstruction of roadway crossings from MP 205.74 to MP 214.46.

Environmental Permitting and Right-of-Way Acquisition

The plans for this project include existing and proposed UPRR right-of-way (ROW) and temporary grading easement lines. All work must be completed within these boundaries. The Contractor shall not encroach outside of these limits during construction. Contractor is responsible for complying with all requirements of permits for the project that the Owner/UPRR has obtained. Contractor is responsible for any and all permits not supplied by UPRR. All ROW will be in place prior to the start on construction and contractor will not be responsible for obtaining leases or easements.

Track Construction

1. *REMOVAL OF RETIRED SIGNAL FOUNDATIONS* - The Contractor will be required to remove and dispose of 10 existing signal foundations.
2. *REMOVAL AND DISPOSAL OF EXISTING TRACK* – The Contractor will be required to remove and dispose of the existing timber tie siding track at Girard. Work shall include:
Removal all rail, ties, OTM and other miscellaneous demolition materials from site and dispose of legally. All steel material will be credited to the UPRR per ton based on the Chicago Scrap Steel Market.
3. *DISPOSE TRACK* – The Contractor will be required to dispose of existing track removed by UPRR forces. All steel material will be credited to the UPRR per ton based on the Chicago Scrap Steel Market.
4. *GRADING, DRAINAGE & EROSION CONTROL* – Grading activities will include clearing/grubbing, excavation, embankment construction, and subballast placement. The Contractor will be required to construct grading for the new second main track, access roads, construct culverts, drainage structures, and erosion control measures per plans and specifications.
5. *TRACK CONSTRUCTION* – This work includes constructing a second main track at Girard comprised of 136 # CWR on concrete ties. Contractor will be required to construct the specified

amount of track to allow for UPRR forces to cut over the new second main track. UPRR will supply all track materials including rail, ties, fasteners, insulators, pads, and ballast.

6. *Structure Demolition* - This work includes removing four abandoned loading facilities in Girard. Three of the four structures are above ground and one is partially underground.

High Speed Rail Fence

Tier 2 EA High Speed Rail Fencing consists of the installation of a combination of approximately 20,000 LF of 3' tall and 6' tall ornamental and chain link fencing and gates. Limits of the fencing are primarily in the residential/urban areas with some fencing in rural areas.

Roadway Reconstruction

There are 7 at-grade crossings in this corridor with various levels of work. Work typically includes removal of approach pavement to the crossing panels and constructing a new pavement section within the UP ROW. The Contractor will be required to coordinate with UPRR signal on the grading needed for new signal house and access drive locations. Contractor will be required to coordinate temporary roadway closures with the local agencies and UPRR to minimize impacts to the public.

Structural Construction

The table below summarizes the types of structural locations that are found within the Tier 2 EA bid package. The contractor will need to verify scope of work prior to construction. Any deviation from the proposed scope of work shown in the construction documents will need the express written approval of UPRR.

STRUCTURAL SCOPE OF WORK	
WORK DESCRIPTION	GIRARD
VARIOUS MODIFICATIONS AND UPGRADES	2
JACK AND BORE CULVERTS	7
RETAINING WALL	1

Table 1: Structural Scope of Work

1. *VARIOUS MODIFICATIONS AND UPGRADES* – The contractor will be required to modify or repair existing culvert locations per the construction documents. Proposed scope of work may include raising headwalls, adding handrail, placing riprap, repairing concrete or lining/extending existing culverts. Any deviation from the modifications shown in the construction documents will need written approval from UPRR.
2. *JACK AND BORE CULVERTS* – The contractor shall be required to construct new jack and bore culverts adjacent to existing culvert or bridge locations. The proposed culverts, ranging in size from 48” dia. to 60” dia., will be constructed under live railroad load with the existing track remaining in service during the duration of construction. End treatments will consist of

standard UPRR riprap blankets unless noted otherwise in the construction documents. Proposed details have been provided in the bid package set of construction drawings. Minor incidental grading may be required to re-route existing drainage channels to the new culvert locations. The contractor shall provide estimated scope and fee based on the UPRR Round Steel Pipe Culvert standards unless otherwise noted within the construction documents.

3. *RETAINING WALL* – The contractor shall be required to construct a soldier pile retaining wall under an existing BNSF overhead structure. All consideration and planning should be considered to not impact the existing overhead bridge, with construction activities to be approved by UPRR. The retaining wall will can be constructed with adjacent tracks under traffic.