



Illinois High Speed Rail Project – Tier 2 Bid Package Summary

The Union Pacific Railroad (UPRR) plans to issue a Request for Proposal (RFP) for the Tier 2 bid package on the Illinois High Speed Rail Project. The limits of the package are between MP 203.0 and MP 230.0 on the Springfield Subdivision between the Auburn and Shipman stations near Virden, Girard, Nilwood, and Carlinville, IL. The package is split between two different construction areas. The first area has limits between MP 203.0 to MP 215.0 on the Springfield Subdivision and will include construction of a second main track and access roads from MP 206.0 to 214.50. The second area has limits between MP 215.0 to MP 230.0 on the Springfield Subdivision and will include reconstruction of the Carlinville siding at 20' track centers and construction of access roads from MP 223.1 to MP 226.7. Both packages include construction of culvert replacements and bridge improvements, and reconstruction of roadway crossings from MP 203.0 to MP 230.0. A summary of work for each specific task discipline is provided below.

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. The limits were established and approved in the Tier 2 Categorical Exclusion Environmental Document dated XX/XX/XX and the Tier 2 Environmental Assessment Document dated XX/XX/XX. 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 Reconstruction

1. *REMOVAL OF RETIRED SIGNAL FOUNDATIONS* - The Contractor will be required to remove and dispose of two existing signal foundations as indicated in the construction plans.
2. *REMOVAL AND DISPOSAL OF EXISTING TRACK* – The Contractor will be required to remove and dispose of two existing timber tie siding tracks at Girard and Carlinville. 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. *TURNOUT REMOVAL* – The Contractor will be required to remove and dispose of an existing hand operated turnout from the Carlinville siding at MP 224.2. 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 reconstructed siding at Carlinville, new second main track near Girard and access roads per plans and specifications. The Contractor will be required to



construct culverts, drainage structures, and erosion control measures per plans and specifications.

5. *TRACK CONSTRUCTION* – This work includes constructing a new siding track at Carlinville and 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 new siding track or second main track as indicated on the plans. UPRR forces will remove and install mainline turnouts to the last long tie as indicated on the plans. UPRR forces will remove and shift mainline track to the 13’ clear point as indicated on the plans. UPRR and BNSF forces will reconstruct the BNSF connector tracks between MP 209.90 to 210.6 as indicated on the plans. UPRR will supply all track materials including rail, ties, fasteners, insulators, pads, and ballast.

Roadway Reconstruction

There are 28 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. The Contractor will remove the UPRR crossing signal foundations as called for in the plans and stake the locations for the new gates/flasher signals. Contractor will be required to place and maintain detour route signing for the crossing closures. Consecutive crossings shall not be closed at the same time unless approved by the governing authorities. Roadway pavement marking and signing will be placed by the Contractor per the ICC approved crossing plans. Fence construction will be completed by others and will need to be coordinated by the Contractor. There are some crossings that will require drainage inlet, manhole and pipe work.

Structural Construction

The table below summarizes the types of structural locations that are found within the Tier 2 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	CARLINVILLE
DROP-IN SUPERSTRUCTURE REPLACEMENT	1	1
VARIOUS MODIFICATIONS AND UPGRADES	4	2
JACK AND BORE CULVERTS	7	3
RETAINING WALL	1	-

Table 1: Structural Scope of Work



1. *DROP-IN SUPERSTRUCTURE REPLACEMENT* – The contractor will be required to remove and discard existing superstructure spans and seats and place new superstructure drop-in spans while the existing mainline track is out of service during temporary railroad construction windows. Existing bridge substructures will be reused with additional repair, modifications and/or extensions as needed and shown within the construction documents. Contractor will be required to supply any new components required to complete the described work. Contractor will be responsible for determining a work plan, including traffic control plan, with construction activities to be approved by UPRR. All drop in work performed on the main line will require night operations due to Amtrak schedules.
2. *VARIOUS MODIFICATIONS AND UPGRADES* – The contractor will be required to modify or repair existing bridge and 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.
3. *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 24” 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.
4. *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.