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Illinois High Speed Rail Project – Tier 5 Bid Package Summary

The Union Pacific Railroad (UPRR) plans to issue a Request for Proposal (RFP) for the Tier 5 bid package on the Illinois High Speed Rail Project. The limits of the package are on the Union Pacific Railroad, Springfield Subdivision, between Godfrey, IL and E. St. Louis, IL from MP 253.0 to MP 281.0. The package includes replacement or modification of twelve drainage culverts, reconstruction of six road crossings and structural modification of three bridges. Types of work include culvert installation, minor grading at culverts, bridgework, and roadway work. Described in the rest of this document is a summary of the proposed scope of work.

Environmental Permitting and Right-of-Way Acquisition

The limits for this project are established and approved in the Tier 5 Categorical Exclusion Document that is anticipated to be approved by the FRA in June 2016. The 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 is anticipated to be in place prior to the start on construction and the contractor will not be responsible for obtaining real estate leases or easements.

Track and Civil Construction

1. *GRADING & EROSION CONTROL* – The work includes various grading activities, such as clearing/grubbing, excavation, embankment construction, seeding, and subballast placement associated with culvert installations, structural modifications and roadway reconstruction. Other work includes installation, maintenance, and administration of the erosion control plan and storm water permit.
2. *TRACK CONSTRUCTION* – All track work will be completed by UPRR forces.

High Speed Rail Fence

Tier 5 High Speed Rail Fencing consists of the installation of a combination 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 approximately 6 at-grade crossings in this corridor with various levels of work. This work typically includes removal of approach pavement to the crossing panels and constructing a new

pavement section within the UP or public ROW. The Contractor will be required to coordinate with UPRR signal on the grading needed for new signal house and access drive locations. The Contractor will be required to coordinate temporary roadway closures with the local agencies and UPRR to minimize impacts to the public.

Structural and Culvert Construction

The table below summarizes the types of structural locations that are found within the Tier 5 bid package.

STRUCTURAL SCOPE OF WORK	
<i>WORK DESCRIPTION</i>	<i>APPROXIMATE NUMBER OF LOCATIONS</i>
CULVERT CONSTRUCTION	11
CULVERT EXTENSION	1
DECK REPLACEMENT AND STRENGTHENING	1
BALLAST RETAINER, FOOTWALK AND HANDRAIL	4
BRIDGE REMOVAL, BACKFILL AND INSTALLATION OF NEW CULVERT	1

Table 1: Structural and Culvert Scope of Work

1. *CULVERT CONSTRUCTION* – This work includes construction of new culverts adjacent to existing culverts utilizing jack and bore methods of construction. The proposed culverts, ranging in size from 36” dia. to 48” 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. Minor incidental grading may be required to re-route existing drainage channels to the new culvert locations. Other work includes plugging and filling existing culverts with Controlled Low-Strength Material.
2. *CULVERT EXTENSION* – This work includes extension of and existing stone culvert with new corrugated steel pipe (CSP). A cast-in-place reinforced concrete collar will be required to connect the existing and new culverts. All work will be constructed under live railroad load with the existing track remaining in service during the duration of construction. Shoring may be required. End treatments will consist of standard UPRR riprap blankets unless noted otherwise in the construction documents. Minor incidental grading may be required to re-route existing drainage channels to the new culvert locations.
3. *BRIDGE DECK REPLACEMENT AND STRENGTHENING* - This work includes removal of an existing wood bridge deck and replacing it with a new steel deck. Fabrication and delivery of all bridge components will be required by the Contactor. Installation of pre cast backwall, riser blocks, bearing pads, and reconstruction of abutment retaining walls, replacement of lateral bracing and gusset plates is also included. Multiple 10 hour track outages may be allowed; otherwise all work must be constructed under live railroad load with the existing track remaining in service during the duration of construction.

4. *BALLAST RETAINER, FOOTWALK AND HANDRAIL* – This work includes fabrication and installation of a new ballast retainer, handrail and footwalk system on an existing bridge. All work must be constructed under live railroad load with the existing track remaining in service during the duration of construction.
5. *BRIDGE REMOVAL, BACKFILL AND INSTALLATION OF NEW CULVERT* – This work includes removal of an existing open deck through plate girder bridge. This work also includes filling the bridge opening with earthen fill and installation of a CSP culvert. Up to one 10 hour track outage may be allowed; otherwise all work must be constructed under live railroad load with the existing track remaining in service during the duration of construction.