



PROJECT INFORMATION

Project Name: North Loop Diamond Rehabilitation

Project Number: P23-RAIL-04

Bid due Date: Sealed Bids due at Port Office on or before 2:00 pm November 20 2023

America's Central Port is requesting a proposal from qualified contractors:

SCOPE OF WORK:

Contractor shall provide all necessary labor, material (as specified), equipment, tools, supervision, and insurance to perform the following:

- Mobilize equipment, materials (as specified) and workforce.
- Provide and install new ties per the attached plans and tie spreadsheet.
- Proper disposal of all old defective ties.
- Tighten the existing machine/track bolts in the work area (2 Diamonds) as needed. Any missing or defective bolt assemblies shall be replaced with new components
- Surface, align, cross-level, machine tamp, and dress.
- Provide 2" clean limestone ballast rock and install as needed.
- Demobilize and final site clean-up.
- Coordinate with Port Harbor Railroad.

REQUIRED SUBMITTALS WITH PROPOSAL

Any contractor who wishes to submit a proposal for any project at America's Central Port shall, at a minimum, submit the following documentation listed below:

Contractor's bid or proposal

Contractors bid or proposal must state, at minimum, the scope of work to be performed, a project start date, a project end date, and a dollar amount that the work will be completed for. Any particular inclusions or exclusions should be plainly stated.

Contractor Qualification Statement

This document qualifies the Contractors past work experience and safety record.

Prevailing Wage Rates

All Contractors that do work for the Port are required to pay current Madison County Prevailing Wage rates. These rates are updated monthly and it is the Contractors responsibility to make sure that the most current wages are being paid. More information can be found at the following web page: <https://www.illinois.gov/idol/Laws-Rules/CONMED/Pages/prevailing-wage-rates.aspx>. Contractors shall also submit certified payroll.

Certificate of Insurance

All Contractors working for the Port shall carry insurance. The minimum requirement is for Contractors to have General Liability with a minimum coverage of \$1,000,000 per occurrence and \$2,000,000 aggregate and Worker's Compensation and Employers' Liability coverage of \$1,000,000. A certificate of insurance shall be submitted to the Port prior to the start of work.

W-9

All Contractors shall provide a completed W-9 form prior to the start of work, including either the company's tax ID number or an individual's information and SSN number.

Bonding

~~The successful bidder may be required to execute and present a performance and payment bond in a sum equal to the full amount of the contract. Bids must be for the contract as a whole.~~

Sample and blank forms of the above-mentioned documents can be found on the Port's Plan room website by navigating to <http://planroom.americascentralport.com/smallprojects>.

A Certificate of Insurance and W-9 will only be required from the contractor who is awarded the project. Contractor's that have recently participated in Annual Maintenance Contract bidding or other ACP bidding may not be required to submit some of the Required Submittal documents.



BID AMOUNT:

Lump Sum Bid:

\$ _____

1) When can the contractor start the Project? _____

2) How long will it take to complete the entire project? _____

CONTRACTOR LEGAL CONTACT INFORMATION

Company: _____

Contact: _____

Address: _____

Phone: _____

Mobile: _____

Email: _____

CONDITIONS OF WORK ORDER

1. This Proposal as submitted by the Contractor listed above to America's Central Port, 1635 West First Street, Granite City, Illinois, (hereinafter called the Owner), includes all items necessary to complete the Work in accordance to this Request For Proposal Form (i.e. to furnish labor, materials, tools, equipment and incidentals).
2. In submitting this Proposal, the Contractor declares that the only person or parties interested in the Proposal as principals are those named herein; and that the Proposal is made without collusion with any other person, firm or corporation.
3. The Contractor further declares that it has carefully examined the RFP and that it has inspected in detail the site(s) of the proposed Work, and that it has familiarized itself with all of the local conditions affecting the Proposal and the detailed requirements of the Work, and understands that in making this Proposal it waives all right to plead any misunderstanding regarding the same.
4. The Contractor will be required to submit Certified Payroll and lien waivers with all pay applications.
5. The Contractor further agrees to submit to the Owner a complete list of any subcontractors and suppliers whom it proposes to use during the work.
6. The Contractor further understands that all work applicable to or provisions related to shall comply with AREMA Standards, and the Illinois Department of Transportation's *Standard Specifications for Road and Bridge Construction Manual* and any materials used in the completion of Work shall be subject to the approval of the Owner or its authorized representative.
7. The Contractor submits herewith its schedule of prices covering the Work to be performed under the RFP.
8. The Contractor realizes that the Owner has the right to reject any or all Proposals received for the Project.

Contractor hereby agrees to commence Work on or before a date specified in this RFP and fully complete the Project within the specified time frame set forth in this document.

Contractor hereby certifies that the above information is correct and accurate.

RESPECTFULL SUBMITTED,

Authorized Signature: _____

Date: _____

Printed Name: _____

Title: _____

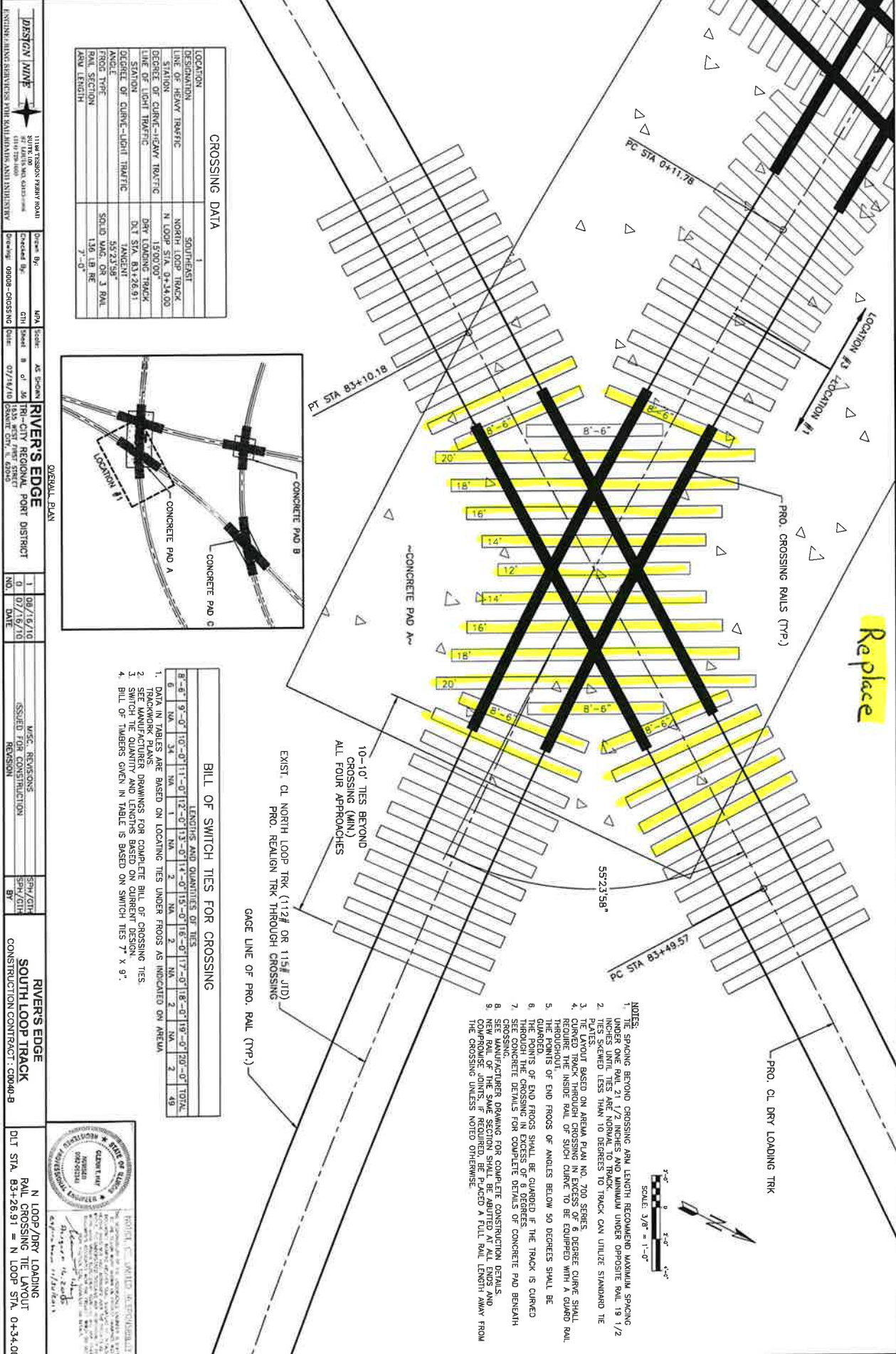
North Loop Diamond Rehabilitation

Tie Size & Count

	Tie Size	SW Diamond	SE Diamond			Inspection Count
	8'6"		4			4
	10'		6			6
	12'	35	1			36
	13'	6				6
	14'		2			2
	16'		2			2
	18'		2			2
	20'		2			2
						0
						0
	Total Ties					60

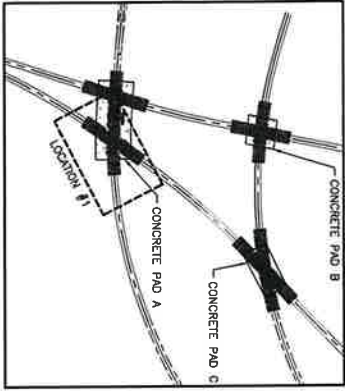
SE Diamond

Replace



CROSSING DATA

LOCATION	1
DESIGNATION	SOUTHEAST
LINE OF HEAVY TRAFFIC	NORTH LOOP TRACK
STATION	N LOOP STA. 0+34.00
GEOMETRIC CURVE-HEAVY TRAFFIC	15,000'00"
LINE OF LIGHT TRAFFIC	DRY LOADING TRACK
STATION	DLT STA. 83+26.91
DEGREE OF CURVE-LIGHT TRAFFIC	TANGENT
ANGLE	55.2358°
FROG TYPE	SOLID WAG. OR T RAIL
RAIL SECTION	136 LB RE
RAIL LENGTH	7'-0"



DESIGN NINE
 11100 RIVERS EDGE ROAD
 SUITE 100
 8745 S.W. 42ND AVE
 MIAMI, FL 33155
 (305) 551-1111

Drawn By: WJ
 Checked By: 0000-CROSSING

DATE: 07/18/10

RIVERS EDGE
 TRI-CITY REGIONAL PORT DISTRICT
 2010 S.W. 11TH AVE
 MIAMI, FL 33135

NO. 1
 DATE 08/16/10

NO.	1	DATE	08/16/10
NO.	0	DATE	07/16/10

W.S.C. REVISIONS
 ISSUED FOR CONSTRUCTION
 REVISION

SPH/GDH
 SPH/GDH

RIVERS EDGE
SOUTH LOOP TRACK
 CONSTRUCTION CONTRACT: C040-B

N LOOP/DRY LOADING
 RAIL CROSSING THE LAYOUT
 DLT STA. 83+26.91 = N LOOP STA. 0+34.00

BILL OF SWITCH TIES FOR CROSSING

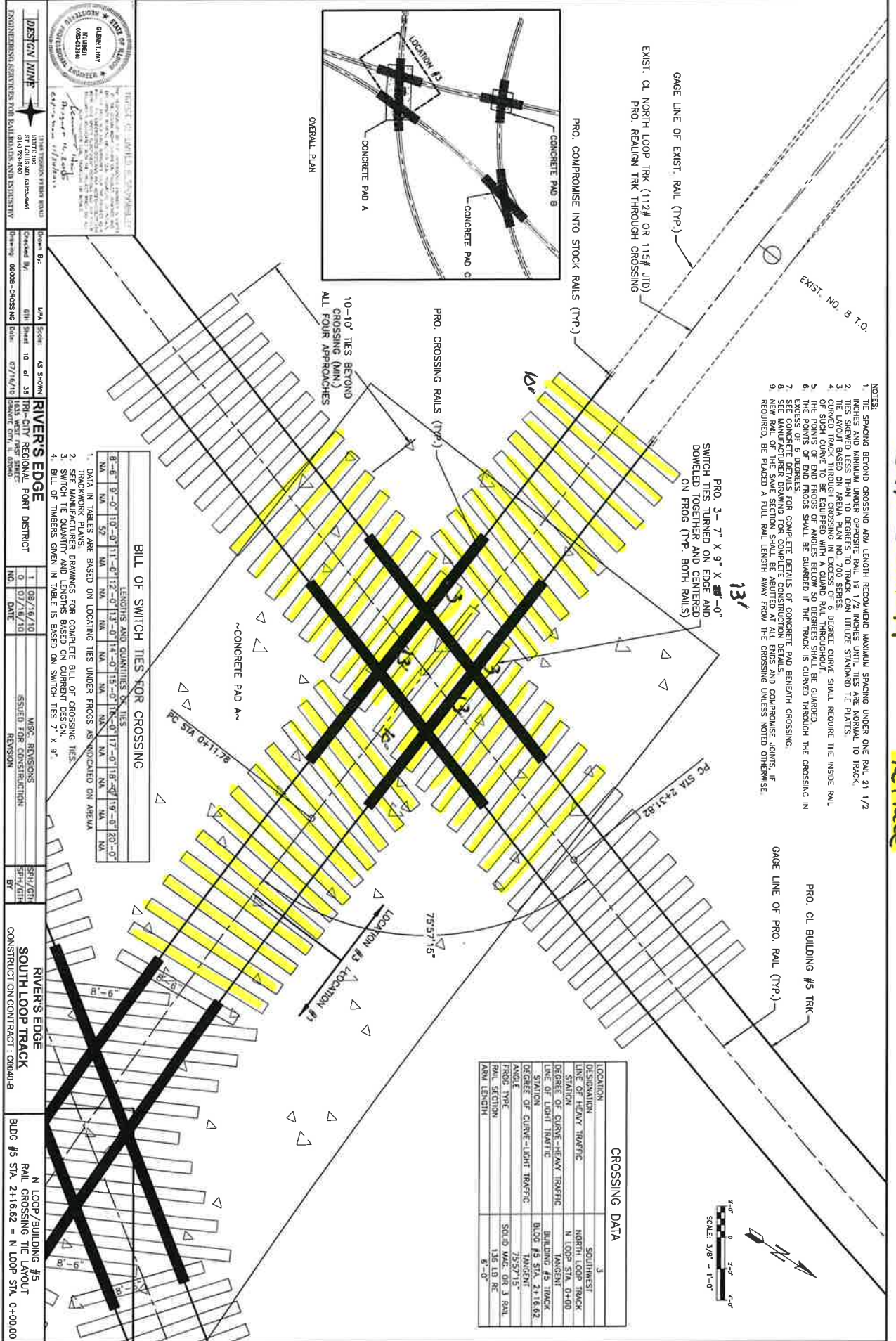
LENGTHS AND QUANTITIES OF TIES													
8'-6"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	TOTAL
6	NA	34	NA	1	NA	2	NA	2	NA	2	NA	2	49

1. DATA IN TABLES ARE BASED ON LOCATING TIES UNDER FROGS AS INDICATED ON AREAW.
2. TRACKWORK PLANS DRAWINGS FOR COMPLETE BILL OF CROSSING TIES
3. SWITCH THE QUANTITY AND LENGTHS BASED ON CURRENT DESIGN.
4. BILL OF TIMBERS GIVEN IN TABLE IS BASED ON SWITCH TIES 7' x 9'.

10-10' TIES BEYOND CROSSING (MIN.)
 PRO. REALIGN TRK THROUGH CROSSING
 GAGE LINE OF PRO. RAIL (TYP.)

- NOTES:**
1. THE SPACING BEYOND CROSSING RAIL LENGTH RECOMMEND MAXIMUM SPACING UNDER ONE RAIL OF 2 INCHES AND MINIMUM UNDER OPPOSITE RAIL 19 1/2 INCHES UNLESS OTHERWISE NOTED.
 2. TIES SKEWED LESS THAN 10 DEGREES TO TRACK CAN UTILIZE STANDARD TIE PLATES.
 3. PLATES LAYOUT BASED ON AREA PLAN NO. 700 SERIES.
 4. CURVE IN APPROACH CROSSING SHALL REQUIRE THE INSIDE RAIL OF SUCH CURVE TO BE EQUIPPED WITH A GUARD RAIL THROUGHOUT.
 5. THE POINTS OF END FROGS OF ANGLES BELOW 50 DEGREES SHALL BE GUARDED.
 6. THE POINTS OF END FROGS SHALL BE GUARDED IF THE TRACK IS CURVED THROUGH THE CROSSING IN EXCESS OF 6 DEGREES.
 7. SEE CONCRETE DETAILS FOR COMPLETE DETAILS OF CONCRETE PAD BENEATH CROSSING.
 8. SEE MANUFACTURER DRAWING FOR COMPLETE CONSTRUCTION DETAILS.
 9. NEW RAIL OF THE SAME SECTION SHALL BE ABUTTED AT ALL ENDS AND CORNER JOINTS, IF REQUIRED, BE PLACED A FULL RAIL LENGTH AWAY FROM THE CROSSING UNLESS NOTED OTHERWISE.





SW Diamond RePlace

- NOTES:
1. THE SPACING BEYOND CROSSING ARM LENGTH RECOMMEND MAXIMUM SPACING UNDER ONE RAIL 2 1/2 INCHES AND MAXIMUM UNDER OPPOSITE RAIL 19 1/2 INCHES UNLESS TIES ARE NORMAL TO TRACK.
 2. TIE LAYOUT SHALL BE BASED ON ARENA PLAN NO. 700 SERIES.
 3. TIE LAYOUT BASED ON ARENA PLAN NO. 700 SERIES.
 4. CURVED TRACK THROUGH CROSSING IN EXCESS OF 6 DEGREE CURVE SHALL REQUIRE THE INSIDE RAIL OF SUCH TRACK TO BE EQUIPPED WITH A GUARD RAIL THROUGHOUT BE GUARDED.
 5. THE POINTS OF END FROGS SHALL BE GUARDED IF THE TRACK IS CURVED THROUGH THE CROSSING IN EXCESS OF 6 DEGREES.
 6. SEE CONCRETE DETAILS FOR COMPLETE DETAILS OF CONCRETE PAD BEYOND CROSSING.
 7. NEW RAIL OF THE SAME SECTION SHALL BE ADJUSTED AT ALL ENDS AND COMPROMISE JOINTS, IF REQUIRED, BE PLACED A FULL RAIL LENGTH AWAY FROM THE CROSSING UNLESS NOTED OTHERWISE.

PRO. 3- 7" X 9" X 9'-0" SWITCH TIES TURNED ON EDGE AND DOWELED TOGETHER AND CENTERED ON FROG (TYP. BOTH RAILS)

PRO. CL BUILDING #5 TRK

GAGE LINE OF PRO. RAIL (TYP.)

CROSSING DATA	
LOCATION:	3
DESCRIPTION:	SOUTHWEST
LINE OF HEAVY TRAFFIC:	NORTH LOOP TRACK
STATION:	N LOOP STA. 0+00
DEGREE OF CURVE-HEAVY TRAFFIC:	TANGENT
LINE OF LIGHT TRAFFIC:	BUILDING #5 TRACK
STATION:	BLDG #5 STA. 2+16.62
DEGREE OF CURVE-LIGHT TRAFFIC:	TANGENT
ANGLE:	75.5715°
FROG TYPE:	SOLID WAG. OR 3 RAIL
RAIL SECTION:	136 LB RE
ARM LENGTH:	6'-0"

BILL OF SWITCH TIES FOR CROSSING	
LENGTHS AND QUANTITIES OF TIES	
8'-6"	9
9'-0"	10
10'-0"	11
11'-0"	12
12'-0"	13
13'-0"	14
14'-0"	15
15'-0"	16
16'-0"	17
17'-0"	18
18'-0"	19
19'-0"	20
20'-0"	21
21'-0"	22
22'-0"	23
23'-0"	24
24'-0"	25
25'-0"	26
26'-0"	27
27'-0"	28
28'-0"	29
29'-0"	30
30'-0"	31
31'-0"	32
32'-0"	33
33'-0"	34
34'-0"	35
35'-0"	36
36'-0"	37
37'-0"	38
38'-0"	39
39'-0"	40
40'-0"	41
41'-0"	42
42'-0"	43
43'-0"	44
44'-0"	45
45'-0"	46
46'-0"	47
47'-0"	48
48'-0"	49
49'-0"	50
50'-0"	51
51'-0"	52
52'-0"	53
53'-0"	54
54'-0"	55
55'-0"	56
56'-0"	57
57'-0"	58
58'-0"	59
59'-0"	60
60'-0"	61
61'-0"	62
62'-0"	63
63'-0"	64
64'-0"	65
65'-0"	66
66'-0"	67
67'-0"	68
68'-0"	69
69'-0"	70
70'-0"	71
71'-0"	72
72'-0"	73
73'-0"	74
74'-0"	75
75'-0"	76
76'-0"	77
77'-0"	78
78'-0"	79
79'-0"	80
80'-0"	81
81'-0"	82
82'-0"	83
83'-0"	84
84'-0"	85
85'-0"	86
86'-0"	87
87'-0"	88
88'-0"	89
89'-0"	90
90'-0"	91
91'-0"	92
92'-0"	93
93'-0"	94
94'-0"	95
95'-0"	96
96'-0"	97
97'-0"	98
98'-0"	99
99'-0"	100

DESIGN NAME: RIVERS EDGE
 PROJECT NO: 100008
 SHEET NO: 0008-CROSSING
 DATE: 07/16/10
 DRAWN BY: GJM
 CHECKED BY: GJM
 PROJECT: RIVERS EDGE
 DISTRICT: SOUTH LOOP TRACK
 CONTRACT: C0004-B

DESIGN NAME	RIVERS EDGE
PROJECT NO	100008
SHEET NO	0008-CROSSING
DATE	07/16/10
DRAWN BY	GJM
CHECKED BY	GJM
PROJECT	RIVERS EDGE
DISTRICT	SOUTH LOOP TRACK
CONTRACT	C0004-B

1. DATA IN TABLES ARE BASED ON LOCATING TIES UNDER FROGS AS INDICATED ON ARENA PLAN.

2. TRACKWORK PLANS, DRAWINGS FOR CONCRETE BILL OF CROSSING TIES.

3. SWITCH TIE QUANTITY AND LENGTHS BASED ON CURRENT DESIGN.

4. BILL OF TIMBERS GIVEN IN TABLE IS BASED ON SWITCH TIES 7" X 9"

NO	DATE	DESCRIPTION
1	09/16/10	ISSUED FOR CONSTRUCTION
2	07/16/10	REVISION

WAG. REVISIONS
 FOR CONSTRUCTION
 REVISION

SPH/GJM
 SPH/GJM

RIVERS EDGE
 SOUTH LOOP TRACK
 CONSTRUCTION CONTRACT: C0004-B

BLDG #5 RAIL CROSSING THE LAYOUT
 N LOOP/BUILDING #5
 RAIL CROSSING THE LAYOUT
 BLDG #5 STA. 2+16.62 = N LOOP STA. 0+00.00

