

Illinois International Port District

Lake Calumet, Butler Drive Rehabilitation Project: Railroad Track Rehabilitation Contractor Services Response to Questions

- 1) May I have the cost estimate?
 - a) Not to exceed \$3.0M
- 2) Any addendum?
 - a) Forthcoming on due date, second site visit and MWBE requirements.
- 3) Is there an Architect/Engineer involve?
 - a) This project will be in conjunction with the Butler Drive road project which is being led by Cook County Department of Highways
- 4) May I have a copy of the Plan Holders' List?
 - a) N/A
- 5) How long is daily outage for track removal and rebuild?
 - a) TBD – will be a qualifying/selection aspect
- 6) Do turnouts need to be cut in or can they be built in place over 2 days?
 - a) Cut in done in 12 outage so track can be used to service Port customers.
- 7) How long can asphalt stay removed? We would like to pave the entire 5,876' of embedded track at the same time.
 - a) It is to be filled with asphalt grindings till final surfacing is complete.
- 8) How long does contactors price need to be good for?
 - a) 120 days
- 9) The bid docs say 120 working day contract schedule. Assuming NTP is issued in October this will put completion in March. This will be difficult to accomplish, asphalt plants are generally closed until late April early May.
 - a) There will be a reasonable allowance for weather.
- 10) Who is providing survey offsets?
 - a) TBD
 - b) For alignment, track is to be replaced as is with smooth curves and straight tangents

- c) For elevation we assumed the contractor would follow the scope and CSS would check final raise for the Item#2 10” raise (after setting some existing track markers) and the elevation of the dock tracks.
- 11) Can final surfacing be done at end of the project or will contractor be required to have track completely surfaced at the end of each day?
a) It will need to be made train safe at end of each day until final surfacing is done. Done at the end would encompass a production tamper.
- 12) Will M/WBE participation be taken into account when determining who will be awarded the project?
a) Yes
- 13) What is the quantity of Ties, Rail and O.T.M. the owner will keep from the Butler Lead Open Track?
a) 3 turnouts on Butler lead 7351, 7352, 7353, and 20 33 ft. or longer pieces of rail.
- 14) For the Butler Lead & Dock embedded: Do we need to remove existing ballast underneath the ties?
a) Yes
- 15) The Proposed Project Schedule is 120 working days which is approximately 6 months. Will November through March 2019 **not** be included as per IDOT. Ground freezes are not good for surface and asphalt plants are not open.
a) Agree, may need to start project next March.
- 16) Please define Working Day? Is it Monday through Friday from 7 a.m. to 3:30 p.m.?
a) 7 TO 3: 30 , BUT must be done in section not to disrupt port customers and when it requires to do so scheduled with Port Authority to give advance notification to them. This only appears in the requirement for a schedule at the end of the scope document. A working day is a day that is not Sunday, Saturday, or a State holiday. The time worked during the day doesn't come into play.
- 17) Are the items on page 6 under Proposal Content all that is required to be submitted when we furnish our bid?
a) These are the minimum requirements. I would also suggest a narrative explain the bidder's approach to the job and what resources they will have on site throughout the work.
- 18) Do the items on page 7 and top of page 8 need to be with bid submittal?
a) Yes.
- 19) Does the crossing in the Open Butler Track get replaced?
a) I don't understand the questions as proposed.

20) Can we schedule another site visit with our potential subcontractors as long as it is pre-arranged with the IIPD Director?

a) **Would be a good idea.**

21) Do the track quantities include the Turnout?

a) **No**

22) Is this a Buy American project?

a) **Yes.**

23) Relay tie plate specifications – 5-1/2” base rail

- a) **Shoulder Height** **11/32” minimum**
- b) **Rail Seat width** **5-3/4” maximum**
- c) **Spike Hole Size** **27/32” maximum**
- d) **Plate Bottom Flatness** **1/8” maximum convex**
- e) **Rail Seat Flatness** **1/16” maximum convex**
- f) **Plate Thickness at Edge** **11/32” minimum**

24) Bid sheet attached

25) vvv

