



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 18, 2019

SUBJECT: Route Various  
Section 17-00637-00-GR  
Winnebago County  
Contract No. 85687  
Item 048  
September 20, 2019 Letting  
Addendum A

## NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

- 1. Revised pages 3 and 4 of the special provisions**
- 2. Revised sheet 2 of the plans**

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.  
Bureau Chief, Design and Environment

**CONTRACTOR'S RESPONSIBILITY FOR DAMAGE TO EXISTING STRUCTURES**

Extreme care shall be exercised when driving posts since there may be drainage structures, utilities, and other existing objects within the immediate work limits of this project. Operations are to be conducted in a manner which will minimize damage to the surrounding area.

The Contractor shall be held responsible for any damage to existing structures resulting from his operations. The Contractor shall restore the damaged structures to a condition equal to that existing before such damage was done by repairing, rebuilding, or replacing them as directed by the Engineer. Where, in the opinion of the Engineer, the Contractor, through his operations, has excessively damaged the surrounding area, the Contractor shall restore the surrounding area, including application of topsoil, seeding, fertilizer, and mulch, to a condition meeting the satisfaction of the Engineer.

No extra compensation will be allowed the Contractor for compliance with this requirement.

**THE CONTRACTOR'S LIABILITY**

The trees, shrubs and seeded areas on or adjacent to the work should be protected from unnecessary damage by the Contractor's operations in a manner satisfactory to the Engineer. The Contractor shall be responsible for the damage or destruction of property of any nature resulting from neglect, misconduct, or omission in the execution or non-execution of the work, or caused by defective work or the use of unsatisfactory materials. Such responsibilities shall not be released until the work has been completed and accepted in accordance with the requirements of these Special Provisions.

Damage to any property, public or private, shall be repaired by the Contractor to a condition equivalent to its original condition at no additional cost to the contract.

**GUARDRAIL REMOVAL**

This work consists of Guardrail Removal in accordance with applicable portions of Section 632 of the Standard Specifications and at the locations as specified by the Engineer.

This work includes the removal of existing guardrail and terminal sections at locations specified in the schedule or as directed by the Engineer. All posts, rail element plates and related components of the existing terminal section, including the steel end post, shall be removed. The existing steel end post encountered may be set in a concrete anchor or may have been driven in accord with the alternate requirements permissible at the time of the guardrail installation. In the event a concrete anchor is encountered, said concrete anchor shall be completely removed. After the concrete anchor is removed, the remaining hole shall be filled with sand or other suitable material approved by the Engineer. All old posts shall be removed and the remaining holes shall be filled with sand or other suitable material approved by the Engineer.

No guardrail or terminal shall be removed unless it is clearly marked for removal by the Engineer. Disposition of the guardrail elements, involving either salvaging or disposal, will also be indicated by the Engineer. If salvaging is required, the guardrail elements shall be boxed or stacked neatly and placed in a clean, clear, and dry location selected by the Engineer which is adjacent to the Right-of-Way boundary to await pick-up by the County. If disposal is required, all of the guardrail elements to be disposed of shall be removed from the site on the same day that the guardrail is replaced. None of the guardrail elements removed for salvaging or disposal shall be reused on this project. The cost of salvaging and disposal will not be paid for separately, but the cost thereof shall be included in the contract unit price for this item.

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Holes remaining at locations where guardrail posts are pulled or cut off at least 6 inches below the ground surface shall be filled in layers with granular material and tamped. This work will not be paid for separately, but shall be included in the contract unit bid price for this pay item.

At the end of each continuous length of guardrail being removed and replaced, the Contractor shall install and maintain adjacent to the guardrail (as close as work on the guardrail safely allows) one Type I or Type II Barricade with flashing warning lights for each direction of traffic (two total). Additional Type I or Type II Barricades shall be placed between the end barricades in order to maintain a minimum spacing of 25 feet between barricades along the length of guardrail which is being removed and replaced. Where guardrail is to be removed on both sides of the road, removal and replacement on one side must be complete before removal on the opposite side can begin.

The cost of furnishing, installing, maintaining, and removing the Type I or Type II Barricades will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

This work will be paid for at the contract unit price per Foot for GUARDRAIL REMOVAL, which price shall include all labor, equipment and material necessary to satisfactorily complete the work as described.

#### BRIDGE RAIL REMOVAL

This work consists of Bridge Rail Removal in accordance with applicable portions of Section 501 of the Standard Specifications and at the location specified by the Engineer on WCHD Location No. (SN) 48-35. Bridge Rail shall be full-depth saw cut at the construction joint approximately fourteen (14) inches above the existing structure's wearable surface. The height of the full-depth saw cut must be verified with the Engineer prior to Bridge Rail Removal.

No Bridge Rail shall be removed unless it is clearly marked for removal by the Engineer. All of the Bridge Rail elements to be disposed of shall be removed from the site on the same day that the Bridge Rail is removed and replaced with Guardrail. The cost of disposal will not be paid for separately, but the cost thereof shall be included in the contract unit price for this item. Bridge Rail that has been removed shall be totally and completely replaced by Guardrail on the same day that it has been removed.

At each end of the Bridge Rail being removed and replaced with new Guardrail, the Contractor shall install and maintain adjacent to the Bridge Rail (as close as work on the bridge rail safely allows) one Type I or Type II Barricade with flashing warning lights for each direction of traffic (two total). Additional Type I or Type II Barricades shall be placed between the end barricades in order to maintain a minimum spacing of 25 feet between barricades along the length of Bridge Rail which is being removed and replaced with new Guardrail. All Bridge Rail removals must be replaced with Guardrail that day. Bridge Rail removal and replacement with Guardrail on one side must be complete before removal on the opposite side can begin.

The cost of furnishing, installing, maintaining, and removing the Type I or Type II Barricades will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

This work will be paid for at the contract unit price per Foot for BRIDGE RAIL REMOVAL, which price shall include all labor, equipment and material necessary to satisfactorily complete the work as described.