



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 4, 2017

SUBJECT: Various Routes
Section 2016-045 GRR
Various Counties
Contract No. 62D24
Item No. 66, January 20, 2017 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 & 4 of the Special Provisions

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

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Maureen M. Addis, P.E.
Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E.".

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: John Fortmann, Region 1, District 1; Tim Kell; Estimates

MTS/ck

GUARDRAIL REPAIR

Effective June 1, 2012

PROSECUTION OF THE WORK

The Engineer will issue a work order to the Contractor prior to the Contractor proceeding with any work on this contract.

INTERPRETATION OF QUANTITIES AND PAYMENT

The quantities in the Summary of Quantities are approximate and include items necessary to repair existing damaged guardrail and an estimate of items necessary to repair damage that may occur during the Term of Contract.

The quantities in the Summary of Quantities may be increased, decreased or deleted. Adjustments in contract unit prices will not be made due to an increase, decrease or deletion of items.

Payment for the work under this contract shall be made according to the schedule of prices in the contract and as herein after described. Prices shall include all labor, materials and equipment necessary to complete the work satisfactorily. Before any payment for work is authorized, for a given work order, all repairs must be completed satisfactorily and the guardrail installation must be functional as intended.

The Contractor is hereby informed and shall understand that payment will be made only for actual quantities utilized and accepted as satisfactory.

WORK ORDER

No work, except for priority work, is to be performed by the Contractor without the issuance of a work order authorizing the work. Work orders may be issued for this contract from February 15 to June 30 of the Term of Contract. A work order will show the class of work, date issued to the Contractor, work order number, location, item description, and quantity of removals or repairs to be made. Only the amount of replacement or repairs shown on the work order is to be done by the Contractor. If, at the time repairs are being made, it is found that additional work is needed, prior approval must be obtained from the Engineer before work is done.

Any additional work done by the Contractor, without prior approval of the Engineer, will not be paid. A sample work order is included in the special provisions.

The Contractor shall contact the Engineer by telephone **no later than 6:30 AM each work day** to coordinate and obtain approval for daily work and submit a list of completed work from the prior work day. The Contractor shall **not revise the sequence of daily planned work without the Engineer's approval**. The Contractor shall contact the Engineer (on a Monday through Friday), **and at least 24 hours in advance of Saturday, Sunday or holiday work**.

All work orders except priority work shall be issued by the Engineer to the Contractor at the Engineer's field office or at a location as approved by the Engineer.

Revised 01/04/17

There is no guaranteed minimum or maximum amount work order issuance for this unpredictable repair work.

The contractor, **assigning only personnel qualified in traffic control and materials**, at least **24 hours in advance, must** physically inspect, in detail, all work sites as specified in the work order to determine the correct required traffic control and protection obligations along with necessary new material requirements before proceeding with the work. The contractor **must** paint an “X” on **each section** of the guardrail to be removed along with indicating the limits of each section of guardrail to be removed by painting a **vertical line** at **each end**. The contractor’s markings shall be a different color than the markings placed by the Department of Transportation. In advance of any repair the contractor’s supervisory personnel shall be knowledgeable of and fully able to direct their work force to **all** work order locations.

After the work is completed, the Contractor shall initial and record the completion date on the work order, the work order again will be signed and dated by the Engineer when the work has been inspected and accepted. The Contractor will be given one copy of the work order for his/her records.

High Priority and Priority work will be initiated by a verbal order from the Engineer. This verbal order will always be confirmed by a written work order.

Regular work will be initiated by a written work order from the Engineer.

Winter work will be initiated by a written work order from the Engineer.

CLASS OF WORK

1. High Priority Work.

High Priority work is defined as work that is required to correct a condition which the Department deems an immediate hazard to the public as designated by the Engineer to be of such severity that life and/or property are potentially endangered, or is a pressing operational need to the Department and first high priority corrective action is required.

The contractor shall be available to respond to calls for service at **ALL TIMES, including Saturdays, Sundays and Holidays**. The Department requests the work be **completed in 72 hours**.

The location of guardrail and appurtenances to be repaired as high priority work shall be determined by the Engineer and may be required at any time between the starting date and the completion date.

2. Priority Work.

Priority work is defined as work that is required to correct a condition which is a hazard to the public, designated by the Engineer to be a pressing operational need to the Department and priority corrective action is required.