



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 31, 2026

SUBJECT: FAI Route 80 (I-80)
Project NHPP-RBDM(511)
Section (37-(3-1,4,5,6))BRR
Henry County
Contract No. 64T43
Item No. 34, September 18, 2026 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 page i of the Table of Contents to the Special Provisions.
2. Revised pages 2 and 19-23 of the Special Provisions.

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

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TRAFFIC CONTROL PLAN

Effective: January 14, 1999

Revised: January 13, 2017

Standards:

701101	701106	701201	701400	701401	701402
701406	701411	701426	701901	704001	

Details:

Maintenance of Traffic Plans
Work Zone Details (District Standard 34.1)
Traffic Control Typical Weave (District Standard **39.1**)
Traffic Control For Road Closure (District Standard 40.1)
Typical Pavement Markings (District Standard 41.1)

Signs:

“BUMP” (W8-1(O)48) signs shall be installed as directed by the Engineer.

“UNEVEN LANES” W8-11(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

“LOW SHOULDER” W8-9(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

Any plates or direct applied sheeting used to alter signs shall have the same sheeting as the base sign.

No more than one kind of alteration shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

Flaggers:

Flaggers shall comply with all requirements and signaling methods contained in the Department's “Traffic Control Field Manual” current at the time of letting. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers

In addition to the flaggers shown on applicable standards, on major sideroads, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be US 6.

When the mainline flagger is within 200 feet of an intersection, the sideroad flagger shall be required.

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CONTRACT PROVISIONS FOR WORK ON RAILROAD RIGHT-OF-WAY IOWA INTERSTATE RAILROAD, LLC. FOR BRIDGE WORK

Definitions

AGENCY Illinois Department of Transportation and its agents

AGENCY STANDARD SPECIFICATIONS Shall refer to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Adopted January 1, 2022, Illinois Department of Transportation Supplemental Specifications and Recurring Special Provisions, Adopted January 1, 2026, and the project-specific special provisions.

STATE STATE shall refer to the State in which the work is performed.

CONTRACTOR Company or Companies performing work for the AGENCY for which this document is included with the contracts pertaining to such work.

RAILROAD Any references to RAILROAD in this specification refers to Iowa Interstate Railroad, LLC., its successors, and assigns, and agents.

RAILROADS' Representative In this specification, references to the RAILROAD's Representative is intended to mean the following: Railroad's Assistant Chief Engineer – Engineering Services or authorized representative

A. PERMITS.

CONTRACTOR shall, before entering upon RAILROAD's property for performance of work secure permission from RAILROAD's Representative for occupancy and use of RAILROAD's property and shall confer with RAILROAD relative to requirements for railroad clearances, operation, and general safety regulations.

CONTRACTOR shall provide AGENCY and RAILROAD with proposed construction schedule outlining the timing of activities that will need track protection services.

CONTRACTOR shall conduct work in a manner satisfactory to RAILROAD's Representative and shall not damage RAILROAD property or interfere with their operations.

RAILROAD's Representative will at all times have jurisdiction over the safety of RAILROAD operations, and the decision of RAILROAD's Representative as to procedures which may affect safety of RAILROAD operations shall be final, and CONTRACTOR shall be governed by such decision.

Should damage occur to RAILROAD property as a result of CONTRACTOR's operations, and RAILROAD deems it necessary to repair such damage or to perform work for protection of its property, the required materials, labor, and equipment shall be furnished by RAILROAD, and CONTRACTOR shall reimburse RAILROAD for costs so incurred as defined in Section E. Railroad Reimbursement.

B. CONTRACTOR SAFETY ORIENTATION

No employee of the CONTRACTOR, its subcontractors, agents or invitees that is working on the project may enter RAILROAD property without first having successfully passed an annual RAILROAD approved safety course. Proof of passing said course shall be in the employee's possession at all times when on RAILROAD property. Cost for the required training will be borne by CONTRACTOR. Information on approved safety courses can be obtained from RAILROAD's authorized representative.

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C. RAILROAD TRACK PROTECTION SERVICES.

Track protection services required by RAILROAD will be provided by the RAILROAD and the cost shall be reimbursed to RAILROAD on the basis of RAILROAD's bills, to be rendered monthly. Requirements of the RAILROAD are as follows:

Track protection services will be required during: excavation, placing, and removal of cofferdams or sheeting; driving of foundation piling and placing of the concrete footings for piers adjacent to track(s); construction and removal of falsework, bracing, or forms over or adjacent to track(s); construction or equipment across the track; setting or placing of beams or girders in span(s) over any track(s); any construction operations involving direct interference with RAILROAD's track(s) or traffic, fouling of RAILROAD operating clearances or reasonable probability of accidental hazard to railroad traffic; or whenever workers or equipment will be working within 25 feet of the centerline of any live track. If an existing bridge or other structure is to be removed, services of at least one and possibly two watchmen or flagmen will be required during removal of that portion of existing structure immediately over or adjacent to any track. Track protection services will also be furnished whenever, in the opinion of the RAILROAD, such protection is needed.

In order that the RAILROAD may be prepared to furnish protective services, CONTRACTOR shall notify RAILROAD at least 72 hours in advance of when protective services will be needed. Services are subject to availability of RAILROAD personnel.

Any time track protection services are not being provided, CONTRACTOR must provide and maintain an effective physical barrier at a distance of 25 feet from track centerline to prevent unauthorized trespassing. Physical barrier must be posted with a sign stating "CAUTION, LIVE TRACK, TRACK PROTECTION NEEDED BEYOND THIS POINT". Typical barriers included concrete "J" barriers or safety fencing. Other barriers may be used to accommodate varying construction sites with approval of RAILROAD.

RAILROAD will notify the AGENCY and CONTRACTOR when non-compliance is reported by RAILROAD train crews or other RAILROAD employees. CONTRACTOR work performed without proper track protection services, when such protection is required, will be subject to a \$5,000.00 per day price adjustment to CONTRACTOR, and may result in the removal of CONTRACTOR by RAILROAD or AGENCY from the project.

D. TEMPORARY GRADE CROSSINGS.

If CONTRACTOR requires construction of a temporary grade crossing across RAILROAD's track(s) for use during performance of the contract, CONTRACTOR shall make necessary arrangements with RAILROAD for construction, protection, and later removal of such temporary grade crossing. Costs of such temporary grade crossing construction, protection, maintenance, and later removal shall be reimbursed to RAILROAD on the basis of RAILROAD's bills, to be rendered monthly.

CONTRACTOR shall not cross RAILROAD's property or track(s) with vehicles or equipment of any kind or character except at such temporary grade crossing as may be constructed as outlined herein, or at an existing and open public grade crossing. At other than public road crossings, the CONTRACTOR shall not move equipment or materials across RAILROAD's property until permission has been obtained from RAILROAD. Equipment and vehicles crossing at an existing and open public grade crossing must be registered for use on public roadways. Vehicles not registered for use on public roadways shall obtain track protection as outlined in Section C.

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E. RAILROAD REIMBURSEMENT.

Rates of pay for RAILROAD employees will be the prevailing RAILROAD hourly wage for an 8 hour day for the class of employee(s) involved during the regularly assigned hours, overtime in accordance with any Labor Agreements and Schedules and RAILROAD's standard additives, all as in effect at the time the work is performed.

Wage rates are subject to change, at any time, by law or by agreement between RAILROAD and employees, and may be retroactive as a result of negotiations or a ruling of an authorized Governmental Agency. If wage rates are changed, CONTRACTOR shall pay on the basis of the new rates.

CONTRACTOR shall reimburse, monthly, the RAILROAD for costs of all services performed by RAILROAD for the CONTRACTOR, and furnish the AGENCY written evidence that RAILROAD has acknowledged receipt of same before final payment will be made for the project.

F. SAFETY OF OPERATIONS.

During construction of footings or piers or other supports or structures adjacent to any track of the RAILROAD, CONTRACTOR shall make adequate provision against sliding, shifting, sinking, or in any way disturbing railroad embankment and track(s) adjacent to said piers, supports, or structures due to said construction operations, by driving temporary sheeting in a manner satisfactory to both the AGENCY and RAILROAD.

Before commencing work on any pier or structure adjacent to any track, CONTRACTOR shall submit prints of proposed sheeting, bracing details, or temporary structure for protection of RAILROAD's track(s) to the AGENCY and RAILROAD's Representative for review. This submittal shall include the proposed method of installation and be accompanied by supporting data, including design computations, logs of soil borings, and other pertinent information.

After review by the AGENCY, two sets of prints of proposed sheeting and bracing details bearing the seal of a registered structural or professional engineer, registered in the STATE together with the supporting documents, shall be forwarded to the RAILROAD's Representative for review and approval.

CONTRACTOR shall notify the RAILROAD's Representative in writing no less than ten working days in advance of the proposed time of the beginning of the construction of the piers, supports, or structures adjacent to the track(s).

CONTRACTOR shall provide a track shield during demolition of existing structures. Design of the track shield should be submitted to RAILROAD's authorized representative for approval.

G. TEMPORARY CLEARANCES.

The following temporary clearances are the minimum which shall be maintained at all times during construction operations:

Vertical:	23 feet above top of highest rail
Horizontal:	15.0 feet from centerline of nearest track, measured at right angles thereto

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If lesser clearances than the above are required for any part of the work, CONTRACTOR shall secure written authorization from RAILROAD's Representative for such lesser clearances in advance of the start of work of that portion of the project along, on, over, or across the property or track(s) of the RAILROAD.

CONTRACTOR shall not store any materials, supplies or equipment closer than 25.0 feet from centerline of any RAILROAD track, measured at right angles thereto.

H. FINAL CLEANUP.

CONTRACTOR shall, upon completion of the work, remove from within the limits of the property of the RAILROAD, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings of said CONTRACTOR; remove the approaches to any temporary grade crossing(s) constructed for CONTRACTOR's use, restoring same as nearly as practicable to conform to adjoining terrain; remove any accumulated silt in RAILROAD's side ditches, restoring proper flow thereto, employ erosion control measures as appropriate to prevent further siltation until ground cover is reestablished; and in all other respects leave said property in a neat condition satisfactory to RAILROAD's Representative.

RAILROAD reserves the right to perform site restoration. Cost for restoration work performed by the RAILROAD will be by force account and reimbursed as defined in Section E. Railroad Reimbursement. Estimate for said work will be provided to CONTRACTOR and AGENCY for review and concurrence before work is performed.

I. RESPONSIBILITY OF SUPERVISION.

Nothing in this specification shall be construed to place any responsibility on RAILROAD for quality or conduct of the work performed by the CONTRACTOR hereunder. Any approval given or supervision exercised by RAILROAD hereunder, or failure of RAILROAD to object to any work done, material used, or method of operation shall not be construed to relieve CONTRACTOR of any obligations pursuant hereto or under the agreement this specification is appended to.

J. LIABILITY AND PROPERTY DAMAGE INSURANCE FOR WORK WHOLLY OR PARTLY WITHIN RAILROAD RIGHT-OF-WAY.

In addition to the standard insurance requirements of the AGENCY STANDARD SPECIFICATIONS, the CONTRACTOR shall carry insurance of the following kinds and amounts.

1. Insurance Required of Contractor.

- a. Statutory Workers Compensation and Employer's Liability Insurance.
- b. Automobile Liability in an amount not less than \$2,000,000 combined single limit.
- c. Comprehensive General Liability Occurrence Form in an amount not less than \$4,000,000 per occurrence. In the event the policy is Claims Made Policy, coverage shall include an aggregate of \$8,000,000. The Policy shall name RAILROAD as additional insured and shall not contain any exclusions related to:
 - i. Doing business on, near, or adjacent to railroad facilities.
 - ii. Loss or damage resulting from surface, subsurface pollution contamination or seepage, or handling, treatment, disposal, or dumping of waste materials or substances.

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The above policies shall contain a waiver of the right of subrogation

d. An Occurrence Form Railroad Protective Policy with limits of not less than \$5,000,000 per occurrence for Bodily Injury Liability. Property Damage Liability and Physical Damage to Property, with \$10,000,000 aggregate for the term of the policy with respect of Bodily Injury, Liability, Property Damage Liability and Physical Damage to Property. The policy shall name: RAILROAD.

Before commencing work, Contractor shall submit to the RAILROAD and AGENCY a certificate of insurance evidencing the foregoing coverage and a certified, true, and complete copy of the policy or policies. The policies shall provide for no less than 30 calendar days prior written notice to the RAILROAD and AGENCY of cancellation of or any material change in, the policies.

It is understood and agreed that the foregoing insurance coverage is not intended to, and shall not relieve the CONTRACTOR from or serve to limit CONTRACTOR's liability or indemnity obligations under the provisions herein.

It is further understood and agreed that, so long as the Contract remains in force, the AGENCY may from time to time revise the amount or form of insurance coverage provided as circumstances or changing economic conditions may require. The AGENCY will give the CONTRACTOR written notice of any such requested change at least 30 calendar days prior to the date of expiration of the then existing policy or policies, and the CONTRACTOR agrees to, and shall, thereupon provide the AGENCY with such revised policy or policies therefore.

2. Insurance required of Subcontractor

If the CONTRACTOR chooses to hire a different company for performance of the work, before commencing work, the CONTRACTOR shall provide proof to the AGENCY and RAILROAD that all companies performing work under CONTRACTOR's supervision have provided insurance as required above or are covered under CONTRACTOR's Insurance.

K. INDEMNITY

Contractor shall indemnify, defend, and hold harmless the RAILROAD from any and all claims, demands, lawsuits, or liability for all losses, fines, damages, injuries, and deaths to persons or property (real or personal property) and all expenses and costs, including attorney fees, costs of litigation, and all other defense costs, resulting from or arising from the activities of the contractor(s) or any agents in the performance of the construction, repair, or maintenance work on said highway bridge. Notwithstanding the foregoing, nothing herein contained is to be deemed or construed as indemnification against the negligence of the RAILROAD and their officers, employees, or agents

L. MECHANICS' LIENS.

The CONTRACTOR shall not permit or suffer any mechanic's or material supplier's liens of any kind or nature to be enforced against any property of RAILROAD for any work performed. The CONTRACTOR shall indemnify and hold harmless RAILROAD from and against any liens, claims, demands, costs, or expenses of whatsoever nature in any way connected with or growing out of such work done, labor performed, or materials furnished.

M. METHOD OF MEASUREMENT AND BASIS OF PAYMENT.

Railroad Insurance Provisions required by this specification beyond those required by the AGENCY STANDARD SPECIFICATIONS will be measured as a lump sum. The cost of insurance provisions above that required by the AGENCY STANDARD SPECIFICATIONS shall be included in the lump sum bid price for Railroad Insurance Provisions.

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