



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2026

SUBJECT FAI Route 57 (I-57)
Project NHPP-0CFS0(30)
Section (15-22HB-4)BR (15-22)R
Coles County
Contract No. 74435

Item No. 067, September 18th, 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 pages 7-8 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

MTS

NOTIFICATION OF ROAD CLOSURE

The Contractor shall notify the Engineer a minimum of 21 days prior to a road closure. The Engineer will in turn notify the District Bureau of Operations – Traffic Unit of the impending closure. This will allow time for the Engineer to contact emergency services (police, fire, ambulance, etc.).

The Contractor will not be allowed to close the road without the 21 day notice, and failure to provide proper notice will delay the road closure. Delays caused by failure to provide the required notice shall not be considered justification for a change in the completion date.

ROAD CLOSURES

Pre-Stage: The Lincoln Prairie Grass Trail shall be closed during construction of SN 015-2026. The closure of the trail shall not exceed 90 calendar days. Two changeable message signs, one at each approach of the trail, shall be in place seven calendar days prior to the closure of the trail to inform the public of the impending closure. The message to be displayed will be determined by the Engineer.

Stage 1: Existing ramp F (SB I-57 exit ramp) along with the NW temporary ramp and existing ramp D (SB I-57 entrance ramp) along with the SW temporary ramp shall be closed during the removal of existing SN 015-0051, the replacement of the structure with embankment and new HMA pavement and the construction of the proposed ramp A and D terminals adjacent to I-57. The closure of these ramps shall not exceed 60 calendar days.

Stage 2: Existing ramp B (NB I-57 exit ramp) along with the SE temporary ramp and existing ramp H (NB I-57 entrance ramp) along with the NE temporary ramp shall be closed during the removal of existing Str 015-0052, the replacement of the structure with embankment and new HMA pavement and the construction of the proposed ramp B and C terminals adjacent to I-57. The closure of these ramps shall not exceed 60 calendar days.

Stage 3A: Existing ramp H (NB I-57 entrance ramp) shall be closed during the removal of an existing pipe culvert beneath the pavement, construction of temporary storm sewer beneath the pavement and class D pavement patching. The ramp closure shall not exceed 3 calendar days.

Stage 3B: Existing ramps B (NB I-57 exit ramp) and D (SB I-57 entrance ramp) shall be permanently closed in this stage to complete the proposed ramp C and D pavements. The number of days from the closure of the existing ramps to the opening of the proposed ramps shall not exceed 45 calendar days.

Stage 3E: Existing ramp F (SB I-57 exit ramp) shall be permanently closed in this stage to complete the proposed ramp A pavement. The number of days from the closure of the existing ramps to the opening of the proposed ramps shall not exceed 45 calendar days.

Stage 3F: Existing ramp H (NB I-57 entrance ramp) shall be permanently closed in this stage to complete the proposed ramp B pavement. The number of days from the closure of the existing ramps to the opening of the proposed ramps shall not exceed 45 calendar days.

Following the Pre-Stage construction of Str 015-2026, periodic closures of the Lincoln Prairie Grass Trail up to a maximum of 7 calendar days per closure will be permitted throughout the duration of the project as needed. Two changeable message signs, one at each approach of the trail, shall be in

Revised 9-3-2026

place 7 calendar days prior to the closure of the trail to inform the public of the impending closure. The message to be displayed will be determined by the Engineer.

Failure to safely open the above roadways on or before the specified calendar days will result in the Contractor paying liquidated damages for each additional calendar day the roadway remains closed. The liquidated damages will be assessed per Article 108.09 of the Standard Specifications.

ADA CURB RAMPS

This work shall consist of constructing a PCC sidewalk in accordance with Section 424 and Section 606 of the Standard Specifications except as described herein. All pedestrian facilities and shared use paths on this project must be constructed according to Public Rights-of-Way Accessibility Guidelines (PROWAG). The appropriate pedestrian ramp details for each quadrant are included in the plans. The Engineer may provide additional details to those provided in the plans that meet the PROWAG guidelines as the need arises and field conditions dictate. Pedestrian facilities must be constructed to meet the following criteria:

Pedestrian Access Routes (PAR) must be constructed to meet the following:

- 5 feet typical width (4 feet minimum)
- A maximum cross slope of 2.0%. (1.5% preferred)
- Vertical discontinuities must be less than 0.25 inches.
- Must provide positive drainage to prevent ponding and maintain existing drainage flow patterns unless indicated otherwise in the plans.
- All grade breaks shall be constructed perpendicular to the path of travel.

Landings are part of the PAR and must be constructed to meet the following:

- 5 feet by 5 feet typical (4 feet by 4 feet minimum)
- Maximum slope of 2.0% in all directions. (1.5% preferred)
- Required at all locations where the PAR changes directions.
- Must be connected to the PAR

To ensure that the pedestrian facilities are constructed in compliance with PROWAG, the Contractor shall follow the construction sequence at each quadrant:

- (1) The Contractor shall use the appropriate ramp details in the plans to determine if the removal limits for the sidewalk and curb and gutter are adequate.
- (2) The Contractor shall verify the proposed curb flow lines will provide positive drainage as well as maintain existing drainage patterns including existing gutter flows. The curb and gutter shall be constructed as detailed in the plans with a defined flow line and no vertical discontinuities in the PAR.
- (3) All landings/turning spaces shall be formed and placed separately in an independent concrete pour prior to placement of curb ramps and sidewalk. All necessary subgrade preparation for the entire quadrant shall be done before the landings/turning spaces are constructed. Tie bars will be required as shown in the plan detail. The tie bars will not be paid for separately.
- (4) After the landings have been constructed, the Contractor will be allowed to form and pour the remaining curb ramps/sidewalks.