



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 18, 2026

SUBJECT: FAP Route 525 (US 20) & FAI Routes 39 & 90 (I-39 & I-90)
Project NHPP-CL9U(739)
Section (15X)RC & 5RS
Winnebago County
Contract No. 64R72
Item No. 97, February 27, 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 the Schedule of Prices.
2. Revised the Table of Contents to the Special Provisions.
3. Revised pages 1-2, 4-7, 12-21, 86-88, and 187 of the Special Provisions.
4. Revised sheets 1, 4-9, 11, 13-16, 18, 20-25, 28-31, 38-39, 43-46, 50, 52-54, 56-59, 62-63, 65-66, 68, 74-75, 78-81, 84-87, 91-92, 102, 105-107, 110-111, 115, 119, 121, 125, 128, 133, 136, 140, 144, 146-150, 153, 155, 158, 160, 163-165, 167-168, 170-171, 175, 177, 180-181, 183-184, 187-191, 193-199, 202-203, 208, 215-216, 221, 226-227, 233, 238-239, 252, 255-256, 259-260, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289-290, 383, 534-543, and 551-564 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

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 525 (US 20) & FAI Routes 39 & 90 (I-39 & I-90), Project NHPP-CL9U(739), Section (15X)RC & 5RS, Winnebago County, Contract No. 64R72 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

FAP Route 525 (US 20) & FAI Routes 39 & 90 (I-39 & I-90)
Project CL9U(739)
Section (15X)RC & 5RS
Reconstruction of US 20: Mill Rd to 0.3 mi E Kishwaukee River
Winnebago County
Contract No. 64R72

LOCATION OF PROJECT

This project location is at US 20 (FAP 525) at the Kishwaukee River, approximately 0.6 miles east of the I-39/Harrison Avenue/US 20 interchange on US 20, T43N, R2E, sections 35 and 36 in Rockford Township, and T44N, R2E, sections 1 and 2 in Cherry Valley Township, in Winnebago County, IL.

DESCRIPTION OF PROJECT

This project consists of the reconstruction of US 20 from Mill Road to 0.3 miles east of the Kishwaukee River. The project also consists of the reconstruction of Mill Road from approximately 0.1 miles south of US 20 to 0.1 miles north of US 20. Structural work for this project includes the removal of 2 bridges and installation of 2 new bridges.

Structure Location	Existing Structure No.	Proposed Structure No.
EB US 20 over Kishwaukee River	SN 101-0073	SN 101-0225
WB US 20 over Kishwaukee River	SN 101-0074	SN 101-0226

Revised February 18, 2026

Improvements consist of, but are not limited, to the following:

- US 20 – reconstruction and adding lanes from Mill Road to 0.3 miles east of the Kishwaukee River
 - Pavement removal
 - Shoulder removal
 - Approach slab removal
 - Impact attenuator removal
 - Guardrail removal
 - Concrete barrier removal
 - Jointed PCC pavement
 - PCC shoulders
 - PCC curb and gutter
 - Median barrier wall
 - Closed median drainage
 - Impact attenuators
 - Guardrail placement
- Mill Road
 - Pavement removal
 - Shoulder removal
 - Curb and gutter removal
 - HMA pavement
 - PCC curb and gutter
 - PCC sidewalk
- I-90 Ramps
 - Pavement patching
 - Pavement resurfacing
 - Guardrail removal
 - Guardrail placement
- Service Dr
 - HMA resurfacing
 - Aggregate shoulders

The project also includes earthwork, ditch grading, traffic control, traffic signals, erosion and sediment control, landscaping, pavement marking, signing, proposed sign truss, removal and construction of new bridges, drainage removal and proposed drainage, subsurface drainage and other associated items necessary to complete the project as shown in the Plans and described herein.

Revised February 18, 2026

INTERIM COMPLETION TIME RESTRICTION – RAMP G

The Contractor must fully reopen Ramp G to traffic within 14 calendar days of the start of milling of the existing pavement. The calendar days restriction shall end when all resurfacing on Ramp G is complete and both lanes of Ramp G are fully reopened to traffic with final completion no later than November 19, 2026.

INTERIM COMPLETION TIME RESTRICTION – RAMP H

The Contractor must finish milling and resurfacing operations on Ramp H within 14 calendar days of the start of milling of the existing pavement. The calendar days restriction shall end when all resurfacing on Ramp H is complete, and traffic is placed in its final/preconstruction configuration with final completion no later than November 19, 2026.

FAILURE TO COMPLETE THE WORK ON TIME

Should the Contractor fail to complete the work on or before the interim completion date as specified in the Special Provisions for the staged traffic configuration for **START DATE – STAGE 1, INTERIM COMPLETION DATE – SHARED USE PATH AND MILL ROAD SIDEWALK, WINTER SHUTDOWN 2026, INTERIM COMPLETION TIME RESTRICTION – STAGE D-2, INTERIM COMPLETION TIME RESTRICTION – RAMP G, or INTERIM COMPLETION TIME RESTRICTION – RAMP H**, or within such extended time as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of SIX THOUSAND SEVEN HUNDRED SEVENTY FIVE DOLLARS **(\$6,775)**, not as a penalty but as liquidated damages, for each calendar day overrun in the contract time or such extended time as may have been allowed. Such damages may be deducted by the Department for any monies due to the Contractor.

In fixing the damages set herein, the desire is to establish a certain mode of calculation for the work because the Department's actual loss in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of use of the roadway if the project is delayed in completion. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provisions of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

COORDINATION WITH ADJACENT AND/ OR OVERLAPPING CONTRACTS

This contract abuts and/ or overlaps with other concurrent and future Illinois Department of Transportation (IDOT) and Illinois Tollway Contracts as listed below.

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Each contract includes work items requiring close coordination between the various Contractors regarding the sequence and timing for execution of work items in accordance with Article 105.08 of the Standards Specifications and as herein noted.

This contract also includes critical work items that affect the future staging of traffic and/ or the completion dates of other contracts. Each of the contracts depends on certain portions of the work to be completed by others in order to complete the program on schedule. These critical items along with their completion dates are listed herein.

The following paragraph shall be added to the beginning of Article 105.08. "The Contractor shall identify such work items (including the critical items listed in the Contract and these Special Provisions) at the beginning of the contract and coordinate the sequence and timing for their execution and completion with the other Contractors through the Engineer. All of these work items shall be identified as separate line items in the Contractor's proposed Construction Progress Schedule. Additional compensation or the extension of contract time will not be allowed for the progress of the work items affected by the lack of such coordination by the Contractor".

The adjacent and/or overlapping Contracts will be (but not limited to):

- I-39 Reconstruction Contracts:
 - IDOT Contract 64C24 (I-39 Mainline)
 - IDOT Contract 64R71 (Harrison Avenue)
 - IDOT Contract 64T74 (Kishwaukee Tree Removal)
 - IDOT Contract 64V52 (Mill Road)
- Other Adjacent Contracts:
 - IDOT Contract 64R15 (FAP 525 (US 20) Hot-Mix Asphalt Resurfacing)
 - Tollway Project Wheeler/Ispen Road

No adjustments will be made for delay or suspension of the work due to the fault of the Contractor in coordinating project schedule, staging and work items with adjacent Contracts.

Some of the Contracts noted above may have detours implemented. The anticipated seasons or timeframe of the detours are listed below:

- 64C24
 - No detours anticipated
- 64R71
 - No detours anticipated
- 64R15
 - No known detours
- 64T74
 - No known detours
- 64V52
 - No known detours
- Tollway Project Wheeler/Ispen Road
 - No known detours

The list below indicates all such items of the work which have specific completion dates. It is essential that the Contractor responsible for the work complete these items on or before the date indicated so that other contracts may plan and execute their work accordingly.

Revised February 18, 2026

Interim Completion Dates and Coordination with Adjacent Contract 64R71

The construction limits for Contract 64R72 and Contract 64R71 may overlap, however, it is anticipated that this Contract will be completed prior to the start of the 64R72 contract.

Contract 64R71 is scheduled to be completed and open to traffic by **Friday, November 21, 2025** (plus an additional 30 Working Days for cleanup and punch list).

The temporary pavement on Harrison Avenue west of Mill Road at locations indicated in the plans shall remain in place for use by the Contract 64R72 Contractor for Maintenance of Traffic.

Coordination with Adjacent Contract 64T74

The construction limits for Contract 64R72 and Contract 64T74 will overlap, however, it is anticipated that this Contract will be completed prior to the start of the 64R72 contract.

Coordination between the two contracts may be required to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones.

Interim Completion Dates and Coordination with Adjacent Contract 64C24

The construction limits for Contract 64R72 and Contract 64C24 will overlap. Regular coordination between the two contracts will be required in order to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along US 20 and Mill Road.

The Contractor shall open the shared use path and Mill Road sidewalk to pedestrian traffic per the INTERIM COMPLETION DATE – SHARED USE PATH AND MILL ROAD SIDEWALK, so that the Cherry Valley Path Tunnel at Madigan Creek may be closed by Contract 64C24.

Coordination with Adjacent Contract 64R15

The construction limits for Contract 64R72 and Contract 64R15 will overlap. It is anticipated that Contract 64R15 will begin during the 2025 Construction Season. The 64R15 asphalt overlay work will be approximately 0.4 miles east of Mill Road. Regular coordination between the two contracts may be required in order to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along US 20.

Coordination with Adjacent Contract 64V52

The construction limits for Contract 64R72 and Contract 64V52 will overlap. It is anticipated that 64V52 will begin during the 2026 Construction Season. The 64V52 Contract will reconstruct the north leg of Mill Road from US 20 to approximately 0.1 miles north, reconstruct the Service Drive, and reconstruct the Cemetery Loop Road.

Contract 64V52 will be required to coordinate with 64R72. The Resident Engineers of both contracts and one representative from each Contractor shall conduct a joint meeting to discuss completed 64R72 work and planned construction sequencing of the 64V52 contract at the start of the 64V52 contract.

Regular coordination between the two contracts will be required in order to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along Mill Road, Service Drive, and Cemetery Loop Road

Coordination with Adjacent Tollway Wheeler/Ispen Road Contract

The construction limits for Contract 64R72 and the Tollway Contract are not anticipated to overlap. This contract is anticipated to begin construction in 2026.

Shared Access and Work Area

When necessary for proper prosecution of work, each Contractor shall permit the other access through the overlapping construction areas and the use of any access or haul roads constructed by others.

Revised February 18, 2026

When necessary for the proper prosecution of work, each Contractor shall permit the other to work within predetermined areas of overlapping construction work areas for a predetermined duration. The Contractor working within the adjacent overlapping construction work areas will be responsible for cleaning the work area upon completion and leaving the work area in a suitable condition, including application of temporary erosion control measures as required, to the satisfaction of both Engineers. Examples of work requiring occupation of overlapping work areas include (but are not limited to): Earth Excavation/ Grading, Landscaping, Maintenance of Erosion Control Items.

Any damages resulting from the shared use of access facilities or overlapping work area shall be repaired by the Contractor which caused the damage at his own expense and at no additional cost to the Contract.

Basis of Payment. All expenses incurred by the Contractor by reason of compliance with these requirements shall be considered as included in and completely covered by the contract unit prices for the various items included in the contract.

AVAILABILITY OF ELECTRONIC FILES

Effective 10/16 Revised 1/29/25

Electronic files of this project will be made available to the Contractor after the contract has been awarded. This information will be provided upon request in a Bentley CONNECT Platform software format ONLY. If data is required in other formats, it will be your responsibility to make these conversions. The Contractor shall coordinate obtaining electronic files through the Project Engineer. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the sole responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

3D MODEL – CONTRACTOR SUPPLIED

Effective 10/29/25

If the Contractor develops a 3D model of the project site, then it shall be provided to the Resident Engineer. 3D models developed by the Contractor shall be provided to the Resident Engineer at no additional cost to the Department.

CRITICAL PATH SCHEDULE – TYPE B

Effective: September 27, 2024

Description

This work shall consist of preparing, revising, and updating a detailed progress schedule based upon the Critical Path Method (CPM). This work shall also consist of performing time impact analysis of the progress schedule based upon the various revisions and update as they occur.

Revised February 18, 2026

Acceptance or approval of any progress schedule by the Engineer shall not be construed to imply approval of any particular method of construction, sequence of construction, any implied or stated rate of production. Acceptance will not act as a waiver of the obligation of the Contractor to complete the work in accordance with the contract proposal, plans and specifications, modify any rights or obligations of the Department as set forth in the contract, nor imply any obligation of a third party. Acceptance shall not be construed to modify or amend the contract or the time limit(s) therein. Acceptance shall not relieve the Contractor of the responsibility for the accuracy of any of the information included on the schedule. Failure of the Contractor to include in the schedule any element of work required for the performance of the contract, any sequence of work required by the contract, or any known or anticipated condition affecting the work shall not excuse the Contractor from completing all work required within the time limit(s) specified in the contract notwithstanding acceptance of the schedule by the Engineer.

Basis of Payment

This work will not be paid for separately, but shall be included in the cost for MOBILIZATION.

MAINTENANCE OF ROADWAYS

Effective: June 26, 2003

Revised: April 4, 2023

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work such as patching, intermittent resurfacing, sign maintenance, and shoulder work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

STATUS OF UTILITIES (D2)

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

This represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

The contractor may schedule a utility kickoff meeting and utility progress meetings between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to all excavation work.

Revised February 18, 2026

UTILITIES TO BE ADJUSTED

The responsible agency must relocate or complete new installations as noted below for the Department's contractor to then work in the said location:

OWNER	TYPE	DESCRIPTION	LOCATION	NOTES
AT&T	Communication	UG & OH fiber optic	N side of Service Rd; W side of Mill Rd north of Service Rd.*	Relocation permit is pending R/W clear, work can commence following ComEd's relocation.
ComEd	Electric	Poles & OH lines	Poles in SE & NE quad US 20/Mill; W side of Mill Rd north of US 20*	Relocation permitted, work in progress.
Comcast	Communication	UG fiber optic	N side of Service Rd; W side of Mill Rd south of Service Rd.*	Relocation permitted, work in progress.
Syndeo	Communication	UG fiber optic	N side of Service Rd; W side of Mill Rd south of Service Rd.*	Relocation permit pending
Frontier	Communication	UG copper cable	E side of Mill Rd north of US 20; W side of Mill Rd south of US 20; N side of Service Rd.*	Relocation permit pending
Nicor	Gas	UG gas main	E side of Mill Rd north of Service Rd; W side of Mill Rd south of Service Rd; N side of Service Rd.*	Relocation permit pending
Village of Cherry Valley	Water main	Abandoned in place	E side of Mill Rd north & south of US 20	See Attachment A for water main as-builts. The water main north of 400+50 dead ends at 408+50 with no services and will be cut, capped, and abandoned in place. The contractor may remove and scrap/salvage the main and the casing pipe under US 20 as

				needed. If the abandoned fire hydrant at 408+50 rt gets removed, please set it aside and contact the Village to pick it up.
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Table information is up to date as of 1/28/26.

* North Mill Road reconstruction scope will be removed from Contract 64R72, and included in a separate contract 64V52

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified, in addition to those noted on the plans, as utility facilities not being relocated for this contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some noted instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

LOCATION	OWNER	TYPE	DESCRIPTION	NOTES
Drainage str. L303 (500+00 lt)	AT&T	Communication	UG fiber optic	Existing facility runs along ROW line here.
407+20, 80' rt	ComEd & Frontier	Electric & communication	Pole, pedestal, post-mounted equipment	Existing above-ground fixtures to remain in place. Contact utility to vertically adjust to new grade if needed.

Table information is up to date as of 1/28/26.

UTILITY CONTACT INFORMATION

The following contact information is provided by the utilities specifically for this project:

Company	Name of contact	Phone	E-mail address	Notes
AT&T	Michael Wassom	(847) 345-3626	mw3549@att.com	AT&T project # RE2122-3
ComEd	Paul Casperson	(630) 234-4859	Paul.casperson@comed.com	ComEd project # H27421ROC
Comcast	Tom Yuccas	(815) 509-8653	thomas_yuccas@cable.comcast.com	
Village of Cherry Valley	Andy Wesseln	(815) 580-8874	awesseln@cherryvalley.org	

Syndeo	Dan Halverson	(815) 739-9000	danh@syndeonetwork.com	Company formerly known as Dekalb Fiber Optic
Frontier	Paulo Javier	(309) 820-1242	Paulo.t.javier@ftr.com	
Nicor	Karey Johnson	(630) 388-2923	karejohn@southernco.com	Nicor project # N19325
AT&T Legacy (fiber optic)	Ken Caudill (consultant KCI Technologies)	(240) 215-7041	Ken.caudill@kci.com	No conflict: FO in SE corner of Mill & State, not in project limits
Four Rivers Sanitation Auth. (sewer)	Kyle Gruhn	(815) 621-2932	kgruhn@fourrivers.illinois.gov	No conflict: MH in NW corner of Mill & State adjusted under 64R71

ATTACHMENTS

- Attachment A: Water main as-builts

PCC AUTOMATIC BATCHING EQUIPMENT

Effective: January 1, 2015

Revised: January 31, 2023

Portland cement concrete provided shall be produced from batch plants that conform to the requirements of Article 1103.03 (a) and (b) of the Standard Specifications for Road and Bridge Construction. Semi-automatic batching will not be allowed.

Plants shall have computerized batching interfaced with a printer. IDOT Producer Number, IDOT Design Number, Concrete Material Code, batch weights, aggregate mixtures, water added, amount of each admixture or additive, and percent variance from design shall be printed for each batch. Tickets shall state the actual water-cement ratio as batched, and the amount of water that can be added to the batch without exceeding the maximum water-cement ratio. Truck delivery tickets are still required as per Article 1020.11(a)(7) of the Standard Specifications.

PCC QC/QA ELECTRONIC REPORTS SUBMITTAL

Effective: January 1, 2015

Revised: January 31, 2023

The Contractor's QC personnel shall be responsible for electronically submitting the following reports to the Department: PRO and IND data for BMRP MI654 "Concrete Air, Slump, and Quantity,"; PRO data for BMRP MI655 "P.C. Concrete Strength," and PRO data for BMRP MI504 "Aggregate Gradation" reports to the Department. The format for the electronic submittals shall be the QMP package reporting program, which will be provided by the Department. Microsoft Excel 2007 or newer and Microsoft Outlook is required for this program which shall be provided by the Contractor.

Revised February 18, 2026

TRAFFIC CONTROL PLAN

Effective: January 14, 1999
Revised: January 13, 2017

Traffic Control shall be according to the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the National Manual on Uniform Traffic Control Devices for Streets and Highways, Illinois Supplement to the National Manual on Uniform Traffic Control Devices, these special provisions, and any special details and Highway Standards contained herein and in the Plans.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control along with the Bureau of Local Roads and Streets special provisions for the construction and maintenance of signs.

Standards:

701001	701006	701101	701106	701201	701301
701306	701326	701331	701400	701401	701411
701416	701421	701422	701426	701427	701428
701446	701456	701501	701601	701611	701701
701801	701901	704001			

Details:

- Detour Plans
- Staging Plans
- District Standard WORK ZONE SIGN DETAILS (DIST STD. 34.1)
- District Standard URBAN LANE INSIDE CLOSURE, MULTILANE, 2-WAY, WITH MOUNTABLE MEDIAN (DIST STD 35.1)
- District Standard TRAFFIC CONTROL & PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (94.2)

Signs:

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.

No bracing shall be allowed on post-mounted signs.

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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 Mill Road & US 20 intersection.

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

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Pavement Marking:

All temporary pavement markings that will be operational during the winter months (December through March) shall be Paint.

Temporary pavement markings shall be paid for separately at the contract unit prices of specified temporary pavement marking items.

Changeable Message Signs:

A changeable message sign shall be in place for a minimum of 2 weeks (14 calendar days) prior to the start of work, for a stage switch, for a major change in traffic patterns, and prior to beginning construction. Locations for change in traffic patterns are to be determined by the engineer.

A changeable message sign shall be in place for a minimum of 1 week (7 calendar days) prior to nighttime full closures for overhead beam removal and/or setting and overhead sign truss placement or removal and sign installation or removal. Locations are to be determined by the Engineer. The message boards shall state location of work.

This work will be paid for at the Contract Unit Price per Calendar Day for Changeable Message Sign.

Traffic Control for Narrow Travel Lanes:

The Contractor shall provide informational warning signs regarding narrow travel lanes in construction areas. MAX WIDTH XX'-XX" X MILES AHEAD (W12-I103-48) signs with a width restriction of 12'-0" shall be installed for Stage 1 through 1C at the following locations and the distance from the crossroads as noted; I-39 NB @ mile marker 118 (West US 20 Shield) (4 MILES AHEAD) US 20 WB West of Alpine Rd (4 MILES AHEAD), at I-90 South of Newburg Rd (US 20 shield + west plate) (4 MILES AHEAD) and at US 20 @ US BUS 20 (Belvidere Rd) (6 MILES AHEAD).

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MAX WIDTH XX'-XX" X MILES AHEAD (W12-I103-48) signs with a width restriction of 13'-6" shall be installed for Stage 2 through 3 at the following locations and the distance from the crossroads as noted-39 NB @ mile marker 118 (West US 20 Shield) (4 MILES AHEAD) US 20 WB West of Alpine Rd (4 MILES AHEAD), at I-90 South of Newburg Rd (US 20 shield + west plate) (4 MILES AHEAD) and at US 20 @ US BUS 20 (Belvidere Rd) (6 MILES AHEAD).

The material of these signs shall be 0.125 inch thick aluminum, Type AP White and fluorescent orange reflective sheeting, and 6 inch D Series font Black vinyl lettering meeting the requirements of Sections 1090 and 1091 of the Standard Specifications.

Additional Narrow Width (W12-I102(O)-48) signs with a width restriction of 12'-0" and a "X MILES" (W16-3A(O)-3612) plate mounted below the signs shall be installed near the intersections of Harrison Ave @ Perryville Rd (1 MILES), Mill Rd. @ US 20 (1,000 FT), US 20 @ Irene Rd (2 MILES), and Ramp G before Ramp H splits (right arrow) (0.5 MILES) and after the ROAD CONSTRUCTION AHEAD sign in the sign series.

The material of these signs shall be 0.125 inch thick aluminum, Type AA Fluorescent orange reflective sheeting, and 12 inch D Series font black vinyl lettering meeting the requirements of Sections 1090 and 1091 of the Standard Specifications.

Two signs at each location shall be required where the median is greater than 10 feet.

Sign locations are provided in the Staging Plans. Additional locations may be specified by the engineer or D2 Bureau of Operations.

The Contractor shall notify the Department via email at DOT.D2.TrafficNotice@illinois.gov. **This request shall be submitted a minimum of three weeks (21 days) and no earlier than four weeks (28 days) prior to the anticipated closure date to allow the State adequate time to set the detour route.**

Highway Standards Application:

Traffic Control and Protection, Standard 701416; Traffic Control and Protection, Standard 701601; Traffic Control and Protection, Standard 701422;

This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701416, Standard 701601, Standard 701422, US 20 staging Plans and as specified herein. 701416 shall be modified as shown in the Plans. Each installation of 701416 includes both directions of travel including substages.

701416 shall be used for all US 20 traffic control during all stages of construction with the exception of the EB merging taper (701601) and the WB merging taper (701422). 701601 and 701422 shall be modified as shown in the plans. For when there are no lane closures, signing and other traffic control shall be provided as shown in the plans and shall be included in the cost of 701416.

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All traffic control signing, barricades or drums and appurtenances, vertical panels, and reflectors shown in the Plans and described herein shall be included in the contract unit price per Each location per stage, including substages, which shall include both directions of travel, for TRAFFIC CONTROL AND PROTECTION, STANDARD 701416. All traffic control signing, barricades or drums and appurtenances, vertical panels, and reflectors shown in the Plans and described herein for the EB and WB lane closures shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 and TRAFFIC CONTROL AND PROTECTION, STANDARD 701422.

Traffic Control and Protection, Standard 701611:

This work shall be done according to Standard 701611, Mill Road staging Plans, Section 701 of the Standard Specifications, and as specified herein. 701611 shall be modified as shown in the Plans.

All traffic control signing, barricades or drums and appurtenances, vertical panels, and reflectors shown in the Plans for the south leg of Mill Road and described herein shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701611.

Traffic Control and Protection, Standard 701701:

This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701701, and as specified herein.

The “left” leg of the intersection shown on this standard also applies when the right turn lane is closed. When the right turn lane is closed, “RIGHT TURN LANE CLOSED AHEAD” shall be substituted for the LEFT TURN LANE CLOSED AHEAD” and the set up would be a mirror image to what is shown.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701701.

Traffic Control and Protection, Standard 701422 (Special):

This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701422, Standard 701446, and as specified herein. This work consists of closing traffic lanes as needed for nighttime closures to construct the sign truss.

Lane closures to construct this work shall be implemented as needed to construct the sign truss. The first lane closure shall occur according to 701422. An additional lane (2 lanes total) shall be closed according to 701446. All lanes may be closed with the use of the aforementioned standards and flaggers for up to 15 minutes.

Nightly lane closures under 701422 (Special) shall occur after 8 PM and before 6 AM.

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One additional portable changeable message board will be required for impacted directions of travel affected during all nightly lane closures and shall be included within the cost of TRAFFIC CONTROL AND PROTECTION, STANDARD 701422 (SPECIAL).

All traffic control signing, barricades or drums and appurtenances, vertical panels, and reflectors shown in the Plans and described herein shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701422 (SPECIAL).

Maintenance of Traffic:

The Contractor shall notify the Tollway, Village of Cherry Valley, City of Rockford, Cherry Valley Township, Rockford Township and Winnebago County emergency response agencies (fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall notify the Village of Cherry Valley, City of Rockford, Cherry Valley Township, Rockford Township, and Winnebago County for any sideroad closure or opening.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location. It will show which locations will be completely closed using D2 Standard 40.1, and which locations will be constructed utilizing Traffic Control Standard 701201 and/or barricades. It will also show the duration of reduced access. Access shall be maintained at all times to the Cherry Valley Cemetery and to the Service Drive west of Mill Road as shown in the plans. This traffic plan will need to be approved by the Engineer before the roadway is closed to traffic.

The Contractor shall be responsible for providing an article and a map to the news media describing the work being performed and stages closed to traffic when there are changes to the traffic control configuration.

Work Restrictions:

The Contractor shall have all lanes open on US 20 and I-39 except as shown in the Plans unless prior approval is obtained from the Resident Engineer.

For Ramp G and H work, workers and equipment shall not be allowed within 9' of the edge of traveled lane outside of designated lane closure hours. The allowable lane closure hours are specified below:

- Sunday: 8:00 pm to 10:00 am
- Monday through Friday: 8:00 pm to 6:00 am
- Saturday: 6:00 pm to 9:00 am

The Contractor shall complete all milling, tack coat application, longitudinal joint seal placement, and HMA surfacing for any given section of Ramp G and Ramp H within a single work shift. The amount of surface milled shall not exceed the area that can be paved during the allowable hours of work each night.

Additional restrictions due to local events or inclement weather may also be imposed.

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Any additional lane closures on other than what is shown on the Plans shall be approved by Traffic Operations in advance.

Interstates and multi-lane divided highways where the existing speed is greater than 45 mph: The Contractor shall equip all machinery and vehicles with flashing amber lights, installed so the illumination is visible from all directions.

The median crossover will generally not be available for Contractor use. It may be used only when both lanes adjacent to the median are closed. Under no condition shall left turn lanes be made to cross the median from lanes open to traffic. Where interchanges are not available, the Contractor shall only be allowed to turn around where left turn lanes are present.

Parking of personal vehicles within the right-of-way will be strictly prohibited. Parking of construction equipment within the right-of-way will be permitted only at locations approved by the Engineer.

Winter Shutdown

The Winter Stage traffic configurations shall be in place on or before 11:59PM Thursday, November 19, 2026. These Winter Shutdown work restrictions will be valid in order to complete the work per the specifications. Traffic may be shifted out of the Winter configuration and into the next configuration on or after 11:59PM Monday, March 15, of the following year. Work may start before March 15th if approved by the Engineer.

Winter Shutdown Requirements:

- November 2026 – March 2027
 - US 20 traffic shall be placed in the configuration as shown in the Winter Stage plans. The proposed eastbound pavement and existing westbound pavement will be used as the riding surface.
 - Mill Road traffic shall be placed as shown in the Winter Stage plans
- Failure to complete the required segments of roadway to provide the lane configurations and shoulder widths shown in the configurations listed above prior to initiation of a winter shutdown will be subject to the Special Provision for FAILURE TO COMPLETE THE WORK ON TIME- INTERIM COMPLETION DATES AND WINTER SHUTDOWN.
- Lane drop-offs will not be allowed for winter shutdown.
- Contractor equipment shall not be left in the clear zone or within any restricted areas as identified by the Engineer within the project limits over the Winter Shutdown.
- The Contractor shall be responsible for all necessary maintenance and upkeep of all temporary pavement markings and associated traffic control and temporary concrete barrier and attenuators during winter shutdown months.
- Contractor shall be responsible for snow plowing and removal around all traffic control devices in place over the Winter Shutdown. IDOT maintenance forces will plow active traffic lanes, but not around traffic control devices.

No additional compensation will be provided to comply with these winter shutdown restrictions.

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CAT 5 ETHERNET CABLE

This work shall be in accordance with Sections 873, 1076, and 1088 of the Standard Specifications except as modified herein.

This work shall consist of furnishing and installing an outdoor rated CAT5E cable in conduits, handholes, and poles.

The cable shall be rated for outdoor use and conform to the following specifications:

- Outdoor CMX Rated Jacket (climate/oil resistant jacket)
- UV Resistant Outer Jacket Material (PVC-UV, UV Stabilized)
- Outer Jacket Ripcord
- Designed for Outdoor Above- Ground or Conduit Duct applications
- Cat5E rated to 350MHz (great for 10/100 or even 1000mbps Gigabit Ethernet)
- Meets TIA/EIA 568b.2 Standard
- Shielded Twist Pair
- 4 Pairs, 8 Conductors
- 24AWG, Solid Core Copper
- UL 444 ANSI TIA/EIA-568.2 ISO/IEC 11801
- RoHS Compliant
- Water Blocking Gel

Basis of Payment. This work will not be paid for separately but shall be included in the cost of the pay item for WIDE AREA VIDEO DETECTION SYSTEM COMPLETE.

MAINTENANCE OF EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION

Description. This work shall consist of maintaining an existing temporary traffic signal installation as shown on the plans, including but not limited to temporary signal heads, emergency vehicle priority systems, vehicle detectors, controller cabinet, uninterruptible power supply, and signing.

The Contractor shall keep proposed signal heads turned off and bagged until the completion of Contract 64V52 work. Bagging of the proposed signal heads shall be included in the cost of MAINTENANCE OF EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION.

Maintenance. Maintenance shall meet the requirements of Section 890 of the Standard Specifications and MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION specification 850.01TS.

Method of Measurement. This work will be measured per each.

Basis of Payment. This work shall be paid for at the contract unit price each for MAINTENANCE OF EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION, the price of which shall include all costs for maintenance of existing temporary traffic signal equipment.

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MODIFY TEMPORARY TRAFFIC SIGNAL EQUIPMENT

Description. This work shall consist of modifying the existing temporary traffic signal installation, controller programming and traffic signal cabinet to implement the proposed sequence of operation as shown on the Temporary Signal Plans making all necessary modifications to the controller and cabinet to achieve the proposed sequence, including load switches and modifications to the existing phasing operation. Any additional equipment, as shown on the Temporary Signal plans, including signal heads and cable installation shall be considered included in this pay item. All necessary modifications shall include the overhauling of a signal cabinet's back panel or integration of an axillary load switch panel and associated wiring to accommodate additionally required load switches.

General. The work shall be in accordance with Sections 857, 863, 873, and 895 of the Standard Specifications and shall include modifications in controller programming, MMU programming, cabinet and all necessary wiring, hardware, and modifications to the existing load switch bay to implement the proposed signal phasing at the intersection as shown on the Plans. All necessary materials, parts, firmware upgrades, and labor required for modifying the controller cabinet and replacement of any components to accommodate proposed signal phasing including load switches, MMU and field wiring, shall be considered included in this pay item.

Method of Measurement. This work will be measured per each.

Basis of Payment. This work will be paid for at the contract unit price each for MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION, the price of which shall include all costs for the modifications required for traffic staging, changes in signal phasing as required in the Contract plans, microwave vehicle sensors, video vehicle detection system, any maintenance or adjustment to the microwave vehicle sensors/video vehicle detection system, and all material required.

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FENCE REMOVAL

Description. This work shall consist of the complete removal and disposal of existing fence in locations as shown on the Plans or as directed by the Engineer from the project site regardless of the fence type.

General. The Contractor shall remove all components of the existing fence including any concrete used to anchor fence posts, bracing guy wires, posts, and/or gates. All removed materials shall be disposed of outside the limits of the right-of-way according to Article 202.03.

Fence sections to remain in place shall be left in a sound stable condition. The Contractor shall replace any fence sections to remain damaged during the removal process without additional payment.

This work also includes restoration of holes and surfaces disturbed during removal.

Method of Measurement. This work will be measured for payment in feet, along the top of the existing fence to be removed including any length occupied by gates.

Basis of Payment. This work will be paid for at the contract unit price per foot for FENCE REMOVAL. The unit price shall include all equipment, materials and labor required to remove and dispose of the fence and restore the affected area.

Revised February 18, 2026

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

“The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations.”

WOOD SIGN SUPPORT (BDE)

Effective: November 1, 2023

Add the following to Article 730.02 of the Standard Specifications:

“(c) Preservative Treatment1007.12”

Revise the first paragraph of Article 730.03 of the Standard Specifications to read:

“730.03 **General.** Wood sign supports shall be treated. When the 4 x 6 in. (100 x 150 mm) posts are used, they shall be modified to satisfy the breakaway requirements by drilling 1 1/2 in. (38 mm) diameter holes centered at 4 and 18 in. (100 and 450 mm) above the groundline and perpendicular to the centerline of the roadway.”

Revised February 18, 2026