Illinois Department of Transportation

Memorandum

To:	*
From:	David Broviak DB
Subject:	Special Provision Changes
Date:	January 15, 2026

The following special provisions have been revised for the **April 24, 2026** and **June 12, 2026** lettings: Attached is the updated BDE Checklist for this letting.

Recurring Special Provisions

Adopted January 1, 2026

Interim Special Provisions (BDE)

ISP Number	Description
Alphabetic ISP Index (Revised)	Remove existing alphabetic index and insert revised index.
Numerical ISP Index (Revised)	Remove existing numberic index and insert revised index.
109.13 (Revised)	**"Submission of Payroll Records – State Contract (BDE)"** Revised and to be inserted into all state-only funded contracts on the state letting.
109.15 (New)	**"Submission of Payroll Records – Federal Aid Contract (BDE)"** To be inserted into federal aid contracts on the state letting.
403.00 (Revised)	**"Bituminous Surface Treatment with Fog Seal (BDE)"** Revised to remove fine aggregates and incorporate a mix design procedure to ensure proper embedment. Insert into contracts involving bituminous surface treatment (aka chip seal) with fog seal.
669.04 (Revised)	**"Removal and Disposal of Regulated Substances (BDE)"** To be inserted into all contracts.
1030.07 (Revised)	**"Hot-Mix Asphalt (BDE)"** To be inserted into all HMA paving contracts.
1032.05 (Revised)	**"Performance graded Asphalt Binder (BDE)"** To be inserted into contracts containing the pay item BITUMINOUS MATERIALS (TACK COAT), etc.
1081.15 (New)	**"Inlet Filters (BDE)"** To be inserted into contracts with INLET FILTERS.

District Special Provisions (BDE)

No Changes except for 1st Page (000.00)	
406.02 (Revised)	**"Cold-in-Place Recycling (CIR) with Emulsified Asphalt (CBM)"** Revised April 1, 2026. To be inserted into using Cold-in-Place Recylcling (CIR) with Emulsified Asphalt (CBM).
605.04a (Revised)	**"Filing Existing Culverts"** Requires the filling of existing pipe culverts with culvert liner grout mixture.

General Notes

No changes.

2026 Supplemental Specifications and Recurring Special Provisions

214.03	**"Grading and Shaping Ditches"** New Location(s): Articles 214.03 & 214.04

DB:tdp:S:\MGR2\WINWORD\Special Provisions\PL_Completed SP\Special Provisions Memo Changes.docx

Attachment(s)

cc: * S&P Engineer, T. Phillips, L. Hayworth, Team 1, Team 2, Team 3, Team 4, Team 5, Team 6, Team 7, Team8, Team 9, Team 10, Team 11, Team 12, Geometrics (R. Julich), Bridges, Local Roads (T. Sassine), Operations (B. Tellefson), Materials (D. Parish), Hydraulics (J. Jochums)

Special Provisions Generated Checklist
Generated – 01/15/2026 9:10 A.M.

April 24, 2026 & June 12, 2026 Lettings

SPECIAL PROVISIONS CHECK LIST
Generated - 1/15/26 9:10 A.M.

Designer: _____ **FAP/FAS/FAI/FAU:** _____
Contract No.: _____ **Section:** _____
Lettings: 4/24/2026 & 6/12/2026 **County(ies):** _____

Note: Specials that go in every contract have already been marked with an "√" for you.

√	Dir	File Name	Spec Title	Spec Dates
	BRG\	APSLRP-1.docx	Approach Slab Repair	E 3/13/97
	DES\	00000.docx	STATE OF ILLINOIS	E 1/1/22 R 1/1/26
	DES\	10500.docx	Construction Station Layout	E 7/30/10
	DES\	10501.docx	Construction Layout Responsibility	E 4/26/15 R 1/1/22
	DES\	10502.docx	Construction Layout Utilizing GPS Equipment	E 4/26/15 R 1/1/22
	DES\	10503.docx	Construction Layout Equipment	E 4/26/15 R 11/6/15
	DES\	10507.docx	Removal of Abandoned Underground Utilities	E 1/15/96 R 11/21/96
	DES\	10507a.docx	Status of Utilities/Utilities To Be Adjusted	E 1/21/05 R 1/1/22
	DES\	10507b.docx	Utilities - Locations/Information on Plans	E 11/8/13
	DES\	10712.docx	Requirements When Working with the Railroad	E 4/1/16 R 4/1/22
	DES\	10713a.docx	Protection of the Illinois River	E 8/1/22 R 10/1/22
	DES\	10713b.docx	Maintenance of Navigation	E 8/1/22 R 10/1/22
√	DES\	10731.docx	Location of Underground State Maintained Facilities	E 8/3/07 R 7/31/09
	DES\	10732.docx	Right-of-Way Restrictions	E 7/1/94
	DES\	10805a.docx	Date of Completion	E 3/1/90 R 4/25/08
	DES\	10805b.docx	Date of Completion (Plus Working Days)	E 3/1/90 R 8/3/18
	DES\	20500.docx	Geotechnical Reinforcement	E 6/10/93 R 1/1/07
	DES\	20504.docx	Embankment (Restrictions)	E 1/21/05 R 8/5/22
	DES\	25000.docx	Seeding, Minor Areas	E 7/1/90 R 4/1/19
	DES\	25006a.docx	Mowing	E 12/11/01 R 8/2/13
	DES\	25006b.docx	Mowing	E 12/11/01 R 8/2/13
	DES\	25300b.docx	Seedlings	E 5/5/00 R 8/1/19
	DES\	28100.docx	Grout for Use With Riprap	E 7/30/10
	DES\	30101.docx	Proof Rolling	E 4/23/04 R 1/1/07
	DES\	30103.docx	Subgrade Treatment	E 7/1/90 R 1/1/22
	DES\	30200.docx	Soil Modification	E 7/1/90 R 1/1/22
	DES\	31100.docx	Rock Fill	E 10/15/95 R 4/26/13
	DES\	35300.docx	Sawcutting of PCC Base Course and Base Course Widening	E 1/1/16
	DES\	35500d.docx	Temporary Pavement	E 10/1/95 R 4/24/20
	DES\	35600.docx	Temporary Base Course Widening ___"	E 4/26/13 R 4/24/20
	DES\	40600.docx	Clean Existing Pavement Edge Joint	E 1/3/00 R 4/24/20
	DES\	40602.docx	Cold-in-Place Recycling (CIR) with Emulsified Asphalt (CBM)	E 12/1/25 R 4/1/26
	DES\	40604a.docx	Hot-Mix Asphalt Surface Course Surface Tests	E 11/1/03 R 1/1/07

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ **FAP/FAS/FAI/FAU:** _____
Contract No.: _____ **Section:** _____
Lettings: 4/24/2026 & 6/12/2026 **County(ies):** _____

	DES\	40607.docx	Hot-Mix Asphalt -Tack Coat (Special) Options	E 8/1/19 R 11/8/19
	DES\	40713.docx	Grooved-In V Rumble Strip	E 11/16/07 R 7/30/10
	DES\	42401.docx	Sidewalk Drains	E 3/1/91 R 1/1/07
	DES\	42402.docx	Temporary Sidewalks	E 3/1/91 R 2/1/96
	DES\	44000.docx	Partial Depth Patching	E 4/26/13 R 11/6/20
	DES\	44002.docx	Longitudinal Joint Repair	E 4/26/13 R 7/31/20
	DES\	44003.docx	Protection of Frames and Lids of Utility Structures	E 3/6/91 R 1/1/07
	DES\	44003a.docx	Hot-Mix Asphalt Surface Removal, **" (** mm)	E 3/1/93 R 1/1/22
	DES\	44003b.docx	Hot-Mix Asphalt Surface Removal, **" (** mm)	E 2/5/93 R 1/1/22
	DES\	44003d.docx	Pavement Drainage After Cold Milling	E 3/15/96 R 11/8/19
	DES\	44003e.docx	Pavement Patching with Hot-Mix Asphalt Surface Removal	E 3/1/97 R 1/1/07
	DES\	44004.docx	Hot-Mix Asphalt Joint Trimming	E 8/5/22
	DES\	48205.docx	Hot-Mix Asphalt Shoulder Resurfacing Required to be Constructed Simultaneously with Mainline Paving	E 4/23/10 R 8/4/17
	DES\	48206.docx	Hot-Mix Asphalt Shoulder Resurfacing Constructed Simultaneously with Mainline Paving	E 1/22/01 R 1/1/07
	DES\	50103.docx	Concrete Headwall Removal	E 7/1/90
	DES\	50104.docx	Concrete Handrail Removal	E 7/1/90 R 1/1/07
	DES\	50301.docx	Granular Backfill for Structures	E 8/4/17 R 11/6/20
	DES\	50302.docx	Surface Filler (Special)	E 4/23/10 R 10/1/23
	DES\	50307.docx	PCC Placement by Pump Requirements	E 1/1/22
	DES\	50312.docx	Plug Existing Deck Drains	E 1/1/96 R 11/6/20
	DES\	50312a.docx	Floor Drain Extension	E 3/22/01 R 11/6/20
	DES\	50319.docx	Protective Coat, Special	E 4/23/10 R 12/19/23
	DES\	54200.docx	Seepage Collar	E 12/1/96
	DES\	54201.docx	Remove and Relay Pipe Culvert (Special)	E 7/1/90 R 11/6/20
	DES\	54202.docx	Pipe Culverts (Jacked)	E 1/1/14
	DES\	54204e.docx	Backfill - Pipe Culverts	E 10/15/95 R 1/1/07
	DES\	55000.docx	Storm Sewer, (Water Main Quality Pipe)	E 1/1/11 R 1/1/21
	DES\	55007.docx	Backfill, Building Removal	E 8/20/91 R 1/1/07
	DES\	55200.docx	Steel Pipe Culvert, Special (Jacked) * inches (* mm)	E 7/1/94 R 1/1/07
	DES\	55201.docx	(*Storm Sewer/Pipe Culvert) Jacked in Place, ** inches (** mm)	E 7/1/94 R 1/1/07
	DES\	56100.docx	Steel Casings * Inches	E 7/1/90 R 1/1/13
	DES\	56101.docx	Steel Casings * Inches	E 7/1/90 R 1/1/13
	DES\	59300.docx	Slope Wall Slurry Pumping	E 7/31/20 R10/1/24

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ **FAP/FAS/FAI/FAU:** _____
Contract No.: _____ **Section:** _____
Lettings: 4/24/2026 & 6/12/2026 **County(ies):** _____

	DES\	60200a.docx	Inlets, Type G-1	E 10/1/95 R 1/1/07
	DES\	60200b.docx	Inlets, Type G-1, Special	E 10/1/95 R 1/1/07
	DES\	60200c.docx	Inlets, Type G-1, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200d.docx	Inlet Manhole, Type G-1, 4' (1.2 m) Diameter	E 10/1/95 R 1/1/07
	DES\	60200e.docx	Inlet-Manhole, Type G-1, 4' (1.2 m) Diameter, Special	E 10/1/95 R 1/1/07
	DES\	60200f.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter	E 10/1/95 R 1/1/07
	DES\	60200g.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Special	E 10/1/95 R 1/1/07
	DES\	60200h.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200i.docx	Inlet-Manhole, Type G-1, 8' (2.4 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200j.docx	Manhole to be Adjusted with New Type G-1 Frame and Grate	E 10/1/95 R 1/1/07
	DES\	60200k.docx	Temporary Inlet Drainage Treatment	E 1/1/97
	DES\	60200l.docx	Inlets, Type G-2	E 11/1/03 R 1/1/07
	DES\	60200m.docx	Inlets, Type G-1, Double	E 7/31/09
	DES\	60200n.docx	Inlets, Type " * ", With Special Frame and Grate	E 8/2/13
	DES\	60200o.docx	Manhole, Type A, of the Diameter Specified with Special Frame and Grate	E 8/2/13
	DES\	60504.docx	Filling Existing Inlets	E 7/1/90 R 7/1/94
	DES\	60504a.docx	Filling Existing Culverts	E 10/15/95 R 4/1/26
	DES\	60504b.docx	Filling Drainage Structures	E 10/15/95 R 4/1/17
	DES\	60608.docx	Island Pavement Constructed on Existing Pavement	E 1/1/97 R 1/1/07
	DES\	60612.docx	Drainage Holes	E 7/1/90 R 1/1/07
	DES\	63001.docx	Guardrail Aggregate Erosion Control	E 2/1/93 R 1/1/07
	DES\	63111c.docx	Traffic Barrier Terminals	E 2/1/96 R 11/5/04
	DES\	63200.docx	Guard Post Removal	E 7/1/90 R 1/1/07
	DES\	63500.docx	Flexible Delineator Maintenance	E 5/5/92 R 1/1/94
	DES\	63501.docx	Flexible Delineators	E 10/1/95 R 1/1/07
	DES\	63502.docx	Recoverable Delineators	E 4/26/15 R 11/1/18
	DES\	67005.docx	Equipment Vault for Nuclear Testing Equipment	E 6/24/93 R 11/8/19
	DES\	68000.docx	Railroad Track Removal	E 11/1/94 R 1/1/07
	DES\	68000a.docx	Railroad Ties Removal and Disposal	E 11/1/94 R 10/1/95
	DES\	68300.docx	Mortared Stone Wall	E 3/1/91 R 1/1/07
√	DES\	70100.docx	Traffic Control Plan	E R
	DES\	70101.docx	Flaggers	E 8/3/18
	DES\	70108b.docx	Traffic Control and Protection Standard 701331 (Special)	E 10/15/95 R 7/31/09

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ **FAP/FAS/FAI/FAU:** _____
Contract No.: _____ **Section:** _____
Lettings: 4/24/2026 & 6/12/2026 **County(ies):** _____

	DES\	70114.docx	Width Restriction Signing	E 11/1/07 R 1/1/19
	DES\	70120.docx	Traffic Control and Protection BLR 21	E 4/25/08 R 4/24/20
	DES\	70121.docx	Traffic Control and Protection BLR 22	E 4/25/08 R 4/24/20
	DES\	70400.docx	Temporary Concrete Barrier, State Owned	E 5/1/91 R 4/1/19
	DES\	70400a.docx	Temporary Concrete Barrier Reflectors	E 1/21/05 R 11/6/20
	DES\	73300.docx	Re-Tightening Anchor Bolts for Cantilever Sign Structures	E 4/25/14
	DES\	78201.docx	Linear Delineator Panels, 4 Inch	E 10/1/22
	DES\	81500.docx	Trench & Backfill, Special for Conduit Installation Beneath Bituminous Shoulders	E 3/21/94 R 11/6/20
	DES\	88600a.docx	Detector Loops, Type 1	E 3/1/96 R 11/6/20
	DES\	88601.docx	Adjust Existing Detector Loop Riser	E 11/7/14 R 11/6/20
	DES\	88602.docx	Miscellaneous Electrical Work	E 8/5/22
	DES\	100400.docx	PCC Slipform Paving Aggregate Optimization	E 8/3/12 R 1/1/22
	DES\	100402.docx	PCC Superstructure Aggregate Optimization	E 8/4/06 R 1/1/22
	DES\	100403b.docx	Coarse Aggregate for Bituminous Courses, Class A	E 6/29/93 R 1/1/07
	DES\	100404.docx	Aggregate Quality	E 7/1/90 R 4/26/13
	DES\	102013.docx	Membrane Curing Method	E 7/29/16 R 11/17/17
	DES\	110300.docx	PCC QMP Electronic Report Submittals	E 1/13/22
	DES\	110303.docx	PCC Automatic Batching Equipment	E 4/23/10 R 8/1/23

BDE Special Provisions Checklist

April 24, 2026 & June 12, 2026 Lettings

BDE SPECIAL PROVISIONS
For the April 24 and June 12, 2026 Lettings

The following special provisions indicated by a "check mark" are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

	File Name	#		Special Provision Title	Effective	Revised
	80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	April 1, 2026
	80475	6	☐	Bridge Deck Concrete Overlays	Jan. 1, 2026	
*	80241	7	☐	Bridge Demolition Debris	July 1, 2009	
*	5053I	8	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	5026I	9	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80460	10	☒	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	Jan. 1, 2026
	80384	11	☒	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	12	☐	Completion Date (via calendar days)	April 1, 2008	
*	80199	13	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80461	14	☐	Concrete Barrier	Jan. 1, 2025	
	80453	15	☐	Concrete Sealer	Nov. 1, 2023	
	80261	16	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
	80476	17	☐	Deck Slab Repair	Jan. 1, 2026	
*	80029	18	☒	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
	80467	19	☐	Erosion Control Blanket	Aug. 1, 2025	
	80229	20	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	21	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80433	22	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80471	23	☐	Guardrail	Nov. 1, 2025	
	80472	24	☐	High Friction Surface Treatment	Nov. 1, 2025	
	80456	25	☐	Hot-Mix Asphalt	Jan. 1, 2024	April 1, 2026
	80446	26	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	27	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80483	28	☐	Inlet Filters	April 1, 2026	
	80477	29	☐	Longitudinal Tining	Jan. 1, 2026	
	80450	30	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	Aug. 1, 2025
	80478	31	☐	Modified Longitudinal Construction Joint	Jan. 1, 2026	
	80464	32	☐	Pavement Marking	April. 1, 2025	Nov. 1, 2025
	80468	33	☐	Pavement Patching	Aug. 1, 2025	
	80441	34	☐	Performance Graded Asphalt Binder	Jan. 1, 2023	April 1, 2026
	80459	35	☐	Preformed Plastic Pavement Marking	June 2, 2024	
*	3426I	36	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80473	37	☐	Raised Reflective Pavement Markers	Nov. 1, 2025	
	80455	38	☒	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2026
	80474	39	☐	Residential Driveway Temporary Signal	Nov. 1, 2025	
	80445	40	☐	Seeding	Nov. 1, 2022	
	80457	41	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
	80462	42	☒	Sign Panels and Appurtenances	Jan. 1, 2025	Jan. 1, 2026
	80479	43	☐	Sinusoidal Rumble Strips	Jan. 1, 2026	
	80469	44	☐	Slope Wall	Aug. 1, 2025	
	80448	45	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	Jan. 1, 2026
	80340	46	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	47	☐	Steel Cost Adjustment	April 2, 2004	Nov. 1, 2025
	80480	48	☐	Structural Repair of Concrete	Jan. 1, 2026	
	80397	49	☒	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	50	☒	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80463	51	☒	Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025

	80482	52	☐	Submission of Payroll Records – Federal Aid Contract	April 1, 2026	
	80437	53	☐	Submission of Payroll Records – State Contract	April 1, 2021	April 1, 2026
	80435	54	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	55	☒	Surveying Services	April 1, 2025	
	80481	56	☐	Temporary Concrete Barrier	Jan. 1, 2026	
	80466	57	☐	Temporary Rumble Strips	April 1, 2025	
	80470	58	☐	Traffic Signal Backplate	Aug. 1, 2025	
*	20338	59	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	60	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	61	☐	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	62	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	63	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	64	☐	Wood Sign Support	Nov. 1, 2023	
	80427	65	☒	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
*	80071	66	☐	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2026 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80447	Grading and Shaping Ditches	Articles 214.03 & 214.04	Jan. 1, 2023	

First Page
&
Index for
Supplemental Specifications
and
Recurring Special Provisions

Current Lettings

(April 24, 2026 & June 12, 2026)

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction, adopted January 1, 2022, (revised January 1, 2026)", 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, and the "Recommended Standards for Water Works", (Ten State Standards), latest edition, which apply to and govern the construction of

_____

_____

_____

_____

and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

DESCRIPTION OF PROJECT

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2026

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

Designer Notes
Recurring Special Provisions

&

Guide Bridge Special Provisions (GBSP)

GUIDE BRIDGE SPECIAL PROVISION INDEX/CHECK SHEET

Effective as of the: April 24, 2026 and June 12, 2026 Lettings

√	File Name	Title	Effective	Revised
	GBSP4	Polymer Modified Portland Cement Mortar	June 7, 1994	Oct 17, 2025
	GBSP13	High-Load Multi-Rotational Bearings	Oct 13, 1988	June 28, 2024
	GBSP14	Jack and Remove Existing Bearings	Apr 20, 1994	April 13, 2018
	GBSP16	Jacking Existing Superstructure	Jan 11, 1993	April 13, 2018
	GBSP18	Modular Expansion Joint	May 19, 1994	Oct 27, 2023
	GBSP21	Cleaning and Painting Contact Surface Areas of Existing Steel Structures	Jun 30, 2003	Oct 23, 2020
	GBSP25	Cleaning and Painting Existing Steel Structures	Oct 2, 2001	Oct 17, 2025
	GBSP26	Containment and Disposal of Lead Paint Cleaning Residues	Oct 2, 2001	Apr 22, 2016
	GBSP33	Pedestrian Truss Superstructure	Jan 13, 1998	Oct 27, 2023
	GBSP34	Concrete Wearing Surface	Jun 23, 1994	Oct 17, 2025
	GBSP45	Bridge Deck Thin Polymer Overlay	May 7, 1997	June 28, 2024
	GBSP55	Erection of Curved Steel Structures	Jun 1, 2007	
	GBSP59	Diamond Grinding and Surface Testing Bridge Sections	Dec 6, 2004	April 15, 2022
	GBSP60	Containment and Disposal of Non-Lead Paint Cleaning Residues	Nov 25, 2004	April 22, 2016
	GBSP61	Slipform Parapet	Jun 1, 2007	April 15, 2022
	GBSP67	Structural Assessment Reports for Contractor's Means and Methods	Mar 6, 2009	Oct 5, 2015
	GBSP71	Aggregate Column Ground Improvement	Jan 15, 2009	Oct 15, 2011
	GBSP78	Bridge Deck Construction	Oct 22, 2013	Dec 21, 2016
	GBSP79	Bridge Deck Grooving (Longitudinal)	Dec 29, 2014	Mar 29, 2017
	GBSP81	Membrane Waterproofing for Buried Structures	Oct 4, 2016	March 1, 2019
	GBSP82	Metallizing of Structural Steel	Oct 4, 2016	Oct 20, 2017
	GBSP83	Hot Dip Galvanizing For Structural Steel	Oct 4, 2016	June 28, 2024
	GBSP85	Micropiles	Apr 19, 1996	Oct 23, 2020
	GBSP86	Drilled Shafts	Oct 5, 2015	Oct 27, 2023
	GBSP87	Lightweight Cellular Concrete Fill	Nov 11, 2001	Apr 1, 2016
	GBSP88	Corrugated Structural Plate Structures	Apr 22, 2016	April 13, 2018
	GBSP89	Preformed Pavement Joint Seal	Oct 4, 2016	March 24, 2023
	GBSP90	Three Sided Precast Concrete Structure (Special)	Dec 21, 2016	March 22, 2024
	GBSP91	Crosshole Sonic Logging Testing of Drilled Shafts	Apr 20, 2016	March 24, 2023
	GBSP92	Thermal Integrity Profile Testing of Drilled Shafts	Apr 20, 2016	March 24, 2023
	GBSP93	Preformed Bridge Joint Seal	Dec 21, 2016	June 28, 2024
	GBSP94	Warranty for Cleaning and Painting Steel Structures	Mar 3, 2000	Nov 24, 2004
	GBSP96	Erection of Bridge Girders Over or Adjacent to Railroads	Aug 9, 2019	
	GBSP97	Folded/Formed PVC Pipeliner	April 15, 2022	
	GBSP98	Cured-in-Place Pipe Liner	April 15, 2022	
	GBSP99	Spray-Applied Pipe Liner	April 15, 2022	
	GBSP100	Bar Splicers, Headed Reinforcement	Sept 2, 2022	Oct. 27, 2023
	GBSP101	Noise Abatement Wall, Ground Mounted	Dec 9, 2022	Oct 17, 2025
	GBSP102	Noise Abatement Wall, Structure Mounted	Dec 9, 2022	Oct 17, 2025
	GBSP103	Noise Abatement Wall Anchor Rod Assembly	Dec 9, 2022	

LIST ADDITIONAL SPECIAL PROVISIONS BELOW

The following Guide Bridge Special Provisions have been incorporated into other specifications:

File Name	Title	Location
GBSP12	Drainage System	SSRBC 523
GBSP15	Three-Sided Precast Concrete Structure	Superseded by GBSP90
GBSP28	Deck Slab Repair	BDE Special Provision 80476
GBSP29	Bridge Deck Microsilica Concrete Overlay	BDE Special Provision 80475
GBSP30	Bridge Deck Latex Concrete Overlay	BDE Special Provision 80475
GBSP31	Bridge Deck High-Reactivity Metakaolin (HRM) Conc Overlay	BDE Special Provision 80475
GBSP51	Pipe Underdrain for Structures	SSRBC 601
GBSP53	Structural Repair of Concrete	BDE Special Provision 80480
GBSP56	Setting Piles in Rock	SSRBC 512
GBSP72	Bridge Deck Fly Ash or GGBF Slag Concrete Overlay	BDE Special Provision 80475
GBSP75	Bond Breaker for Prestressed Concrete Bulb-T Beams	SSRBC 504

Designer Notes for January 1, 2026 Recurring Special Provisions
(April 24, 2026 & June 12, 2026 Lettings)

1. Designer Note: This check sheet is required in all contracts that involve Federal funds.

2. Designer Note: This check sheet is required in all Federal contracts.

3. Designer Note: This check sheet is required in all contracts.

4. Designer Note: This check sheet is required in all contracts involving State funds only.

5. Designer Note: This check sheet is required in all contracts involving State funds only.

6. Designer Note: Include in all contracts where Asbestos Bearing Pad Removal is part of the structure work.

7. Designer Note: Include in all contracts where the existing bridge deck HMA surface is to be removed and the waterproofing membrane contains asbestos and will be removed. The designer must have in the project files a completed "Asbestos Determination Certificate" for every bridge within the project limits. The District Bridge Maintenance Engineer and/or the District Hydraulics Engineer can provide copies of these certificates. If your project has any bridge deck containing asbestos, insert this special provision as well as the General Notes entitled, "Asbestos Bridge Wearing Surface Removal".

8. Designer Note: This check sheet will be required for those contracts that will involve Contractor work on haul road stream crossings, other temporary stream crossings, and in stream work pads. Contracts that would generally involve this type of work would be bridges/structures, new or rebuilt, and contracts involving earth excavation, embankment or borrow excavation. Discuss these types of work operations and any other stream related work with your Project Engineer. Any in-stream crossing or other work will require a 404 Permit from the Corps of Engineers. Be sure to let the Hydraulics Engineer know as soon as possible that a Corps permit will be needed.

9. Designer Note: Depending on IDOT manpower needs, this check sheet will be included as a pay item when the Contractor will be required to do all contract staking, including bridges. This check sheet should be used for a large box culvert or a multi pipe that will require a structure number. This would be a structure that will have a span length along survey line of more than 6 meters (20 feet). Discuss this check sheet with the Bureau of Project Implementation (Construction) as to what manpower sources are available.

10. Designer Note: This special provision specifies the requirements for geotextile fabric for use on railroad crossings. Include only on projects where the railroad crossing is a contract pay item. Also may be required for temporary crossings. Railroad crossings are generally (99%) handled by the Railroad through an agreement and not part of our contract. If in doubt as to how to handle, discuss with Project Support.

11. Designer Note: Use this check sheet where existing pavement is being reconstructed and voids are evident under the existing pavement that can be filled by grouting. Discuss with Maintenance Field Engineer responsible for the area. NOTE: A detail of the slab movement detection device is included in CADD and this drawing must be included in your contract plans.

12. Designer Note: This check sheet will be required on a contract where cold milling is required but where the cold milled area will not be overlaid. Include CADD Standard 440001 in your plans. If your contract is to be cold milled and the area overlaid, you should use one of the two District special provisions on this subject, **not** this check sheet.

13. Designer Note: This check sheet requires that once a lift of bituminous resurfacing is placed on a lane of pavement, any adjoining bituminous shoulder shall be resurfaced with an equal thickness before any other lane is resurfaced for each lift of resurfacing. Insert this special on resurfacing projects which meet the following criteria: All four lane interstates and freeways, all four lane expressways, four lane highways with ADT >25,000 or peak one-way VPH >1,700, two lane highways with ADT >10,000 or peak one-way VPH >800.

14. Designer Note: Intended to remove thick bituminous overlay so that the original pavement can be examined and then patched, if necessary. It also further defines specific pay items for work involved.

15. Designer Note: This check sheet was developed by Materials and Physical Research as an alternate to replacing Preformed Joint Sealer and Neoprene Expansion Joints up to 65 mm (2½" inches). Include with any projects that have "POLYMER CONCRETE" as a pay item.

16. Reserved.

17. Designer Note: This check sheet was developed to obtain the desired pipe coating on bike racks. Use on all projects with bike racks.

18. Designer Note: This special provision is for use on bridge contracts where staging is required, and the District wants the Contractor to have an option to post-mounting the temporary bridge and traffic signals. Discuss use with the District Traffic Control Technician.

19. Designer Note: This check sheet should be included for all projects containing roadway lighting. The designer should also include CADD Standard 701301-D4 in the plans.

20. Designer Note: This check sheet was developed to address difficulties with obtaining metric sized bolts. Include in all metric projects, which contain or could contain any type of bolted connection.

21. Designer Note: This special provision not to be used in District Four. Not recommended for use on recently constructed pavements or bridge decks. This is not recommended when there is steel in the patches due to the corrosion the calcium chloride causes.

22. Designer Note: Do not use Check Sheet #22 unless requested by Materials.

23. Designer Note: Use in all contracts involving cast-in-place concrete.

24. Reserved.

25. Reserved.

26. Designer Note: Insert into preventative maintenance contracts using cape seals or bituminous surface treatments.

27. Design Note: Insert into contracts using high-density expanding polyurethane foam or restoring the elevation of settled bridge approach pavements.

28. Designer Note: Insert into contracts using PCC inlays or overlays. Use in accordance with Chapter 53 of the *BDE Manual*.

29. Designer Note: Use on resurfacing projects to address areas which need repair, but do not warrant full depth repair. Joints and cracks, which exhibit environmental distresses, such as, spalling and "D" cracking or contains maintenance patching, are eligible for using this method of repair. Joints and cracks which exhibit load related stresses, such as pumping, alligator cracking, corner breaks, compression failures, subgrade failures, or punch-outs should not use this method on repair. Discuss use with your Project Engineer.

30. Designer Note: Consider using on contracts with longitudinal partial depth patching. There is a District Special Provision (Longitudinal Joint Repair, 440.02) that D4 prefers to use because it has different requirements. If using the BDE version and you cannot allow the milled trench to be left open overnight, specify the holes shall be filled every night.

31. Designer Note: Insert in projects with cast-in-place concrete. It is an interim measure to allow districts to transition from department mix designs to contractor mix designs.

32. Design Note: Use on all HMA overlay, Full-Dept HMA paving, and PCC pavement projects in District 4.

BDE Special Provisions

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107.01	10701	Construction Air Quality – Diesel Retrofit
107.11a	10711a	Railroad Protective Liability Insurance
107.19a	10719a	Building Removal with Asbestos Abatement
107.19d	10719d	Building Removal
107.38	10738	Bridge Demolition Debris
107.40	10740	Compensable Delay Costs
108.05	10805	Working Days
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus Working Days
108.06	10806	Training Special Provision
108.06a	10806a	Disadvantaged Business Enterprise Participation
108.06b	10806b	Weekly DBE Trucking Reports
108.06c	10806c	Illinois Works Apprenticeship Initiative – State Funded Contracts
109.00a	10900a	Steel Cost Adjustment
109.01	10901	Bituminous Materials Cost Adjustments
109.03	10903	Fuel Cost Adjustment
109.12	10912	Subcontractor Mobilization Payments
109.13	10913	Submission of Payroll Records
109.14	10914	Subcontractor and DBE Payment Reporting
109.15	10915	Submission of Payroll Records – Federal Aid Contract
250.07	25007	Seeding
251.00	25100	Erosion Control Blanket

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Standard Spec. No.	PC No.	Item
303.00	30300	Aggregate Subgrade Improvement
403.00	40300	Bituminous Surface Treatment with Fog Seal
405.50	40550	Ultra-Thin Bonded Wearing Course
406.06	40606	Hot-Mix Asphalt – Longitudinal Joint Sealant
406.11	40611	Surface Testing of Pavements - IRI
409.00	40900	High Friction Surface Treatment
420.05	42005	Modified Longitudinal Construction Joint
420.09	42009	Longitudinal Tining
442.06	44206	Pavement Patching
511.00	51100	Slope Wall
530.00	53000	Deck Slab Repair
531.00	53100	Bridge Deck Concrete Overlays
532.00	53200	Structural Repair of Concrete
581.01	58101	Full Lane Sealant Waterproofing System
630.03	63003	Guardrail
637.12	63712	Concrete Barrier
642.00	64200	Sinusoidal Rumble Strips
667.04	66704	Surveying Services
669.04	66904	Removal and Disposal of Regulated Substances
701.00	70100	Automated Flagger Assistance Devices
701.03	70103	Work Zone Traffic Control Devices
701.08	70108	Vehicle and Equipment Warning Lights
701.15	70115	Speed Display Trailer
701.15a	70115a	Temporary Rumble Strips
701.18	70118	Residential Driveway Temporary Signal

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

Standard Spec. No.	PC No.	Item
704.02	70402	Temporary Concrete Barrier
720.02	72002	Sign Panels and Appurtenances
730.02	73002	Wood Sign Support
780.13	78013	Pavement Marking
780.14	78014	Green Preformed Thermoplastic Pavement Markings
781.03	78103	Raised Reflective Pavement Markers
888.00	88800	Accessible Pedestrian Signals (APS)
1001.01	100101	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar
1003.07	100307	Mechanically Stabilized Earth Retaining Walls
1026.01	102601	Concrete Sealer
1030.07	103007	Hot-Mix Asphalt
1032.05	103205	Performance Graded Asphalt Binder
1061.03	106103	Waterproofing Membrane System
1078.03	107803	Traffic Signal Backplate
1081.15	108115	Inlet Filters
1095.03	109503	Preformed Plastic Pavement Marking
1095.06	109506	Short Term and Temporary Pavement Markings

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ALPHABETIC LIST OF DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

Get a copy of the current check list from the Program Development Secretary, indicate which ISP's are to be included in your set of special provisions, fill in any blanks as indicated on the check list, and include with your set of special provisions to be sent to Springfield where they will be inserted.

Standard Spec. No.	PC No.	Item
888.00	88800	Accessible Pedestrian Signals (APS)
303.00	30300	Aggregate Subgrade Improvement
701.00	70100	Automated Flagger Assistance Devices
109.01	10901	Bituminous Materials Cost Adjustment
403.00	40300	Bituminous Surface Treatment with Fog Seal
531.00	53100	Bridge Deck Concrete Overlays
107.38	10738	Bridge Demolition Debris
107.19a	10719a	Building Removal with Asbestos Abatement
107.19d	10719d	Building Removal
1001.01	100101	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar
107.40	10740	Compensable Delay Costs
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus Working Days
637.12	63712	Concrete Barrier
1026.01	102601	Concrete Sealer
107.01	10701	Construction Air Quality – Diesel Retrofit
530.00	53000	Deck Slab Repair
108.06a	10806a	Disadvantaged Business Enterprise Participation
251.00	25100	Erosion Control Blanket
109.03	10903	Fuel Cost Adjustment
581.01	58101	Full Lane Sealant Waterproofing System

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ALPHABETIC LIST OF DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

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780.14	78014	Green Preformed Thermoplastic Pavement Markings
409.00	40900	High Friction Surface Treatment
1030.07	103007	Hot-Mix Asphalt
406.06	40606	Hot-Mix Asphalt – Longitudinal Joint Sealant
108.06c	10806c	Illinois Works Apprenticeship Initiative – State Funded Contracts
1081.15	108115	Inlet Filters
420.09	42009	Longitudinal Tining
1003.07	100307	Mechanically Stabilized Earth Retaining Walls
420.05	42005	Modified Longitudinal Construction Joint
780.13	78013	Pavement Marking
442.06	44206	Pavement Patching
1032.05	103205	Performance Graded Asphalt Binder
1095.03	109503	Preformed Plastic Pavement Marking
107.11	10711a	Railroad Protective Liability Insurance
781.03	78103	Raised Reflective Pavement Markers
669.04	66904	Removal and Disposal of Regulated Substances
701.18	70118	Residential Driveway Temporary Signal
250.07	25007	Seeding
1095.06	109506	Short Term and Temporary Pavement Markings
720.02	72002	Sign Panels and Appurtenances
642.00	64200	Sinusoidal Rumble Strips
511.00	51100	Slope Wall

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ALPHABETIC LIST OF DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

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109.00	10900a	Steel Cost Adjustment
532.00	53200	Structural Repair of Concrete
109.14	10914	Subcontractor and DBE Payment Reporting
109.12	10912	Subcontractor Mobilization Payments
102.01	10201	Submission of Bidders List Information
109.13	10913	Submission of Payroll Records
109.15	10915	Submission of Payroll Records – State Project
406.11	40611	Surface Testing of Pavements – IRI
667.04	66704	Surveying Services
704.02	70402	Temporary Concrete Barrier
701.15a	70115a	Temporary Rumble Strips
1078.03	107803	Traffic Signal Backplate
108.06	10806	Training Special Provision
405.50	40550	Ultra-Thin Bonded Wearing Course
701.08	70108	Vehicle and Equipment Warning Lights
1061.03	106103	Waterproofing Membrane System
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BACKFILL, BUILDING REMOVAL	550.07	55007
CLEAN EXISTING PAVEMENT EDGE JOINT	406.00	40600
COARSE AGGREGATE FOR BITUMINOUS COURSES, CLASS A	1004.03b	100403b
COLD-IN-PLACE RECYCLING (CIR) WITH EMULSIFIED ASPHALT (CBM)	406.02	40602
CONCRETE HANDRAIL REMOVAL	501.04	50104
CONCRETE HEADWALL REMOVAL	501.03	50103
CONSTRUCTION LAYOUT RESPONSIBILITY	105.01	10501
CONSTRUCTION LAYOUT UTILIZING GPS EQUIPMENT	105.02	10502
CONSTRUCTION LAYOUT EQUIPMENT	105.03	10503
CONSTRUCTION STATION LAYOUT	105.00	10500
DATE OF COMPLETION	108.05a	10805a
DATE OF COMPLETION (PLUS WORKING DAYS)	108.05b	10805b
DETECTOR LOOPS, TYPE 1	886.00a	88600a
DRAINAGE HOLES	606.12	60612
EMBANKMENT RESTRICTIONS	205.04	20504
EQUIPMENT VAULT FOR NUCLEAR TESTING EQUIPMENT	670.05	67005
FILLING EXISTING CULVERTS	605.04a	60504a
FILLING DRAINAGE STRUCTURES	605.04b	60504b
FILLING EXISTING INLETS	605.04d	60504d
FLAGGERS	701.01	70101
FLEXIBLE DELINEATOR MAINTENANCE	635.00	63500
FLEXIBLE DELINEATORS	635.01	63501

ALPHABETIC INDEX OF DISTRICT SPECIAL PROVISIONS

ALPHABETIC INDEX OF DISTRICT SPECIAL PROVISIONS

Item/Description	Standard Specification	Filename
INLETS, TYPE G-2	602.00l	60200l
INLETS, TYPE "*", WITH SPECIAL FRAME AND GRATE	602.00n	60200n
ISLAND PAVEMENT CONSTRUCTED ON EXISTING PAVEMENT	606.08	60608
LINEAR DELINEATOR PANELS, 4 INCH	782.01	78201
LOCATION OF UNDERGROUND STATE MAINTAINED FACILITIES	107.31	10731
LONGITUDINAL JOINT REPAIR	440.02	44002
MAINTENANCE OF NAVIGATION	107.13b	10713b
MANHOLE TO BE ADJUSTED WITH NEW TYPE G-1 FRAME AND GRATE	602.00j	60200j
MANHOLE, TYPE A, OF THE DIAMETER SPECIFIED WITH SPECIAL FRAME AND GRATE	602.00o	60200o
MEMBRANE CURING METHOD	1020.13	102013
MISCELLANEOUS ELECTRICAL WORK	886.02	88602
MORTARED STONE WALL	683.00	68300
MOWING	250.06a	250.06a
MOWING	250.06b	250.06b
PARTIAL DEPTH PATCHING	440.00	44000
PAVEMENT DRAINAGE AFTER COLD MILLING	440.03c	44003c
PAVEMENT PATCHING WITH HOT-MIX ASPHALT SURFACE REMOVAL	440.03e	44003e
PCC AUTOMATIC BATCHING EQUIPMENT	1103.03	110303
PCC PLACEMENT BY PUMP REQUIREMENTS	503.07	50307
PCC QMP ELECTRONIC REPORTS SUBMITTAL	1103.00	110300
PCC SLIPFORM PAVING AGGREGATE OPTIMIZATION	1004.00	100400
PCC SUPERSTRUCTURE AGGREGATE OPTIMIZATION	1004.02	100402

ALPHABETIC INDEX OF DISTRICT SPECIAL PROVISIONS

Item/Description	Standard Specification	Filename
PIPE CULVERTS (JACKED)	542.02	54202
PLUG EXISTING DECK DRAINS	503.12	50312
PROOF ROLLING	301.01	30101
PROTECTION OF FRAMES AND LIDS OF UTILITY STRUCTURES	440.03	44003
PROTECTION OF THE ILLINOIS RIVER	107.13a	10713a
PROTECTIVE COAT (SPECIAL)	503.19	50319
RAILROAD TIES REMOVAL AND DISPOSAL	680.00a	68000a
RAILROAD TRACK REMOVAL	680.00	68000
RECOVERABLE DELINEATORS	635.02	63502
REMOVAL OF ABANDONED UNDERGROUND UTILITIES	105.07	10507
REMOVE AND RELAY PIPE CULVERT (SPECIAL)	542.01	54201
REQUIREMENTS WHEN WORKING WITH THE RAILROAD	107.12	10712
RE-TIGHTENING ANCHOR BOLTS FOR CANTILEVER SIGN STRUCTURES	733.00	73300
RIGHT-OF-WAY RESTRICTIONS	107.32	10732
ROCKFILL	311.00	31100
GROOVED-IN V RUMBLE STRIP	407.13	40713
SAWCUTTING OF PCC BASE COURSE AND BASE COURSE WIDENING	353.00	35300
SEEDING, MINOR AREAS	250.00	25000
SEEDLINGS	253.00b	15300b
SEEPAGE COLLAR	542.00	54200
SIDEWALK DRAINS	424.01	42401
SLOPE WALL SLURRY PUMPING	593.00	59300
SOIL MODIFICATION	302.00	30200
STATUS OF UTILITIES/UTILITIES TO BE ADJUSTED	105.07	10507

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Item/Description	Standard Specification	Filename
STEEL CASINGS (*") INCHES	561.00	56100
STEEL CASINGS (*") INCHES	561.01	56101
STEEL PIPE CULVERT, SPECIAL (JACKED) *" (* MM)	552.00	55200
STORM SEWER/PIPE CULVERT) JACKED IN PLACE **" (** MM)	552.01	55201
STORM SEWER (WATER MAIN QUALITY PIPE)	550.00	55000
SUBGRADE TREATMENT	301.03	30103
SURFACE FILLER (SPECIAL)	503.02	50302
TEMPORARY BASE COURSE WIDENING	356.00	35600
TEMPORARY CONCRETE BARRIER REFLECTORS	704.00a	70400a
TEMPORARY CONCRETE BARRIER, STATE OWNED & TEMPORARY CONCRETE BARRIER TERMINAL SECTIONS, STATE OWNED	704.00d	70400d
TEMPORARY INLET DRAINAGE TREATMENT	602.00k	60200k
TEMPORARY PAVEMENT	355.00	35500
TEMPORARY SIDEWALKS	424.02	42402
TRAFFIC BARRIER TERMINALS	631.11c	63111c
TRAFFIC CONTROL AND PROTECTION STANDARD 701331 (SPECIAL)	701.08b	70108b
TRAFFIC CONTROL AND PROTECTION BLR 21	701.20	70120
TRAFFIC CONTROL AND PROTECTION BLR 22	701.21	701.21
TRAFFIC CONTROL PLAN	701.00	70100
TRENCH & BACKFILL, SPECIAL FOR CONDUIT INSTALLATION BENEATH BITUMINOUS SHOULDERS	815.00	81500
UTILITIES – LOCATIONS/INFORMATION ON PLANS	105.07b	10507b
WIDTH RESTRICTION SIGNING	701.14	70114

BDE Special Provisions

Designer Note: This special provision should be inserted into state-only funded contracts on the state letting.

SUBMISSION OF PAYROLL RECORDS – STATE CONTRACT (BDE)

Effective: April 1, 2021
Revised: April 1, 2026

Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

"3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Certified Transcript of Payroll Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at https://labor.illinois.gov. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

Designer Notes: Insert into federal aid contracts on the state letting.

SUBMISSION OF PAYROLL RECORDS – FEDERAL AID CONTRACT (BDE)

Effective: April 1, 2026

If the prevailing rate of wages published by the Illinois Department of Labor (IDOL) is equal to or greater than the prevailing wage determination by the United States Secretary of Labor for the same locality for the same type of construction used to classify the federal construction project, the requirements of the Illinois Prevailing Wage Act (820 ILCS 130) shall apply, including the "ILLINOIS PREVAILING WAGE ACT" section below. If not, only the requirements of the Davis-Bacon Act shall apply, including the "DAVIS-BACON ACT" section below.

DAVIS-BACON ACT. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

The payroll records shall include the worker's name, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

ILLINOIS PREVAILING WAGE ACT. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

(1) Prevailing Wages. All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions.

(2) Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of five years from the later of the date of final payment under the contract or completion of the contract, records of the wages paid to his/her workers. The payroll records shall include the worker's name, the worker's address, the worker's telephone

number when available, the worker's social security number, the worker's classification or classifications, the worker's gross and net wages paid in each pay period, the worker's number of hours worked each day, and the worker's starting and ending times of work each day. However, any Contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employer and one or more labor organization must additionally submit the worker's hourly wage rate, the worker's hourly overtime wage rate, the worker's hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable. Upon seven business days' notice, these records shall be available at a location within the State, during reasonable hours, for inspection by the Department or the Department of Labor; and Federal, State, or local law enforcement agencies and prosecutors.

(3) Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Certified Transcript of Payroll Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at https://labor.illinois.gov. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected.

(4) Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor."

Designer Note: This special provision should be inserted into contracts involving bituminous surface treatment (aka chip seal) with fog seal.

Revised to remove fine aggregates and incorporate a mix design procedure to ensure proper embedment.

The aggregate gradation must be specified in the plans as CA 14 or CA 15 for cover coat and CA 16 or CA 20 for seal coat. Districts are encouraged to use CA 20.

BITUMINOUS SURFACE TREATMENT WITH FOG SEAL (BDE)

Effective: January 1, 2020
Revised: April 1, 2026

Replace Section 403 of the Standard Specifications with the following:

"SECTION 403. BITUMINOUS SURFACE TREATMENT WITH FOG SEAL

403.01 Description. This work shall consist of constructing a single or multiple course bituminous surface treatment with fog seal.

(a) A-1. A-1 shall consist of an emulsified asphalt and a seal coat aggregate with an emulsified asphalt fog seal.

(b) A-2. A-2 shall consist of an emulsified asphalt and a cover coat aggregate, and an emulsified asphalt and seal coat aggregate with an emulsified asphalt fog seal.

(c) A-3. A-3 shall consist of two separate applications of an emulsified asphalt and cover coat aggregate, and an emulsified asphalt and seal coat aggregate with an emulsified asphalt fog seal.

403.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cover Coat Aggregate (Note 1)	1004.03
(b) Seal Coat Aggregate (Note 1)	1004.03
(c) Emulsified Asphalts (Note 2) (Note 3)	1032.00

Note 1. The coarse aggregate shall be crushed gravel, crushed stone, wet bottom boiler slag, crushed slag, crushed sandstone, or crushed steel slag. The coarse aggregate material shall be selected from the table in Article 1004.03(a) based upon the friction aggregate mixture specified. The aggregate quality shall be Class B and the total chert count shall be no more than 25.0 percent by weight (mass) as determined by the ITP 203. The cover coat aggregate gradation shall be CA 14 or CA 15, as specified on the plans. The seal coat aggregate gradation shall be CA 16 or CA 20, as specified on the plans. The gradations for both cover coat and seal coat aggregates shall contain a maximum of 2.0 percent Minus No. 200 material.

Note 3. The emulsified asphalt used to construct the fog seal shall be either SS-1h or CSS-1h.

403.03 Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Self-Propelled Pneumatic-Tired Roller (Note 1)	1101.01
(b) Mechanical Sweeper (Note 2)	1101.03
(c) Aggregate Spreaders (Note 3)	1102.04
(d) General Use Pressure Distributor (Note 4)	1102.05(a)
(e) Heating Equipment	1102.07

Note 1. There shall be a minimum of two rollers, with the final number of rollers determined by the rollers' abilities to maintain proper spacing with the aggregate spreader as directed by the Engineer.

Note 2. The mechanical sweeper shall be power driven and self-propelled with the broom located between the axles. The mechanical sweeper shall not use a cantilever-mounted broom and the broom rotation shall not be operated by forward movement.

Note 3. The aggregate spreader shall be a self-propelled mechanical type with the receiving hopper in the rear and shall pull the aggregate truck. The spreader shall be fitted with an automated system which provides positive interconnected control of the aggregate flow with the forward speed of the spreader. The automated system shall provide uniform and consistent aggregate application at the rate specified.

The Engineer will check the spread roll of the aggregate spreader for straightness each day before operations begin. Should the surface of the spread roll vary off a straight line along its longitudinal dimension by more than 1/16 in. (1.5 mm), the Engineer will inspect the application of aggregate for corrugations and, should these occur, the machine shall be repaired or replaced. The forward speed of the spreader during calibration shall be the same as is to be used during construction. The equipment required for aggregate spreader calibration may consist of several sheets of canvas, each being exactly 1 sq. yd. (0.8 sq. m), and a weight scale. By making several runs at different gate openings over the sheets of canvas, placed to cover the full width applied by the spreader, and carefully measuring the aggregate on each canvas sheet, the gate opening at the pre-established speed required to apply aggregate at the specified rate may be determined.

Note 4. The general use pressure distributor shall have a minimum capacity of 3,000 gal. (11,500 L). The application rate control shall be automated and shall control the application rate regardless of ground speed or spray bar width. The computer shall have the capability of recording the application rate, gallons sprayed, square yards, and feet traveled. The general use pressure distributor shall be capable of maintaining the asphalt emulsion at the specified temperature. The spray bar nozzles shall produce a uniform triple lap application fan spray, and the shutoff shall be instantaneous, with no dripping. The general use pressure distributor shall be capable of maintaining the specified application rate within ±0.015 gal./sq. yd. (±0.070 L/sq. m) for each load. The spray-bar nozzles shall be turned to make the same angle with the longitudinal axis of the spray bar as recommended by the manufacturer.

Application rates shall be determined by the procedures listed in ASTM D 2995, except the sample may be taken on three 8 in. x 12 in. (200 mm x 300 mm) metal plates. The three plates shall be positioned as directed by the Engineer.

CONSTRUCTION REQUIREMENTS

403.04 Weather Limitations. This work shall be done between May 1st and August 31st. Emulsified asphalt shall be applied only when the temperature of the air in the shade is above 55 F (13 C). No work shall be started if local conditions indicate that rain is imminent.

Fog seal operations shall be performed during daylight hours and not during foggy weather. The road surface may be damp but shall be free of standing water.

This work may be done between September 1st and September 15th provided both of the following conditions are met:

(a) The temperature of the air in the shade is above 70°F (20°C) and the temperature of the surface to which the asphalt will be applied is 70°F (20°C) or above, and

(b) The National Weather Service forecast for the area does not show any rain or any temperatures below 55°F (13°C) for the day the work is to be done or for the following five (5) days.

403.05 Mix Design. Prior to beginning work, the Contractor shall submit designs for each required mixture to the Department for verification and approval. The mixture design shall be performed at a laboratory accredited for pavement preservation testing by AASHTO resource in addition to the following.

The bituminous surface treatment design shall be according to the Bureau of Research's (BR) PT003 "Bituminous Surface Treatment Design Form". A minimum of four weeks prior to beginning construction, aggregate samples used in the proposed designs shall be submitted to the Central Bureau of Materials for verification and approval of the application rates. The sample quantities shall be 20 ±5 lbs. (9 ±2 kg).

The Department will verify the samples and application rates according to the following acceptable limits.

AASHTO R 102	
Material	Acceptable Limits
Aggregate	±1.0%
Emulsified Asphalt	±0.5%

After the mix design is approved, no substitutions will be permitted unless approved by the Engineer.

403.06 Repair and Preparation of Base or Existing Surface. The base or existing surface shall be prepared according to Section 358 of the Standard Specifications.

403.07 Calibration. At least three days prior to starting the work, the Contractor shall provide the Engineer with a copy of the manufacturer's recommendations for the equipment to be used. The working day prior to starting construction, the general use pressure distributor

and aggregate spreader shall be calibrated and adjusted according to the manufacturer's recommendations. Calibrations and adjustments shall be made in the presence of the Engineer on a level surface at a location approved by the Engineer. The Contractor shall maintain proper calibration and adjustment of the equipment and the Engineer reserves the right to check application rates as the work progresses. Should the equipment fail to consistently apply the specified rates, the work shall be stopped, and the Contractor shall recalibrate and readjust the equipment.

403.08 Preparation of Emulsified Asphalt. The temperature of the emulsified asphalt at the time of application shall be such that it sprays uniformly without clogging the spraying nozzles and is applied within the temperature range of 150 F – 190°F (65°C – 90 C).

403.09 Preparation of Aggregate. The aggregate shall be stockpiled near the jobsite according to Article 1003.01(e) or Article 1004.01(e). The aggregate used shall contain no free moisture, but the aggregate shall be slightly damp (saturated surface-dry or drier).

403.10 Application of Emulsified Asphalt. The emulsified asphalt shall be applied with a general use pressure distributor. The entire length of the spray bar shall be set at the height above the surface recommended by the manufacturer for even distribution of the emulsified asphalt. A hand spray bar shall be used at locations not covered by the distributor.

The distributor shall be operated in a manner such that missing or overlapping of transverse joints shall be avoided. To prevent overlapping of successive applications of emulsified asphalt at transverse joints, heavy paper shall be spread over the previously applied emulsified asphalt and aggregates. In order to obtain a uniform application of the emulsified asphalt, the distributor shall be traveling at the speed required for the specified rate of application when the spray bar crosses the paper.

Adjacent construction, such as concrete pavement, curb and gutter, bridge floors, raised reflective pavement markers, and bridge handrails, shall be protected by shields, covers or other means. If emulsified asphalt is applied to adjacent construction, the Contractor shall remove such material to the satisfaction of the Engineer.

The emulsified asphalt shall not be applied when the wind conditions will inhibit uniform coverage from the fans of asphalt being applied.

403.11 Application of Aggregates. The cover and seal coat aggregates shall be spread evenly with an aggregate spreader over the entire surface being treated. When treating one-half of the pavement width at a time, an inside strip of uncovered emulsified asphalt 3 in. (75 mm) wide shall be left during construction of the first half to provide center joint overlap when the second half of the treatment is placed. In all cases, the aggregate shall be applied ahead of the truck or spreader wheels. Hand spreading will be permitted only when approved by the Engineer and, when so permitted, the aggregate shall be spread uniformly and at the approximate rate specified. Any ridges of aggregate left by the aggregate spreader shall be smoothed out with hand brooms immediately behind the aggregate spreader.

Equipment involved in the work shall operate as close to each other as practical. The aggregate spreader shall be within 150 ft. (45 m) of the pressure distributor and the aggregate shall cover the asphalt emulsion within 30 seconds of application to ensure proper asphalt/aggregate adhesion.

Each aggregate truck shall be equipped with a suitable hitch for connection to the aggregate spreader while unloading. The trucks shall avoid contact between the truck body or bed and the aggregate spreader. The body or bed of the truck shall be modified, if necessary, to empty cleanly and completely into the receiving hopper of the aggregate spreader. No aggregate shall be allowed to spill onto the road surface when the truck is emptying into this hopper.

403.12 Cover Coat. Emulsified asphalt for the cover coat shall not be applied until the previous application is acceptable to the Engineer.

At the beginning of each day's work, no emulsified asphalt shall be applied until there is sufficient cover coat aggregate in the trucks at the work site to completely cover the first application of asphalt emulsion. The amount of surface area covered by each successive application of emulsified asphalt shall be determined by the Engineer. In no case shall this area be greater than can be covered with cover coat aggregate and given the initial rolling while the emulsified asphalt is still in condition to hold aggregate.

The emulsified asphalt shall be applied uniformly over the surface at the rate specified in the table above. Immediately following the application of the asphalt emulsion, the cover coat aggregate shall be spread over the treated surface at the rate specified in the table above.

The aggregate shall be rolled following spreading. A maximum time of five minutes will be allowed between the spreading of aggregate and completion of the initial rolling of the aggregate. The rollers shall proceed in a longitudinal direction at a speed less than or equal to 5 m.p.h.
(8 km/h). Each roller will travel over the aggregate a minimum of two times. The entire surface shall be rolled immediately with a self-propelled pneumatic-tired roller. Rolling shall proceed in a longitudinal direction beginning at the edges and progressing toward the center, overlapping on successive trips by at least 1/2 the width of the roller. The aggregate shall then be rolled with a separate pneumatic-tired roller until the aggregate is properly seated in the asphalt emulsion.

403.13 Seal Coat. When constructing an A-2 or A-3 treatment, the seal coat shall not be started until the cover coat immediately preceding the seal coat is completed.

Application of the emulsified asphalt and aggregate and rolling of the seal coat shall be the same as specified above for the cover coat.

During the construction period, the Contractor shall maintain the completed work. If necessary, the Contractor shall apply additional seal coat aggregate to absorb excess bitumen appearing on the surface and shall repair any areas where pickup has occurred.

The Contractor shall use the appropriate sweeping equipment to perform an initial sweeping after a minimum of two hours curing and not less than one hour before sunset on the day the bituminous surface treatment is placed. The initial sweeping shall remove excess aggregate by lightly sweeping each pavement lane. The sweeping shall be sufficient to prevent migration of loose aggregate back onto any part of the pavement.

The Contractor shall sweep the pavement surface as needed to remove excess aggregate.

403.14 Application of Fog Seal. The emulsified asphalt for the fog seal shall not be applied to the treated surface until the seal coat has cured for at least 24 hours.

The emulsified asphalt shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.03 to 0.08 lb./sq. ft. (0.146 to 0.391 kg/sq. m). An application rate greater than 0.05 lb./sq. ft. (0.244 kg/sq. m) shall be applied in two passes, one from each direction. The Contractor shall demonstrate the application will produce 100 percent coverage of the surface after curing. If the application demonstration does not meet the coverage requirements, the spray pattern shall be adjusted until approved by the Engineer. The emulsified asphalt shall be applied in a manner to minimize the amount of overspray.

A check shall be performed in the first 1,000 ft (300 m) to verify the application rate according to the test procedure for "Determination of Residual Asphalt in Prime and Tack Coat Materials".

403.15 Opening to Traffic. The road shall be opened to traffic according to Article 701.17(c)(4).

403.16 Method of Measurement. The bituminous surface treatment (A-1, A-2, or A-3) will be measured for payment in place and the area computed in square yards (square meters). The width for measurement will be the top width of the bituminous surface treatment as shown on the plans or as directed by the Engineer.

Emulsified asphalt for fog seal will be measured for payment as specified in Section 1032.

Preparation of the base or existing surface will be measured for payment according to Article 358.06.

403.17 Basis of Payment. This work will be paid for at the contract unit price per Square Yard (Square Meter) for BITUMINOUS SURFACE TREATMENT, of the type specified.

Emulsified asphalt for fog seal will be paid for at the contract unit price per Pound (Kilogram) of residual asphalt for BITUMINOUS MATERIALS (FOG SEAL).

Preparation of the base or existing surface will be paid for according to Article 358.07.

When the contract does not contain a pay item for preparation of the base or existing surface and this item is required, it will be paid for according to Article 109.04."

Replace Article 1004.03(c) of the Standard Specifications with the following:

"(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-2 & A-3	Cover Coat	CA 14 or CA 15
HMA High ESAL	IL-19.0	CA 11 [1/]
	SMA 12.5 [2/]	CA 13, CA 14, or CA 16 [3/]
	SMA 9.5 [2/]	CA 13, CA 14, or CA 16 [3/]
	IL-9.5	CA 16
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 [1/]
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with CA 11.

2/ The coarse aggregates shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended."

Designer Note: This special provision should be inserted into all contracts.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024
Revised: April 1, 2026

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

"**669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 "Regulated Substances Monitoring Daily Record (RSMDR)"."

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing."

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth."

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

"**669.07 Temporary Staging.** Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the fourth paragraph of Article 669.10 of the Standard Specifications.

"Regulated substances monitoring will be measured for payment per calendar day, where 4 or more hours of monitoring activities is defined as 1.0 Calendar Day and less than 4 hours of monitoring activities is defined as 0.5 Calendar Day."

Revise the second paragraph of Article 669.11 of the Standard Specification to read:

"Regulated substances monitoring, including completion of form BDE 2732 for Each Day of work, will be paid for at the contract unit price per Calendar Day for REGULATED SUBSTANCES MONITORING. In no case will more than 1.0 Calendar Day be paid on a given Calendar Day."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per Each for VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCS GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

Designer Note: This special provision should be inserted into all HMA paving contracts.

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024
Revised: April 1, 2026

Add the following to the end of Article 406.06(c) of the Standard Specifications:

"The amount of HMA binder course placed shall be limited to that which can be surfaced during the same construction season."

Revise the fifteenth through eighteenth paragraphs of Article 406.14 of the Standard Specifications to read:

"The mixture used in constructing acceptable HMA test strips will be paid for at the contract unit price. Unacceptable HMA test strips shall be removed and replaced at no additional cost to the Department."

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

"(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department's "Hot-Mix Asphalt Trainee Course" to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department's "Nuclear Density Testing" course to run all nuclear density tests on the job site."

Add Article 1030.06(d)(3) to the Standard Specifications as follows:

"(3) The Contractor shall take possession of any Department HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer and may add these materials to RAP stockpiles according to Section 1031."

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

"When establishing the target density, the HMA maximum theoretical specific gravity (G_{mm}) will be based on the running average of four available Department test results for that project. If less than four G_{mm} test results are available, an average of all available Department test results for that project will be used. The initial G_{mm} will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test result will be used as the initial G_{mm}."

Revise the Quality Control Limits table in Article 1030.09(c) to read:

"CONTROL LIMITS						
Parameter	IL-19.0, IL-9.5, IL-9.5FG, IL-19.0L, IL-9.5L		SMA-12.5, SMA-9.5		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	±6%	±4%	±6%	±4%		
3/8 in. (9.5mm)			±4%	±3%		
# 4 (4.75 mm)	±5%	±4%	±5%	±4%		
# 8 (2.36 mm)	±5%	±3%	±4%	±2%		
# 16 (1.18 mm)			±4%	±2%	±4%	±3%
# 30 (600 µm)	±4%	±2.5%	±4%	±2.5%		
Total Dust Content # 200 (75 µm)	±1.5%	±1.0%			±1.5%	±1.0%
Asphalt Binder Content	±0.3%	±0.2%	±0.2%	±0.1%	±0.3%	±0.2%
Air Voids 2/	±1.2%	±1.0%	±1.2%	±1.0%	±1.2%	±1.0%
Field VMA 3/	-0.7%	-0.5%	-0.7%	-0.5%	-0.7%	-0.5%

1/ Based on washed ignition oven or solvent extraction gradation.

2/ The air voids target value shall be 3.2 to 4.8 percent.

3/ Allowable limit below minimum design VMA requirement."

Revise Article 1030.09(g)(1) of the Supplemental Specifications with the following:

"(1) The Contractor shall sample approximately 200 lbs. (91 kgs) of mix as required for the Department's random mixture verification tests according to Article 1030.09(h)(1)."

Revise Article 1030.09(g)(2) of the Standard Specifications to read:

"(2) The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1)."

Revise the second sentence of Article 1030.09(h)(1) of the Supplemental Specifications with the following:

> "The random verification mixture sampling interval will be a maximum of 3,000 Tons (2,720 Metric Tons). The Engineer will randomly identify one sample per interval, with a minimum of one sample per mix. If the remaining mix quantity is 600 Tons (544 Metric Tons) or less, the quantity will be combined with the previous interval in the Engineer's random sample identification. If the required tonnage of a mixture for a single pay item is less than 250 Tons (225 Metric Tons) in total, the Engineer will waive mixture verification sampling and testing."

Revise the third paragraph of Article 1030.09(h)(1) of the Standard Specifications to read:

> "If comparisons of the mixture verification test results are outside the above limits of precision, the Department will verify the results by testing the retained split sample. The retest results will replace all the original results."

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

> "When establishing the target density, the HMA maximum theoretical specific gravity (G_{mm}) will be the Department mix design verification test result."

Replace the last sentence of the fourth paragraph of Article 1030.10 of the Standard Specifications with the following:

"The mixture test results shall meet the requirements of Article 1030.05(d), except tensile strength and TSR testing will only be conducted on the first use of a mix design for the year and Hamburg wheel tests will only be conducted on High ESAL mixtures. To be considered acceptable to remain in place, the Department's mixture test results shall meet the acceptable limits stated in Article 1030.09(i)(1). In addition, no visible pavement distress such as, but not limited to, segregation, excessive coarse aggregate fracturing outside of growth curves, excessive dust balls, or flushing shall be present as determined by the Engineer."

Revise the tenth paragraph of Article 1030.10 of the Standard Specifications to read:

"Production is not required to stop after a test strip has been constructed."

Replace the eleventh paragraph of Article 1030.10 of the Standard Specifications with the following:

"If an initial Hamburg wheel or I-FIT test fails to meet the requirements of Article 1030.05(d), the Department will verify the results by testing the retained gyratory cylinders. Upon notification by the Engineer of a Hamburg wheel or I-FIT test failure on the retained gyratory cylinders, the Contractor shall substitute an approved mix design, submit a new mix design for mix verification testing according to Article 1030.05(d), or pave 250 tons with or without an adjustment and resample for Department Hamburg wheel and I-FIT testing as directed by the Engineer. Paving may continue as long as all other mixture criteria is being met. If Hamburg wheel or I-FIT tests on the resampled HMA fail, production of the affected mixture shall cease, and the Contractor shall substitute an approved mix design or submit a new mix design for mix verification testing according to Article 1030.05(d)."

Designer Note: This special provision should be inserted into contracts containing the pay item BITUMINOUS MATERIALS (TACK COAT), or any of the following types of work:

Section 312 Stabilized Subbase
Section 355 HMA Base Course
Section 356 HMA Base Course Widening
Section 404 Micro-Surfacing and Slurry Sealing
Section 405 Cape Seal
Section 406 HMA Binder and Surface Course
Section 407 HMA Pavement (Full-Depth)
Section 442 Pavement Patching
Section 507 Timber Structures
Section 581 Waterproofing Membrane System
BDE Special Provision "Ultra-Thin Bonded Wearing Course"
Local Roads & Streets Recurring Special Provision "Reflective Crack Control Treatment"

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023
Revised: April 1, 2026

Revise Article 1032.05 of the Standard Specifications to read:

"**1032.05 Performance Graded Asphalt Binder.** These materials will be accepted according to the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure." The Department will maintain a qualified producer list. These materials shall be free from water and shall not foam when heated to any temperature below the actual flash point. Air blown asphalt, recycle engine oil bottoms (ReOB), and polyphosphoric acid (PPA) modification shall not be used.

When requested, producers shall provide the Engineer with viscosity/temperature relationships for the performance graded asphalt binders delivered and incorporated in the work.

(a) Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans and the following.

Test	Parameter
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)	-5°C min.

(b) Modified Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans.

Asphalt binder modification shall be performed at the source, as defined in the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure."

Modified asphalt binder shall be safe to handle at asphalt binder production and storage temperatures or HMA construction temperatures. Safety Data Sheets (SDS) shall be provided for all asphalt modifiers.

(1) Polymer Modification (SBS). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be a styrene-butadiene-styrene without oil extension. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the following requirements for the grade shown on the plans.

Requirements for Styrene-Butadiene Copolymer (SBS) Modified Asphalt Binders			
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions		4 (2) max.	
Tests on Residue from Rolling Thin Film Oven Test (RTFO), AASHTO T 240			
Multiple Stress Creep Recovery (MSCR), AASHTO T 350			
Asphalt Grade	Test Temperature	Maximum J_{nr} (3.2 kPa)	Minimum % Recovery (3.2 kPa)
SBS 76-22	64°C	≤0.5	≥75%
SBS 70-22		≤2	≥30%
SBS 76-28	58°C	≤0.5	≥80%
SBS 70-28		≤1	≥60%
SBS 64-28		≤2	≥ 30%

(2) Ground Tire Rubber (GTR) Modification. GTR modification is the addition of recycled ground tire rubber to liquid asphalt binder to achieve the specified performance grade. GTR shall be produced from processing automobile and/or truck tires by the ambient grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois Modified AASHTO T 27 "Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates" or AASHTO PP 74 "Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method", a 50 g sample of the GTR shall conform to the following gradation requirements.

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 µm)	95 ±5
No. 50 (300 µm)	>20

GTR modified asphalt binder shall be tested for rotational viscosity according to AASHTO T 316 using spindle S27. GTR modified asphalt binder shall be tested for original dynamic shear and RTFO dynamic shear according to AASHTO T 315 using a gap of 2 mm.

Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77°F (25°C), 100 mm elongation, %	60 min.	70 min.

(3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Article 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged softener modified binder, and 40-hour PAV aged softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: *.SPA, *.SPG, *.IRD, *.IFG, *.CSV, *.SP, *.IRS, *.GAML, *.[0-9], *.IGM, *.ABS, *.DRT, *.SBM, *.RAS) shall be submitted to the Central Bureau of Materials.

Requirements for Softener Modified (SM) Asphalt Binders	
Test	Asphalt Grade SM PG 46-28 SM PG 46-34 SM PG 52-28 SM PG 52-34 SM PG 58-22 SM PG 58-28 SM PG 64-22
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)	-5°C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, Δ|G*|peak τ, 40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)	≥54%

(4) Polymer/Softener Modification (SBS/SM). Polymer/Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, amines, and fatty acid derivatives, used in combination with SBS modified PG asphalt binder as modified in accordance with Article 1032.05(b)(1) to

achieve the specified performance grade. Polymer/Softeners shall be compatible with each other and dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Polymer/Softeners shall not be added to modified PG asphalt binder as defined in Article 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the polymer and the softening compound as well as the polymer/softener modified asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged polymer/softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged polymer/softener modified binder, and 40-hour PAV aged polymer/softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: *.SPA, *.SPG, *.IRD, *.IFG, *.CSV, *.SP, *.IRS, *.GAML, *.[0-9], *.IGM, *.ABS, *.DRT, *.SBM, *.RAS) shall be submitted to the Central Bureau of Materials.

<table>
<tr><td colspan="4">Requirements for Polymer/Softener Modified (SBS-SM) Asphalt Binders</td></tr>
<tr><td colspan="3">Separation of Polymer
ITP, "Separation of Polymer from Asphalt Binder"
Difference in °F (°C) of the softening point
between top and bottom portions</td><td>4 (2) max.</td></tr>
<tr><td colspan="4">Tests on Residue from Rolling Thin Film Oven Test (RTFO), AASHTO T 240</td></tr>
<tr><td colspan="4">Multiple Stress Creep Recovery (MSCR), AASHTO T 350</td></tr>
<tr><td>Asphalt Grade</td><td>Test Temperature</td><td>Maximum J_{nr}
(3.2 kPa)</td><td>Minimum
% Recovery
(3.2 kPa)</td></tr>
<tr><td>SBS-SM 76-22</td><td rowspan="2">64°C</td><td>≤0.5</td><td>≥75%</td></tr>
<tr><td>SBS-SM 70-22</td><td>≤2</td><td>≥30%</td></tr>
<tr><td>SBS-SM 76-28</td><td rowspan="3">58°C</td><td>≤0.5</td><td>≥80%</td></tr>
<tr><td>SBS-SM 70-28</td><td>≤1</td><td>≥60%</td></tr>
<tr><td>SBS-SM 64-28</td><td>≤2</td><td>≥30%</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td colspan="3">Small Strain Parameter (AASHTO PP 113) BBR, ΔTc,
40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)</td><td>-5°C min.</td></tr>
<tr><td colspan="3">Large Strain Parameter (Illinois Modified AASHTO T 391)
DSR/LAS Fatigue Property, Δ|G*|peak τ,
40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)</td><td>≥60%</td></tr>
</table>

The following grades may be specified as tack coats.

Asphalt Grade	Use
PG 58-22, PG 58-28, PG 64-22	Tack Coat"

Revise Article 1031.06(c)(1) and 1031.06(c)(2) of the Standard Specifications to read:

"(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin ABR shall not exceed the amounts listed in the following table.

HMA Mixtures - RAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

1/ For Low ESAL HMA shoulder and stabilized subbase, the RAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS polymer modified mixes.

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

HMA Mixtures - FRAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	55	45	15
50	45	40	15
70	45	35	15
90	45	35	15
SMA	- -	- -	25
IL-4.75	- -	- -	35

1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS polymer modified mixes."

Add the following to the end of Note 2 of Article 1030.03 of the Standard Specifications.

"A dedicated storage tank for the ground tire rubber (GTR) modified asphalt binder shall be provided. This tank shall be capable of providing continuous mechanical mixing throughout and/or recirculation of the asphalt binder to provide a uniform mixture. The

tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300°F to 350°F (149°C to 177°C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ±0.40 percent."

80482-New

Designer Notes: Insert into federal aid contracts on the state letting.

SUBMISSION OF PAYROLL RECORDS – FEDERAL AID CONTRACT (BDE)

Effective: April 1, 2026

If the prevailing rate of wages published by the Illinois Department of Labor (IDOL) is equal to or greater than the prevailing wage determination by the United States Secretary of Labor for the same locality for the same type of construction used to classify the federal construction project, the requirements of the Illinois Prevailing Wage Act (820 ILCS 130) shall apply, including the "ILLINOIS PREVAILING WAGE ACT" section below. If not, only the requirements of the Davis-Bacon Act shall apply, including the "DAVIS-BACON ACT" section below.

DAVIS-BACON ACT. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

The payroll records shall include the worker's name, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

ILLINOIS PREVAILING WAGE ACT. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

(1) Prevailing Wages. All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions.

(2) Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of five years from the later of the date of final payment under the contract or completion of the contract, records of the wages paid to his/her workers. The payroll records shall include the worker's name, the worker's address, the worker's telephone

number when available, the worker's social security number, the worker's classification or classifications, the worker's gross and net wages paid in each pay period, the worker's number of hours worked each day, and the worker's starting and ending times of work each day. However, any Contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employer and one or more labor organization must additionally submit the worker's hourly wage rate, the worker's hourly overtime wage rate, the worker's hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable. Upon seven business days' notice, these records shall be available at a location within the State, during reasonable hours, for inspection by the Department or the Department of Labor; and Federal, State, or local law enforcement agencies and prosecutors.

(3) Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Certified Transcript of Payroll Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at https://labor.illinois.gov. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected.

(4) Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor."

80482

Designer Notes: Insert into contracts with INLET FILTERS.

INLET FILTERS (BDE)

Effective: April 1, 2026

Revise the first paragraph of Article 1081.15(h) of the Standard Specifications to read:

"(h) Inlet Filters. An inlet filter shall consist of a steel frame with a two-piece geotextile fabric bag or a single reinforced geotextile fabric bag attached with a stainless steel band and locking cap that is suspended from the frame. A clean, used bag and a used steel frame in good condition meeting the approval of the Engineer may be substituted for new materials. Materials for the inlet filter assembly shall be according to the following."

Revise Article 1081.15(h)(3) of the Standard Specifications to read:

"(3) Geotextile Fabric Bag. The sediment bag shall have a minimum silt and debris capacity of 2.0 cu. ft. (0.06 cu. m). The sediment bag shall also meet one of the following options.

a. OPTION 1. Two-piece geotextile fabric bag.

The inner filter bag shall be constructed of a polypropylene geotextile fabric according to the following.

Inner Filter Bag		
Material Property	Test Method	Minimum Average Roll Value
Grab Tensile Strength	ASTM D 4632	100 lbs. (45 kg)
Grab Tensile Elongation	ASTM D 4632	50%
Puncture Strength	ASTM D 4833/ ASTM D 6241	65 lbs. (29 kg)
Trapezoidal Tear	ASTM D 4533	45 lbs. (20 kg)
UV Resistance	ASTM D 4355	70% at 500 hours
Apparent Opening Size	ASTM D 4751	No. 70 (212 µm) sieve
Permittivity	ASTM D 4491	2.0/sec
Water Flow Rate	ASTM D 4491	145 gpm/sq. ft. (5,900 Lpm/sq m)

The outer reinforcement bag shall be constructed of a polyester mesh material according to the following.

Outer Reinforcement Bag		
Material Property	Test Method	Value
Content	ASTM D 629	Polyester
Weight	ASTM D 3776	4.55 oz/sq. yd. (155 g/sq. m) ±15%
Apparent Opening Size	ASTM D 4751	No. 30 (600 µm) sieve
Water Flow Rate	ASTM D 4491	225 gpm/sq. ft. (9150 Lpm/sq. m)
Burst	ASTM D 3786/ ASTM D 3787	120 psi (830 kPa) min.
Thickness	ASTM D 1777	0.040 ±0.0050 in. (1.0 ±0.1 mm)

b. OPTION 2. Reinforced geotextile fabric bag.

The filter bag shall be constructed of a polypropylene geotextile fabric reinforced with continuous filament fiberglass according to the following.

Reinforced Filter Bag		
Material Property	Test Method	Value or Minimum Average Roll Value
Weight	ASTM D 3776	5.00 oz/sq. yd. (170 g/sq m) ±15%
Grab Tensile Strength	ASTM D 4632	200 lbs. (90 kg)
Grab Tensile Elongation	ASTM D 4632	50%
Puncture Strength	ASTM D 4833/ ASTM D 6241	95 lbs. (42 kg)
Trapezoidal Tear	ASTM D 4533	70 lbs. (31 kg)
Burst Strength	ASTM D 3786/ ASTM D 3787	325 psi (2240 kPa)
UV Resistance	ASTM D 4355	70% at 500 hours
Apparent Opening Size	ASTM D 4751	No. 70 (212 µm) sieve
Permittivity	ASTM D 4491	2.0/sec.
Water Flow Rate	ASTM D 4491	145 gpm/sq. ft. (5900 Lpm/sq. m)

(4) Certification. The manufacturer shall furnish a certification with each shipment of inlet filters, stating the amount of product furnished and that the material complies with these requirements."

District Special Provisions

Designer Note: This special should be inserted into contracts using Cold-in-Place Recycling (CIR) with Emulsified Asphalt (CBM).

COLD-IN-PLACE RECYCLING (CIR) WITH EMULSIFIED ASPHALT (CBM)

Effective: December 1, 2025
Revised: April 1, 2026

State of Illinois
Department of Transportation
Special Provision
for
COLD IN-PLACE RECYCLING (CIR) WITH EMULSIFIED ASPHALT (CBM)

Description. This work shall consist of cold milling and pulverizing existing bituminous layers to a specified depth and maximum size; mixing emulsified asphalt, water and additives with the recycled material; and spreading and compacting the mixture.

Materials. Materials shall be according to the following Articles of Division 1000 – Materials.

Item	Article/Section
(a) Portland Cement (Note 1)	1001
(b) Water	1002
(c) Fine Aggregate (Note 2)	1003
(d) Coarse Aggregate (Note 2)	1004
(e) Reclaimed Asphalt Pavement (Note 3)	1031
(f) Emulsified Asphalt (Note 4)	1031.06
(g) Cold Pulverized Material (Note 5)	

Note 1. If necessary, the mix design may require additional additives to increase fines in the mix. The type and allowable percentage will be described in the mix design.

Note 2. The mix design will specify gradation and quality of any additional aggregate.

Note 3. The Engineer may allow reclaimed asphalt pavement (RAP) from Fractionated RAP, Homogeneous, or Conglomerate RAP stock piles as specified in Article 1031.02 or from other millings of the existing pavement, "B" quality or better. The RAP material shall not exceed the maximum size requirement of the cold pulverized material, and when blended with the cold pulverized material shall produce a product which meets the specifications of AASHTO MP 31-17.

Note 4. The emulsified asphalt shall be selected for the project by the emulsified asphalt supplier based on the Contractor's mix design. The penetration of the supplied emulsified asphalt shall be within ±25 dmm of the penetration

of the design emulsified asphalt but cannot exceed the values listed in the table below. A representative from the emulsified asphalt supplier shall be on the job site at the beginning of the project to monitor the characteristics and the performance of the emulsified asphalt. Throughout the job, the representative shall be available to check on the project and make adjustments to the emulsified asphalt formulation as required. The emulsified asphalt shall be received on site at a temperature no greater than 120°F (49°C).

The emulsified asphalt shall meet the following requirements:

CIR EMULSIFIED APSHALT MATERIAL SPECIFICATION			
Test	Procedure	Minimum	Maximum
Viscosity, Saybolt Furol, at 77°F (25°C), SFS	AASHTO T 72	20	100
Sieve Test, No. 20 (850 μm), retained on sieve, %	AASHTO T 59		0.10
Storage Stability Test, 24 hr., %	AASHTO T 59		1.0
Distillation Test, Residue from distillation to 347 ±9°F (175 ±5°C), %	AASHTO T 59 [1]	64.0	
Oil distillate by volume, %	AASHTO T 59		1.0
Penetration, 77°F (25°C), 100 g, 5 s, dmm	AASHTO T 49	75	200

Note: 1. Modified AASHTO T 59 procedure – distillation temperature listed above with a 20-minute hold.

Note 5. Prior to the addition of emulsified asphalt, the gradation of the cold pulverized material shall be 100% passing the 1 1/2 in. (37.5 mm).

Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Self-propelled Pneumatic-Tired Rollers (Note 1)	1101.01(c)
(b) Steel Wheel Tandem Rollers	1101.01(e)(1)
(c) Vibratory Roller (Note 2)	1101.01(g)
(d) Mechanical Sweeper	1101.03
(e) Self-propelled Milling Machine	1101.16(a)
(f) Spreading and Finishing Machine	1102.03
(g) Aggregate Spreaders	1102.04
(h) Dry Cement Spreader (Note 3)	
(i) Multi-unit Recycling Train (Note 4, 6, 8)	
(j) Single-unit Recycler (Note 5, 6, 8)	
(k) Pickup Machine (Note 7)	

Note 1. The self-propelled pneumatic-tired roller shall have a gross weight (mass of not less than 25 Tons (23 Metric Tons).

Note 2. The double drum vibratory rollers shall have a gross operating weight (mass) of not less than 10 Tons (9 Metric Tons) and a width of 78 in. (1950 mm).

Note 3. Spreaders used to apply dry cement recycling additives shall be non-pressurized mechanical vane-feed, cyclone or screw type capable of providing a consistent, accurate and uniform distribution of material while minimalizing dust during construction. The spreader shall have the ability to control the cement content to within ±0.5 lb./sq. yd. (0.27 kg/ sq. m) of the design target.

Note 4. The multi-unit recycling train shall contain the following.

a. A self-propelled cold milling machine that is capable of pulverizing the existing bituminous material in a single pass to the depth shown on the plans and to a minimum width of not less than 12.5 ft. (3.8 m). The machine shall have automatic depth controls to maintain the cutting depth to within 0.25 in. (6 mm) of that shown on the plans and shall have a positive means for controlling cross slope elevations. The use of a heating device to soften the pavement will not be permitted.

b. A material sizing unit having screening and crushing capabilities to reduce the cold pulverized material to the appropriate size. The screening and crushing unit shall have a closed-circuit system capable of continuously returning oversized material to the crusher. All of the pulverized material (100 percent) shall be processed to the maximum size requirements as specified.

c. A mixing unit equipped with a belt scale for the continuous weighing of the pulverized and sized bituminous material and a coupled/interlocked computer controlled liquid metering device. The mixing unit shall be an on-board completely self-contained pugmill. The liquid metering device shall be capable of automatically adjusting the flow of emulsified asphalt to compensate for any variation in the weight of pulverized material coming into the mixer. The metering device shall deliver the amount of emulsified asphalt to within ± 0.2 percent of the required amount by weight of pulverized bituminous material (for example, if the design requires 3.0 percent, the metering device shall maintain between 2.8 percent to 3.2 percent). The emulsified asphalt pump should be of sufficient capacity to allow emulsion contents up to 4.0 percent by weight of pulverized bituminous material. Also, automatic digital readings will be displayed for both the flow rate and total amount of pulverized bituminous material and emulsified asphalt in appropriate units of weight and time.

Note 5. The single-unit recycler shall be a self-propelled cold milling machine/cold recycling machine with a down cutting cutter head capable of pulverizing and recycling the existing hot-mix asphalt pavement to a maximum depth of 5 in. (125 mm), incorporate the emulsified asphalt and water, and mix the materials to produce a homogeneous material. The minimum power of this machine is 900 hp (670 kW). The machine shall be capable of pulverizing and recycling not less than 12.5 ft. (3.8 m) wide in each pass.

The machine shall have two systems for adding emulsified asphalt and water, with each system having a full-width spray bar with a positive displacement pump interlocked to the machine's ground speed to insure that the amount of emulsified asphalt and water being added is automatically adjusted with changes to the machine's ground speed.

Each additive system shall have its own spray bar equipped with 2 nozzles per ft (6 nozzles per m) of spray bar and be capable of incorporating up to 7 gal./sq. yd. (31.7 L/sq. m) of emulsified asphalt and/or water. Individual valves on the spray bar shall be capable of being turned off as necessary to minimize emulsified asphalt and water overlap on subsequent passes.

Note 6. Any additives such as water added by the recycling equipment at the mill head or mixing unit shall be controlled through liquid metering devices capable of automatically adjusting for the variation in the weight of the pulverized material going into the mixing unit. The metering devices shall be capable of delivering the amount of additive to within ±0.2 percent of the required amount by weight of the pulverized bituminous material. A capability of adding up to 5% water by weight of the pulverized bituminous material, if necessary, based on environmental and material requirements, is mandatory. It will not be required to meter the water added at the milling machine to control dust in the screens, belts, or crusher/material sizing unit.

Note 7. The pick-up machine shall be capable of removing the entire windrow down to the remaining underlying material.

Note 8. The recycling units, single-unit and multi-unit shall be calibrated annually. Copies of the calibration charts shall be submitted to the Engineer prior to production.

CONSTRUCTION REQUIREMENTS

Weather Limitations. Unless otherwise authorized by the Engineer, recycling operations shall be done between May 15th and September 15th for Districts 1 through 6, and between May 1st and September 15th for Districts 7 through 9. The air temperature at time of construction shall be a minimum 60°F (15°C) and the forecast for the next 48 hours shall be above 45°F (7°C) with no fog or rain. Air temperature shall be measured in the shade. The Engineer may restrict work when the heat index is greater than 100°F (38°C).

Authorized Project Delay. For working day contracts, the Contractor may request to delay the start of work for a period of up to 40 consecutive calendar days after the execution of the contract for the processing of the CIR mix design. The delay shall be requested by the Contractor at or prior to the time of the preconstruction meeting.

When approved, the charging of working days will begin at the termination of the delay.

Mix Design. CIR mix designs shall be in accordance with Illinois Modified AASHTO PP 86 and comprised of existing RAP, asphalt emulsion, and additives, if necessary. The mix design and all associated testing shall be performed using samples of each proposed material. RAP samples shall be either collected from the existing pavement at the project site representing the milling

depth. The mix design shall be completed by a design laboratory that is AASHTO accredited in Hot-Mix Asphalt.

Test Method	Criteria	Property
Indirect Tensile Strength, dry subset, Illinois Modified T 283	Minimum 45 psi (310kPa)	Cured Strength
Tensile strength ratio, Illinois Modified T 283	Minimum 0.70	Resistance to Moisture Induced Damage
Marshall Stability, dry subset, T 245	Minimum 1250 lbs. (5560 N)	Cured Stability
Retained Marshall Stability[1], T 245	Minimum 0.70	Resistance to Moisture Induced Damage
Raveling Test of Cold Mixed Bituminous Mixtures, ASTM D7196	Maximum 2.0% loss	Resistance to Raveling
Ratio of Asphalt Emulsion to Cement	Minimum 3.0:1.0	Prevent Rigid Behavior

[1] Retained Marshall stability = average of conditioned Marshall stability/average of dry Marshall stability

Preparation of Existing Pavement. Grass and other vegetation shall be removed from the edge of the existing pavement to prevent contamination of the pulverized bituminous material during the milling operation.

The existing pavement shall be milled to the required depth and width as indicated on the plans. Recycling shall be in a manner that does not disturb the underlying material in the existing roadway. The milling operation shall be conducted so that the amount of fines occurring along the vertical faces of the cut will not prevent bonding of the cold recycled materials. The pulverized bituminous material shall be processed to the required gradation specified, if the max gradation is exceeded, operations will be stopped until adequate adjustments are made. When a paving fabric is encountered during the CIR operation, the Contractor shall make the necessary adjustments in equipment or operations so that at least 90 percent of the shredded fabric in the recycled material is no more than 5 sq. in. (3200 sq. mm). Additionally, no fabric piece shall have any dimension exceeding a length of 4 in. (100 mm). These changes may include, but not be limited to, adjusting the milling rate or screens in order to obtain a recycled material meeting specification requirements. The Contractor shall be required to waste material containing over-sized pieces of paving fabric as directed by the Engineer. When the Contractor is aware that paving fabric exists, such as indicated on the plans, the Contractor will not receive additional payment. However, if the Contractor is not made aware of the paving fabric, then the Contractor shall receive additional payment for any necessary adjustments in equipment and operations.

Spreading Cement. If cement is required in the mix design, cement shall be spread over the existing pavement prior to the mixing operation. The spreading shall be done in a manner to minimize dusting. The mixing operation shall start within a half an hour of the dry cement being spread.

Mixing Operation. The pulverized material shall be processed through a mixing unit capable of combining the pulverized material, emulsified asphalt, water, and any additives to produce a homogeneous recycled mixture. The emulsified asphalt shall be incorporated into the pulverized bituminous material at the initial rate determined by the mix design(s) and approved by the Engineer. Sampling and mix design may determine different levels of emulsified asphalt at various portions of the project.

Spreading and Finishing. The recycled material shall be spread using a self-propelled paver. The material shall be transferred to the self-propelled paver via integral conveyor, or a pick-up machine shall be used to transfer the windrowed recycled material into the paver. The pick-up machine must be within 150 ft. (45 m) of the mixing unit. The recycled material shall be spread by a spreading and finishing machine in one continuous pass, without segregation, and to the lines and grades established by the Engineer.

Compaction. The compacted recycled material shall be at a thickness of 2.5 in. to 5.0 in. (63 mm to 125 mm). The recycled material shall be compacted according to the following.

(a) The effective rolling distance behind the spreading and finishing machine shall not exceed 150 feet. Rolling shall start no more than 30 minutes behind the paver. When possible, rolling shall not be started or stopped on uncompacted materials but with rolling patterns established so that they begin or end on previously compacted material.

(b) The breakdown roller shall be a steel wheel tandem or vibratory roller in either static or dynamic mode. Dynamic mode shall only be used if it is shown to not damage the mixture.

(c) Growth Curve. Rolling patterns shall be developed using growth curves. The Contractor shall perform a growth curve within the first 500 ft of mixture placed each day. The Contractor shall perform additional growth curves during the day if placement begins on a different lift or if mixture emulsion content changes by 0.5% or more. A new growth curve shall be performed if breakdown roller equipment changes.

The growth curve, consisting of a plot of lb./cu. ft. (kg/cu. m) versus the number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve development shall be the same as the normal compaction operation. The curve shall be established by using a nuclear gage in backscatter mode according to ASTM D 2950. Tests shall be taken after each pass until the highest lb./cu. ft. (kg/ cu. m) is obtained. This value shall be the target density.

(d) Quality Control by the Contractor. The Contractor shall control the compaction process by testing the mix density at random locations as determined according to the QC/QA document, "Determination of Random Density Test Site Locations", and recording the results on forms approved by the Engineer. Testing shall be performed according to ASTM D 2950 in backscatter mode with the same nuclear gage used for growth curve development. Longitudinal joint testing shall be located at each random density location at a distance equal to the lift thickness or a minimum of 2 inches (50 mm) from each pavement edge.

Density shall be between 95.0% and 102.0% of the target density. Unconfined edge density shall be a minimum of 93.0% of the target density. All density test results shall be reported to the Engineer prior to the start of the next day's production. The Engineer shall be immediately notified of any failing tests and subsequent remedial action.

(e) Quality Assurance by the Engineer. The Engineer will conduct independent assurance density testing with a nuclear gage utilized in conjunction with daily growth curve development.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer.

Opening to Traffic. After the completion of compaction of the recycled material, no traffic, including that of the Contractor, shall be permitted on the completed recycled material for at least two hours. After two hours, rolling traffic may be permitted on the recycled material. This time may be adjusted by the Engineer to allow establishment of sufficient cure so traffic will not initiate raveling or permanent deformation. All loose particles that may develop on the pavement surface shall be removed by power brooming.

After opening to traffic, the surface of the recycled pavement shall be maintained in a condition suitable for the safe movement of traffic.

Maintenance. The Contractor shall maintain the recycled pavement in a manner satisfactory to the Engineer until the wearing course has been constructed. Maintenance related to Contractor construction procedures or quality of work, shall not be paid for separately.

Curing. Before placing the specified wearing course, the recycled pavement shall be allowed to cure until the moisture of the material is reduced to 2.5 percent or less. If a rain event occurs between the final cure and wearing course paving operations, additional moisture content testing shall be conducted to verify the moisture content does not exceed 2.5 percent prior to placing the wearing course. Moisture content testing shall be observed by the Engineer and the test samples shall be taken as a representative sample form the entire thickness of the CIR Unless otherwise directed by the Engineer, the specified wearing course shall be placed within two weeks of the recycled pavement final cure.

Quality Control / Quality Assurance.

QC/QA TESTING FREQUENCY		
Test	QC Frequency[1]	QA Frequency[1]
Pulverized Material Sizing and Gradation	1 per 0.5 day of production	1 per day of production
Optimum Field Density	1 per day of production	1 per day of production
Pulverized Moisture Content	1 per 0.5 day of production	1 per day of production
Compacted Density	1 per 0.5 mile (0.4 km)	1 per mile (1.6 km)
Field Moisture Content for Curing	1 per each day of production	1 per each day of production
Emulsion Content	1 per day of production	1 per day of production

Note: 1. The Contractor shall perform all quality control tests within the first 500 ft. (150 m) after startup or any change in the mix. The Department will also run the split samples at these locations.

(a) Quality Control by the Contractor. The Contractor shall perform or have performed the inspection and tests required to assure conformance to the contract requirements. Control includes the recognition of obvious defects and their immediate correction. This may require increased testing, communication of test results to the job site, modification of operations, suspension of work, or other actions as appropriate.

The Engineer shall be immediately notified of any failing tests and subsequent remedial action. Passing tests shall be reported to the Engineer no later than the start of the next work day.

(b) Quality Assurance by the Engineer. The Engineer will conduct independent assurance tests on split samples taken by the Contractor for quality control testing. In addition, the Engineer will witness the sampling and splitting of these samples and will immediately retain witnessed samples for quality assurance testing. The Engineer will check the yield daily.

(c) Test Methods:

(1) Pulverized Material Sizing and Gradation. A sample shall be obtained after the milling operation is complete and screened using a 1.5 in. (37.5 mm) sieve to determine if meeting the maximum particle size requirement. The mixing operations shall be turned off and samples collected to check the gradation. Gradations shall be performed each day on the millings at field moisture content using the following sieves: 1.5 in. (37.5 mm), 1.0 in. (25 mm), 3/4 in. (19 mm), 1/2 in. (12.5 mm), 3/8 in. (9.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 16 (1.18 mm), and No. 30 (600 µm). The resulting gradation shall be compared to the mix design gradations to determine any necessary changes to emulsion content. The recycling train shall be move back to the beginning of the sample milling section and all processes turned on to complete the recycling process of the material.

Sampling procedures shall generally be in accordance with ASTM D 979 or AASHTO T 168.

(2) Compacted Density. A wet density shall be determined using a nuclear moisture density gauge following the procedures for ASTM D 2950, backscatter measurement. The measurement shall be compared to the target density obtained by the growth curve.

(3) Emulsion Content. Total weight of material used against the total area of CIR constructed. It would require any nurse tanks to be weighed at the beginning of the project and at the end of each day of production.

(4) Field Moisture Content for Curing. The moisture content of the in-place material shall be tested as specified in Illinois Test Procedure 255.

Surface Tests. If the completed recycled pavement will be overlaid with hot-mix asphalt, then the completed recycled pavement will be tested for smoothness according to 407.09.

If the recycled pavement has a surface treatment as the final surface then the completed recycled pavement will be tested for smoothness in the wheel paths with a 16 ft (5 m) straightedge.

For each variation in the recycled pavement that exceeds 3/8 in. (10 mm), the entire area affected shall be corrected by a self-propelled milling machine. After the completion of the Cold In-Place Recycling operation, the Contractor shall survey the pavement surface at the centerline, middle of each lane and each edge of pavement at every 500 ft. station or as directed by the Engineer. After the survey is completed, the Contractor shall verify the cross slope meets the slopes defined in the plans. If the slope does not meet that which is defined in the plans, corrective milling action

will be taken by the Contractor. The Contractor shall propose a milling plan to be approved by the Resident Engineer. The Contractor shall be allowed a maximum of 0.75 inches milling at the centerline to create the required cross slope. If needed, additional Hot-Mix Asphalt required to correct the cross slope will not be paid for beyond the maximum allowed per Article 406.13 (b) of the Standard Specifications.

If milling for surface variations or cross slope correction are required, the milling machine shall be operated at a maximum speed of 50 feet per minute. The milled material will be disposed of as per Article 202.03 of the Standard Specifications at the contractor's expense. The recycled pavement shall be swept by a mechanical broom to remove all loose material from the recycled pavement before opening to traffic.

The Contractor shall furnish a 16 ft. (5 m) straightedge and shall provide for its jobsite transportation at no additional cost to the Department.

Method of Measurement. Bituminous materials will be measured for payment as specified in Section 1032 of the Standard Specifications.

Coarse aggregate will be measured in Tons (Metric Tons).

Reclaimed asphalt pavement from existing stockpiles will be measured in Tons (Metric Tons).

Corrective milling will be measured in Square Yards (Square Meters) of the corrected pavement.

The cold in-place recycling will be measured in Square Yards (Square Meters) of the recycled pavement. The width and depth will be as shown on the plans or as directed by the Engineer.

Basis of Payment. The bituminous material will be paid for at the contract unit price per Ton (Metric Ton) for CIR-FDR EMULSIFIED ASPHALT. Payment will be made for the bituminous material in accordance with the approved job mix formula (± 0.2 percent) and any agreed adjustments.

The coarse aggregate will be paid for at the contract unit price per Ton (Metric Ton) for ADD ROCK.

The reclaimed asphalt pavement from existing stockpiles will be paid for at the contract unit price per Ton (Metric Ton) for RECLAIMED ASPHALT PAVEMENT.

Correcting milling will be paid for at the contract unit price per Square Yard (Square Meter) for HMA SURFACE REMOVAL, VARIABLE DEPTH.

The cold in-place recycling will be paid for at the contract unit price per Square Yard (Square Meter) for COLD IN-PLACE RECYCLING, of the thickness specified.

If provided as a payment item, the additional cement required by the mix design will be measure and paid as specified in Section 302 of the Standard Specifications. If not provided as a payment item, the cost of additional cement required by the mix design will be paid for according to Article 109.04 of the Standard Specifications.

Designer Note: For use with small diameter culverts and box culverts. Discuss size/usage with your Project Engineer. This work can be paid for by Each or by the Cubic Yard. Make sure to use the correct units and quantity. The pay item numbers are Z0023500 (Cubic Yard) or Z0023600 (Each) as of January 2017.

*List culvert location by Station, Size, and Description (temporary culvert or existing).

Example: Station 100+10 - 30" (750 mm) Temporary Culvert

FILLING EXISTING CULVERTS

Effective: October 15, 1995 Revised: April 1, 2026

This work shall consist of filling existing pipe culverts with controlled Culvert Liner Grout Mixture meeting the requirements of Article 543.02 Note 2 of the Standard Specifications and utilize District Four's mix design 84PCC9994 or 84PCC995.

The culverts to be filled are as follows:

_____

The culverts shall be plugged on both ends with a plug material meeting the approval of the Engineer. The plug shall be adequate to withstand the hydrostatic load created during the filling operation. If the plugs fail during the filling operation, the Contractor shall be responsible for the cost of repairing the plugs and filling the remainder of the culvert.

This work, including the cost of plugging the pipe ends, will be paid for at the contract unit price per Each or at the contract price per Cubic Yard for FILLING EXISTING CULVERTS.