Illinois Department of Transportation

Local Public Agency Formal Contract

Contractor's Name: Open Road Paving Company, LLC

Contractor's Address: 1414 W Anthony Drive | City: Urbana | State: IL | Zip Code: 61802

STATE OF ILLINOIS

Local Public Agency: Champaign County Highway Department | County: Champaign | Section Number: 24-00472-00-RS

Street Name/Road Name: FAS 512 (CH 15 or 1000N to 1070N from Village of Sidney to Vermilion Cty) | Type of Funds: MFT

☒ CONTRACT BOND (when required)

For a County and Road District Project

Submitted/Approved
Highway Commissioner Signature & Date

Submitted/Approved
County Engineer/Superintendent of Highways Signature & Date: 5/23/25

For a Municipal Project

Submitted/Approved/Passed
Signature & Date

Official Title

Department of Transportation

☒ Concurrence in approval of award
Regional Engineer Signature & Date: 06/12/25

Local Public Agency	Local Street/Road Name	County	Section Number
Champaign County Highway Departme	FAS 512 (CH 15 or 1000N to 1070N fro	Champaign	24-00472-00-RS

1. THIS AGREEMENT, made and concluded the 22nd (Day) day of May 2025 (Month and Year) between the County (Local Public Agency Type) of Champaign County Highway (Local Public Agency), known as the party of the first part, and Open Road Paving Company, LLC (Contractor), its successor, and assigns, known as the party of the second part.

2. For and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring this contract, the party of the second part agrees with said party of the first part, at its own proper cost and expense, to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this contract.

3. It is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section 24-00472-00-RS (Section Number) in Champaign County Highway Dep (Local Public Agency), approved by the Illinois Department of Transportation on 04/21/25 (Date), are essential documents of this contract and are a part hereof.

4. IN WITNESS WHEREOF, the said parties have executed this contract on the date above mentioned.

Attest: The County (Local Public Agency Type) of Champaign County Highway (Name of Local Public Agency)

Clerk Signature & Date

Aaron Ammons 6-6-25

(SEAL, if required by the LPA)

Party of the First Part Signature & Date

By: 06/06/25

(If a Corporation)

Corporate Name

President, Party of the Second Part Signature & Date

By:

(SEAL, if required by the LPA)

(If a Limited Liability Corporation)

LLC Name

Open Road Paving Company, LLC

Manager or Authorized Member, Party of the Second Part

By:

Christopher Uppinghouse-Director of Estimating

(If a Partnership)

Partner Signature & Date

Attest:

Secretary Signature & Date

Partner Signature & Date

Partners doing Business under the firm name of

Party of the Second Part

(SEAL, if required by the LPA)

(If an individual)

Party of the Second Part Signature & Date

Bond No.: 30248320

Illinois Department of Transportation

Contract Bond

Local Public Agency	County	Street Name/Road Name	Section Number
Champaign County Highway	Champaign	FAS 512 CH 15	24-00472-00-RS

Bond information to be returned to Local Public Agency at 1605 E Main Street, Urbana, IL 61802 (Complete Address).

We, Open Road Paving Company, LLC, 1414 West Anthony Drive, Urbana, IL 61802-7201 (Contractor's Name and Address)

a/an Corporation organized under the laws of the State of IL (State) as PRINCIPAL, and

Continental Casualty Company, 151 N. Franklin Street, Chicago, IL 60606 (Surety Name and Address)

as SURETY, are held and firmly bound unto the above Local Public Agency (thereafter referred to as "LPA") in the penal sum of

Six Million Eight Hundred Ten Thousand Twenty One Dollars and 91/100

Dollars ($6,810,021.91) lawful money of the United States, to be paid to said LPA, the payment of which we bind ourselves, successors and assigns jointly to pay to the LPA this sum under the conditions of this instrument.

WHEREAS, THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that the said Principal has entered into a written contract with the LPA acting through its awarding authority for the construction of work on the above sections, which contract is hereby referred to and made a part hereof, as if written herein at length, and whereby the said Principal has promised and agreed to perform said work in accordance with the terms of said contract, and has promised to pay all sums of money due for any labor, materials, apparatus, fixtures or machinery furnished to such Principal for the purpose of performing such work and has further agreed to pay all direct and indirect damages to any person, firm, company or corporation to whom any money may be due from the Principal, subcontractor or otherwise for any such labor, materials, apparatus, fixtures or machinery so furnished and that suit may be maintained on such bond by any such person, firm, company or corporation for the recovery of any such money.

NOW, THEREFORE, if the said Principal shall perform said work in accordance with the terms of said contract, and shall pay all sums of money due or to become due for any labor, materials, apparatus, fixtures or machinery furnished to it for the purpose of constructing such work, and shall commence and complete the work within the time prescribed in said contract, and shall pay and discharge all damages, direct and indirect, that may be suffered or sustained on account of such work during the time of the performance thereof and until the said work shall have been accepted, and shall hold the LPA and its awarding authority harmless on account of any such damages and shall in all respects fully and faithfully comply with all the provisions, conditions and requirements of said contract, then this obligation shall be void; otherwise it shall remain in full force and effect.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective agents this 22nd (Day) day of May, 2025 (Month and Year).

PRINCIPAL

Company Name	Company Name
Open Road Paving Company, LLC	
By	By
Signature & Date	Signature & Date
Christopher Uppinghouse, Director of Estimating 5/22/2025	
Attest	Attest
Signature & Date	Signature & Date
Kyle Behnke, General Manager 5/22/2025	

(If PRINCIPAL is a joint venture of two or more contractors, the company names and authorized signature of each contractor must be affixed.)

STATE OF IL
COUNTY OF Champaign

I, Stephanie A. Bryant , a Notary Public in and for said county, do hereby certify that
Notary Name

Christopher Uppinghouse and Kyle Behnke
Insert name of Individuals signing on behalf of PRINCIPAL

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of PRINCIPAL, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 22nd day of May, 2025
Day Month, Year

(SEAL)

OFFICIAL SEAL
STEPHANIE A BRYANT
NOTARY PUBLIC, STATE OF ILLINOIS
COMMISSION NO. 949594
MY COMMISSION EXPIRES March 31, 2026

Notary Public Signature & Date

Stephanie A Bryant

Date commission expires March 31, 2026

SURETY

Name of Surety

Continental Casualty Company

Title Angela M. Riley Attorney-in-Fact

By:

CONTINENTAL CASUALTY COMPANY
CORPORATE
SEAL
1897

STATE OF IN
COUNTY OF Hamilton

I, Sarah J. Smith-Hollers , a Notary Public in and for said county, do hereby certify that
Notary Name

Angela M. Riley
Insert name of Individuals signing on behalf of SURETY

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of SURETY, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 22nd day of May, 2025
Day Month, Year

(SEAL)

SARAH J SMITH - HOLLERS
Notary Public, State of Indiana
Marion County
Commission Number NP0759129
My Commission Expires
10/01/2032

Notary Public Signature & Date

Date commission expires October 1, 2032

Approved this 6th day of June 2025
Day Month, Year

Attest:

Local Public Agency Clerk Signature & Date

6-6-25

Clerk
Local Public Agency Type

Awarding Authority

County Executive

Awarding Authority Signature & Date

06/06/25

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Angela M. Riley , **Individually**

of Carmel, IN their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

Surety Bond No: 30248320
Principal: Open Road Paving Company, LLC
Obligee: Champaign County Highway

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Laws and Resolutions, printed below, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 9th day of January, 2024.

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Larry Kasten — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 9th day of January, 2024, before me personally came Larry Kasten to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

My commission expires
March 2, 2026

M. BENT
NOTARY PUBLIC
SOUTH DAKOTA

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Laws and Resolutions of the Board of Directors of the insurance companies printed below are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 22nd day of May , 2025 .

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

D. Johnson — Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF EACH OF CONTINENTAL CASUALTY COMPANY, NATIONAL FIRE INSURANCE COMPANY OF HARTFORD, and AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA (as defined above, the "CNA Companies"):

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of each of the above CNA Companies at a meeting held on May 12, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Larry Kasten, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of each of the CNA Companies.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of each of the above Companies by unanimous written consent dated the 25th day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

This Power of Attorney may be signed by digital signature and sealed by a digital or otherwise electronic-formatted corporate seal under and by the authority of the following Resolution adopted by the Board of Directors of each of the above CNA Companies by unanimous written consent dated the 27th day of April, 2022:

"RESOLVED: That it is in the best interest of the Company to periodically ratify and confirm any corporate documents signed by digital signatures and to ratify and confirm the use of a digital or otherwise electronic-formatted corporate seal, each to be considered the act and deed of the Company."

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Illinois Department of Transportation

Local Public Agency
Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name: Open Road Paving Company, LLC

Contractor's Address	City	State	Zip Code
1414 W Anthony Drive	Urbana	IL	61802

STATE OF ILLINOIS

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

Route(s) (Street/Road Name)	Type of Funds
FAS 512 (CH 15 or 1000N to 1070N from Village of Sidney to Vermilion Cty)	MFT

☐ Proposal Only ☐ Proposal and Plans ☒ Proposal only, plans are separate

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

Jeff Blue
Digitally signed by Jeff Blue
Date: 2025.04.21 13:41:54 -05'00'

For a Municipal Project

Submitted/Approved/Passed

Signature & Date

Official Title

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date

Kenneth A. Garnett 042125

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Champaign County Highway Dep	Champaign	24-00472-00-RS	FAS 512 (CH 15 or 1000N to 1(

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the Champaign County Engineer
(Name of Office)
1605 East Main Street, Urbana, IL 61802 (Address) until 10:00 AM (Time) on May 6, 2025. (Date)

Sealed proposals will be opened and read publicly at the office of the Champaign County Engineer
(Name of Office)
1605 East Main Street, Urbana, IL 61802 (Address) at 10:00 AM (Time) on May 6, 2025. (Date)

DESCRIPTION OF WORK

Location	Project Length
CH 15 from west Village of Sidney village limits to Vermilion County	41,228 ft (7.8 mile)

Proposed Improvement

HMA milling, shoulder milling, shoulder aggregate placement, cold-in-place recycling of existing pavement and rock shoulder, HMA binder and HMA surface course paving, incidental HMA surfacing, aggregate wedge shoulders and pavement markings.

1. Plans and proposal forms will be available in the office of

Champaign County Engineer, 1605 East Main Street, Urbana, IL 61802

Cost for bid set is $25, non-refundable and will include 1 set of plans and 1 proposal booklet.

2. ☒ Prequalification

   If checked, the 2 apparent as read low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57) in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County Municipal and private work. One original shall be filed with the Awarding Authority and two originals with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
   a. Local Public Agency Formal Contract Proposal (BLR 12200)
   b. Schedule of Prices (BLR 12201)
   c. Proposal Bid Bond (BLR 12230) (if applicable)
   d Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
   e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Champaign County Highway Dep	Champaign	24-00472-00-RS	FAS 512 (CH 15 or 1000N to 1(

PROPOSAL

1. Proposal of Open Road Paving Company, LLC
Contractor's Name
1414 W Anthony Drive Urbana, IL 61802
Contractor's Address

2. The plans for the proposed work are those prepared by the Champaign County Highway Department and approved by the Department of Transportation on April 22, 2025.

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the " Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.

4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within _____ working days or by 10/04/25 unless additional time is granted in accordance with the specifications.

6. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond of check shall be forfeited to the Awarding Authority.

7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

10 A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: _____ Treasurer of Champaign County.
The amount of the check is _____ (_____).

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more bid proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual bid proposal. If the proposal guaranty check is placed in another bid proposal, state below where it may be found.

The proposal guaranty check will be found in the bid proposal for: Section Number _____.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Champaign County Highway Dep	Champaign	24-00472-00-RS	FAS 512 (CH 15 or 1000N to 1(

CONTRACTOR CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.

2. **Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

   A violation of section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense, or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

   A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State of Local government. No corporation shall be barred from contracting with any unit of State or Local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter or record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Champaign County Highway Dep	Champaign	24-00472-00-RS	FAS 512 (CH 15 or 1000N to 1(

SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name: Open Road Paving Company, LLC

Signature & Date: Joseph F. Lamb 5-6-25

Title: Joseph F. Lamb -President

Business Address: 1414 W Anthony Drive

City: Urbana | State: IL | Zip Code: 61802

Insert Names of Officers

President: Joseph F. Lamb -President

Attest:

Ronald J Hoyne

Secretary

Secretary

Ronald J. Hoyne

Treasurer

Ronald J. Hoyne

Illinois Department of Transportation

Schedule of Prices

Contractor's Name: Open Road Paving Company, LLC

Contractor's Address: 1414 W Anthony Drive | City: Urbana | State: IL | Zip Code: 61802

Local Public Agency: Champaign County Highway Department | County: Champaign | Section Number: 24-00472-00-RS

Route(s) (Street/Road Name): FAS 512 (CH 15 or 1000N TO 1070N)

Schedule for Multiple Bids

Combination Letter	Section Included in Combinations	Total

Schedule for Single Bid

(For complete information covering these items, see plans and specifications.)

Item Number	Items	Unit	Quantity	Unit Price	Total
30201700	Portland Cement	Ton	204	297.80	60,751.20
35101400	Aggregate Base Course, Ty B	Ton	12692	51.50	653,638.00
40200800	Aggregate Surface Cse, Ty B	Ton	134	162.00	21,708.00
40600290	Bituminous Materials (Tack Ct)	Pound	77825	0.95	73,933.75
40600370	Longitudinal Joint Sealant	Ft	40721	2.75	111,982.75
40600370	HMA Surface Removal - Bt Jt	Sq Yd	8771	9.25	81,131.75
40600405	Material Transfer Device	Ton	11287	1.50	16,930.50
40602978	HMA Binder Cse, IL-9.5, N50	Ton	8944	140.20	1,253,948.80
40604050	HMA Surf Cse, IL-9.5, C, N50	Ton	11287	143.45	1,619,120.15
40800029	Bituminous Materials (Tack Ct)	Pound	5093	7.00	35,651.00
40800050	Incidental HMA Surfacing	Ton	1268	316.15	400,878.20
42400300	PCC Sidewalk, 6"	Sq Ft	2250	36.00	81,000.00
42400800	Detectable Warnings	Sq Ft	251	40.00	10,040.00
44000500	Comb Curb and Gutter Rem	Ft	309	35.00	10,815.00
44000600	Sidewalk Removal	Sq Ft	2265	8.00	18,120.00
44000155	HMA Surface Removal, 1.5"	Sq Yd	27458	3.10	85,119.80
48102100	Agg Wedge Shoulder, Ty B	Ton	1669	57.00	95,133.00
56109210	Water Valves to be Adjusted	Each	2	600.00	1,200.00
60300105	Frames and Grates to be Adj	Each	4	600.00	2,400.00
60604500	CC&G, Ty B-6.18 (Abut Ex Pvt)	Ft	309	132.00	40,788.00
64200108	Shoulder Rumble Strips, 8"	Ft	58780	0.16	9,404.80
67100100	Mobilization	L Sum	1	404,600.00	404,600.00
70107025	Changeable Message Sign	Cal Day	134	70.00	9,380.00
70300100	Short Term Pavement Marking	Foot	2880	4.50	12,960.00

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Champaign County Highway Department	Champaign	24-00472-00-RS	FAS 512 (CH 15 or 1000

Item Number	Items	Unit	Quantity	Unit Price	Total
70300150	Short Term Pvt Mark Removal	Sq Ft	340	14.00	4,760.00
78001110	Paint Pvt Mark Line, 4"	Ft	36091	0.12	4,330.92
78001130	Paint Pvt Mark Line, 6"	Ft	70551	0.19	13,404.69
78001180	Paint Pvt Mark Line, 24"	Ft	88	3.00	264.00
X4005502	CIR-FDR-Foamed Asphalt	Ton	508	704.00	357,632.00
X4060221	Cold In-Place Recycling, 4"	Sq Yd	105764	4.50	475,938.00
LR403300	Surface Profile Milling	Sq Yd	105764	1.40	148,069.60
X6330200	Vertical Adjustment of TBT	Each	8	2,400.00	19,200.00
X6330900	Vertical Adjustment of GR	Ft	869	20.00	17,380.00
X6420112	Center Line - Rumble Strip, 8"	Ft	29390	0.30	8,817.00
X0327301	Relocate Existing Mailbox	Each	21	875.00	18,375.00
X7010216	Traf. Ctrl. and Prot. (Spl)	L Sum	1	193,000.00	193,000.00
Z0004560	Bridge Wearing Surface Rem	Sq Yd	1139	21.50	24,488.50
Z0013798	Construction Layout	L Sum	1	30,500.00	30,500.00
Z0010910	Cold Milling (Special)	Sq Yd	21153	17.50	370,177.50
Z0051500	Rem and Reset Street Signs	Each	9	450.00	4,050.00
Z0064505	Section Corner Markers	Each	15	600.00	9,000.00
				Bidder's Total Proposal	$6,810,021.91

1. Each pay item should have a unit price and a total price.
2. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid may be declared unacceptable if neither a unit price or total price is shown.

Illinois Department of Transportation

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

WE, Open Road Paving Company, LLC as PRINCIPAL, and Continental Casualty Company as SURETY, are held jointly, severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids, whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LPA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LPA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LPA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 6th (Day) of May, 2025 (Month and Year)

Principal

Company Name	Company Name
Open Road Paving Company, LLC	
Signature & Date	Signature & Date
By: Joseph F Lamb 5/6/2025	By:
Title	Title
Joseph F. Lamb, President	

(If Principal is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

Name of Surety	Signature of Attorney-in-Fact Signature & Date
Continental Casualty Company	By: Angela M Riley May 6, 2025
	Angela M. Riley

CONTINENTAL CASUALTY COMPANY CORPORATE SEAL 1897

STATE OF IN

COUNTY OF Hamilton

I Sarah J. Smith-Hollers, a Notary Public in and for said county do hereby certify that Joseph F. Lamb and Angela M. Riley

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this 6th (Day) day of May, 2025 (Month and Year).

Notary Public Signature & Date

Date commission expires October 1, 2032

(SEAL, if required by the LPA)

SARAH J SMITH - HOLLERS
Notary Public, State of Indiana
Marion County
Commission Number NP0753126
My Commission Expires
10/01/2032

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LPA if electronic bid bond is allowed)**

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LPA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

Company/Bidder Name

Signature & Date

Title

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Angela M. Riley , **Individually**

of Carmel, IN their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

Surety Bond No: Bid Bond
Principal: Open Road Paving Company, LLC
Obligee: Champaign County Highway Department

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Laws and Resolutions, printed below, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 9th day of January, 2024.

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Larry Kasten — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 9th day of January, 2024, before me personally came Larry Kasten to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

My commission expires
March 2, 2026

M. BENT NOTARY PUBLIC SOUTH DAKOTA

M. Bent — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Laws and Resolutions of the Board of Directors of the insurance companies printed below are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 6th day of May, 2025.

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

D. Johnson — Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF EACH OF CONTINENTAL CASUALTY COMPANY, NATIONAL FIRE INSURANCE COMPANY OF HARTFORD, and AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA (as defined above, the "CNA Companies")

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of each of the above CNA Companies at a meeting held on May 12, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Larry Kasten, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of each of the CNA Companies.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of each of the above Companies by unanimous written consent dated the 25th day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"). Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

This Power of Attorney may be signed by digital signature and sealed by a digital or otherwise electronic-formatted corporate seal under and by the authority of the following Resolution adopted by the Board of Directors of each of the above CNA Companies by unanimous written consent dated the 27th day of April, 2022:

"RESOLVED: That it is in the best interest of the Company to periodically ratify and confirm any corporate documents signed by digital signatures and to ratify and confirm the use of a digital or otherwise electronic-formatted corporate seal, each to be considered the act and deed of the Company."

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Champaign County Highway Dept.	Champaign	FAS 512 (CH 15)	24-00472-00-RS

All contractors are required to complete the following certification

☒ For this contract proposal or for all bidding groups in this deliver and install proposal.

☐ For the following deliver and install bidding groups in this material proposal.

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidder's subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program, or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

Springfield Operating Engineers Local 965 Skills Assessment Training, Springfield, IL
Terre Haute Operating Engineers Terre Haute, Indiana
Illinois Laborers' and Contractor's Training Trust Fund Mount Sterling, IL
Champaign/Urbana Plasterers & Cembent Masons Local 143
Illinois IBEW Locals 51, 197, 538, 601 in conjunction with NECA & the Joint Apprenticship & Training Committee

4. Except for any work identified above, if any bidder or subcontractor shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforces and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or afterward may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: Open Road Paving Company, LLC

Signature & Date: 5/6/25

Title: Christopher Uppinghouse-Director of Estimating

Address	City	State	Zip Code
1414 W Anthony Drive	Urbana	IL	61802

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
Champaign County Highway Dept.	Champaign	FAS 512 (CH 15)	24-00472-00-RS

I, Chris Uppinghouse (Name of Affiant) of Champaign (City of Affiant), Illinois (State of Affiant), being first duly sworn upon oath, state as follows:

1. That I am the Director of Estimating (Officer or Position) of Open Road Paving Company, LLC (Bidder)
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under the proposal described above, Open Road Paving Company, LLC (Bidder), will maintain a business office in the State of Illinois, which will be located in Champaign (County) County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

Signature & Date: 5/6/25

Print Name of Affiant: Christopher Uppinghouse-Director of Estimating

Notary Public

State of IL

County Champaign

Signed (or subscribed or attested) before me on May 6, 2025 (date) by Stephanie A Bryant (name/s of person/s), authorized agent(s) of Open Road Paving Company, LLC (Bidder)

OFFICIAL SEAL
STEPHANIE A BRYANT
NOTARY PUBLIC, STATE OF ILLINOIS
COMMISSION NO. 949594
MY COMMISSION EXPIRES March 31, 2026

(SEAL)

Notary Public Signature & Date: Stephanie A Bryant 5/6/25

My commission expires March 31, 2026

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
AssuredPartners of Indiana LLC
10401 N Meridian St, Ste 300
Indianapolis IN 46290

CONTACT NAME: Vivian Ryker
PHONE (A/C, No, Ext): 317-595-7329 FAX (A/C, No):
E-MAIL ADDRESS: vivian.ryker@assuredpartners.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Travelers Indemnity Company	25658
INSURER B : XL Insurance America, Inc	24554
INSURER C : Phoenix Insurance Company	25623
INSURER D : Travelers Property Casualty Co America	25674
INSURER E :	
INSURER F :	

INSURED
Open Road Paving Company, LLC
1414 West Anthony Drive
Urbana, IL 61802
OPENROAD1

COVERAGES **CERTIFICATE NUMBER:** 1526121234 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
C	[X] COMMERCIAL GENERAL LIABILITY			DTCO7N131219PHX24	6/1/2024	6/1/2025	EACH OCCURRENCE	$ 1,000,000
	[ ] CLAIMS-MADE [X] OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
	[X] XCU						MED EXP (Any one person)	$ 5,000
	[X] CONTRACTUAL LIAB						PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	[ ] POLICY [X] PRO-JECT [ ] LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	[ ] OTHER							$
A	AUTOMOBILE LIABILITY			8107N11877A2426G	6/1/2024	6/1/2025	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	[X] ANY AUTO						BODILY INJURY (Per person)	$
	[X] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	[X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
B	[ ] UMBRELLA LIAB [X] OCCUR			US00065355LI24A	6/1/2024	6/1/2025	EACH OCCURRENCE	$ 10,000,000
	[ ] EXCESS LIAB [ ] CLAIMS-MADE						AGGREGATE	$ 10,000,000
	[ ] DED [X] RETENTION $ 0							$
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N			UB7N1289952426G	6/1/2024	6/1/2025	[X] PER STATUTE [ ] OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [N] N/A (Mandatory in NH)						E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
B	Excess Umbrella			G71809213005	6/1/2024	6/1/2025	OCC/AGG	5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: "BLANKET" ALL JOBS.

CERTIFICATE HOLDER

CHAMPAIGN COUNTY HIGHWAY DEPT.
1905 E. MAIN STREET
URBANA IL 61801
USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED – AUTOMATIC STATUS IF REQUIRED BY WRITTEN CONTRACT (CONTRACTORS)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that:

a. You agree in a written contract or agreement to include as an additional insured on this Coverage Part; and

b. Has not been added as an additional insured for the same project by attachment of an endorsement under this Coverage Part which includes such person or organization in the endorsement's schedule;

is an insured, but:

a. Only with respect to liability for "bodily injury" or "property damage" that occurs, or for "personal injury" caused by an offense that is committed, subsequent to the signing of that contract or agreement and while that part of the contract or agreement is in effect; and

b. Only as described in Paragraph **(1)**, **(2)** or **(3)** below, whichever applies:

(1) If the written contract or agreement specifically requires you to provide additional insured coverage to that person or organization by the use of:

(a) The Additional Insured – Owners, Lessees or Contractors – (Form B) endorsement CG 20 10 11 85; or

(b) Either or both of the following: the Additional Insured – Owners, Lessees or Contractors – Scheduled Person Or Organization endorsement CG 20 10 10 01, or the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37 10 01;

the person or organization is an additional insured only if the injury or damage arises out of "your work" to which the written contract or agreement applies;

(2) If the written contract or agreement specifically requires you to provide additional insured coverage to that person or organization by the use of:

(a) The Additional Insured – Owners, Lessees or Contractors – Scheduled Person or Organization endorsement CG 20 10 07 04 or CG 20 10 04 13, the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37 07 04 or CG 20 37 04 13, or both of such endorsements with either of those edition dates; or

(b) Either or both of the following: the Additional Insured – Owners, Lessees or Contractors – Scheduled Person Or Organization endorsement CG 20 10, or the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37, without an edition date of such endorsement specified,

the person or organization is an additional insured only if the injury or damage is caused, in whole or in part, by acts or omissions of you or your subcontractor in the performance of "your work" to which the written contract or agreement applies; or

(3) If neither Paragraph **(1)** nor **(2)** above applies:

(a) The person or organization is an additional insured only if, and to the extent that, the injury or damage is caused by acts or omissions of you or your subcontractor in the performance of "your work" to which the written contract or agreement applies; and

(b) Such person or organization does not qualify as an additional insured with respect to the independent acts or omissions of such person or organization.

The insurance provided to such additional insured is subject to the following provisions:

a. If the Limits of Insurance of this Coverage Part shown in the Declarations exceed the minimum limits required by the written contract or agreement, the insurance provided to the additional insured will be limited to such minimum required limits. For the purposes of determining whether

this limitation applies, the minimum limits required by the written contract or agreement will be considered to include the minimum limits of any Umbrella or Excess liability coverage required for the additional insured by that written contract or agreement. This provision will not increase the limits of insurance described in Section III – Limits Of Insurance.

b. The insurance provided to such additional insured does not apply to:

(1) Any "bodily injury", "property damage" or "personal injury" arising out of the providing, or failure to provide, any professional architectural, engineering or surveying services, including:

(a) The preparing, approving, or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders or change orders, or the preparing, approving, or failing to prepare or approve, drawings and specifications; and

(b) Supervisory, inspection, architectural or engineering activities.

(2) Any "bodily injury" or "property damage" caused by "your work" and included in the "products-completed operations hazard" unless the written contract or agreement specifically requires you to provide such coverage for that additional insured during the policy period.

c. The additional insured must comply with the following duties:

(1) Give us written notice as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, such notice should include:

(a) How, when and where the "occurrence" or offense took place;

(b) The names and addresses of any injured persons and witnesses; and

(c) The nature and location of any injury or damage arising out of the "occurrence" or offense.

(2) If a claim is made or "suit" is brought against the additional insured:

(a) Immediately record the specifics of the claim or "suit" and the date received; and

(b) Notify us as soon as practicable and see to it that we receive written notice of the claim or "suit" as soon as practicable.

(3) Immediately send us copies of all legal papers received in connection with the claim or "suit", cooperate with us in the investigation or settlement of the claim or defense against the "suit", and otherwise comply with all policy conditions.

(4) Tender the defense and indemnity of any claim or "suit" to any provider of other insurance which would cover such additional insured for a loss we cover. However, this condition does not affect whether the insurance provided to such additional insured is primary to other insurance available to such additional insured which covers that person or organization as a named insured as described in Paragraph 4., Other Insurance, of Section IV – Commercial General Liability Conditions.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

XTEND ENDORSEMENT FOR CONTRACTORS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to this Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. Who Is An Insured – Unnamed Subsidiaries
B. Blanket Additional Insured – Governmental Entities – Permits Or Authorizations Relating To Operations
C. Incidental Medical Malpractice
D. Blanket Waiver Of Subrogation
E. Contractual Liability – Railroads
F. Damage To Premises Rented To You

PROVISIONS

A. **WHO IS AN INSURED – UNNAMED SUBSIDIARIES**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any of your subsidiaries, other than a partnership, joint venture or limited liability company, that is not shown as a Named Insured in the Declarations is a Named Insured if:

a. You are the sole owner of, or maintain an ownership interest of more than 50% in, such subsidiary on the first day of the policy period; and

b. Such subsidiary is not an insured under similar other insurance.

No such subsidiary is an insured for "bodily injury" or "property damage" that occurred, or "personal and advertising injury" caused by an offense committed:

a. Before you maintained an ownership interest of more than 50% in such subsidiary; or

b. After the date, if any, during the policy period that you no longer maintain an ownership interest of more than 50% in such subsidiary.

For purposes of Paragraph **1.** of Section II – Who Is An Insured, each such subsidiary will be deemed to be designated in the Declarations as:

a. An organization other than a partnership, joint venture or limited liability company; or

b. A trust;

as indicated in its name or the documents that govern its structure.

B. **BLANKET ADDITIONAL INSURED – GOVERNMENTAL ENTITIES – PERMITS OR AUTHORIZATIONS RELATING TO OPERATIONS**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any governmental entity that has issued a permit or authorization with respect to operations performed by you or on your behalf and that you are required by any ordinance, law, building code or written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" arising out of such operations.

The insurance provided to such governmental entity does not apply to:

a. Any "bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the governmental entity; or

b. Any "bodily injury" or "property damage" included in the "products-completed operations hazard".

C. **INCIDENTAL MEDICAL MALPRACTICE**

1. The following replaces Paragraph **b.** of the definition of "occurrence" in the **DEFINITIONS** Section:

   b. An act or omission committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to a person, unless you are in the business or occupation of providing professional health care services.

2. The following replaces the last paragraph of Paragraph **2.a.(1)** of **SECTION II – WHO IS AN INSURED**:

   Unless you are in the business or occupation of providing professional health care services, Paragraphs **(1)(a)**, **(b)**, **(c)** and **(d)** above do not apply to "bodily injury" arising out of providing or failing to provide:

   (a) "Incidental medical services" by any of your "employees" who is a nurse, nurse assistant, emergency medical technician or paramedic; or

   (b) First aid or "Good Samaritan services" by any of your "employees" or "volunteer workers", other than an employed or volunteer doctor. Any such "employees" or "volunteer workers" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

3. The following replaces the last sentence of Paragraph **5.** of **SECTION III – LIMITS OF INSURANCE**:

   For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to any one person will be deemed to be one "occurrence".

4. The following exclusion is added to Paragraph **2.**, **Exclusions**, of **SECTION I – COVERAGES – COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

   Sale Of Pharmaceuticals

   "Bodily injury" or "property damage" arising out of the violation of a penal statute or ordinance relating to the sale of pharmaceuticals committed by, or with the knowledge or consent of, the insured.

5. The following is added to the **DEFINITIONS** Section:

   "Incidental medical services" means:

   a. Medical, surgical, dental, laboratory, x-ray or nursing service or treatment, advice or instruction, or the related furnishing of food or beverages; or

   b. The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

6. The following is added to Paragraph **4.b.**, **Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

   This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to any of your "employees" for "bodily injury" that arises out of providing or failing to provide "incidental medical services" to any person to the extent not subject to Paragraph **2.a.(1)** of Section II – Who Is An Insured.

D. **BLANKET WAIVER OF SUBROGATION**

The following is added to Paragraph **8.**, **Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

If the insured has agreed in a contract or agreement to waive that insured's right of recovery against any person or organization, we waive our right of recovery against such person or organization, but only for payments we make because of:

a. "Bodily injury" or "property damage" that occurs; or

b. "Personal and advertising injury" caused by an offense that is committed;

subsequent to the execution of the contract or agreement.

E. **CONTRACTUAL LIABILITY – RAILROADS**

1. The following replaces Paragraph **c.** of the definition of "insured contract" in the **DEFINITIONS** Section:

   c. Any easement or license agreement;

2. Paragraph **f.(1)** of the definition of "insured contract" in the **DEFINITIONS** Section is deleted.

F. DAMAGE TO PREMISES RENTED TO YOU

The following replaces the definition of "premises damage" in the **DEFINITIONS** Section:

"Premises damage" means "property damage" to:

a. Any premises while rented to you or temporarily occupied by you with permission of the owner; or

b. The contents of any premises while such premises is rented to you, if you rent such premises for a period of seven or fewer consecutive days.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED – PRIMARY AND NON-CONTRIBUTORY WITH OTHER INSURANCE – CONTRACTORS

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

PROVISIONS

1. The following is added to Paragraph **c.** in **A.1., Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   This includes any person or organization who you are required under a written contract or agreement, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to name as an additional insured for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent of that person's or organization's liability for the conduct of another "insured".

2. The following is added to Paragraph **B.5., Other Insurance** of **SECTION IV – BUSINESS AUTO CONDITIONS**:

   Regardless of the provisions of paragraph **a.** and paragraph **d.** of this part **5. Other Insurance**, this insurance is primary to and non-contributory with applicable other insurance under which an additional insured person or organization is a named insured when a written contract or agreement with you, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, requires this insurance to be primary and non-contributory.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESS AUTO EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to the Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. BROAD FORM NAMED INSURED
B. BLANKET ADDITIONAL INSURED
C. EMPLOYEE HIRED AUTO
D. EMPLOYEES AS INSURED
E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS
F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS
G. WAIVER OF DEDUCTIBLE – GLASS
H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT
I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT
J. PERSONAL PROPERTY
K. AIRBAGS
L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS
M. BLANKET WAIVER OF SUBROGATION
N. UNINTENTIONAL ERRORS OR OMISSIONS

PROVISIONS

A. BROAD FORM NAMED INSURED

The following is added to Paragraph **A.1.. Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any organization you newly acquire or form during the policy period over which you maintain 50% or more ownership interest and that is not separately insured for Business Auto Coverage. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier.

B. BLANKET ADDITIONAL INSURED

The following is added to Paragraph **c.** in **A.1., Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Section II.

C. EMPLOYEE HIRED AUTO

1. The following is added to Paragraph **A.1., Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. The following replaces Paragraph **b.** in **B.5., Other Insurance**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

   b. For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

   (1) Any covered "auto" you lease, hire, rent or borrow; and

   (2) Any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your

permission, while performing duties related to the conduct of your business.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

D. EMPLOYEES AS INSURED

The following is added to Paragraph **A.1., Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

1. The following replaces Paragraph **A.2.a.(2)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   (2) Up to $3,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

2. The following replaces Paragraph **A.2.a.(4)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   (4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS

The following replaces Subparagraph **(5)** in Paragraph **B.7., Policy Period, Coverage Territory**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

(5) Anywhere in the world, except any country or jurisdiction while any trade sanction, embargo, or similar regulation imposed by the United States of America applies to and prohibits the transaction of business with or within such country or jurisdiction, for Covered Autos Liability Coverage for any covered "auto" that you lease, hire, rent or borrow without a driver for a period of 30 days or less and that is not an "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households.

(a) With respect to any claim made or "suit" brought outside the United States of America, the territories and possessions of the United States of America, Puerto Rico and Canada:

(i) You must arrange to defend the "insured" against, and investigate or settle any such claim or "suit" and keep us advised of all proceedings and actions.

(ii) Neither you nor any other involved "insured" will make any settlement without our consent.

(iii) We may, at our discretion, participate in defending the "insured" against, or in the settlement of, any claim or "suit".

(iv) We will reimburse the "insured" for sums that the "insured" legally must pay as damages because of "bodily injury" or "property damage" to which this insurance applies, that the "insured" pays with our consent, but only up to the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE.

(v) We will reimburse the "insured" for the reasonable expenses incurred with our consent for your investigation of such claims and your defense of the "insured" against any such "suit", but only up to and included within the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE, and not in addition to such limit. Our duty to make such payments ends when we have used up the applicable limit of insurance in payments for damages, settlements or defense expenses.

(b) This insurance is excess over any valid and collectible other insurance available to the "insured" whether primary, excess, contingent or on any other basis.

(c) This insurance is not a substitute for required or compulsory insurance in any country outside the United States, its territories and possessions, Puerto Rico and Canada.

You agree to maintain all required or compulsory insurance in any such country up to the minimum limits required by local law. Your failure to comply with compulsory insurance requirements will not invalidate the coverage afforded by this policy, but we will only be liable to the same extent we would have been liable had you complied with the compulsory insurance requirements.

(d) It is understood that we are not an admitted or authorized insurer outside the United States of America, its territories and possessions, Puerto Rico and Canada. We assume no responsibility for the furnishing of certificates of insurance, or for compliance in any way with the laws of other countries relating to insurance.

G. WAIVER OF DEDUCTIBLE – GLASS

The following is added to Paragraph **D., Deductible**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

No deductible for a covered "auto" will apply to glass damage if the glass is repaired rather than replaced.

H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT

The following replaces the last sentence of Paragraph **A.4.b., Loss Of Use Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

However, the most we will pay for any expenses for loss of use is $65 per day, to a maximum of $750 for any one "accident".

I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

The following replaces the first sentence in Paragraph **A.4.a., Transportation Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

We will pay up to $50 per day to a maximum of $1,500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type.

J. PERSONAL PROPERTY

The following is added to Paragraph **A.4., Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Personal Property

We will pay up to $400 for "loss" to wearing apparel and other personal property which is:

(1) Owned by an "insured"; and

(2) In or on your covered "auto".

This coverage applies only in the event of a total theft of your covered "auto".

No deductibles apply to this Personal Property coverage.

K. AIRBAGS

The following is added to Paragraph **B.3., Exclusions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Exclusion **3.a.** does not apply to "loss" to one or more airbags in a covered "auto" you own that inflate due to a cause other than a cause of "loss" set forth in Paragraphs **A.1.b.** and **A.1.c.**, but only:

a. If that "auto" is a covered "auto" for Comprehensive Coverage under this policy;

b. The airbags are not covered under any warranty; and

c. The airbags were not intentionally inflated.

We will pay up to a maximum of $1,000 for any one "loss".

L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS

The following is added to Paragraph **A.2.a.**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

Your duty to give us or our authorized representative prompt notice of the "accident" or "loss" applies only when the "accident" or "loss" is known to:

(a) You (if you are an individual);

(b) A partner (if you are a partnership);

(c) A member (if you are a limited liability company);

(d) An executive officer, director or insurance manager (if you are a corporation or other organization); or

(e) Any "employee" authorized by you to give notice of the "accident" or "loss".

M. BLANKET WAIVER OF SUBROGATION

The following replaces Paragraph **A.5., Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

5. Transfer Of Rights Of Recovery Against Others To Us

We waive any right of recovery we may have against any person or organization to the extent required of you by a written contract signed and executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by

such contract. The waiver applies only to the person or organization designated in such contract.

N. UNINTENTIONAL ERRORS OR OMISSIONS

The following is added to Paragraph **B.2., Concealment, Misrepresentation, Or Fraud**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

The unintentional omission of, or unintentional error in, any information given by you shall not prejudice your rights under this insurance. However this provision does not affect our right to collect additional premium or exercise our right of cancellation or non-renewal.

TRAVELERS
ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION
AND
EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 00 03 13 (00) - 001

POLICY NUMBER: UB-7N128995-24-26-G

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit any one not named in the Schedule.

SCHEDULE

DESIGNATED PERSON:

DESIGNATED ORGANIZATION:

ANY PERSON OR ORGANIZATION FOR WHICH THE INSURED HAS AGREED BY WRITTEN CONTRACT EXECUTED PRIOR TO LOSS TO FURNISH THIS WAIVER.

Illinois Department of Transportation

Estimate of Time Required

Route	CH 15
Section	24-00472-00-SP
County	CHAMPAIGN
Project	Sidney Homer Road CIR

Item	Unit (Check One) ☑ English ☐ Metric	Quantity	Rate Per Day (BDE 66-2.B)	Days	Days Not Affecting Time	Total Days Required
PORTLAND CEMENT	TON	204	20	10	10	0
AGGREGATE BASE COURSE, TYPE B	TON	12,692	1,300	10		10
AGGREGATE SURFACE COURSE, TYPE B	TON	134	134	1	1	0
BITUMINOUS MATERIALS (TACK COAT)	POUND	77,825	25,000	3	3	0
LONGITUDINAL JOINT SEALANT	FOOT	40,721	20,000	2	2	0
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	8,771	1,000	9	5	4
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N5	TON	8,944	900	10		10
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, I	TON	11,287	1,100	10		10
BITUMINOUS MATERIALS (TACK COAT)	POUND	5,093	5,000	1	1	0
INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1,268	250	5	3	2
PCC SIDEWALK, 6"	SQ FT	2,250	300	8		8
DETECTABLE WARNINGS	SQ FT	251	251	1	1	0
COMBINATION CURB AND GUTTER REMOVAL	FT	309	100	3		3
SIDEWALK REMOVAL	SQ FT	2,265	300	8		8
HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"	SQ YD	27,458	3,500	8		8
AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,669	800	2		2
WATER VALVES TO BE ADJUSTED	EACH	2	2	1	1	0
FRAMES AND GRATES TO BE ADJUSTED	EACH	4	4	1	1	0
CONCRETE CURB AND GUTTER, TYPE B-6.18 (	FT	309	100	3		3
SHOULDER RUMBLE STRIPS, 8 INCH	FT	58,780	30,000	2		2
MOBILIZATION	L SUM	1	1	1		1
CHANGEABLE MESSAGE SIGN	CAL DAY	134	134	1	1	0
SHORT TERM PAVEMENT MARKING	FOOT	2,880	1,000	3	3	0
SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	340	400	1	1	0
PAINT PAVEMENT MARKING LINE, 4"	FOOT	36,091	30,000	1		1
PAINT PAVEMENT MARKING LINE, 6"	FOOT	70,551	30,000	2		2
PAINT PAVEMENT MARKING LINE, 24"	FOOT	88				
CIR-FDR-FOAMED ASPHALT	TON	508	50	10	10	0
COLD IN-PLACE RECYCLING, 4"	SQ YD	105,764	7,000	15		15
SURFACE PROFILE MILLING	SQ YD	105,764	7,000	15	15	0
VERTICAL ADJUSTMENT OF TRAFFIC BARRIER	EACH	8	4	2		2
VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	869	430	2		2
CENTER LINE - RUMBLE STRIP, 8"	FOOT	29,390	30,000	1		1
RELOCATE EXISTING MAILBOX	EACH	21	10	2	2	0
TRAFFIC CONTROL AND PROTECTION, (SPECI	L SUM	1	1	1		1
BRIDGE WEARING SURFACE REMOVAL	SQ YD	1,139	1,139	1	1	0
CONSTRUCTION LAYOUT	L SUM	1	1	1	1	0
COLD MILLING (SPECIAL)	SQ YD	21,153	2,100	10	10	0
MATERIAL TRANSFER DEVICE	TON	11,287	1,100	10	10	0
REMOVING AND RESETTING STREET SIGNS	EACH	9	20			0
SECTION CORNER MARKERS	EACH	15	15	1	1	0

Illinois Department of Transportation

Estimate of Time Required

Route CH 15
Section 24-00472-00-SP
County CHAMPAIGN
Project Sidney Homer Road CIR

Item	Unit (Check One) ☑ English ☐ Metric	Quantity	Rate Per Day (BDE 66-2.B)	Days	Days Not Affecting Time	Total Days Required
					Total Days	**95**

Made by Jenni Marner, P.E. Date 4/10/2025 Checked by Jeff Blue, P.E. Date 4/11/2025

Kensil A. Garnett Regional Engineer

Printed 4/10/2025

BDE 220A (05/24/06)
(Rev. 02/15/08)

INDEX TO CONTRACT SPECIAL PROVISIONS

Illinois Department of Transportation

Special Provisions

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

INTENT OF SECTION:
The intent of this section is to rehabilitate the existing pavement of CH 15 from the west Village limits of the Village of Sidney east to the Vermilion County line. There is an omission at bridge 010-4585, and an omission at IL-49 in the Village of Homer, Illinois.

The proposed improvements in the Village of Sidney and the Village of Homer include HMA milling and hot-mix asphalt surface course paving. Additional improvements in the Village of Homer include side road radius return paving and ADA ramp improvements including PCC sidewalk and limited curb and gutter replacement and detectable warnings.

The proposed improvements in the rural section include cold milling 3' wide by 12" deep shoulder material off and replacing it with RAP or Type B aggregate, then cold-in-place recycling with foamed asphalt to a depth of 4" over the 15' wide pavement/shoulder lane, and then placing a 1.5" thick hot-mix asphalt binder course and 1.5" thick hot-mix asphalt surface course. The project in the rural section also includes incidental paving at entrances and side roads, aggregate wedge shoulders, and pavement markings.

DESCRIPTION OF WORK:
The work under this contract consists of the following:

1) Village of Sidney:
   a) Hot Mix Asphalt surface removal 1.5" thick
   b) Hot-Mix Asphalt surface placement 1.5" thick
2) Village of Homer:
   a) Hot-Mix Asphalt surface removal, 1.5" thick
   b) PCC Sidewalk removal and replacement of ADA ramps
   c) Concrete curb and gutter limited removal and replacement for ADA ramps
   d) Hot-Mix Asphalt surface placement 1.5" thick
3) Rural Sections:
   a) Replace aggregate shoulder material with Type B aggregate or RAP.
   b) Cold-In-Place Recycle with Foamed Asphalt: 4" deep, 12' lane plus 3' wide shoulder laying resulting material at 15' wide.
   c) Cure as necessary for CIR operation
   d) Hot-Mix Asphalt Binder, 1.5" for 12' lane and 3' shoulder all in one operation
   e) Hot Mix Asphalt Surface Course, 1.5" for 12' lane and 3' shoulder all in one operation
   f) Incidental HMA Surfacing at side roads, commercial entrances and private entrances
   g) Incidental HMA Surfacing aprons at field entrances and mailbox turnouts. 3' wide.
   h) Aggregate Wedge Shoulder Construction
   i) Pavement Markings
   j) Monument reconstruction as necessary.

INTERIM DATES OF IMPORTANCE

JULY 25-27, 2025 - SIDNEY

No work is allowed in the Village of Sidney limits for the Sidney Days festival on July 25-27, 2025. The pavement surface for these dates shall be either the existing pavement, or the proposed HMA surface course in the project. The pavement surface shall not be the milled surface, nor the bituminous tack coated milled surface, nor the open longitudinal joint surface.

JULY 3-4, 2025 - HOMER

No work is allowed in the Village of Homer limits for the parade days on July 3-4, 2025. The pavement surface for these dates shall be either the existing pavement, or the proposed HMA surface course in the project. The pavement surface shall not be the milled surface, nor the bituminous tack coated milled surface, nor the open longitudinal joint surface. ADA Ramp and CC&G work shall be significantly cleaned up, and secured with cones and caution tape. The parade route is from the School to 49 on First Street and on Second Street from 49 to the Village Hall.

WEDNESDAY FARMER'S MARKET - HOMER

The Contractor shall be aware that the Village of Homer hosts a Farmer's Market every Wednesday afternoon at the Caboose Park located at the SE Corner of 49 and First Street. If there is construction activity that may impact this event, the Village requests 24 hours notice, so that they can make other plans with the Farmer's Market. Village Hall, (217) 896-2521.

Liquidated damages as quantified in the table in Article 108.09 will be assessed for not complying with this special provision.

COMPLETION DATE PLUS WORKING DAYS

It is the County's intent that the project be completed by October 4, 2025. An additional 10 working days may be used after that date. Under extenuating circumstances, the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for clean-up work, seeding, and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

The provisions for the completion date plus working days shall be as set forth in Section 108 Prosecution and Progress of the Standard Specifications. All applicable provisions of Section 108 shall apply.

If the project is not complete, except for clean-up work, seeding and punch list items, by October 4, 2025, the Contractor shall be liable and shall pay to the County the amount per calendar day shown in the table in Article 108.09, and based on the full awarded value of the contract, not as penalty but as liquidated damages, for each day of overrun in the contract time or such extended time as may have been allowed. (End D5 SP 108C)

COMMITMENTS:

1) In the Village of Homer, Champaign County will mimic the choices made by the Village of Homer regarding side street hot-mix-asphalt aprons.
2) The Contractor will not disrupt the Sidney Days festival on July 25-27, 2025.
3) The Contractor will not disrupt the Homer parade on July 3-4, 2025.

TRAFFIC CONTROL PLAN:
Eff. 09-11-1990 Rev. 01-01-2024

Traffic control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual of Uniform Traffic Control Devices for Streets and Highways, these Special Provisions, and any special details and highway standards contained herein and in the plans.

Special attention is called to Article 107.09 and 107.14 of the Standard Specifications, the following Highway Standards relating to Traffic Control and the listed Supplemental Specifications and Recurring Special Provisions.

Highway Standards:
701006 701011 701301 701306 701311 701326 701336 701501 701801 701901

Plan Details: None.

Traffic: It is the intent of the County that CH 15 be kept open to traffic at all times during the construction of this section. One-way traffic will be permitted in the immediate work areas during construction. At all other times, two-way traffic shall be maintained throughout the project.

During periods when material or equipment is being hauled to or from the project site all haul trucks shall have at least one (1) flashing amber light or one (1) set of dual emergency flashers, operating when within the lane closure. In addition "WORK TRUCK DO NOT FOLLOW" shall be displayed on the rear of all haul trucks. Displays shall be 36 inch x 18 inch (0.91m x 0.46m) made of Fluorescent Orange reflective material as specified in Article 1106.01. This work shall be considered as included in the contract unit prices for the construction items involved and no additional compensation will be allowed.

Parking of personal vehicles within the right-of-way will be strictly prohibited. Off-site parking and transportation arrangements shall be the responsibility of the Contractor.

Entrances Open: It is the intent of the County that entrances will remain open to fields, private residences, commercial businesses and side roads during construction. The Contractor will work with the affected residents to ensure access during construction operations.

Work on One Side of Roadway: It is the intent of the County that the Contractor's operations, including any sub-contractor operations, will be only be on one side of the road at a time. If the operations are separated by two miles, where traffic control is able to be adequate for both operations, separate sides may be worked on.

Flaggers: At no time will personnel designated as flaggers be allowed to perform other construction duties in addition to flagging. If a highway standard requires flaggers for the associated operation, dedicated flagger personnel will be required. It is expected that the flaggers will utilize portable two-way radios or walkie-talkies as outlined in Article 701.13(a).

Special note is called to Article 701.04 regarding work zone signs and traffic control devices "shall meet the Department's quality standards."

The following traffic control standards shall be utilized during, but not limited to, the listed construction operations:

701006 - ADA Ramps in Village of Homer
701011 - Shoulder Operations
701301 - Layout and Cleaning
701306 - CIR, Paving and Shoulder Operations
701311 - Pavement Marking
701326 - Shoulder rock milling and RAP/aggregate filling
701336 - Work areas in Series
701501 - Milling and Paving in Villages
701801 - Sidewalk and curb and gutter construction
701901 - Devices to be used for Traffic Control

This work shall be governed by Article 701 of the Standard Specifications except that this special provision removes 701.19 and 701.20 from the Contract. The method of measurement and basis of payment shall be as listed below.

Method of Measurement and Basis of Payment:
All planning, labor, and materials required to comply with the proposed TRAFFIC CONTROL shall be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, SPECIAL and no additional compensation will be allowed.
End 101.doc

TEMPORARY ACCESS:
It is the intent of the County to provide temporary access to residences, businesses, side roads and field entrances during construction. Local residents shall be allowed access in accordance with Articles 107.09 and 107.14 of the Standard Specifications. At no time shall a private entrance remain closed for an extended period of time, as determined by the Engineer.

This work will not be paid for separately, but will be considered included in the HMA Pavement removal pay items, and no additional compensation will be allowed.

PREQUALIFICATION:
Contractors or subcontractors shall be prequalified with the Illinois Department of Transportation in the following work:

Full Depth Reclamation - IDOT Prequalification #42 for Cold (In-Place) Recycling
HMA Paving - IDOT Prequalification #5 for HMA Paving
Pavement Markings - IDOT Prequalification #27 for Pavement Markings

CONSTRUCTION LAYOUT
This work shall consist of furnishing all labor, materials, and equipment necessary for layout of the project. All layout shall involve coordination between the Engineer and the Contractor in the field. If the Contractor chooses to make substantial changes to the lines and grades shown on the drawings, the Contractor must get prior written approval from the Engineer. Substantial changes to the lines and grades shown shall mean a change in concept from what is shown on the plans. Minor revisions to fit field conditions do not require prior written approval.

The County created a centerline definition from an aerial photo for plan purposes and to calculate quantities to bid for the project. The existing centerline definition that the County has is not intended to move the roadway from it's actual location in the field and shall not be relied upon for re-establishing the centerline. This pay item will include needing to identify the existing centerline in the field in order that it can be re-established after the CIR operations. The County is willing to share the file they created, however it is not tied into the actual field location of the roadway.

This work will be paid for at the contract LUMP SUM price for CONSTRUCTION LAYOUT, which price shall include all labor, materials, transportation and equipment to perform the layout work as described.

PRESERVATION OF STONES AND OTHER MARKERS:
This work will be according to Section 668 of the Standard Specifications for Road and Bridge Construction as modified herein.

668.02 General. The Contractor shall employ a registered Illinois Professional Land Surveyor to perpetuate the section and subsection corners of the US Federal Land Survey System as prescribed by State Statute. The Surveyor shall research the Champaign County Recorder's Office to obtain copies of all recorded monument records within the project limits. All section and subsection corners monumented by stones and other markers encountered in the field shall be cross-tied prior to construction operations and all section and subsection corners which are not visible at the surface but can be recovered from at least two sound original accessory ties shown on the recorded monument records shall also be included in this work and restored to the finished surface. The Surveyor shall reference the exact location of the existing monument, reset a suitable monument within the paved surface which is stable and depressed ¼" below the finished roadway surface, and prepare a monument record. The new monument record shall be filed in the Champaign County Recorder of Deeds and a copy of the recorded monument record shall be supplied to the Champaign County Highway Department.

For the CH 15 project, there are 15 section corners assumed and provided for in the bid set of plans. There may be more or less section corners paid for under this special provision once research has been completed and the appropriate quantity will be added or deducted from the contract as necessary.

668.03 Basis of Payment. This work will be paid for at the contract unit price per EACH as Z0064505 SECTION CORNER MARKERS which shall include all professional services and recording fees as well as all labor, equipment and materials required to physically set the new monument and no additional compensation will be allowed.

BRIDGE WEARING SURFACE REMOVAL
This work shall be done in accordance with Article 440 of the Standard Specifications.
While this work is intended to mimic the Hot-Mix Asphalt Surface Removal, 1.5", there is extra care that is needed when milling off the wearing surface on the bridge decks. Several of the bridges have 2" or 3" of existing HMA over the waterproofing membrane system. The Counties intent is that the Contractor does NOT impact the waterproofing membrane. Any depth adjustments on the surface removal will not be paid for separately and will be considered included in this item.

This work will be paid for at the contract unit price per square yard for BRIDGE WEARING SURFACE REMOVAL.

SIDEWALK REMOVAL
This work shall be done in accordance with Article 440 of the Standard Specifications.

Any excavation, furnishing, or grading with earth material or aggregate material to get the new ADA ramps to the proper slopes or grades shall be considered included in this pay item. This work is described by Articles 202 and 204 of the Standard Specifications. All references to Method of Measurement and Basis of Payment are considered removed from Articles 202 and 204 of the Standard Specifications and the work described shall be included in the pay item for SIDEWALK REMOVAL.

COMBINATION CURB AND GUTTER REMOVAL
This work shall be done in accordance with Article 440 of the Standard Specifications.

Any excavation, furnishing, or grading with earth material or aggregate material to get the new curb and gutter to the proper slopes or grades shall be considered included in this pay item. This work is described by Articles 202 and 204 of the Standard Specifications. All references to Method of Measurement and Basis of Payment are considered removed from Articles 202 and 204 of the Standard Specifications and the work described shall be included in the pay item for COMBINATION CURB AND GUTTER REMOVAL.

COLD MILLING (SPECIAL)
This work shall be done in accordance with Article 440 of the Standard Specifications.

The intent of this pay item is to remove the existing 3' wide shoulder that is co-mingled with rock and grass to a depth of 12". The material shall be hauled off and disposed of in accordance with Article 202.03.

The void that is left from the removal of this material shall not be left open to traffic overnight. The Contractor shall exercise care to only remove the amount of shoulder material that can be filled and compacted within the day's construction operations.

This work shall include all equipment, labor, materials, transport, time and expense associated with the removal of this material. This work will be paid for at the contract unit price per SQUARE YARD.

HMA SURFACE REMOVAL, BUTT JOINTS:
Butt joints will be constructed according to Article 406.08 of the Standard Specifications and the plan details. The Contractor shall construct temporary ramps whenever the drop off at the edge of pavement exceeds 2 inches. Temporary ramps will be required at all butt joint locations to accommodate local traffic.

Temporary ramps will not be measured separately for payment but will be considered included in the contract unit price per SQUARE YARD for HMA SURFACE REMOVAL, BUTT JOINTS, which price shall include all equipment, labor, material and transportation necessary, and no additional compensation will be allowed.

ANTI-STRIP ADDITIVE:
The price for the anti-strip agent, if required by the approved mix design will be considered included in the contract unit price for Hot-Mix Asphalt pay items and no additional compensation will be allowed.

SHORT TERM PAVEMENT MARKING:
Article 703.04, Sentence 2 shall be revised to, "Centerline or lane line markings shall consist of an abbreviated pattern of single stripes 1 foot in length and a minimum of 4 in (100mm) wide at a maximum spacing of 40 ft (12m) between stripes.

MATERIAL TRANSFER DEVICE
A material transfer device shall be used on the mainline surface course paving for this project.
This work will be paid for per TON for MATERIAL TRANSFER DEVICE.

INCIDENTAL HMA SURFACING:
This work will be done in accordance with Article 408 of the Standard Specifications. It will consist of paving the following:
CH 15 - 40 side road returns, 48 private entrances/commercial entrances, 17 mail box returns, and 37 field entrances aprons as shown on plan details or as directed by the Engineer.

This work will be paid for at the contract unit price per TON for INCIDENTAL HMA SURFACING, which price will include all equipment, labor, materials and transportation of the material as described herein, and no additional compensation will be allowed.

SURFACE PROFILE MILLING
This work will be done in accordance with Special Provision LR 403-1. The "description" will be revised to read: This work shall consist of surface profile milling existing, recycled, or reclaimed flexible pavement prior to application of a surface treatment.

COLD-IN-PLACE RECYCLING with FOAMED ASPHALT, 4"
This work will be performed in accordance with LR 400-6, and as per the Foamed Bitumen Mix Design included herein. The QC/QA testing procedures and requirements for this work are described in LR 1000-2. See the proposed typical sections and the plans for the details and locations of work.

The completed 4-inch CIR subbase shall be free of any irregularities or high spots, with uniform cross-slopes, as proposed by the plans. The Engineer will identify any areas that require corrections, once the CIR is completed. These irregularities shall be milled off to the satisfaction of the Engineer, and the reestablished centerline shall be clearly marked by the Contractor, using the control points and offsets determined under Construction Layout. The Hot-Mix Asphalt paving shall not commence until the subbase is approved by the Engineer.

The completed CIR project shall be in compliance with the following Surface Test Requirements: The completed recycled or reclaimed pavement will be tested for smoothness in the wheel paths with a 16' (5m) straightedge.

For each variation in the recycled or reclaimed pavement that exceeds 3/16-inch (5 mm), the entire area affected shall be corrected by surface profile milling. The self-propelled milling machine shall be used for surface profile milling. At any time the surface profile milling fails to produce a flat plane interspersed with the specified uniform pattern of discontinuous longitudinal striations, the surface profile milling shall be stopped until corrections are made to the equipment. The surface profile milling speed shall be limited to 60 ft/min (18 m/min). If the Contractor demonstrates that the desired striations and ride specifications are obtained at a greater speed, the Engineer may permit the Contractor to operate at an increased speed.

After surface profile milling, the recycled or reclaimed pavement shall be swept by a mechanical broom to remove all loose material from the recycled or reclaimed pavement before opening to traffic.

The Contractor shall furnish a 16-foot (5 m) straightedge and shall provide for its job site transportation at no additional cost to the County.

Method of Payment: The above work will be paid for at the contract unit price for pay items described in LR400-6 and LR 403-1, and no additional payment will be allowed. The milling described here will be paid for as Surface Profile Milling.

AGGREGATE BASE COURSE, TYPE B:
This work will be in accordance with Article 351 of the Standard Specifications with the following clarifications or modifications.

Section 351.02 for Materials, shall include reference to
(b) RAP governed by Section 1031.

The intent is that this material will fill the shoulder void created once the cold milling process removes the existing shoulder, 12" deep and 3' wide. The Contractor shall have his choice on the material used for this operation. The top 4" of this material will be incorporated into the CIR operations. The top 4" of this material shall be the same for the entire length of the rural section of the project, on both sides of the roadway for consistency. Care shall be taken that the aggregate size requirements needed for the CIR operation will be met with the placement of this material.

There will be no additional compensation to the Contractor for choosing to use RAP for this pay item.

Timing Note: The void that is left from the removal of the shoulder material shall not be left open to traffic overnight. The Contractor shall exercise care to only remove the amount of shoulder material that can be filled and compacted within the day's construction operations.

AGGREGATE WEDGE SHOULDERS, TYPE B
This work will be done in accordance with Article 481 of the Standard Specifications. Article 481.02 should be modified to include: Contractor shall use one type of material for the entire project.

For CH 15, the material for the aggregate wedge shoulder will be RAP material. Special attention is called to Article 1031.06 concerning RAP to be used for aggregate wedge shoulders.

This work shall be completed within 14 calendar days of the mainline surface course being placed.

PCC SIDEWALK, 6"
This work shall be in accordance with Article 424 of the Standard Specifications with the following clarifications or modifications.

This project will include all cleanup activities around the PCC Sidewalk, 6" in this pay item. No voids shall be left next to the sidewalk, so this item will include any earth moving or grading necessary to eliminate voids and provide a smooth and prepared surface for planting seed.

The Contractor shall seed these small disturbed areas with Class 1A seeding, appropriate fertilizer nutrients and mulch, method 2 as described in Article 250 of the Standard Specifications. Article 250 shall be considered to have all references to method of measurement and basis of payment removed from the special provision and this work shall be considered included in the pay item PCC Sidewalk, 6".

CONCRETE CURB AND GUTTER, TYPE B-6.18 (ABUTTING EXISTING PAVEMENT)
This work will be in accordance with Article 606 of the Standard Specifications. Care shall be exercised by the Contractor to protect the adjacent pavement. Full depth saw cuts shall be utilized as necessary for construction and these will not be paid for separately. Any transitions of the concrete curb and gutter that is required by existing field conditions will not be paid for separately. Any depressed areas for ADA ramp access shall not be paid for separately and is considered included in this pay item.

This work occurs in the Village of Homer and shall be done in a neat and workmanlike manner with areas properly buttoned up when Contractor is not present, to keep pedestrians out of the work zone.

This work will be measured for payment per foot along the flow line of the curb and gutter as constructed.

This work will be paid for at the contract unit price per foot for CONCRETE CURB AND GUTTER, TYPE B-6.18 (ABUTTING EXISTING PAVEMENT).

VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL
This work shall consist of vertically adjusting traffic barrier terminals according to Section 633 of the Standard Specifications.

Any existing steel block-outs will be replaced with wooden block-outs or plastic block-outs during the vertical adjustment of the traffic barrier terminals. The existing steel posts may be drilled to match the bolt pattern as shown on 630001 or a new steel post may be provided by the Contractor.

The traffic barrier terminal is assumed to be 50' long. Contractor should investigate in the field for assurance.

Adjustment vertically of the Traffic Barrier Terminal should occur within 14 calendar days of the final HMA mainline surface course placement.

Payment for the replacement of the existing block-outs with new wood block-outs or plastic block-outs and the modification of the existing steel posts or new replacement posts will not be made separately, but will be included in the contract unit price per each for VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL.

REMOVING AND RESETTING STREET SIGNS:
This work consists of removing and resetting signs at locations as shown on the plans or modified by the Engineer in the field. Signs or posts damaged by the Contractor shall be replaced by him at his own expense. This work will be paid for at the contract unit price per EACH for REMOVING AND RESETTING STREET SIGNS, which price shall be payment in full for the work completed in place, including new bases where necessary. This item is intended to be used as a contingency item. There are a couple posts that may need moved in the Village of Homer as the ADA ramps and curbs are being constructed. If Contractor can work around those signs, and leave them in place during construction, that would be the Counties preference, and this item will be removed from the contract.

RELOCATE EXISTING MAILBOX (WITH NEW BREAKAWAY POST):
This work will be in accordance with the plan detail and schedule. Work shall consist of the removal and disposal of the existing mailbox post, and construction and installation of the new breakaway post. The existing mailbox shall be salvaged, protected and reset on the new breakaway post. Contractor shall furnish adequate hardware to secure the mailbox on the new post.

The work will be paid for at the contract unit price per EACH for RELOCATE EXISTING MAILBOX, and no additional compensation will be allowed.

CENTERLINE RUMBLE STRIP, 8"
This work will be governed by Section 642, except that all references to "shoulder" will be in reference to the "pavement surface". Article 642.04 and 642.05 are considered deleted from this section.

Centerline rumble strips will not be omitted within field entrance or private entrances. They will be omitted from commercial entrances and side roads.

The County intends to use the same shoulder rumble strip pattern on the centerline of the roadway as shown on Highway Standard 642006 with the following modification. The 12' gap pattern shall not be present, so the centerline rumble strip will be a continuous 8" wide rumble along the centerline.

This work will be measured for payment in feet along the centerline of pavement. This work will be paid for at the contract unit price per FOOT for CENTERLINE RUMBLE STRIP, 8".

JULIE LARGE PROJECT
This project will be considered as a Large Project by JULIE. The Contractor will be expected to follow the new rules outlined by JULIE for Large Projects for this project. Of note, the Contractor will need to hold a joint meet on-site to discuss the project at length with all subcontractors and utility companies potentially affected. Contractor shall invite the resident engineer to the meeting as well. There is a minimum 2 day notice prior to the joint meet.

Once that is complete, the first dig request will have a 5 day notice period instead of a 24 hour period. After the initial dig request, whatever is agreed upon at the joint meet shall be followed for additional dig requests. Prime contractor and all sub-contractors shall be encouraged to follow the agreed upon procedure for the duration of the project.

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

STATUS OF UTILITIES:
Utility adjustment or relocation should not be required by this project. The Illinois Underground Utility Facilities Damage Prevention Act requires persons excavating to contact the one call system (JULIE 1-800-892-0123) before digging.

The following contact information was obtained through design stage JULIE requests in the Village of Sidney, Sidney Township, South Homer Township and the Village of Homer.

UTILITY	CONTACT
Ameren Illinois GE and Elec	Christopher Klapperich, 217-253-1439
Comcast (Xfinity)	Chris Greer, 217-766-1988
Eastern Illini Electric	Bran Weisenbarn, 217-781-2054
Frontier Communications	Kalin Hinshaw, 815-895-1515
Illinois American Water - Champaign	Charles McCarrey, 217-373-3286
Metro Communications/Conxxus	Jason Koonce, 217-728-3605, JKoonce@Metrocomm.com
Village of Homer	Ryan Byerley, 217-896-2844, homerpublicworks@gmail.com

(End ZZZ1)

Champaign County Prevailing Wage Rates posted on 3/3/2025

						Overtime										
Trade Title	Rg	Type	C	Base	Foreman	M-F	Sa	Su	Hol	H/W	Pension	Vac	Trng	Other Ins	Add OT 1.5x owed	Add OT 2.0x owed
ASBESTOS ABT-GEN	All	BLD		36.82	38.07	1.5	1.5	2.0	2.0	8.25	19.09	0.00	0.91	0.00	0.00	0.00
ASBESTOS ABT-MEC	All	BLD		27.45	28.45	1.5	1.5	2.0	2.0	10.45	9.50	0.00	0.50	0.00	0.00	0.00
BOILERMAKER	All	BLD		45.23	48.23	1.5	1.5	2.0	2.0	7.07	24.29	0.00	2.19	0.00	0.00	0.00
BRICK MASON	All	BLD		38.06	40.34	1.5	1.5	2.0	2.0	10.15	16.85	0.00	1.02		0.00	0.00
CARPENTER	All	BLD		40.10	42.85	1.5	1.5	2.0	2.0	9.70	18.98	0.00	0.80	0.00	14.34	28.68
CARPENTER	All	HWY		38.39	40.14	1.5	1.5	2.0	2.0	9.70	22.62	0.00	0.77	0.00	0.00	0.00
CEMENT MASON	All	BLD		39.30	41.80	1.5	1.5	2.0	2.0	10.24	12.00	0.00	0.50		0.00	0.00
CEMENT MASON	All	HWY		39.30	41.30	1.5	1.5	2.0	2.0	11.00	13.64	0.00	0.50	0.00	0.00	0.00
CERAMIC TILE FINISHER	All	BLD		35.23		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00
ELECTRIC PWR EQMT OP	All	ALL		55.13	65.42	1.5	1.5	2.0	2.0	8.90	15.43	0.00	0.55	0.00	0.00	0.00
ELECTRIC PWR GRNDMAN	All	ALL		37.46	65.42	1.5	1.5	2.0	2.0	8.37	10.49	0.00	0.37	0.00	0.00	0.00
ELECTRIC PWR LINEMAN	All	ALL		61.36	65.42	1.5	1.5	2.0	2.0	9.09	17.18	0.00	0.61	0.00	0.00	0.00
ELECTRIC PWR TRK DRV	All	ALL		39.31	65.42	1.5	1.5	2.0	2.0	8.43	11.01	0.00	0.39	0.00	0.00	0.00
ELECTRICIAN	All	BLD		48.34	53.17	1.5	1.5	2.0	2.0	8.60	12.71	0.00	0.73		1.09	2.18
ELECTRONIC SYSTEM TECH	All	BLD		36.25	39.25	1.5	1.5	2.0	2.0	8.60	12.65	0.00	0.40		0.54	1.09
ELEVATOR CONSTRUCTOR	All	BLD		57.99	65.24	2.0	2.0	2.0	2.0	16.27	21.36	4.64	0.80		0.00	0.00
FENCE ERECTOR	All	ALL		37.71	40.21	1.5	1.5	2.0	2.0	12.29	16.25	0.00	1.11	0.00	16.25	16.25
GLAZIER	All	BLD		39.77	41.77	1.5	1.5	2.0	2.0	8.10	13.85	0.00	0.68		0.00	0.00
HEAT/FROST INSULATOR	All	BLD		34.90	36.40	1.5	1.5	2.0	2.0	8.49	13.79	0.00	0.30	0.65	0.00	0.00
IRON WORKER	All	BLD		37.71	40.21	1.5	1.5	2.0	2.0	12.29	16.25	0.00	1.11	0.00	16.25	16.25
IRON WORKER	All	HWY		40.40	42.40	1.5	1.5	2.0	2.0	12.29	16.25	0.00	1.11	0.00	16.25	16.25
LABORER	All	BLD		33.82	35.07	1.5	1.5	2.0	2.0	8.25	19.09	0.00	0.80	0.00	0.00	0.00
LABORER	All	HWY		37.47	38.47	1.5	1.5	2.0	2.0	8.25	19.42	0.00	0.80	0.00	0.00	0.00
LATHER	All	BLD		40.10	42.85	1.5	1.5	2.0	2.0	9.70	18.98	0.00	0.80	0.00	14.34	28.68
MACHINIST	All	BLD		58.39	62.39	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47		0.00	0.00
MARBLE FINISHER	All	BLD		35.23		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00
MARBLE MASON	All	BLD		36.83		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00

Champaign County Prevailing Wage Rates posted on 3/3/2025

MILLWRIGHT	All	BLD		37.25	40.00	1.5	1.5	2.0	2.0	9.70	22.32	0.00	0.80	0.00	16.01	32.02
MILLWRIGHT	All	HWY		41.00	42.75	1.5	1.5	2.0	2.0	9.70	23.25	0.00	0.77	0.00	0.00	0.00
OPERATING ENGINEER	All	ALL	1	46.15	47.15	1.5	1.5	2.0	2.0	12.15	13.60	0.00	1.40		0.00	0.00
OPERATING ENGINEER	All	ALL	2	31.05	47.15	1.5	1.5	2.0	2.0	12.15	13.60	0.00	1.40		0.00	0.00
OPERATING ENGINEER	All	ALL	3	48.15	49.15	1.5	1.5	2.0	2.0	12.15	13.60	0.00	1.40		0.00	0.00
PAINTER	All	ALL		39.54	41.04	1.5	1.5	2.0	2.0	9.85	8.55	0.00	0.60		0.00	0.00
PAINTER - SIGNS	All	ALL		39.54	41.04	1.5	1.5	2.0	2.0	9.85	8.55	0.00	0.60		0.00	0.00
PILEDRIVER	All	BLD		42.10	44.85	1.5	1.5	2.0	2.0	9.70	18.98	0.00	0.80	0.00	14.34	28.68
PILEDRIVER	All	HWY		39.39	41.14	1.5	1.5	2.0	2.0	9.70	22.65	0.00	0.77	0.00	0.00	0.00
PIPEFITTER	All	BLD		52.65	55.91	1.5	1.5	2.0	2.0	9.45	11.14	0.00	2.74	0.00	0.00	0.00
PLASTERER	All	BLD		38.05	40.05	1.5	1.5	2.0	2.0	10.00	14.70	0.00	0.50	0.00	0.00	0.00
PLUMBER	All	BLD		52.65	55.91	1.5	1.5	2.0	2.0	9.45	11.14	0.00	2.74	0.00	0.00	0.00
ROOFER	All	BLD		38.00	41.00	1.5	1.5	2.0	2.0	11.33	9.73	0.00	1.05	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		43.73	46.23	1.5	1.5	2.0	2.0	12.01	15.97	0.00	0.55	2.15	0.00	0.00
SPRINKLER FITTER	All	BLD		47.09	50.09	1.5	1.5	2.0	2.0	11.45	14.92	0.00	0.52		0.00	0.00
STONE MASON	All	BLD		38.06	40.34	1.5	1.5	2.0	2.0	10.15	16.85	0.00	1.02		0.00	0.00
TERRAZZO FINISHER	All	BLD		35.23		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00
TERRAZZO MASON	All	BLD		36.83		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00
TILE MASON	All	BLD		36.83		1.5	1.5	2.0	2.0	10.15	12.70	0.00	0.59		0.00	0.00
TRUCK DRIVER	All	ALL	1	43.24	47.60	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	2	43.38	47.60	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	3	44.10	47.60	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	4	44.49	47.60	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	5	45.59	47.60	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	1	34.59	38.08	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	2	35.06	38.08	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	3	35.28	38.08	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	4	35.59	38.08	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	5	36.47	38.08	1.5	1.5	2.0	2.0	16.27	7.75	0.00	0.25	0.00	0.00	0.00
TUCKPOINTER	All	BLD		38.06	40.34	1.5	1.5	2.0	2.0	10.15	16.85	0.00	1.02		0.00	0.00

Champaign County Prevailing Wage Rates posted on 3/3/2025

Legend
Rg Region
Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers
C Class
Base Base Wage Rate
OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OT Sa Overtime pay required for every hour worked on Saturdays
OT Su Overtime pay required for every hour worked on Sundays
OT Hol Overtime pay required for every hour worked on Holidays
H/W Health/Welfare benefit
Vac Vacation
Trng Training
Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations CHAMPAIGN COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for

naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vactor trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Draglines, Derricks, Shovels, Gradalls, Mechanics, Tractor Highlift, Tournadozer, Concrete Mixers with Skip, Tournamixer, Two Drum Machine, One Drum Hoist with Tower or Boom, Cableways, Tower Machines, Motor Patrol, Boom Tractor, Boom or Winch Truck, Winch or Hydraulic Boom Truck, Tournapull, Tractor Operating Scoops, Bulldozer, Push Tractor, Asphalt Planer, Finishing Machine on Asphalt, Large Rollers on

Earth, Rollers on Asphalt Mix, Ross Carrier or similar Machine, Gravel Processing Machine, Asphalt Plant Engineer, Paver Operator, Dredging Equipment, or Dredge Engineer, or Dredge Operator, Central Mix Plant Engineer, CMI or similar type machine, Concrete Pump, Truck or Skid Mounted, Engineer or Rock Crusher Plant, Concrete Plant Engineer, Ditching Machine with dual attachment, Tractor Mounted Loaders, Hydro Crane, Standard or Dinkey Locomotives, Scoopmobiles, Euclid Loader, Soil Cement Machine, Back Filler, Elevating Machine, Power Blade, Drilling Machine, including Well Testing, Caissons, Shaft or any similar type drilling machines, Motor Driven Paint Machine, Pipe Cleaning Machine, Pipe Wrapping Machine, Pipe Bending Machine, Apsco Paver, Boring Machine, (Head Equipment Greaser), Barber-Greene Loaders, Formless Paver, (Well Point System), Concrete Spreader, Hydra Ax, Span Saw, Marine Scoops, Brush Mulcher, Brush Burner, Mesh Placer, Tree Mover, Helicopter Crew (3), Piledriver-Skid or Crawler, Stump Remover, Root Rake, Tug Boat Operator, Refrigerating Machine, Freezing Operator, Chair Cart- Self-Propelled, Hydra Seeder, Straw Blower, Power Sub Grader, Bull Float, Finishing Machine, Self-Propelled Pavement Breaker, Lull (or similar type Machine), Two Air Compressors, Compressors hooked in Manifold, Chip Spreader, Mud Cat, Sull-Air, Fork Lifts (except when used for landscaping work), Soil Stabilizer (Seaman Tiller, Bo Mag, Rago Gator, and similar types of equipment), Tube Float, Spray Machine, Curing Machine, Concrete or Asphalt Milling Machine, Snooper Truck-Operator, Backhoe, Farm Tractors (with attachments), 4 Point Lift System (Power Lift or similar type), Skid-Steer (Bob Cat or similar type), Wrecking Shears, Water Blaster.

Class 2. Concrete Mixers without Skips, Rock Crusher, Ditching Machine under 6', Curbing Machine, One Drum Machines without Tower or Boom, Air Tugger, Self-Propelled Concrete Saw, Machine Mounted Post Hole Digger, two to four Generators, Water Pumps or Welding Machines, within 400 feet, Air Compressor 600 cu. ft. and under, Rollers on Aggregate and Seal Coat Surfaces, Fork Lift (when used for landscaping work), Concrete and Blacktop Curb Machine, One Water Pump, Oilers, Air Valves or Steam Valves, One Welding Machine, Truck Jack, Mud Jack, Gunnite Machine, House Elevators when used for hoisting material, Engine Tenders, Fireman, Wagon Drill, Flex Plane, Conveyor, Siphons and Pulsometer, Switchman, Fireman on Paint Pots, Fireman on Asphalt Plants, Distributor Operator on Trucks, Tampers, Self-Propelled Power Broom, Striping Machine (motor driven), Form Tamper, Bulk Cement Plant, Equipment Greaser, Deck Hands, Truck Crane Oiler-Driver, Cement Blimps, Form Grader, Temporary Heat, Throttle Valve, Super Sucker (and similar type of equipment).

Class 3. Power Cranes, Truck or Crawler Crane, Rough Terrain Crane (Cherry Picker), Tower Crane, Overhead Crane.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

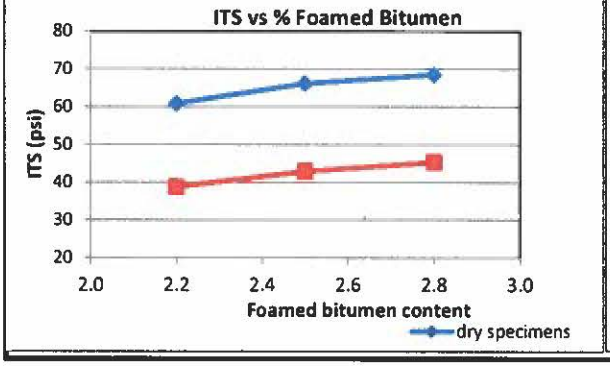
S Drain Engineering of IL, LLC

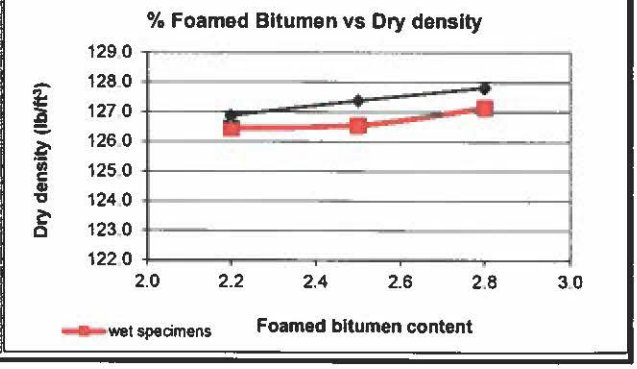
P.O. Box 045 Charleston, IL 61920

Client:	*Champaign County Highway Department*	*Date Reported:*	*2/11/2025*
Project:	*County Highway 15 w/ Stockpile RAP*	*Completed By:*	*Stephanie Drain, P.E.*
Recycling Depth:	4 inches	*Foamed Asphalt Application Rate:*	1.3 gal/sq yd

FOAMED BITUMEN MIX DESIGN REPORT

MATERIAL TO BE STABILISED		Aggregates		Bitumen	Filler
Location / Source:		Various Locations		*2260-01*	
Description		Milled pavement samples / RAP		*PG 64-22*	*Portland Cement 1%*
Maximum dry density :	(lb/ft^3)	*142.6*	Optimum moisture content (%).		
Recycler Setting	(kg/m3)	*2300*			*4.0*
BITUMEN FOAMING CONDITIONS					
Foaming water added	(%)	*2.5*		Bitumen temperature (°C)	*165*
				Bitumen temperature (°F)	*329*
FOAMED BITUMEN STABILISED MATERIAL CHARACTERISTICS					
Compactive effort		Marshall Compaction - 75 blows per side		**100mm**	
ASTM D6296		*After compaction, specimens were cured in a 40C oven for 72 hours.*			
Foamed bitumen added	(%)	2.2	*2.5*	2.8	
Type and percent filler added	(%)	1.0	*1.0*	1.0	
Moulding moisture content	(%)	3.9	*3.9*	4.1	
AASHTO T-283 (77°F)		*The volumetrics of the specimens were used to calculate the Dry Density values.*			
ITS dry	(psi)	**61**	*66*	**68**	
Moisture content at break	(%)	0.0	*0.0*	0.0	
Dry Density	(lb/ft^3)	126.9	*127.4*	127.8	
Temperature at break	(°F)	77	*77*	77	
77 ± 3.6°F (25 ± 2°C)		*Cured specimens were placed in a 77F water bath for 24 hrs prior to testing.*			
ITS wet	(psi)	**39**	*43*	**45**	
Moisture content at break	(%)	4.6	*4.4*	4.3	
Dry Density	(lb/ft^3)	126.5	*126.5*	127.1	
Temperature at break	(°F)	77	*77*	77	
Retained ITS	(%)	**64**	*65*	**66**	





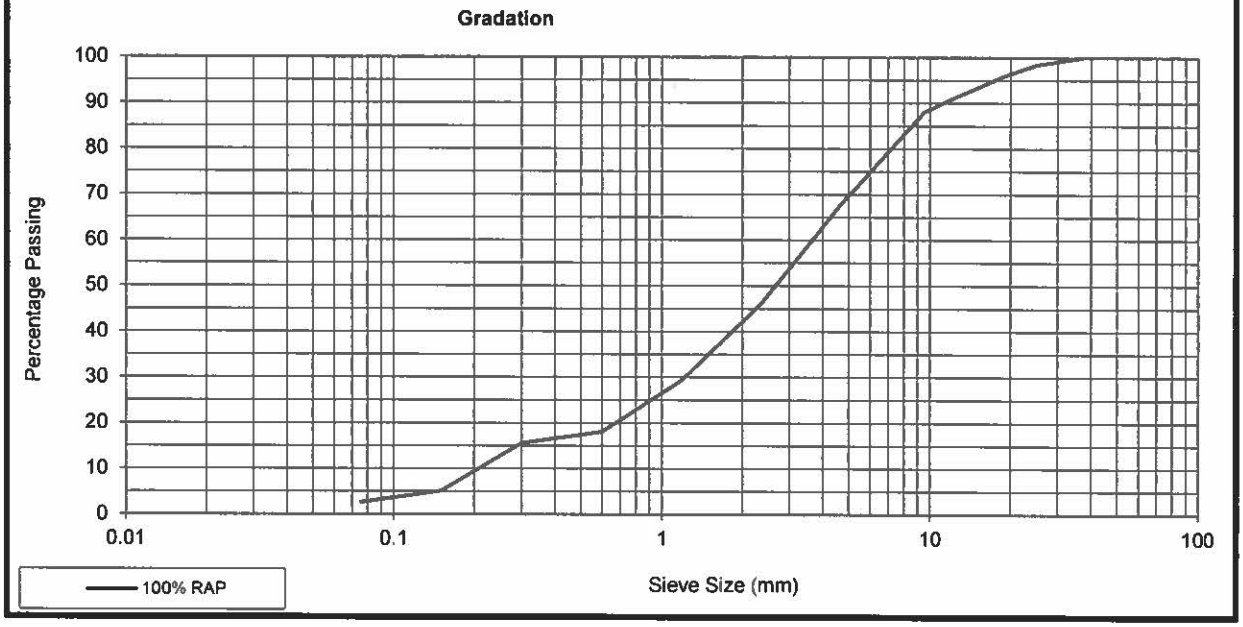
FOAMED BITUMEN

SIEVE ANALYSIS AASHTO T-27 (Dry Gradation)

Client	Champaign County Highway Department
Project	County Highway 15 w/ Stockpile RAP

	1	2	3	
Location:	Various	Stockpile		Total percentage in Blend
Description:	Milled RAP	Crushed RAP		
Sample No.:				
Date sampled:	Dec-24	Dec-24		
Percentage in Blend	80	20		100
Mass of sample (g)	4635.7	3302.2		

Sieve size		Weight	%	Weight	%	Weight	%	Combined
mm	inch	Retained	Pass.	Retained	Pass.	Retained	Pass.	Grading
37.5	1 1/2	0	100.0	0	100.0			100
25	1	15.6	99.7	230.9	93.0			98.3
19.0	3/4	0	99.7	395.2	81.0			95.9
12.5	1/2	12.7	99.4	725.1	59.1			91.3
9.5	3/8	44.2	98.4	420.2	46.4			88.0
4.75	#4	837.1	80.4	879.8	19.7			68.2
2.36	#8	1160.5	55.3	361	8.8			46.0
1.18	#16	917.5	35.6	153	4.1			29.3
0.600	#30	627.9	22.0	53.6	2.5			18.1
0.300	#50	470.5	11.9	26.6	30.0			15.5
0.150	#100	270.9	6.0	18.4	1.2			5.0
0.075	# 200	139.4	3.0	9.6	0.9			2.6



FOAMED BITUMEN MIX DESIGN - WORKSHEET

Project : County Highway 15 w/ Stockpile RAP **Sheet 1**

Sample No.: _____ Date 2/11/2025

Description : Milled RAP from various + RAP Stockpile

Bitumen Source Emulsicoat - Urbana, IL Bitumen grade PG 64-22

MOISTURE DETERMINATION

			Preparation		After Curing	
		Hygroscopic	Moulding		Dry	Soaked
Pan No.						
Mass wet sample + pan	m1			1187.3	3230.6	3350.3
Mass dry sample + pan	m2			1148.5	3230.6	3203.6
Mass pan	mp			164.3		
Mass moisture	m1-m2 = Mm			38.8	0	146.7
Mass dry sample	m2-mp= Md			984.2	3230.6	3203.6
Moisture content	Mm/Mdx100=Mh		3.9	3.9	0.0	4.6

Percentage of water added to sample for mixing:	2.75	Amount of water added :	500 mL
Percentage water added to sample for compaction	0	Amount of water added :	
Total percentage water added:	2.75	Total water added:	500 mL
Percentage foamed bitumen added :	2.2	Additive and percentage	1

SPECIMEN DETAILS

Sample ID	1	3	5	2	4	6
Date Moulded						
Date placed in oven						
Date tested	2/4/2025			2/4/2025		
Diameter (inch)	4	4	4	4	4	4
Individual Thickness Readings (inch)	65	66	65	65	65	65
	65	66	65	65	65	65
	66	65	65	64	66	65
Avg. Thickness (inch)	2.57	2.59	2.56	2.55	2.57	2.56
Mass after curing (lb)	1081.3	1079.9	1069.4	1061.1	1075.7	1066.8
Bulk density (lb/ft^3)	127.4	126.6	126.6	126.3	126.7	126.3
Dry density (lb/ft^3)	127.4	126.6	126.6	126.3	126.7	126.3

Cure specimens for 72 hours @ 104^{oF} thereafter cool to ± 77^{oF}.

INDIRECT TENSILE STRENGTH TEST

Condition	Dry (± 77°F)			Soaked (± 77°F)		
Maximum load (lb)	960.0	980.0	1010.0	640.0	610.0	620.0
Tensile strength (psi)	59.38	60.31	62.79	39.99	37.73	38.54
Mean ten. strength (psi)	61			39		
Tensile strength ratio	64					

FOAMED BITUMEN MIX DESIGN - WORKSHEET

Project : County Highway 15 w/ Stockpile RAP **Sheet 2**

Sample No.: Date 2/11/2025

Description : Milled RAP from various + RAP Stockpile

Bitumen Source Emulsicoat - Urbana, IL Bitumen grade PG 64-22

MOISTURE DETERMINATION			Preparation		After Curing	
		Hygroscopic	Moulding		Dry	Soaked
Pan No.						
Mass wet sample + pan	m1			1360.6	3194.1	3381.4
Mass dry sample + pan	m2			1315.2	3194.1	3238.9
Mass pan	mp			154.5		
Mass moisture	m1-m2 = Mm			45.4	0	142.5
Mass dry sample	m2-mp= Md			1160.7	3194.1	3238.9
Moisture content	Mm/Mdx100=Mh		3.9	3.9	0.0	4.4

Percentage of water added to sample for mixing:	2.75	Amount of water added :	500 mL
Percentage water added to sample for compaction	0	Amount of water added :	
Total percentage water added:	2.75	Total water added:	500 mL
Percentage foamed bitumen added :	2.5	Additive and percentage	1

SPECIMEN DETAILS

Sample ID	7	9	11	8	10	12
Date Moulded						
Date placed in oven						
Date tested	2/4/2025			2/4/2025		
Diameter (inch)	4	4	4	4	4	4
Individual Thickness Readings (inch)	64	64	64	67	66	65
	65	64	65	66	65	65
	65	64	64	66	67	64
Avg. Thickness (inch)	2.55	2.52	2.53	2.61	2.60	2.55
Mass after curing (lb)	1074.1	1061.5	1058.5	1090.4	1088.7	1059.8
Bulk density (lb/ft^3)	127.8	127.7	126.6	126.5	127.0	126.1
Dry density (lb/ft^3)	127.8	127.7	126.6	126.5	127.0	126.1

Cure specimens for 72 hours @ 104^{oF} thereafter cool to ± 77^{oF}.

INDIRECT TENSILE STRENGTH TEST

Condition	Dry (± 77°F)			Soaked (± 77°F)		
Maximum load (lb)	1070.0	1040.0	1050.0	720.0	670.0	700.0
Tensile strength (psi)	66.86	65.66	65.95	43.86	41.02	43.74
Mean ten. strength (psi)	66			43		
Tensile strength ratio	65					

FOAMED BITUMEN MIX DESIGN - WORKSHEET

Project : **County Highway 15 w/ Stockpile RAP** **Sheet 3**

Sample No.: _____ Date 2/1/2025

Description : Milled RAP from various + RAP Stockpile

Bitumen Source Emulsicoat - Urbana, IL Bitumen grade PG 64-22

MOISTURE DETERMINATION			Preparation		After Curing	
		Hygroscopic	Moulding		Dry	Soaked
Pan No.						
Mass wet sample + pan	m1			1243.7	3193.9	3330.2
Mass dry sample + pan	m2			1200.1	3193.9	3193.5
Mass pan	mp			146.3		
Mass moisture	m1-m2 = Mm			43.6	0	136.7
Mass dry sample	m2-mp= Md			1053.8	3193.9	3193.5
Moisture content	Mm/Mdx100=Mh		4.1	4.1	0.0	4.3

Percentage of water added to sample for mixing:	2.75	Amount of water added :	500 mL
Percentage water added to sample for compaction	0	Amount of water added :	
Total percentage water added:	2.75	Total water added:	500 mL
Percentage foamed bitumen added :	2.8	Additive and percentage	1

SPECIMEN DETAILS

Sample ID	13	15	17	14	16	18
Date Moulded						
Date placed in oven						
Date tested	2/4/2025			2/4/2025		
Diameter (inch)	4	4	4	4	4	4
Individual Thickness Readings (inch)	64	64	64	65	65	65
	64	64	64	64	64	64
	65	64	64	64	65	64
Avg. Thickness (inch)	2.53	2.52	2.52	2.53	2.55	2.53
Mass after curing (lb)	1069.4	1060.3	1064.2	1064.1	1067.1	1062.3
Bulk density (lb/ft^3)	127.9	127.5	128.0	127.3	127.0	127.1
Dry density (lb/ft^3)	127.9	127.5	128.0	127.3	127.0	127.1

Cure specimens for 72 hours @ 104^{oF} thereafter cool to ± 77^{oF}.

INDIRECT TENSILE STRENGTH TEST

Condition	Dry (± 77°F)			Soaked (± 77°F)		
Maximum load (lb)	1130.0	1080.0	1050.0	720.0	740.0	710.0
Tensile strength (psi)	70.98	68.19	66.30	45.22	46.24	44.60
Mean ten. strength (psi)	68			45		
Tensile strength ratio	66					

S Drain Engineering of IL, LLC

P.O. Box 045 Charleston, IL 61920

Client:	*Champaign County Highway Department*	*Date Reported:*	*2/11/2025*
Project:	*County Highway 15 - With 20% Add Rock*	*Completed By:*	*Stephanie Drain, P.E.*
Recycling Depth:	4 inches	*Foamed Asphalt Application Rate:*	1.3 gal/sq yd

FOAMED BITUMEN MIX DESIGN REPORT

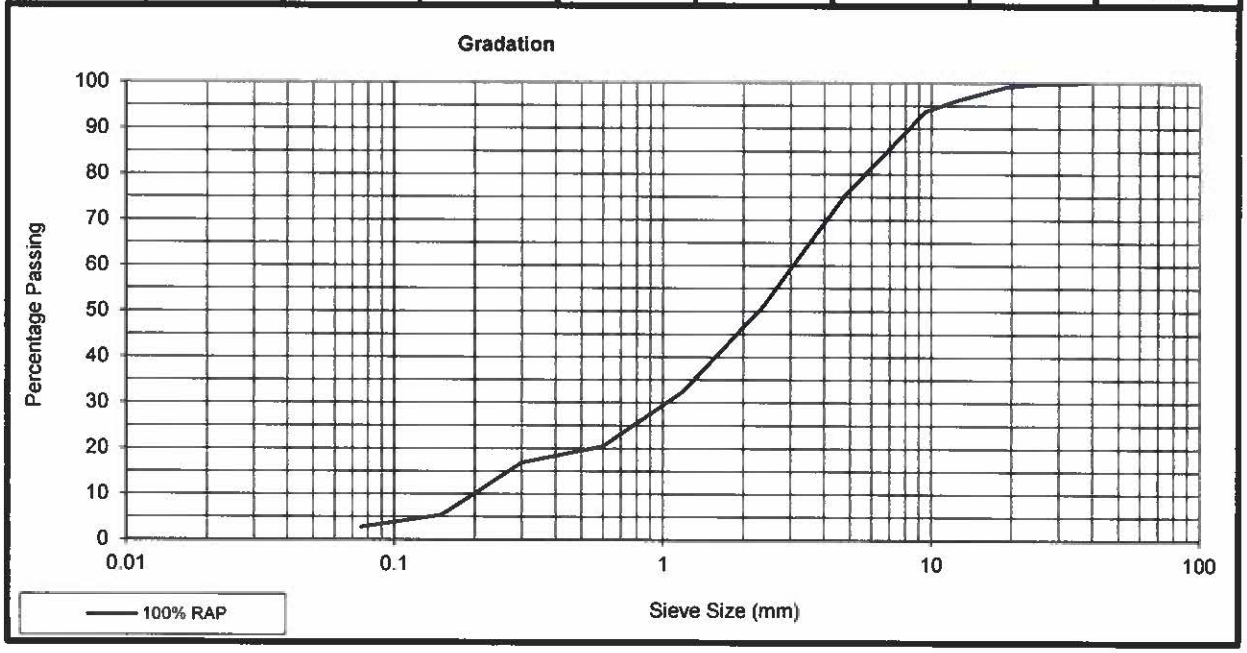
MATERIAL TO BE STABILISED		Aggregates		Bitumen	Filler
Location / Source:		Various Locations		*2260-01*	
Description		Milled pavement samples / RAP		*PG 64-22*	*Portland Cement 1%*
Maximum dry density :	(lb/ft^3)	*143*	Optimum moisture content (%):		
Recycler Setting	(kg/m3)	*2300*			*4.0*
BITUMEN FOAMING CONDITIONS					
Foaming water added	(%)	*2.5*		Bitumen temperature (°C)	*165*
				Bitumen temperature (°F)	*329*
FOAMED BITUMEN STABILISED MATERIAL CHARACTERISTICS					
Compactive effort		Marshall Compaction - 75 blows per side		**100mm**	
ASTM D6296		*After compaction, specimens were cured in a 40C oven for 72 hours.*			
Foamed bitumen added	(%)		*2.5*		
Type and percent filler added	(%)		*0.0*		
Moulding moisture content	(%)		*4.2*		
AASHTO T-283 (77°F)		*The volumetrics of the specimens were used to calculate the Dry Density values.*			
ITS dry	(psi)		*73*		
Moisture content at break	(%)		*0.0*		
Dry Density	(lb/ft^3)		*127.3*		
Temperature at break	(°F)		*77*		
77 ± 3.6°F (25 ± 2°C)		*Cured specimens were placed in a 77F water bath for 24 hrs prior to testing.*			
ITS wet	(psi)		*48*		
Moisture content at break	(%)		*4.3*		
Dry Density	(lb/ft^3)		*128.2*		
Temperature at break	(°F)		*77*		
Retained ITS	(%)		*66*		

FOAMED BITUMEN

SIEVE ANALYSIS AASHTO T-27 (Dry Gradation)

Client	Champaign County Highway Department
Project	County Highway 15 - With 20% Add Rock

		1		2		3		
Location:		Various		Stockpile				Total percentage in Blend
Description:		Milled RAP		Add Rock				
Sample No.:								
Date sampled:		Dec-24		Dec-24				
Percentage in Blend		80		20				100
Mass of sample (g)		4635.7		3274.9				
Sieve size		Weight	%	Weight	%	Weight	%	Combined
mm	inch	Retained	Pass.	Retained	Pass.	Retained	Pass.	Grading
37.5	1 1/2	0	100.0	0	100.0			100
25	1	15.6	99.7	0	100.0			99.7
19.0	3/4	0	99.7	95	97.1			99.2
12.5	1/2	12.7	99.4	448.9	83.4			96.2
9.5	3/8	44.2	98.4	278.8	74.9			93.7
4.75	#4	837.1	80.4	671.3	54.4			75.2
2.36	#8	1160.5	55.3	693.2	33.2			50.9
1.18	#16	917.5	35.6	442.6	19.7			32.4
0.600	#30	627.9	22.0	184.4	14.1			20.4
0.300	#50	470.5	11.9	109.5	36.9			16.9
0.150	#100	270.9	6.0	256.5	2.9			5.4
0.075	# 200	139.4	3.0	45.7	1.5			2.7



FOAMED BITUMEN MIX DESIGN - WORKSHEET

Project : County Highway 15 - With 20% Add Rock **Sheet 2**

Sample No.: Date 2/11/2025

Description : Milled RAP from various + Add Rock

Bitumen Source Emulsicoat - Urbana, IL Bitumen grade PG 64-22

MOISTURE DETERMINATION			Preparation		After Curing	
		Hygroscopic	Moulding		Dry	Soaked
Pan No.						
Mass wet sample + pan	m1			1299.9	3198.1	3347
Mass dry sample + pan	m2			1254.1	3198.1	3207.9
Mass pan	mp			167.2		
Mass moisture	m1-m2 = Mm			45.8	0	139.1
Mass dry sample	m2-mp= Md			1086.9	3198.1	3207.9
Moisture content	Mm/Mdx100=Mh		4.2	4.2	0.0	4.3

Percentage of water added to sample for mixing:	3.9	Amount of water added :	700 mL
Percentage water added to sample for compaction	0	Amount of water added :	
Total percentage water added:	3.9	Total water added:	700 mL
Percentage foamed bitumen added :	2.5	Additive and percentage	1

SPECIMEN DETAILS

Sample ID	1	3	5	2	4	6
Date Moulded						
Date placed in oven						
Date tested	2/4/2025			2/4/2025		
Diameter (inch)	4	4	4	4	4	4
Individual Thickness Readings (inch)	65	64	64	64	63	65
	65	64	64	64	64	65
	65	64	65	64	64	65
Avg. Thickness (inch)	2.56	2.52	2.53	2.52	2.51	2.56
Mass after curing (lb)	1074.3	1061.4	1062.4	1066.7	1063.2	1078.0
Bulk density (lb/ft^3)	127.2	127.6	127.1	128.3	128.5	127.7
Dry density (lb/ft^3)	127.2	127.6	127.1	128.3	128.5	127.7

Cure specimens for 72 hours @ 104^{oF} thereafter cool to ± 77^{oF}.

INDIRECT TENSILE STRENGTH TEST

Condition	Dry (± 77°F)			Soaked (± 77°F)		
Maximum load (lb)	1200.0	1070.0	1220.0	750.0	760.0	780.0
Tensile strength (psi)	74.60	67.56	76.63	47.35	48.24	48.49
Mean ten. strength (psi)	73			48		
Tensile strength ratio	66					

From: Perkins, Robert J
To: Jennifer E. Marner
Cc: Jeff Blue
Subject: RE: BCRs for 5 Structures, Champaign County
Date: Tuesday, December 24, 2024 10:39:46 AM

CAUTION: External email, be careful when opening.

Sounds good Jennifer. We have completed our review of the proposed overlay of 5 structures in Champaign County (Sec. 24-00472-00-RS) on CH 15:

010-0078
010-0242
010-0243
010-4517
010-4519

Based on our review and analysis, we have no objections to the proposed overlay project. **Please consider this as the official approval**.

Let me know if you have any questions.

Bob

Robert Perkins, P.E.
Local Bridge Unit Chief
Bureau of Bridges and Structures
Illinois Department of Transportation
217-785-8668 <---------- Leave a voice message, or email me @ Robert.Perkins@illinois.gov

From: Jennifer E. Marner <jmarner@champaigncountyil.gov>
Sent: Wednesday, December 18, 2024 3:50 PM
To: Perkins, Robert J <Robert.Perkins@illinois.gov>
Subject: [External] RE: BCRs for 5 Structures, Champaign County

Bob,

Thank you. We will not process this as a LAFO. It's not federally funded so we don't gain anything by processing in that manner.

Again, thank you for double checking. We appreciate your help!

Jenni Marner, P.E.
Champaign County Highway
217-384-3800

From: Perkins, Robert J <Robert.Perkins@illinois.gov>
Sent: Wednesday, December 18, 2024 8:24 AM
To: Jennifer E. Marner <jmarner@champaigncountyil.gov>
Subject: RE: BCRs for 5 Structures, Champaign County

CAUTION: External email, be careful when opening.

When looking into this, just keep in mind that SN 010-0243 would not be able to be included with the LAFO, due to the condition rating of 4 for the deck and superstructure.

Bob

Trained Staff Cultural Resources Review for Categorical Exclusions

Project (Undertaking) Information	
District/ County/Municipality:	District 5 / Champaign County / -
Section/Job/Contract #:	24-00472-00-RS / - / -
Route and Project Description:	FAS 512 (CH 15) and CIR and Mill and Fill
Prepared by (name/agency/date):	Jennifer E. Marner / Champaign County Highway Dept. / 2-7-2025
Project Sponsor (signature/date):	Date: 02/07/2025

IDOT Trained Staff must review Categorical Exclusion projects utilizing this form to 1) determine if an ***Environmental Survey Request (ESR)*** must be submitted to the Bureau of Design and Environment (BDE) for **Cultural Resources** review by ***IDOT Qualified Staff***, and 2) to comply with the Section 106 Programmatic Agreement (PA) executed March 6, 2018. If Trained Staff have questions, contact Cultural Resources Unit Qualified Staff. **If the scope of the project changes after completing this form, then the project shall be re-evaluated using this form.**

STEP ONE: Exempt Activities (PA Appendix A): If the project is ***limited*** to the activities listed below, it has no potential to affect historic properties and ***no ESR is required*** for **Cultural Resources.**

Exempt Activities – Check all that apply	
1. Activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.	☒
2. General highway maintenance and repair, including but not limited to filling potholes, pavement patching, crack sealing, joint grinding, milling and resurfacing with in-kind materials, shoulder reconstruction, curb and gutter replacement with in-kind materials, erosion control, ditch cleaning, storm sewer repair, and debris removal	☒
3. Removal and replacement of existing sidewalks and ADA ramps with in-kind materials.	☒
4. Repair or replacement of highway signs or other traffic control devices.	☐
5. General pavement marking activities that include, but are not limited to, installation of raised pavement markers, rumble strips, striping, or installation of sensors in existing pavements.	☒
6. Repair and replacement of appurtenances such as glare screens, median barriers, fencing, guardrails, safety barriers, crash attenuators, safety cable, or lighting.	☐
7. Repair, rehabilitation, or removal of railroad grade crossings, separations or grade crossing protection.	☐
8. Roadway surface treatments such as pavement repair, median repair, seal coating, and pavement grinding.	☒
9. Improvements and repairs to Interstate Highway System including bridges, weigh and inspection stations, toll facilities, and rest areas.	☐
10. Establishment, replacement, or removal of landscaping or other vegetation on the interstate.	☐
11. Installation of interstate surveillance, changeable message signs, ramp metering equipment, appurtenances such as glare screens, median barriers, fencing, guardrails, safety barriers, crash attenuators, safety cable, or lighting.	☐

☒ **This project includes activities not listed above. Proceed to STEP TWO.**

OR

☐ **I hereby certify that the project is limited to the activities listed above; therefore, it does not require further obligation under Section 106, pursuant to 36 CFR 800.3(a).**

Name: _____ _____

IDOT Trained Staff (Printed Name and Signature) **Date**

Required attachments:	Comments:
1. Location map 2. Description of project scope of work	Sidney, IL: Mill existing asphalt surface and place hot-mix-asphalt (HMA) surfacing. Rural Section between Sidney and Homer, IL; and from Homer, IL east to Vermilion County: Cold-in-place recycle existing pavement, improve the shoulder, place HMA binder and HMA surface courses, place aggregate wedge shoulder and incidental HMA surfacing at entrances and side roads. Homer, IL: Mill and Fill with HMA surface course paving and improve sidewalk ramps that are adjacent to the paving, Pavement marking will be completed for the entire project.

Trained Staff Cultural Resources Review for Categorical Exclusions

Project (Undertaking) Information	
District/ County/Municipality:	District 5 / Champaign County / -
Section/Job/Contract #:	24-00472-00-RS / - / -
Route and Project Description:	FAS 512 (CH 15) and CIR and Mill and Fill
Prepared by (name/agency/date):	Jennifer E. Harner / Champaign County Highway Dept. / 2-7-2025
Project Sponsor (signature/date):	Date: 02/07/2025

STEP TWO: Activities with potential to affect historic properties: If the project does ***not involve*** any of the following criteria/activities then the project is unlikely to affect historic properties and ***no ESR is required*** for cultural resources.

Will the project involve (check YES/NO):	YES	NO
1. new right-of-way	☐	☒
2. new temporary or permanent easement	☐	☒
3. in-stream work	☐	☒
4. a bridge or culvert 40 years or older if: SN:		
a. Built before 1945 (all bridge types)	☐	☒
b. A stone, timber, covered (all types), arch (all types), truss (all types), lift/movable, suspension, cable stayed, or orthotropic bridge built since 1945, or	☐	☒
c. any bridge included on IDOT's ACHP post-1945 bridge excepted bridge list at https://www.environment.fhwa.dot.gov/env_topics/historic_pres/bridges_list.aspx	☐	☒
5. standing structures visible from the project that are greater than 40 years old		
6. previously undisturbed soil (includes land that has agricultural use)		
If any of the below activities (a-i) occur, then there is a potential for historic properties to be affected based on criteria 5 and 6.		
a. Addition of new thru lanes, turn lanes, auxiliary lanes, interchange ramps, shoulders, and parking in areas that are unpaved.	☐	☒
b. Construction of new roundabouts and traffic circles.	☐	☒
c. Construction of a new bike path or multi-use path where one does not exist.	☐	☒
d. Installation of new ADA Ramps or sidewalk where none exist.	☐	☒
e. Change in elevation of sidewalk for ADA compliance when adjacent to buildings.	☐	☒
f. Removal or paving over of brick or cobblestone streets.	☐	☒
g. Removal or reconstruction of brick or stone sidewalks, curbs, or retaining walls.	☐	☒
h. Removal of historic fencing or entrance columns.	☐	☒
i. Installation of curb bump-outs, decorative paving, planters, street lighting, and/or other streetscape improvement activities.	☐	☒
7. Public controversy related to any historic property, including activities within or bordering a National Historic Landmark (https://en.wikipedia.org/wiki/List_of_National_Historic_Landmarks_in_Illinois)	☐	☒

☐ **This project includes one or more activities checked YES above; therefore, an ESR must be submitted for cultural resources review by IDOT Qualified Staff.**

OR

☒ **I hereby certify that the project does not involve any of the criteria/activities listed above; therefore, it is unlikely to affect historic properties, and Section 106 is completed.**

Signature of IDOT Trained Staff — **Date** 3/3/2025

Required attachments:	Comments:
• Location map • Description of project scope of work	

Illinois Department of Transportation

Local Roads Natural Resources Screening

Local Public Agency	Route	Section Number
County Highway Dept.	FAS 512 (CH 15)	24-00472-00-RS

County(s)	Project Length	IDOT District	Submittal Date
Champaign	7.8 Miles	5	02/07/25

Instructions for filling out this form can be found in Section 27-1 of the BDE Manual.

Level 1 Natural Resource Screening:

Part I.A

Does the project involve any of the following activities?		Yes	No	Unknown
1.	Require any acquisition of additional right-of-way or easements (temporary or permanent), other rights of access, OR has new alignment even if no new right-of-way is necessary (new alignment includes trails/sidewalks).	☐	☒	☐
2.	Require a drainage structure runaround or any in-stream work (i.e., any work or other activity within the stream banks that modifies or otherwise affects the stream bed or stream banks?	☐	☒	☐
3.	Require tree removal? (if yes or unknown selected, the project description must identify whether the project has the potential to remove trees at a distance greater than 100 feet from the existing edge of road pavement or railroad surface)	☐	☒	☐
4.	Require an ILR10 NPDES permit? (i.e. will the project disturb greater than one acre of land[1]	☐	☒	☐
5.	Require bridge deck or culvert surface work will occur either from the underside or from above the deck surface and bore down to the underside? This includes any activities that could impact expansion joints, deck removal on bridges, or structure demolition for bridges, culverts, and/or other structures.	☐[2]	☒	☐

[1] Note: documentation compliance is discussed in Section 41-1.07 of the BDE Manual

[2] If 'Yes', complete Part I.B (Note: this section will only appear if "Yes" is selected for #5)

Part 1: Continued

Project Description

Sidney, IL: Mill existing asphalt surface and place hot-mix-asphalt (HMA) surfacing.
Rural Section between Sidney and Homer, IL; and from Homer, IL east to Vermilion County: Cold-in-place recycle existing pavement, improve the shoulder, place HMA binder and HMA surface courses, place aggregate wedge shoulder and incidental HMA surfacing at entrances and side roads.
Homer, IL: Mill and Fill with HMA surface course paving and improve sidewalk ramps that are adjacent to the paving,
Pavement marking will be completed for the entire project.

Will the project use, or later pursue the use of federal, state, or Motor Fuel Tax (MFT) funds?

☒ Yes ☐ No

Name of preparer
Jennifer E. Marner, P.E.

Local Agency
Champaign County Highway Dept.

Organization
Champaign County Highway Dept.

Representative
Jeff Blue

Title
Champaign County Engineer

Submit this completed form to the BLRS District coordinator

Part 2: Completed by BLRS

Level 1 Natural Resource Screening Results:

If the following results occurred, identify below, complete the Level 1 certification statement, and include this form in the project file; otherwise continue to Level 2 screening (i.e., if yes or unknown is selected for any questions from Part I.A):

☒ Questions 1-5 are "no"

☐ Questions 1-4 are "no" and 5b is "no"

☐ Questions 1-4 are "no" and 5c is "no"

"The project scope has been reviewed and does not include activities which would impact natural resources. The project will not impact wetlands, threatened or endangered species, INAI sites, Nature Preserve, prairies or wetlands."

Pursuant to 17 Ill. Admin. Code 1075, the project is now cleared for natural resources for two years. After two years, this form must be updated and completed again prior to letting of the BDE. If the project scope changes, this form must be updated and completed again to determine the appropriate Level of Screening required.

CBLRS Signature & Date

Christopher R. Greeson

Digitally signed by Christopher R. Greeson
Date: 2025.03.03 09:00:12 -06'00'

Level 2 Natural Resource Screening

To complete, a Transportation Review for Ecological Compliance (TREC) report must be generated.

Did the TREC report indicate any of the following resources? ☐ Yes ☐ No

- State or Federally listed threatened or endangered species
- Illinois Natural Area Inventory Sites (INAI)
- Nature Preserves
- Prairies
- Rusty Patched Bumblebee High Potential Zone
- National Wetland Inventory
- Hydric Soils
- Within 0.5 miles from a Northern Long-eared bat or Indiana bat hibernaculum
- National River Inventory

Level 2 Natural Resource Screening Results:

1. If tree removal will occur, or has the potential to occur, the certification statement can only be signed if the following conditions are met:

   - Results of the TREC report conducted during the level 2 screening indicated no resources of concern are present AND;
   - All tree removal is within 100 feet from the existing edge of road pavement or railroad surface AND;
   - The project must include a commitment for tree removal activities to be limited between October 1st and March 31st.

2. If the TREC report indicated no resources of concern present, sign the certification statement below, and include this form with the TREC report and any BBA forms completed in the project file; otherwise submit an ESR for completion by BDE.

(http://apps.dot.illinois.gov/environment/envsrvyrqst.asp)

"No threatened or endangered species, INAI sites, Nature Preserve, prairies or wetlands were identified in association with the project area. The project will not impact wetlands, threatened or endangered species, INAI sites, Nature Preserve, prairies or wetlands."

Pursuant to 17 Ill. Admin. Code 1075, the project is now cleared for natural resources for two years. After two years, this form must be updated and completed again prior to letting. If the project scope changes, this form must be updated and completed again to determine the appropriate Level of Screening required.

CBLRS Signature & Date

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2025

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 1-1-22) (Revised 1-1-25)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

☐ **Check this box for lettings prior to 01/01/2025**

The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Recurring Special Provisions

Check Sheet #			Page No.
1	☐	Additional State Requirements for Federal-Aid Construction Contracts	79
2	☐	Subletting of Contracts (Federal-Aid Contracts)	82
3	☐	EEO	83
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	93
5	☐	Required Provisions - State Contracts	98
6	☐	Asbestos Bearing Pad Removal	104
7	☐	Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	105
8	☐	Temporary Stream Crossings and In-Stream Work Pads	106
9	☒	Construction Layout Stakes	107
10	☐	Use of Geotextile Fabric for Railroad Crossing	110
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15	☐	Polymer Concrete	121
16	☐	Reserved	123
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21	☐	Calcium Chloride Accelerator for Portland Cement Concrete	130
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28	☐	Portland Cement Concrete Inlay or Overlay	161
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Local Public Agency	County	Section Number
Champaign County Highway Department	Champaign	24-00472-00-RS

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

Check Sheet #			Page No.
LRS 1		**Reserved**	173
LRS 2	☐	Furnished Excavation	174
LRS 3	☒	Work Zone Traffic Control Surveillance	175
LRS 4	☒	Flaggers in Work Zones	176
LRS 5	☒	Contract Claims	177
LRS 6	☒	Bidding Requirements and Conditions for Contract Proposals	178
LRS 7	☐	Bidding Requirements and Conditions for Material Proposals	184
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LRS 11	☒	Employment Practices	196
LRS 12	☒	Wages of Employees on Public Works	198
LRS 13	☒	Selection of Labor	200
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LRS 17	☒	Substance Abuse Prevention Program	206
LRS 18	☐	Multigrade Cold Mix Asphalt	207
LRS 19	☐	Reflective Crack Control Treatment	208

BDE SPECIAL PROVISIONS
For the April 25 and June 13, 2025 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	Jan. 1, 2022
*	80241	6	☐	Bridge Demolition Debris	July 1, 2009	
*	5053I	7	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	5026I	8	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80460	9	☑	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	
	80384	10	☑	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	☐	Completion Date (via calendar days)	April 1, 2008	
*	80199	12	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80461	13	☐	Concrete Barrier	Jan. 1, 2025	
	80453	14	☐	Concrete Sealer	Nov. 1, 2023	
	80261	15	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
*	80029	16	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
	80229	17	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	18	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80447	19	☐	Grading and Shaping Ditches	Jan. 1, 2023	
	80433	20	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80456	21	☑	Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2025
	80446	22	☑	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	23	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80450	24	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
	80464	25	☑	Pavement Marking Inspection	April. 1, 2025	
	80441	26	☑	Performance Graded Asphalt Binder	Jan. 1, 2023	
	80459	27	☐	Preformed Plastic Pavement Marking	June 2, 2024	
*	3426I	28	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80455	29	☑	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
	80445	30	☐	Seeding	Nov. 1, 2022	
	80457	31	☑	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
	80462	32	☐	Sign Panels and Appurtenances	Jan. 1, 2025	April 1, 2025
	80448	33	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	34	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	35	☐	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	36	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	37	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80463	38	☐	Submission of Bidders List Information	Jan. 2, 2025	
	80437	39	☐	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
	80435	40	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	41	☐	Surveying Services	April 1, 2025	
	80466	42	☐	Temporary Rumble Strips	April 1, 2025	
*	20338	43	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	44	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	45	☑	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	46	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	47	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	48	☐	Wood Sign Support	Nov. 1, 2023	
	80427	49	☑	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2025
*	80071	50	☐	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 2025 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80434	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Articles 542.03, 550.03, 1040.03, 1040.04(b), 1040.04(d) & 1040.08	Jan. 1, 2021	
80443	High Tension Cable Median Barrier Removal	Section 632	April 1, 2022	
80045	Material Transfer Device	Articles 406.03, 406.06(f), 406.13(b), 406.14 & 1102.02	Nov 15, 1999	Jan. 1, 2022
80410	Traffic Spotters	Article 701.13	Jan. 1, 2019	

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008
Revised: April 1, 2023

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement in segments where no sideroads or entrances require deployment of additional flaggers. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be the STOP/SLOW or Red/Yellow Lens type mounted on a trailer or moveable cart meeting the requirements of the MUTCD and NCHRP 350 or MASH 2016, Category 4.

General. AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The AFAD shall be setup within five degrees of vertical.

Flagger symbol signs as shown on the plans shall be replaced with "BE PREPARED TO STOP" signs when the AFAD is in operation.

Personal communication devices shall not be used to operate the AFAD.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

Each AFAD shall be operated by a flagger trained to operate the specific AFAD to be deployed. A minimum of two flaggers shall be on site at all times during operation. Each flagger shall be positioned outside the lane of traffic and near each AFAD's location.

Flagging equipment required for traditional flagging shall be available near each AFAD location in the event of AFAD equipment malfunction/failure.

For nighttime flagging, the AFAD and flagger shall be illuminated according to Article 701.13 of the Standard Specifications.

When not in use, AFADs will be considered non-operating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.

80192

CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES; CONCRETE, AND MORTAR (BDE)

Effective: January 1, 2025

Revise the first paragraph of Article 285.05 of the Standard Specifications to read:

"**285.05 Fabric Formed Concrete Revetment Mat.** The grout shall consist of a mixture of cement, fine aggregate, and water so proportioned and mixed as to provide a pumpable slurry. Fly ash or ground granulated blast furnace (GGBF) slag, and concrete admixtures may be used at the option of the Contractor. The grout shall have an air content of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The mix shall obtain a compressive strength of 2500 psi (17,000 kPa) at 28 days according to Article 1020.09."

Revise Article 302.02 of the Standard Specifications to read:

"**302.02 Materials.** Materials shall be according to the following.

	Item	Article/Section
(a)	Cement	1001
(b)	Water	1002
(c)	Hydrated Lime	1012.01
(d)	By-Product, Hydrated Lime	1012.02
(e)	By-Product, Non-Hydrated Lime	1012.03
(f)	Lime Slurry	1012.04
(g)	Fly Ash	1010
(h)	Soil for Soil Modification (Note 1)	1009.01
(i)	Bituminous Materials (Note 2)	1032

Note 1. This soil requirement only applies when modifying with lime (slurry or dry).

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 312.07(c) of the Standard Specifications to read:

"(c) Cement ..... 1001"

Add Article 312.07(i) of the Standard Specifications to read:

"(i) Ground Granulated Blast Furnace (GGBF) Slag ..... 1010"

Revise the first paragraph of Article 312.09 of the Standard Specifications to read:

"**312.09 Proportioning and Mix Design.** At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing.

The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the "Portland Cement Concrete Level III Technician Course" manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design."

Revise Article 352.02 of the Standard Specifications to read:

"**352.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement (Note 1)	1001
(b) Soil for Soil-Cement Base Course	1009.03
(c) Water	1002
(d) Bituminous Materials (Note 2)	1032

Note 1. Bulk cement may be used for the traveling mixing plant method if the equipment for handling, weighing, and spreading the cement is approved by the Engineer.

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 404.02 of the Standard Specifications to read:

"**404.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.08
(d) Bituminous Material (Tack Coat)	1032.06
(e) Emulsified Asphalts (Note 1) (Note 2)	1032.06
(f) Fiber Modified Joint Sealer	1050.05
(g) Additives (Note 3)	

Note 1. When used for slurry seal, the emulsified asphalt shall be CQS-1h according to Article 1032.06(b).

Note 2. When used for micro-surfacing, the emulsified asphalt shall be CQS-1hP according to Article 1032.06(e).

Note 3. Additives may be added to the emulsion mix or any of the component materials to provide the control of the quick-traffic properties. They shall be included as part of the mix design and be compatible with the other components of the mix.

Revise the last sentence of the fourth paragraph of Article 404.08 of the Standard Specifications to read:

"When approved by the Engineer, the sealant may be dusted with fine sand, cement, or mineral filler to prevent tracking."

Revise Note 2 of Article 516.02 of the Standard Specifications to read:

"Note 2. The sand-cement grout mix shall be according to Section 1020 and shall be a 1:1 blend of sand and cement comprised of a Type I, IL, or II cement at 185 lb/cu yd (110 kg/cu m). The maximum water cement ratio shall be sufficient to provide a flowable mixture with a typical slump of 10 in. (250 mm)."

Revise Note 2 of Article 543.02 of the Standard Specifications to read:

"Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of cement plus fine aggregate and water. Fly ash or ground granulated blast furnace (GGBF) slag may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the cement. The water/cement ratio, according to Article 1020.06, shall not exceed 0.60. An air-entraining admixture shall be used to produce an air content, according to Article 1020.08, of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The Contractor shall have the option to use a water-reducing or high range water-reducing admixture."

Revise Article 583.01 of the Standard Specifications to read:

"**583.01 Description.** This work shall consist of placing cement mortar along precast, prestressed concrete bridge deck beams as required for fairing out any unevenness between adjacent deck beams prior to placing of waterproofing membrane and surfacing."

Revise Article 583.02(a) of the Standard Specifications to read:

"(a) Cement .....1001"

Revise the first paragraph of Article 583.03 of the Standard Specifications to read:

"**583.03 General.** This work shall only be performed when the air temperature is 45 °F (7 °C) and rising. The mixture for cement mortar shall consist of three parts sand to one part cement by volume. The amount of water shall be no more than that necessary to produce a workable, plastic mortar."

Revise Note 2/ in Article 1003.01(b) of the Standard Specifications to read:

"2/ Applies only to sand. Sand exceeding the colorimetric test standard of 11 (Illinois Modified AASHTO T 21) will be checked for mortar making properties according to Illinois Modified ASTM C 87 and shall develop a compressive strength at the age of 14 days when using Type I, IL, or II cement of not less than 95 percent of the comparable standard.

Revise the second sentence of Article 1003.02(e)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Revise the first sentence of the second paragraph of Article 1003.02(e)(3) of the Standard Specifications to read:

"The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.80 percent or greater."

Revise the second sentence of Article 1004.02(g)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Revise Article 1017.01 of the Standard Specifications to read:

"**1017.01 Requirements.** The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested by the Department according to Illinois Modified AASHTO T 161 or AASHTO T 161 when tested by an independent lab. The high-strength mortar shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the high-strength mortar shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the high-strength mortar shall be according to the manufacturer's specifications. The Department will maintain a qualified product list."

Revise the fourth sentence of Article 1018.01 of the Standard Specifications to read:

"The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department."

Revise Article 1019.02 of the Standard Specifications to read:

"**1019.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002

(c) Fine Aggregate for Controlled Low-Strength Material (CLSM) 1003.06
(d) Fly Ash 1010
(e) Ground Granulated Blast Furnace (GGBF) Slag 1010
(f) Admixtures (Note 1)

Note 1. The air-entraining admixture may be in powder or liquid form. Prior to approval, a CLSM air-entraining admixture will be evaluated by the Department. The admixture shall be able to meet the air content requirements of Mix 2. The Department will maintain a qualified product list."

Revise Article 1019.05 of the Standard Specifications to read:

"**1019.05 Department Mix Design.** The Department mix design shall be Mix 1, 2, or 3 and shall be proportioned to yield approximately one cubic yard (cubic meter).

Mix 1	
Cement	50 lb (30 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2900 lb (1720 kg)
Water	50-65 gal (248-322 L)
Air Content	No air is entrained

Mix 2	
Cement	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

Mix 3	
Cement	40 lb (24 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (179-248 L)
Air Content	15-25 %"

Revise Article 1020.04, Table 1, Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 100 lb/cu yd of ground granulated blast-furnace slag and 50 lb/cu yd of microsilica (silica fume) shall be used. For an air temperature greater than 85 °F, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise Article 1020.04, Table 1 (Metric), Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 60 kg/cu m of ground granulated blast-furnace slag and 30 kg/cu m of microsilica (silica fume) shall be used. For an air temperature greater than 30 °C, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise the second paragraph of Article 1020.05(a) of the Standard Specifications to read:

"For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete."

Revise the first sentence of the first paragraph of Article 1020.05(b) of the Standard Specifications to read:

"Corrosion inhibitors and concrete admixtures shall be according to the qualified product lists."

Delete the fourth and fifth sentences of the second paragraph of Article 1020.05(b) of the Standard Specifications.

Revise the third sentence of the second paragraph of Article 1020.05(b)(5) of the Standard Specifications to read:

"The qualified product lists of concrete admixtures shall not apply."

Revise second paragraph of Article 1020.05(b)(10) of the Standard Specifications to read:

"When calcium nitrite is used, it shall be added at the rate of 4 gal/cu yd (20 L/cu m) and shall be added to the mix immediately after all compatible admixtures have been introduced to the batch. Other corrosion inhibitors shall be added per the manufacturer's specifications."

Delete the third paragraph of Article 1020.05(b)(10) of the Standard Specifications.

Revise Article 1020.15(b)(1)c. of the Standard Specifications to read:

"c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the

minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer."

Revise Article 1021.01 of the Standard Specifications to read:

"**1021.01 General.** Admixtures shall be furnished in liquid or powder form ready for use. The admixtures shall be delivered in the manufacturer's original containers, bulk tank trucks or such containers or tanks as are acceptable to the Engineer. Delivery shall be accompanied by a ticket which clearly identifies the manufacturer, the date of manufacture, and trade name of the material. Containers shall be readily identifiable as to manufacturer, the date of manufacture, and trade name of the material they contain.

Concrete admixtures shall be on one of the Department's qualified product lists. Unless otherwise noted, admixtures shall have successfully completed and remain current with the AASHTO Product Eval and Audit Concrete Admixture (CADD) testing program. For admixture submittals to the Department; the product brand name, manufacturer name, admixture type or types, an electronic link to the product's technical data sheet, and the NTPEP testing number which contains an electronic link to all test data shall be provided. In addition, a letter shall be submitted certifying that no changes have been made in the formulation of the material since the most current round of tests conducted by AASHTO Product Eval and Audit. After 28 days of testing by AASHTO Product Eval and Audit, air-entraining admixtures may be provisionally approved and used on Departmental projects. For all other admixtures, unless otherwise noted, the time period after which provisionally approved status may be earned is 6 months.

The manufacturer shall include the following in the submittal to the AASHTO Product Eval and Audit CADD testing program: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range established by the manufacturer shall be according to AASHTO M 194. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, 1021.07, and 1021.08, the pH allowable manufacturing range established by the manufacturer shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass) as determined by an appropriate test method. To verify the test result, the Department will use Illinois Modified AASHTO T 260, Procedure A, Method 1.

Prior to final approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161. The flexural strength test will be performed according to AASHTO T 177. If the Engineer decides to test the admixture, the manufacturer shall submit AASHTO T 197 water content and set time test results on the standard cement used by the Department. The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by AASHTO.

Random field samples may be taken by the Department to verify an admixture meets specification. A split sample will be provided to the manufacturer if requested. Admixtures that do not meet specification requirements or an allowable manufacturing range established by the manufacturer shall be replaced with new material."

Revise Article 1021.03 of the Standard Specifications to read:

"**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall be according to the following.

(a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).

(b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.

(c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding)."

Revise Article 1021.05 of the Standard Specifications to read:

"**1021.05 Self-Consolidating Admixtures.** Self-consolidating admixture systems shall consist of either a high range water-reducing admixture only or a high range water-reducing admixture combined with a separate viscosity modifying admixture. The one or two component admixture system shall be capable of producing a concrete that can flow around reinforcement and consolidate under its own weight without additional effort and without segregation.

High range water-reducing admixtures shall be according to AASHTO M 194, Type F.

Viscosity modifying admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.06 of the Standard Specifications to read:

"**1021.06 Rheology-Controlling Admixture.** Rheology-controlling admixtures shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. Rheology-controlling admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.07 of the Standard Specifications to read:

"**1021.07 Corrosion Inhibitor.** The corrosion inhibitor shall be according to one of the following.

(a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

For submittals requiring testing according to ASTM M 194, Type C (accelerating), the admixture shall meet the requirements of the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01.

For submittals requiring testing according to ASTM C 1582, a report prepared by an independent laboratory accredited by AASHTO re:source for portland cement concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent accredited lab. All other information in ASTM C 1582 shall be from an independent accredited lab. Test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall instead be submitted directly to the Department."

Add Article 1021.08 of the Standard Specifications as follows:

"**1021.08 Other Specific Performance Admixtures.** Other specific performance admixtures shall, at a minimum, be according to AASHTO M 194, Type S (specific performance). The Department also reserves the right to require other testing, as determined by the Engineer, to show evidence of specific performance characteristics.

Initial testing according to AASHTO M 194 may be conducted under the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01, or by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. In either case, test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall also be submitted directly to the Department. The independent accredited lab report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications."

Revise Article 1024.01 of the Standard Specifications to read:

"**1024.01 Requirements for Grout.** The grout shall be proportioned by dry volume, thoroughly mixed, and shall have a minimum temperature of 50 °F (10 °C). Water shall not exceed the minimum needed for placement and finishing.

Materials for the grout shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.02
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag	1010
(f) Concrete Admixtures	1021"

Revise Note 1 of Article 1024.02 of the Standard Specifications to read:

"Note 1. Nonshrink grout shall be according to Illinois Modified ASTM C 1107.

The nonshrink grout shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the grout shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the nonshrink grout shall be according to the manufacturer's specifications. The Department will maintain a qualified product list."

Revise Article 1029.02 of the Standard Specifications to read:

"**1029.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Fly Ash	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag	1010
(d) Water	1002
(e) Fine Aggregate	1003
(f) Concrete Admixtures	1021
(g) Foaming Agent (Note 1)	

Note 1. The manufacturer shall submit infrared spectrophotometer trace and test results indicating the foaming agent meets the requirements of ASTM C 869 in order to be on the Department's qualified product list. Submitted data/results shall not be more than five years old."

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

"The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

Revise the first two sections of Check Sheet #11 of the Supplemental Specifications and Recurring Special Provisions to read:

"Description. This work shall consist of filling voids beneath rigid and composite pavements with cement grout.

Materials. Materials shall be according to the following Articles of Division 1000 - Materials of the Standard Specifications:

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fly Ash	1010
(d) Ground Granulated Blast Furnace (GGBF) Slag	1010
(e) Admixtures	1021
(f) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise the third paragraph of Materials Note 2 of Check Sheet #28 of the Supplemental Specifications and Recurring Special Provisions to read:

"The Department will maintain a qualified product list of synthetic fibers, which will include the minimum required dosage rate. For the minimum required fiber dosage rate based on the Illinois Modified ASTM C 1609 test, a report prepared by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete shall be provided. The report shall show results of tests conducted no more than five years prior to the time of submittal."

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COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

"(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

Revise Article 107.40(c) of the Standard Specifications to read:

"(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

(1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

(2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

(3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13."

Revise Article 108.04(b) of the Standard Specifications to read:

"(b) No working day will be charged under the following conditions.

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

Revise Article 109.09(f) of the Standard Specifications to read:

"(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited."

Add the following to Section 109 of the Standard Specifications.

"**109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to $5,000,000	One Project Superintendent
Over $ 5,000,000 - up to $25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over $25,000,000 - up to $50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over $50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024
Revised: January 1, 2025

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.**"

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 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)."

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."

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."

80456

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: November 1, 2022
Revised: August 1, 2023

Add the following after the second sentence in the eighth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"If rain is forecasted and traffic is to be on the LJS or if pickup/tracking of the LJS material is likely, the LJS shall be covered immediately following its application with FA 20 fine aggregate mechanically spread uniformly at a rate of 1.5 ± 0.5 lb/sq yd (0.75 ± 0.25 kg/sq m). Fine aggregate landing outside of the LJS shall be removed **prior to application of tack coat.**"

Add the following after the first sentence in the ninth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"LJS half-width shall be applied at a width of 9 ± 1 in. (225 ± 25 mm) in the immediate lane to be placed with the outside edge flush with the joint of the next HMA lift. The vertical face of any longitudinal joint remaining in place shall also be coated."

Add the following after the eleventh paragraph of Article 406.06(h)(2) of the Standard Specifications:

"LJS Half-Width Application Rate, lb/ft (kg/m) 1/			
Lift Thickness, in. (mm)	Coarse Graded Mixture (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75)	Fine Graded Mixture (IL-9.5FG)	SMA Mixture (SMA-9.5, SMA-12.5)
¾ (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 ¼ (32)	0.66 (0.98)	0.44 (0.66)	
1 ½ (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 ¾ (44)	0.82 (1.22)	0.52 (0.77)	0.69 (1.03)
2 (50)	0.90 (1.34)	0.56 (0.83)	0.76 (1.13)
≥ 2 ¼ (60)	0.98 (1.46)		

1/ The application rate includes a surface demand for liquid. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering tack, LJS, or FLS **will not be measured for payment.**"

Add the following to the end of the second paragraph of Article 406.14 of the Standard Specifications:

"Longitudinal joint sealant (LJS) half-width will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT, HALF-WIDTH."

80446

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

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 (SB/SBS or SBR). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be either a styrene-butadiene diblock, triblock copolymer without oil extension, or a styrene-butadiene rubber. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the requirements shown in Table 1 or 2 for the grade shown on the plans.

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
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.	4 (2) max.
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.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
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.	4 (2) max.
Toughness ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.
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, %	40 min.	50 min.

(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.

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
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, glycol 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 Articles 1032.05(b)(1) or 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.

Softener modified asphalt binders shall meet the requirements in Table 4.

Table 4 - Requirements for Softener Modified 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 %

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/SBR 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/SBR 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."

80441

PAVEMENT MARKING INSPECTION (BDE)

Effective: April 1, 2025

Revise the second sentence of the first paragraph of Article 780.13 of the Standard Specifications to read:

"In addition, thermoplastic, preformed plastic, epoxy, preformed thermoplastic, polyurea, and modified urethane pavement markings will be inspected following a winter performance period that extends from November 15 to April 1 of the next year."

80464

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

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

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 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."

80455

SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)

Effective: April 1, 2024
Revised: April 2, 2024

Revise Article 701.02(d) of the Standard Specifications to read:

"(d) Pavement Marking Tapes (Note 3) ..... 1095.06"

Add the following Note to the end of Article 701.02 of the Standard Specifications:

"Note 3. White or yellow pavement marking tape that is to remain in place longer than 14 **days shall be Type IV tape.**"

Revise Article 703.02(c) of the Standard Specifications to read:

"(c) Pavement Marking Tapes (Note 1) ..... 1095.06"

Add the following Note to the end of Article 703.02 of the Standard Specifications:

"Note 1. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be **Type IV tape.**"

Revise Article 1095.06 of the Standard Specifications to read:

"**1095.06 Pavement Marking Tapes.** Type I white or yellow marking tape shall consist of glass spheres embedded into a binder on a foil backing that is precoated with a pressure sensitive adhesive. The spheres shall be of uniform gradation and distributed evenly over the surface of the tape.

Type IV tape shall consist of white or yellow tape with wet reflective media incorporated to provide immediate and continuing retroreflection in wet and dry conditions. The wet retroreflective media shall be bonded to a durable polyurethane surface. The patterned surface shall have approximately 40 ± 10 percent of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed reflective elements or particles.

Blackout tape shall consist of a matte black, non-reflective, patterned surface that is precoated with a pressure sensitive adhesive.

(a) Color. The white and yellow markings shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

Color	Daylight Reflectance %Y
White	65 min.
Yellow *	36 - 59

*Shall match Aerospace Material Specification Standard 595 33538 (Orange Yellow) and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

(b) Retroreflectivity. The white and yellow markings shall be retroreflective. Reflective values measured in accordance with the photometric testing procedure of ASTM D 4061 shall not be less than those listed in the table below. The coefficient of retroreflected luminance, R_L, shall be expressed as average millicandelas/footcandle/sq ft (millicandelas/lux/sq m), measured on a 3.0 x 0.5 ft (900 mm x 150 mm) panel at 86 degree entrance angle.

Coefficient of Retroreflected Luminance, R_L, Dry					
Type I			Type IV		
Observation Angle	White	Yellow	Observation Angle	White	Yellow
0.2°	2700	2400	0.2°	1300	1200
0.5°	2250	2000	0.5°	1100	1000

Wet retroreflectance shall be measured for Type IV under wet conditions according to ASTM E 2177 and meet the following.

Wet Retroreflectance, Initial R_L	
Color	R_L 1.05/88.76
White	300
Yellow	200

(c) Skid Resistance. The surface of Type IV and blackout markings shall provide a minimum skid resistance of 45 BPN when tested according to ASTM E 303.

(d) Application. The pavement marking tape shall have a precoated pressure sensitive adhesive and shall require no activation procedures. Test pieces of the tape shall be applied according to the manufacturer's instructions and tested according to ASTM D 1000, Method A, except that a stiff, short bristle roller brush and heavy hand pressure will be substituted for the weighted rubber roller in applying the test pieces to the metal test panel. Material tested as directed above shall show a minimum adhesion value of 750 g/in. (30 g/mm) width at the temperatures specified in ASTM D 1000. The adhesive shall be resistant to oils, acids, solvents, and water, and shall not leave objectionable stains or residue after removal. The material shall be flexible and conformable to the texture of the pavement.

(e) Durability. Type IV and blackout tape shall be capable of performing for the duration of a normal construction season and shall then be capable of being removed intact or in large sections at pavement temperatures above 40 °F (4 °C) either manually or with a roll-up device without the use of sandblasting, solvents, or grinding. The Contractor shall provide a manufacturer's certification that the material meets the requirements for being removed after the following minimum traffic exposure based on transverse test decks with rolling traffic.

(1) Time in place - 400 days
(2) ADT per lane - 9,000 (28 percent trucks)
(3) Axle hits - 10,000,000 minimum

Samples of the material applied to standard specimen plates will be measured for thickness and tested for durability in accordance with ASTM D 4060, using a CS-17 wheel and 1000-gram load, and shall meet the following criteria showing no significant change in color after being tested for the number of cycles indicated.

Test	Type I	Type IV	Blackout
Minimum Initial Thickness, mils (mm)	20 (0.51)	65 (1.65) 1/ 20 (0.51) 2/	65 (1.65) 1/ 20 (0.51) 2/
Durability (cycles)	5,000	1,500	1,500

1/ Measured at the thickest point of the patterned surface.

2/ Measured at the thinnest point of the patterned surface.

The pavement marking tape, when applied according to the manufacturer's recommended procedures, shall be weather resistant and shall show no appreciable fading, lifting, or shrinkage during the useful life of the marking. The tape, as applied, shall be of good appearance, free of cracks, and edges shall be true, straight, and unbroken.

(f) Sampling and Inspection.

(1) Sample. Prior to approval and use of Type IV pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The independent laboratory test report shall state the lot tested, the manufacturer's name, and the date of manufacture.

After initial approval by the Department, samples and certification by the manufacturer shall be submitted for each subsequent batch of Type IV tape used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, the manufacturer's name, and the date of manufacture.

(2) Inspection. The Contractor shall provide a manufacturer's certification to the Engineer stating the material meets all requirements of this specification. All material samples for acceptance tests shall be taken or witnessed by a representative of the Bureau of Materials and shall be submitted to the Engineer of Materials, 126 East Ash Street, Springfield, Illinois 62704-4766 at least 30 days in advance of the pavement marking operations."

80457

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021
Revised: November 1, 2022

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

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

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020
Revised: January 1, 2025

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports ..... 1106.02"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

"**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

"**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices shall be MASH compliant.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices shall be MASH compliant.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant

with NCHRP 350, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as sign supports, speed feedback displays, arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH compliant is available, an NCHRP 350 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell **designed to accept water ballast and be on the Department's qualified product list.**

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

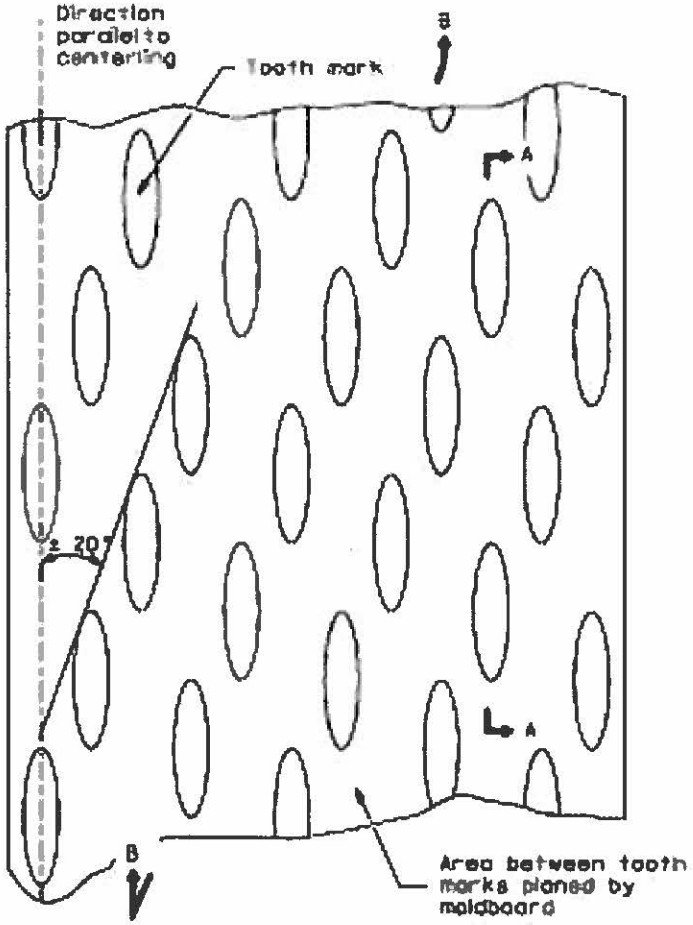
(l) Movable Traffic Barrier. The movable traffic barrier shall be on the **Department's qualified** product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable **of being moved on and off the roadway on a daily basis."**

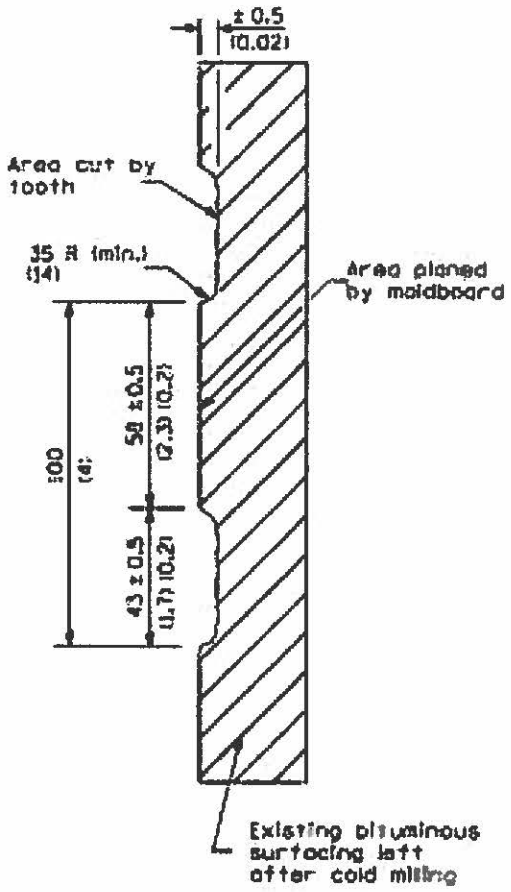
80427

REQUIRED COLD MILLED SURFACE TEXTURE

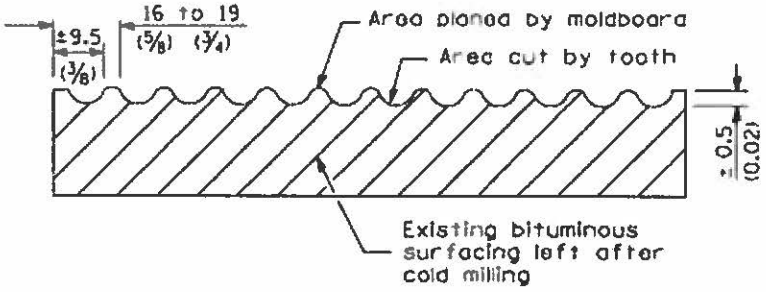
Effective: November 1, 1987
Revised: January 1, 2007



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

GENERAL NOTES

1. Cold Milling shall consist of two processes:
   - Cutting with carbide teeth mounted on a rotating drum, and
   - Planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a portion of discontinuous longitudinal striations.
3. All dimensions are in millimeters (inches) unless otherwise shown.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

Champaign County Highway Department

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR EQUIPMENT RENTAL RATES

Effective: January 1, 2012

All references to Sections or Articles in this specification shall be construed to mean a specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

Replace Article 109.04(b)(4) with the following:

"(4) Equipment. For any machinery or special equipment (other than small tools) the use of which has been authorized by the Engineer, the Contractor will be paid according to the latest revision of "SCHEDULE OF AVERAGE ANNUAL EQUIPMENT OWNERSHIP EXPENSE" and latest index factor as issued by the Illinois Department of Transportation. The equipment should be of a type and size reasonably required to complete the extra work."

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR BITUMINOUS MATERIALS COST ADJUSTMENT FOR LOCAL LETTINGS

(RETURN FORM WITH BID)

Effective: June 16, 2017
Revised:

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the project owner, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments.

The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$

Where: CA = Cost Adjustment, $.
- BPI_P = Bituminous Price Index, as published by the Department of Transportation for the month the work is performed, $/ton ($/metric ton).
- BPI_L = Bituminous Price Index, as published by the Department of Transportation for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, $/ton ($/metric ton).
- $\%AC_V$ = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.
- Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: Q, tons = A x D x (G_{mb} x 46.8) / 2000. For HMA mixtures measured in square meters: Q, metric tons = A x D x (G_{mb} x 1) / 1000. When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different G_{mb} and % AC_V.

For bituminous materials measured in gallons: Q, tons = V x 8.33 lb/gal x SG / 2000
For bituminous materials measured in liters: Q, metric tons = V x 1.0 kg/L x SG / 1000

Where: A = Area of the HMA mixture, sq yd (sq m).
D = Depth of the HMA mixture, in. (mm).
G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.
V = Volume of the bituminous material, gal (L).
SG = Specific Gravity of bituminous material as shown on the bill of lading.

Basis of Payment. Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the BPI_L and BPI_P in excess of five percent, as calculated by:

Percent Difference = $\{(BPI_L - BPI_P) \div BPI_L\} \times 100$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Return With Bid

OPTION FOR
BITUMINOUS MATERIALS COST ADJUSTMENT

The bidder shall submit this completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments. After award, this form, when submitted, shall become part of the contract.

Contract No.: 24-00472-00-RS

Company Name: Open Road Paving Company, LLC

Contractor's Option:

Is your company opting to include this special provision as part of the contract?

Yes ☐ No ☒

Signature: _____ **Date:** 5/6/25

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR FUEL COST ADJUSTMENT FOR LOCAL LETTINGS

(RETURN FORM WITH BID)

Effective: June 16, 2017
Revised:

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the project owner, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form or failure to indicate contract number, company name and sign and date the form shall make this contract exempt of fuel cost adjustments for all categories of work. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

General. The fuel cost adjustment shall apply to contract pay items as grouped by category. The adjustment shall only apply to those categories of work checked "Yes", and only when the cumulative plan quantities for a category exceed the required threshold. Adjustments to work items in a category, either up or down, and extra work paid for by agreed unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Extra work paid for at a lump sum price or by force account will not be subject to fuel cost adjustment. Category descriptions and thresholds for application and the fuel usage factors which are applicable to each are as follows:

(a) Categories of Work.

(1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 of the IDOT Standard Specifications for Road and Bridge Construction including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.

(2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 of the IDOT Standard Specifications for Road and Bridge Construction including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 of the IDOT Standard Specifications for Road and Bridge Construction including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 of the IDOT Standard Specifications for Road and Bridge Construction including any modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

(5) Category E: Structures. Structure items having a cumulative bid price that exceeds $250,000 for pay items constructed under Sections 502, 503, 504, 505, 512, 516 and 540 of the IDOT Standard Specifications for Road and Bridge Construction including any modified standard or nonstandard items where the character of the work to be performed is considered structure work when similar to that performed under these sections and not included in categories A through D.

(b) Fuel Usage Factors.

English Units

Category	Factor	Units
A - Earthwork	0.34	gal / cu yd
B – Subbase and Aggregate Base courses	0.62	gal / ton
C – HMA Bases, Pavements and Shoulders	1.05	gal / ton
D – PCC Bases, Pavements and Shoulders	2.53	gal / cu yd
E – Structures	8.00	gal / $1000

Metric Units

Category	Factor	Units
A - Earthwork	1.68	liters / cu m
B – Subbase and Aggregate Base courses	2.58	liters / metric ton
C – HMA Bases, Pavements and Shoulders	4.37	liters / metric ton
D – PCC Bases, Pavements and Shoulders	12.52	liters / cu m
E – Structures	30.28	liters / $1000

(c) Quantity Conversion Factors.

Category	Conversion	Factor
B	sq yd to ton	0.057 ton / sq yd / in depth
	sq m to metric ton	0.00243 metric ton / sq m / mm depth
C	sq yd to ton	0.056 ton / sq yd / in depth
	sq m to metric ton	0.00239 m ton / sq m / mm depth
D	sq yd to cu yd	0.028 cu yd / sq yd / in depth
	sq m to cu m	0.001 cu m / sq m / mm depth

Method of Adjustment. Fuel cost adjustments will be computed as follows.

$CA = (FPI_P - FPI_L) \times FUF \times Q$

Where: CA = Cost Adjustment, $
FPI_P = Fuel Price Index, as published by the Department of Transportation for the month the work is performed, $/gal ($/liter)
FPI_L = Fuel Price Index, as published by the Department of Transportation for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, $/gal ($/liter)
FUF = Fuel Usage Factor in the pay item(s) being adjusted
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

The entire FUF indicated in paragraph (b) will be used regardless of use of trucking to perform the work.

Basis of Payment. Fuel cost adjustments may be positive or negative but will only be made when there is a difference between the FPI_L and FPI_P in excess of five percent, as calculated by:

Percent Difference = $\{(FPI_L - FPI_P) \div FPI_L\} \times 100$

Fuel cost adjustments will be calculated for each calendar month in which applicable work is performed; and will be paid or deducted when all other contract requirements for the items of work are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Return With Bid

OPTION FOR
FUEL COST ADJUSTMENT

The bidder shall submit this completed form with his/her bid. Failure to submit the form or properly complete contract number, company name, and sign and date the form shall make this contract exempt of fuel cost adjustments in all categories. Failure to indicate "Yes" for any category of work at the time of bid will make that category of work exempt from fuel cost adjustment. After award, this form, when submitted shall become part of the contract.

Contract No.: 24-00472-00-RS

Company Name: Open Road Paving Company, LLC

Contractor's Option:

Is your company opting to include this special provision as part of the contract plans for the following categories of work?

Category A	Earthwork.	Yes ☐	NO X
Category B	Subbases and Aggregate Base Courses	Yes ☐	NO X
Category C	HMA Bases, Pavements and Shoulders	Yes ☐	NO X
Category D	PCC Bases, Pavements and Shoulders	Yes ☐	NO X
Category E	Structures	Yes ☐	NO X

Signature: _____ **Date:** 5/6/25

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR COLD IN-PLACE RECYCLING (CIR) WITH FOAMED ASPHALT

Effective: June 1, 2012
Revised: January 4, 2019

All references to Divisions, Sections, and Articles in this Special Provision shall be construed to mean specific Divisions, Sections, and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Description. This work shall consist of cold milling and pulverizing the existing bituminous material to a specified depth and maximum size; mixing foamed 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) Fly Ash, Class C (Note 1)	1010.02
(f) Lime (Note 1)	1012
(g) Reclaimed Asphalt Pavement (Note 3)	1031
(h) Asphalt Binder (Note 4)	1032.05
(i) Cold Pulverized Material (Note 5)	
(j) Mix Design (Note 6)	

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. Any additional fine aggregate shall meet Class B quality as a minimum. Any additional coarse aggregate shall meet Class C quality as a minimum.

Note 3. The Engineer may allow reclaimed asphalt pavement (RAP) from Conglomerate "D" Quality or better RAP stockpiles as specified in Article 1031.02 or from millings of the existing highway. 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 the mix design.

Note 4. The asphalt binder performance grade shall be determined by the mixture design but shall have a penetration between 80 dmm and 110 dmm. Throughout the job, the Contractor will need to check the foaming characteristics of the asphalt binder to insure that the asphalt binder is being adequately dispersed.

The asphalt binder shall be no less than 320 °F (160 °C) and no greater than 375 °F (190 °C) at the time of foaming.

Note 5. Prior to the addition of the foamed asphalt, the gradation of the cold pulverized material shall meet the following.

COLD PULVERIZED MATERIAL GRADATIONS		
Grad No.	Sieve Size and Percent Passing	
	1 ½ in. (37.5 mm)	1 in. (25 mm)
PM 1	100	
PM 2		100

PM 2 should only be used when a finer gradation of RAP is required by the mix design.

Note 6. A mix design for each distinct section shall be submitted to the Department prior to construction using actual materials (in-situ sampled by the Contractor and new materials from the Contractor's material suppliers) proposed for the project. The job mix formula shall meet the following criteria and be approved by the Engineer.

CIR WITH FOAMED ASPHALT BINDER MIX DESIGN REQUIREMENTS	
Test Method	CIR
Gradation for Design Millings, AASHTO T 27	Report
Plasticity Index	< 10
Modified Proctor, ASTM D 1557, Method C	Report
Design Moisture Content	Report
Foamed Asphalt Expansion Ratio [1]	8 minimum
Foamed Asphalt Half-life, s	6 minimum
Optimum Foamant Water Content	Report
Marshall Density, AASHTO T 245 (IL Modified)	75 blows at 4 in. (100 mm)
Bulk Specific Gravity (Density), ASTM D 6752 or ASTM D 2726	Report
Rice (Maximum Theoretical) Specific Gravity, ASTM D 2041	Report
Air Voids	Report
Raveling Test, 50 °F, %	2.0
Indirect Tensile Strength, AASHTO T 283 (IL Modified),	
Dry, psi	45 minimum
Wet (Conditioned), psi	30 minimum
Tensile Strength Ratio (TSR), %	70
Additional Additive(s) [2]	
Coarse Aggregate	Report
Fine Aggregate	Report
RAP	Report
Lime	Report
Fly Ash	Report
Cement, %	1.0 maximum
Asphalt Binder [2]	
PG Grade	Report
Penetration, dmm	Report

Notes: 1. *If the ambient temperature at the time of construction is expected to be 50 to 77 °F (10 to 25 °C) the foamed expansion ratio should be increased to 10.*

2. *Report shall include type/gradation and producer/supplier.*

Equipment. Equipment shall be according to the following Articles of Division 1100 – Equipment.

Item	Article/Section
(a) Self-Propelled Pneumatic-Tired Rollers (Note 1)	1101.01(c)
(b) Steel Wheel Tandem Rollers	1101.01(e)
(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) Dry Material Spreader (Note 3)	
(h) Multi-unit Recycling Train (Note 4, 6)	
(i) Single-unit Recycler (Note 5, 6)	
(j) Pick Up 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 of not less than 10 tons (9 metric tons) and a width of 78 in. (1950 mm).

Note 3. When the mix design indicates the need of Type I Portland Cement; Fly Ash, Class C; or Lime; the Contractor must use a spreader that has the following specifications: a mechanical cement or fly ash spreader of a type that has an adjustable rate of flow and will distribute the cement uniformly at the required rate in one pass. Pneumatic distribution of dry additives is prohibited. The material must be spread in one pass and systems must be in place to keep the additives within the confines of the job.

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 foamed asphalt to compensate for any variation in the weight of pulverized material coming into the mixer. The metering device shall deliver the amount of foamed 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 foamed asphalt pump should be of sufficient capacity to allow foamed asphalt contents up to 3.5 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 foamed 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 foamed 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 foamed 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 foamed 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 5 gal/sq yd (23 L/sq m) of foamed asphalt and/or water. Individual valves on the spray bar shall be capable of being turned off as necessary to minimize foamed asphalt and water overlap on subsequent passes.

Note 6. Whether the equipment being used is a multi-unit or single-unit recycler, the foaming system must meet the following requirements.

a. The foamed asphalt shall be produced at the spray bar in individual expansion chambers into which both the hot asphalt binder and water are injected under pressure through individual and separate orifices that promote atomization. The rate of addition of water into the hot asphalt binder shall be kept at a constant rate (percentage by mass of asphalt binder) by a computerized system.

b. An inspection (or test) nozzle shall be fitted at one end of the spray bar that produces a representative sample of foamed asphalt.

c. An electrical heating system capable of maintaining the temperature of all foamed asphalt flow components above 340 °F (171 °C).

d. A single asphalt binder feed line installed between the recycling machine and the supply tanker. Circulating systems that incorporate a return line to the supply tanker shall not be used.

Any additives such as water, lime slurry, etc. 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 percent 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.

CONSTRUCTION REQUIREMENTS

Weather Limitations. This work shall be performed when atmospheric temperature in the shade and away from artificial heat is 50 °F (10 °C) and rising. Also, the weather shall not be foggy or rainy. The weather forecast shall not call for freezing temperature within 48 hours after placement of any portion of the project. The Engineer may restrict work when the heat index is greater than 100 °F (38 °C).

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. 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 that 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.

Mixing Operation. The pulverized material shall be processed through a mixing unit capable of combining the pulverized material, foamed asphalt and any additives to produce a homogeneous recycled mixture. The foamed 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 foamed asphalt at various portions of the project.

Spreading and Finishing. The recycled material shall be spread using a self-propelled paver. A pick-up machine shall be used to transfer the windrowed recycled material into the spreading and finishing machine. The pickup 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 to 5.0 in. (63 to 127 mm). The recycled material shall be compacted according to the following.

(a) Growth Curve. Compaction shall be accomplished by performing a growth curve within the first one-half mile of production. If an adjustment is made to the foamed asphalt application rate or recycled depth, the Engineer reserves the right to request an additional growth curve. The growth curve, consisting of a plot of lb/cu ft (kg/cu m) versus number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. 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.

A new growth curve is required if the rollers used on the growth curve are replaced with a new roller during production. The target density shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge.

(b) Rollers. Immediately after processing and final shaping the recycled material shall be compacted with equipment meeting the following requirements.

MINIMUM ROLLER REQUIREMENTS FOR CIR			
Breakdown Roller (one of the following)[1]	Intermediate Roller [1]	Final Roller (one or more of the following)[1]	Density Requirement
V_S, V_D	P	V_S, T_F	95 - 102 percent of the target density obtained on the growth curve

Note: 1. Equipment definitions in Table 1 of Article 406.07.

(c) Rolling. Breakdown rolling shall be achieved by using a vibratory roller either operating in a static or vibratory mode. Vibratory mode should only be used if it is shown to not damage the pavement. Intermediate rolling shall be completed by a self-propelled pneumatic roller(s) until no displacement is occurring or until the pneumatic roller(s) is walking out of the mixture. Final rolling to eliminate pneumatic tire marks and to achieve density shall be done by a separate double drum steel roller(s) operating in static mode.

Rolling shall start no more than 30 minutes behind the paver. Finish rolling shall be completed no more than one hour after milling is completed. When possible, rolling shall not be started or stopped on uncompacted material but with rolling patterns established so that they begin or end on previously compacted material or the existing pavement.

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 2.0 percent or less, or approval of the Engineer. Unless otherwise directed by the Engineer, the specified wearing course shall be placed within two weeks of the recycled pavement final cure, but no later than November 1.

Surface Tests. 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. 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.

Quality Assurance/ Quality Control (QC/QA).

(a) Quality Control by the Contractor. The Contractor shall perform or have performed the inspection and tests required to assure conformance to 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 the 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 split samples for quality assurance testing.

(c) Tests Methods and Frequency.

(1) Depth of Pulverization (Milling). The nominal depth at the centerline shall be required. Anytime depth changes are made or equipment is idle, a depth check shall be taken.

(2) Pulverized Material Sizing and Gradation. A sample shall be obtained before foamed asphalt addition and screened using a 1.5 in. (37.5 mm) sieve (or smaller sieve if required) to determine if meeting the maximum particle size requirement. Gradations shall be performed each day on the moist millings using the following sieves: 1.5 in., 1.0 in., 3/4 in., 1/2 in., 3/8 in., No. 4, No. 8, No. 16, and No. 30. The resulting gradation shall be compared to the mix design gradations to determine any necessary changes to foamed asphalt content.

Sampling procedures shall generally be in accordance with ASTM D 979 or AASHTO T 168. When the Engineer determines the location for a gradation sample, the Contractor will be notified to turn off the foamed asphalt and mark the location continuing to pulverize the hot-mix asphalt pavement until the Engineer is satisfied with the length of material pulverized without the addition of the foamed asphalt. The maximum length of pulverization without the addition of the foamed asphalt shall not exceed 100 ft (30 m). After the Contractor collects the gradation sample, the machine will be backed up to the location where the foamed asphalt was turned off, then re-pulverize this material adding the required amount of foamed asphalt to the pulverized material.

(3) Foamed Asphalt Content. The Engineer shall be notified any time foamed asphalt content is changed. The foamed asphalt content shall be checked and recorded for each segment in which the percentage is changed. Foamed asphalt content changes shall be made based upon mix design recommendations, which are based upon different mix designs for road segments of varying construction. The foamed asphalt content shall be checked from the belt scale totalizer or foamed asphalt pump totalizer.

(4) Water Content. The Engineer shall be notified any time the water content is changed. Water content at the milling head shall be checked and recorded for each segment in which the percentage is changed. This information shall be gathered from the water metering device, which can be checked from the belt scale totalizer to verify daily quantities used. Water content changes shall be made based on mixture consistency, coating, and dispersion of the recycled materials.

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

(6) Frequency. The following table provides the minimum frequency for tests; however, the Engineer may increase the testing frequency if the construction process is experiencing problems or unknown conditions are encountered.

QC/QA TESTING FREQUENCY		
Test	QC Frequency [1]	QA Frequency [1]
Depth of Pulverization	1 per 500 ft (150 m)	1 per 1000 ft (300 m)
Pulverized Material Sizing and Gradation	1 per 0.5 day production	1 per day production
Foamed Asphalt Content	1 per 500 ft (150 m)	1 per 1000 ft (300 m)
Water Content	1 per 500 ft (150 m)	1 per 1000 ft (300 m)
Compacted Density	1 per 0.25 mile (0.4 km)	1 per mile (1.6 km)

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.

Method of Measurement.

Bituminous material; will be measured for payment as specified in Section 1032.

Coarse aggregate will be measured in square yards (square meters).

The cold in-place recycling will be measured in square yards (square meters) of the recycled pavement.

Basis of Payment.

The asphalt binder will be paid for at the contract unit price per ton (metric ton) for CIR-FDR FOAMED ASPHALT.

The coarse aggregate will be paid for at the contract unit price per square yard (square meter) for ADD ROCK.

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

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR SURFACE PROFILE MILLING OF EXISTING, RECYCLED, OR RECLAIMED FLEXIBLE PAVEMENT

Effective: April 1, 2012
Revised: June 1, 2012

All references to Divisions, Sections, and Articles in this Special Provision shall be construed to mean specific Divisions, Sections, and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Description. This work shall consist of surface profile milling existing, recycled, or reclaimed flexible pavement prior to application of a surface treatment less than or equal to 1.5 in. (38 mm) thick.

Equipment. Equipment shall be according to the following Articles of Division 1100 – Equipment.

(a) Self-Propelled Milling Machine (Note 1) 1101.16

Note 1. The self-propelled milling machine shall be capable of milling an entire lane width in a single pass and have the capability of loading the millings into a truck.

The cutting drum and teeth shall be designed to produce the required surface texture. Each tooth on the cutting drum shall produce a series of discontinuous longitudinal striations. There shall be 16 to 20 striations (tooth marks) for each tooth for each 6 ft (1.8 m) in the longitudinal direction, and each striation shall be 1.7 ± 0.2 in. (43 ± 5 mm) in length after the area is planed by the moldboard. The planed length between each pair of striations shall be 2.3 ± 0.2 in. (58 ± 5 mm). There shall be 80 to 96 rows of discontinuous longitudinal striations for each 5 ft (1.5 m) in the transverse direction. The pattern of striations shall be such that a line connecting striations in adjacent rows shall form approximately a 70 degree skew angle with the roadway centerline. The areas between the striations in both the longitudinal and transverse directions shall be flat-topped and coplanar.

The milling machine shall be capable of accurately and automatically establishing grades by use of an automatic grade control device on one side of the machine with an automatic slope control device controlling the opposite side. It shall be equipped with a traveling grade reference (averaging ski) which shall not be less than 30 feet (9 m) in length.

CONSTRUCTION REQUIREMENTS

Surface Test. The completed recycled or reclaimed pavement will be tested for smoothness in the wheel paths with a 16 ft (5 m) straightedge.

For each variation in the recycled or reclaimed pavement that exceeds 3/16 in. (5 mm), the entire area affected shall be corrected by surface profile milling. The self-propelled milling machine shall be used for surface profile milling. At any time the surface profile milling fails to produce a flat plane interspersed with the specified uniform pattern of discontinuous longitudinal striations, the surface profile milling shall be stopped until corrections are made to the equipment. The surface profile milling speed shall be limited to 60 ft/min (18 m/min). If the Contractor demonstrates that the desired striations and ride specifications are obtained at a greater speed, the Engineer may permit the Contractor to operate at an increased speed.

After surface profile milling, the recycled or reclaimed pavement shall be swept by a mechanical broom to remove all loose material from the recycled or reclaimed 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.

The surface profile milling will be measured in square yards (square meters).

Basis of Payment.

The surface profile milling will be paid for at the contract unit price per square yard (square meter) for SURFACE PROFILE MILLING.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR COLD IN-PLACE RECYCLING (CIR) AND FULL-DEPTH RECLAMATION (FDR) WITH FOAMED ASPHALT MIX DESIGN PROCEDURES

Effective: June 1, 2012

All references to Divisions, Sections, and Articles in this Special Provision shall be construed to mean specific Divisions, Sections, and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Laboratory Temperature and Humidity Control
Each laboratory performing mix designs shall have heating, ventilation, and air conditioning (HVAC) equipment that maintains a room temperature of 68 to 86 °F (20 to 30 °C) and relative humidity of less than 60 percent.

Sampling and Processing
A minimum sample size of 350 lb (160 kg) is needed for each mix design. Bulk samples of the recycled layer thickness shall be obtained from either test pits or cores. Each layer shall be examined to confirm thickness and material.

The bituminous layers shall be crushed. A washed gradation of the crushed bituminous layer(s) shall be performed according to AASHTO T 27, reported, and meet the following requirement(s).

Sieve Size		Percent Passing	
		CIR/FDR with Foamed Asphalt	
		Ideal	Less Suitable
2 in.	50 mm	100	
1 1/2 in.	37.5 mm	87 – 100	
1 in.	25 mm	77 – 100	100
3/4 in.	19 mm	66 – 99	99 – 100
1/2 in.	12.5 mm	67 – 87	87 – 100
3/8 in.	9.5 mm	49 – 74	74 – 100
No. 4	4.75 mm	35 – 56	56 – 95
No. 8	2.36 mm	25 – 42	42 – 78
No. 16	1.18 mm	18 – 33	33 – 65
No. 50	300 µm	10 – 24	24 – 43
No. 200	75 µm	4 – 10	10 – 20

Washed gradation (AASHTO T 27) and sand equivalent (ASTM D 2419, Method B) shall be performed and reported for any granular layer. The washed gradation (AASHTO T 27) of combined layers shall be performed and reported. If combined layers include an aggregate layer, the sand equivalent (ASTM D 2419, Method B) shall be performed and reported.

All washed gradations shall be dried at no greater than 104 °F (40 °C).

Active filler requirements
Foamed asphalt stabilization is normally carried out in combination with a small amount of active filler (cement, fly ash, or lime) to enhance the dispersion of the foamed asphalt. The following application rates (by mass) of cement, fly ash, or lime should be used as a guide:

Plasticity Index: < 10	Plasticity Index: > 10
Add 1 percent ordinary portland cement or 1 percent lime (material dependent)	Pre-treat with minimum 2 percent lime. The initial consumption of lime (ICL) has to be satisfied.

Pre-treatment requires that the lime and water be added at least four hours prior to the addition of the foamed asphalt. The treated material must be placed in an air-tight container to retain moisture. However, due to the hydration process, the moisture content should always be checked and, if necessary, adjusted prior to adding the foamed asphalt.

Note: Additional tests without active filler should always be carried out as part of the mix design process. The results of these tests allow a decision to be made as to whether the addition of an active filler is warranted.

Mixing and Compaction
The Optimum Fluid Content (OFC) and the Maximum Dry Density (MDD) of the stabilized material is determined using modified compaction effort (Modified Proctor, ASTM D 1557, Method C).

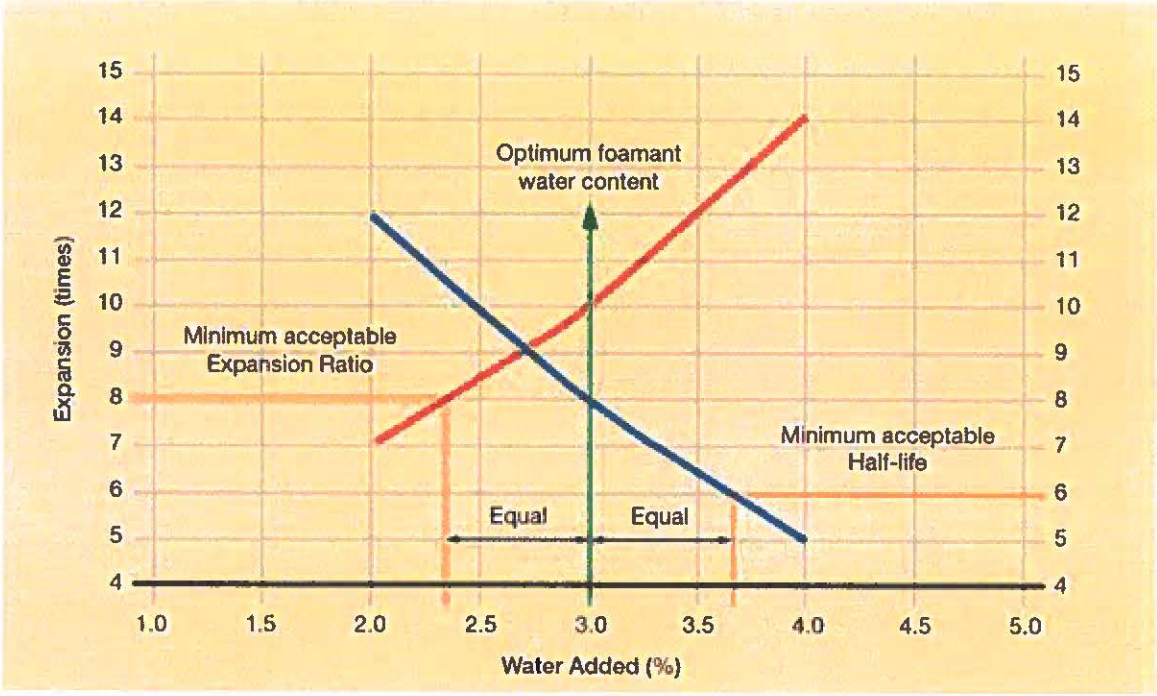
Determination of Expansion Ratio and Half-Life
The foaming properties of asphalt are characterized by:

- Expansion Ratio. A measure of the viscosity of the foamed bitumen, calculated as the ratio of the maximum volume of the foam relative to the original volume of bitumen.
- Half-Life. A measure of the stability of the foamed bitumen, calculated as the time taken in seconds for the foam to collapse to one-half of its maximum volume.

The objective is to determine the temperature and percentage of water addition that is required to produce the best foam properties (maximum expansion ratio and half-life) for a particular source of bitumen. This is achieved at three different bitumen temperatures not exceeding 380 °F (195 °C) with the following procedure.

1. Heat the bitumen in the kettle foaming laboratory unit with the pump circulating the bitumen through the system until the required temperature is achieved normally starting with 320 °F (160 °C). Maintain the required temperature for at least five minutes prior to commencing with testing.
2. Calibrate the discharge rate of the bitumen and set the timer on the foaming laboratory unit to discharge 500 g of bitumen ($Q_{bitumen}$).
3. Set the water flow-meter to achieve the required water injection rate normally starting with 2 percent by mass of the bitumen.
4. Discharge foamed bitumen into steel drum preheated to ± 135 °F (± 75 °C) of the bitumen for a calculated spray time for 500 g of bitumen. Immediately after the foam discharge stops, start a stopwatch.
5. Using the calibrated dipstick supplied with the foaming laboratory unit measure the maximum height the foamed bitumen achieves in the drum. This is recorded as the maximum volume.

6. Use the stopwatch to measure the time in seconds that the foam takes to dissipate to one-half of its maximum volume. This is recorded as the foamed bitumen's half-life.
7. Repeat the above procedures three times or until similar readings are achieved.
8. Repeat Steps 3 through 7 for a range of at least three water injection rates. Typically, values of 2 percent, 3 percent and 4 percent by mass of bitumen are used.
9. Plot a graph of the expansion ratio versus half-life at the different water injection rates on the same set of axes (see an example in the graph below). The optimum water addition is chosen as an average of the two water contents required to meet these minimum criteria.



Repeat Steps 1 through 9 for two other bitumen temperatures normally 340 °F (170 °C) and 360 °F (180 °C). The temperature and optimum water addition that produces the best foam is then used in the mix design procedure described below.

Sample preparation for foamed bitumen treatment
Prepare the material for foamed bitumen treatment as follows:

1. Place 20 to 25 kg of prepared sample into the pug mill mixer.
2. Determine the dry mass of the sample using the following equation:

$$m_{sample} = \frac{m_{air-dry}}{\left(1 + \left(\frac{w_{air-dry}}{100}\right)\right)}$$

Where: m_{sample} = dry mass of the sample in grams
$m_{air-dry}$ = air-dried mass of the sample in grams
$w_{air-dry}$ = moisture content of air-dried sample in percent by mass

3. Determine the required percentage of active filler (lime, cement, or fly ash) using the following equation:

$$m_{cement} = \left(\frac{w_{c-add}}{100}\right) m_{sample}$$

Where: m_{cement} = mass of lime, cement, or fly ash to be added in grams
w_{c-add} = percentage of lime, cement, or fly ash required in percent by mass
m_{sample} = dry mass of the sample in grams

4. Determine the percentage of water to be added for optimum mixing moisture and the amount of water to be added to the sample using the following equations:

$$W_{add} = 0.75W_{OMC} - W_{air-dry}$$

$$m_{water} = \left(\frac{w_{add}}{100}\right)\left(m_{sample} + m_{cement}\right)$$

where: w_{add} = water to be added to sample in percent by mass
w_{OMC} = optimum moisture content in percent by mass
$w_{air-dry}$ = moisture content of air-dried sample in percent by mass
m_{water} = mass of water to be added in grams
m_{sample} = dry mass of the sample in grams
m_{cement} = mass of lime, cement or fly ash to be added in grams

5. Mix the material, active filler, and water in the mixer until uniform.

Note: Inspect the sample after mixing to ensure that the mixed material is not packed against the sides of the mixer. If this situation occurs, mix a new sample at a lower moisture content. Check to see that the material mixes easily and remains in a "fluffed" state. If any dust is observed at the end of the mixing process, add small amounts of water and remix until a "fluffed" state is achieved with no dust.

6. Determine the amount of foamed bitumen to be added using the following equation:

$$m_{bitumen} = \left(\frac{w_{b-add}}{100}\right)\left(m_{sample} + m_{cement}\right)$$

where: $m_{bitumen}$ = mass of foamed bitumen to be added in grams
w_{b-add} = foamed bitumen content in percent by mass
m_{sample} = dry mass of the sample in grams
m_{cement} = mass of lime, cement or fly ash to be added in grams

7. Determine the timer setting on the foaming laboratory unit using the following equation:

$$t = \frac{m_{bitumen}}{Q_{bitumen}}$$

where: t = time to be set on the foaming laboratory unit timer
$m_{bitumen}$ = mass of foamed bitumen to be added in grams
$Q_{bitumen}$ = bitumen flow rate for the foaming laboratory unit in grams/second

8. Position the mixer adjacent to the foaming unit so that the foamed bitumen can be discharged directly into the mixing chamber.

9. Start the mixer and allow it to mix for at least 10 seconds before discharging the required mass of foamed bitumen into the mixing chamber. After the foamed bitumen has discharged into the mixer, continue mixing for an additional 30 seconds or until uniformly mixed.

10. The moisture content of the material is to be adjusted to 90 percent of optimum moisture content.

11. Add the additional water and mix until uniform.

12. Transfer the foamed bitumen treated material into a container and immediately seal the container to retain moisture. To minimize moisture loss from the prepared sample, compact the specimens as soon as possible.

Repeat the above steps for at least four different foamed asphalt contents.

Compaction
Six specimens are manufactured for each sample at the different bitumen contents. Compact the specimens as follows:

1. Prepare the Marshall mold and hammer by cleaning the mold, collar, base-plate and face of the compaction hammer.

   Note: The compaction equipment must not be heated but kept at ambient temperature.

2. Weigh sufficient material to achieve a compacted height of 2.5 ± 0.125 in. (63.5 ± 1.5 mm) (usually 1150 g is adequate). Poke the mixture with a spatula 15 times around the perimeter and 10 times on the surface, leaving the surface slightly rounded.
3. Compact the mixture by applying 75 blows with the compaction hammer. Care must be taken to ensure the continuous free fall of the hammer.
4. Take ± 1000 g representative samples after compaction of the second and fifth specimen and dry to a constant mass at 220 to 230 °F (105 to 110 °C). Determine the molding moisture using the following equation:

$$w_{mold} = \left(\frac{m_{moist} - m_{dry}}{m_{dry}}\right) 100$$

where: w_{mold} = molding moisture content in percent by mass
m_{moist} = mass of moist material in grams
m_{dry} = mass of dry material in grams

5. Remove the mold and collar from the pedestal, invert the specimen (turn over). Replace it and press down firmly to ensure that it is secure on the base plate. Compact the other face of the specimen with an additional 75 blows.
6. After compaction, remove the mold from the base-plate and extrude the specimen by means of an extrusion jack. Measure the height of the specimen and adjust the amount material if the height is not within the required limits.

   Note: With certain materials lacking cohesion, it may be necessary to leave the specimen in the mold for 24 hours, allowing sufficient strength to develop before extracting.

Curing after Compaction
Specimens shall be cured for 72 hours at 104 °F (40 °C). The bottom of the specimens shall rest on racks with slots or holes for air circulation. After curing, specimens for moisture conditioning shall be cooled at ambient temperature a maximum of 24 hours; specimens for dry strength shall cool at ambient temperature or 77 °F (25 °C) and be tested at the same time as moisture-conditioned specimens.

Specimens for Rice (maximum theoretical) specific gravity shall be cured at the same conditions as the compacted specimens, except they can be tested after cooling a maximum of 24 hours.

Volumetric Measurements
Determine bulk specific gravity (ASTM D 6752) of the specimens. Keep specimens in bags until testing or vacuum saturation is performed. ASTM D 2726 may be used to determine bulk specific gravity if specimens' absorption is less than or equal to 2 percent of water by volume.

Determine Rice (maximum theoretical) specific gravity (ASTM D 2041).

Determine air voids at all foamed asphalt contents used in the design.

Mechanical Measurements
Perform ITS testing according to AASHTO T 283 (IL Modified). Specimens shall be conditioned at 77 °F (25 °C) for two hours before testing. Vacuum saturate one-half of the specimens at each foamed asphalt content to a minimum 55 percent of the voids filled with water. Soak for 24 hours at 77 °F (25 °C) before testing.

Raveling Test (CIR with Foamed Asphalt Only)
The apparatus used for the raveling test is a modified A-120 Hobart mixer and abrasion head (including hose) used in the Wet Track Abrasion of Slurry Surfaces Test (ISSA TB-100). The rotation speed for the raveling test is not modified from ISSA TB-100. The ring weight is removed from the abrasion head for the raveling test below. The weight of the abrasion head and hose in contact with the specimen should be 600 g ± 15 g. The prepared sample must be able to be secured under the abrasion head, and centered for an accurate result, allowing for free movement vertically of the abrasion head. The device used for securing and centering the sample must allow a minimum of 0.4 in. (10 mm) of the sample to be available for abrasion. The Hobart mixer will need to be modified to allow the sample to fit properly for abrasion. The modification may be accomplished by adjusting the abrasion head height, or the height of the secured sample. The Hobart C-100 and N-50 Models are not acceptable for this test procedure due to differences in size and speed of rotation.

1. Split out two recycled asphalt samples from the medium gradation, or field sample, to a quantity of 2700 g in mass. The 2700 g is an approximate weight to give 2.8 in. ± 0.2 in. (70 mm ± 5 mm) of height after compaction.
2. The recycled asphalt sample should be placed in a container of adequate size for mixing.
3. Field or design moisture contents should be added to each of the recycled asphalt samples and mixed for 60 seconds.
4. The design emulsion content shall be added to each of the recycled asphalt samples and mixed for 60 seconds.
5. The samples shall be placed immediately into a 6 in. (150 mm) gyratory compaction mold and compacted to 20 gyrations. If the sample height is not 2.8 in. ± 0.2 in. (70 mm ± 5 mm), the recycled asphalt weight should be adjusted.
6. After compaction, the samples shall be removed from the compaction mold and placed on a flat pan to cure at the specified temperature and humidity (if required) for 240 minutes ± 5 minutes. The temperature shall be maintained at 50 °F ± 3.5 °F (10 °C ± 2 °C).
7. The specimens shall be weighed after the curing, just prior to testing.
8. The specimens shall be placed on the raveling test apparatus. Care should be taken that the specimen is centered and well supported. The area of the hose in contact with the specimen should not have been previously used. It is allowable to rotate the hose to an unworn section for testing. The abrasion head (with hose) shall be free to move vertically downward a minimum of 0.2 in. (5 mm) if abrasion allows.
9. The samples shall be abraded for 15 minutes and immediately weighed.
10. The Percent Raveling Loss shall be determined as follows:

$$PRL = 100 \times \frac{W_P - W_A}{W_p}$$

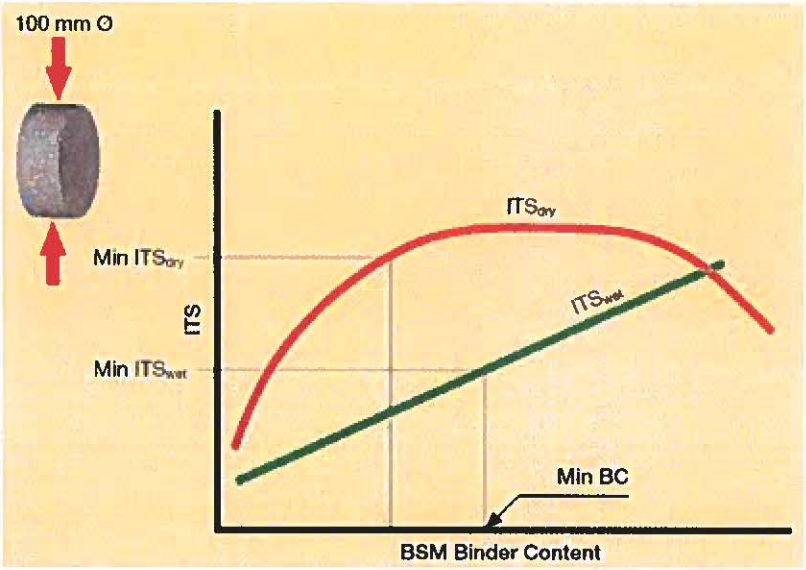
Where: PRL = Percent Raveling Loss
W_P = Weight of Sample Prior to Testing
W_A = Weight of Sample After Testing

11. The average of the two specimens shall be reported as the Percent Raveling Loss. If there is a difference of > 0.5 percent raveling loss between the two test specimens, the Raveling Test shall be repeated. If both of the test specimens have a Percent Raveling Loss of > 10 percent, the two test results shall be averaged and the maximum 0.5 percent difference between test specimens shall not be required.

Note: If field mix samples are taken, steps 2, 3, and 4 shall be omitted.

Foamed Asphalt Content Selection

The results of the respective soaked and unsoaked ITS test results are plotted against the relevant bitumen content that was added. The added bitumen content that best meets the desired Bitumen Stabilized Material (BSM) classification is selected as the amount of bitumen to be added, as shown in the example below.



Report

All mix design test results shall be reported to the Department. All additional additives and bituminous material shall be reported to the Department.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

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

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☒	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the

density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets

SPECIAL PROVISION FOR EMULSIFIED ASPHALTS

Effective: January 1, 2007
Revised: February 7, 2008

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Replace the table after Note 2 in Article 403.02 with the following:

Type of Construction	Bituminous Materials Recommended for Weather Conditions Indicated	
	Warm [15 °C to 30 °C]* [(60 °F to 85 °F)]*	Hot [30 °C Plus]* [(85 °F Plus)]*
Prime	MC-30, PEP	MC-30, PEP
Cover Coat and Seal Coat	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, PG46-28, PG52-28, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**

* Temperature of the air in the shade at the time of application.
** PEA is only allowed on roads with low traffic volumes

Replace the table after Note 2 in Article 406.02 with the following:

Type of Construction	Bituminous Materials Recommended
Prime (tack) on Brick, Concrete, or Bituminous Bases (Note 3)	SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, RC-70
Prime on Aggregate Bases (Note 4)	MC-30, PEP
Mixture for Cracks, Joints, and Flangeways	PG58-22, PG64-22

Note 3. When emulsified asphalts are used, they shall be diluted with an equal volume of potable water. HFE emulsions shall be diluted by the manufacturer. The diluted material shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion. The diluted material shall not be returned to an approved emulsion storage tank.

Note 4. Preparation of the bituminous PEP shall be as specified in Article 403.05.

Replace the table in Article 1032.04 with the following:

Spraying Application Temperature Ranges		
Type and Grade of Bituminous Material	Temperature Ranges	
	°F min. - max.	°C min. - max.
PEP	60 - 130	15 - 55
PEA	140 - 190	60 -88
MC-30	85 - 190	30 - 90
MC-70, RC-70, SC-70	120 - 225	50 - 105
MC-250, SC-250	165 - 270	75 - 130
MC-800, SC-800	200 - 305	95 - 150
MC-3000, SC-3000	230 - 345	110 - 175
PG46-28	275 - 385	135 - 195
PG52-28	285 - 395	140 - 200
RS-2, CRS-2	110 - 160	45 - 70
SS-1, SS-1h, CSS-1, CSS-1h	75 - 130	25 - 55
SS-1hP, CSS-1hP	75 - 130	25 - 55
HFE-90, HFE-150, HFE-300	150 - 180	65 - 80
HFP, CRSP, HFRS-2	150 - 180	65 - 80
E-2	85 - 190	30 - 90
E-3	120 - 225	50 - 105
E-4	165 - 270	75 - 130

Add subparagraph (g) to Article 1032.06:

(g) Penetrating Emulsified Asphalt (PEA). The penetrating emulsified asphalt shall meet the following requirements when tested according to AASHTO T59:

Viscosity, Saybolt Fural @ 25°C (77°F),	sec:	20 - 500
Sieve Test, retained on 850 µm (No. 20) sieve, maximum,	%:	0.10
Storage Stability Test, 1 day, maximum,	%:	1
Float Test @ 60°C (140°F), minimum,	sec:	150
Stone Coating Test, 3 minutes,	:	Stone Coated Thoroughly
Particle Charge	:	Negative
pH, minimum	:	7.3
Distillation Test:		
Distillation to 260°C (500°F) Residue, minimum	%:	65
Oil Distillate by Volume, maximum	%:	3
Test on residue from distillation:		
Penetration @ 25°C (77°F), 100 g, 5 sec, minimum	dmm:	300

Replace the last sentence and table of Article 1032.06 with the following:

The different grades are, in general, used for the following.

Grade	Use
SS-1, SS-1h, CSS-1, CSS-1h, HFE 90, SS-1hP, CSS-1hP	Tack or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE 90, HFE 150, HFE 300, CRSP, HFP, CRS-2, HFRS-2, PEA	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing

ADJUSTING OF FRAMES AND GRATES OF DRAINAGE AND UTILITY STRUCTURES
Eff. 03-09-2001 Rev. 03-28-2007

At the contractor's option the adjustment of the casting may be performed after the surface course has been placed.

If this option is chosen, the existing pavement adjacent to and for a distance not exceeding 12 inches (300 mm) outside the base of the casting to be adjusted shall be broken sufficiently to permit its removal.

After the casting has been adjusted, the pavement and hot-mix asphalt mixture removed shall be replaced with Class SI concrete not less than 9 inches (225 mm) thick. The concrete surface to a depth of 1 inch (25 mm) shall be darkened with a mortar additive to match the adjacent hot-mix asphalt mixture.

Payment will be in accordance with Articles 602.16 or 603.09.
End 603.doc

COOPERATION BETWEEN CONTRACTORS
Eff. 01-01-2024

There is a possibility that other Contractor's operations may be ongoing within the proposed project limit at the same time as the work included in this contract is being performed. The Contractor for this section shall cooperate with any other Contractors performing work adjacent to this project in accordance with Article 105.08 of the Standard Specifications. Any inconveniences or delays caused the Contractor in complying with this requirement shall be considered incidental to the contract and no additional compensation will be allowed.
End 107A.doc

HOT-MIX ASPHALT SURFACE REMOVAL
Eff. 10-01-09

This work shall be according to the applicable portions of Section 440 of the Standard Specifications, with the following additional requirements.

The Contractor shall have two options for the machine(s) used for Hot-Mix Asphalt Surface Removal on the through traffic lanes on this job.

1. The machine shall be capable of removing a layer of bituminous material at least the width of the lane of travel and 1-1/2 inches (40 mm) in depth in a single pass.

OR

2. Two machines shall be used. Each shall be capable of removing a layer of bituminous material at least one half the width of the lane of travel and 1-1/2 inches (40 mm) in depth in a single pass. If this option for two machines is used, they shall be operated in tandem with no more than 1/8-mile (200 m) separation. If areas of excessive cutting depth appear behind the second machine, then immediate adjustments to the operation of the first machine shall be made to correct the overcutting, and to provide the results shown above.

Any machine used for Hot-Mix Asphalt Surface Removal shall be equipped and operated with electronic grade control referenced to a traveling grade reference device not less than 30 ft. (9 m) in length, and according to Article 1101.16 of the Standard Specifications.

At locations where the milling operation does not fully mill and plane the pavement surface the requirements for checking tolerance with a 16 ft. (5 m) straightedge will not apply. These areas will include locations where the original pavement surface is untouched by the milling teeth. They shall also include areas where the milling teeth lightly touch the pavement, but the area between the cuts is not trimmed by the moldboard.

This work will be measured for payment according to the applicable portions of Article 440.07 of the Standard Specifications. No deduction will be made for areas traversed by the milling machine where the teeth do not touch the pavement surface as long as the work is performed as directed by the Engineer.

This work will be paid for according to the applicable portions of Article 440.08 of the Standard Specifications.
End 440-3mill.doc

MAINTENANCE OF ROADWAY DRAINAGE
Eff. 01-01-24

The Contractor shall be responsible for maintaining positive drainage of the traveled way due to uneven pavement lanes and shoulders for the duration of the contract. Maintenance and/or repairs needed shall be performed as directed by the Engineer.

The cost of equipment, labor, and materials involved will not be paid for separately but shall be considered as included in the contract unit price for various pay items involved and no additional compensation will be allowed.
End 440l.doc

UNEVEN LANES
Eff. 12/11/2009 Rev. 04/25/2015

Where construction operations result in a temporary drop-off between two traffic lanes open to traffic, excluding patching, "UNEVEN LANES" (W8-11(0)48) signs shall be used. The Contractor shall place the signs at the beginning of the drop-off area, major intersections, and at as such other locations within the drop-off area as the Engineer may direct, including as shown below.

- 2 Mile spacing on Interstates
- 1 Mile spacing on rural 2-lane highways
- Spacing per the Traffic Control Plan in Urban sections

The signs shall be placed just prior to the work that will result in the drop-off and shall remain in place until the drop-off is eliminated. This work shall be considered as included in the contract unit prices for the construction items involved and no additional compensation will be allowed.
End 701D.doc

VERTICAL ADJUSTMENT OF GUARDRAIL
Eff. 11-03-2000 Rev. 01-01-2014

This work shall consist of vertically adjusting guardrail according to Section 633 of the Standard Specifications and as modified herein.

The existing steel block-outs will be replaced with wooden block-outs or plastic block-outs during the vertical adjustment of steel plate beam guardrail. The wood block-outs or plastic block-outs shall be according to the current standard applicable to the type of guardrail being vertically adjusted. The existing steel posts may be drilled to match the bolt pattern for the wood block-out or plastic block-outs as shown on Highway Standard 630001 or a new steel post may be provided by the Contractor.

The Contractor may use the following method for the vertical adjustment in lieu of removing the posts:

- Remove the rail element from the posts.
- Remove the existing blockouts.
- Raise the posts to an elevation six inches above the required final height.
- Drive the posts back down to the required grade.
- Reinstall blockouts or new blockouts as required.
- Reinstall the rail elements.

Illinois Department of Transportation

Non-Federal Certification/Project Status

Local Public Agency	County	Section Number	Route
Champaign County Highway Dept.	Champaign	24-00472-00-RS	CH 15

Funding Source: ☒ Motor Fuel Tax ☐ Township Bridge ☐ Other State Funds

Indicate for each item: A for items approved, clear, or yes check the A box, and enter the date as applicable. For items exempt or not applicable, check the E box.

	ENVIRONMENTAL ISSUES:	E	A	Date
1	Section 6(f) Land and Water Conservation (LAWCON) Land Conversion	☒	☐	
2	Open Space Lands Acquisition and Development (OSLAD) Land Conversion	☒	☐	
3	Wetlands Compliance	☒	☐	
4	Historic Preservation/Cultural Compliance	☐	☒	03/03/25
5	Threatened and Endangered Species/Natural Areas Compliance	☐	☒	03/03/25
6	Farmland Conversion Impacts	☒	☐	
7	Special Waste Screening	☐	☒	03/03/25
8	Other	☒	☐	
	PROJECT STUDIES/REPORTS:			
1	Airport Coordination	☒	☐	
2	Railroad Coordination	☒	☐	
3	Intersection Design Study (IDS)	☒	☐	
4	Bridge Condition Report (BCR)	☐	☒	12/24/24
5	Preliminary Bridge Design and Hydraulic Report (PBDHR)	☒	☐	
6	Bridge Asbestos Determination	☐	☒	10/10/24
7	Drainage Studies	☒	☐	
8	Geotechnical Report	☒	☐	
9	Commitments	☐	☒	04/11/25
10	Design Exceptions	☒	☐	
11	Maximum Extent Practical for Americans with Disabilities Act (MEP-ADA)	☐	☒	04/11/25
12	Other	☒	☐	
	RIGHT-OF-WAY	☒	☐	
	PERMITS			
1	NPDES ☐ ILR10 Permit # ☐ ILR40 Permit #	☒	☐	
2	Section 404 (USACE)	☒	☐	
3	Section 401 Water Quality Certification	☒	☐	
4	Section 9 (Coast Guard)	☒	☐	
5	Burning of Landscape Waste	☒	☐	
6	Other	☒	☐	

The above information is certified to be true and correct.

Prepared By	Date
Jennifer E. Marner	04/11/25

Title: Asst. Champaign Cty. Engineer

Local Public Agency Approval Signature & Date: Jeff Blue — Digitally signed by Jeff Blue Date: 2025.04.11 11:16:19 -05'00'

Completed 04/11/25