BDE SPECIAL PROVISIONS
For the January 16 and March 6, 2015 Lettings

The following special provisions indicated by an "x" are applicable to this contract and will be included by the Project Development and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

	File Name	#		Special Provision Title	Effective	Revised
	80240	1		Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
	80099	2		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
	80274	3		Aggregate Subgrade Improvement	April 1, 2012	Jan. 1, 2013
	80192	4		Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	5		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2013
	80241	6		Bridge Demolition Debris	July 1, 2009	
	5026I	7		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I	8		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I	9		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I	10		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
*	80310	11		Coated Galvanized Steel Conduit	Jan. 1, 2013	Jan. 1, 2015
*	80341	12		Coilable Nonmetallic Conduit	Aug. 1, 2014	Jan. 1, 2015
	80198	13		Completion Date (via calendar days)	April 1, 2008	
	80199	14		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	15		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2014
	80294	16		Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	April 1, 2014
	80311	17		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
	80334	18		Concrete Gutter, Curb, Median, and Paved Ditch	April 1, 2014	Aug. 1, 2014
	80277	19		Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
	80261	20		Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80335	21		Contract Claims	April 1, 2014	
	80029	22		Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
	80265	23		Friction Aggregate	Jan. 1, 2011	Nov. 1, 2014
	80229	24		Fuel Cost Adjustment	April 1, 2009	July 1, 2009
	80329	25		Glare Screen	Jan. 1, 2014	
	80304	26		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
	80246	27		Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
	80322	28		Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov. 1, 2013	Nov. 1, 2014
	80323	29		Hot-Mix Asphalt – Mixture Design Verification and Production	Nov. 1, 2013	Nov. 1, 2014
	80347	30		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	
	80348	31		Hot-Mix Asphalt – Prime Coat	Nov. 1, 2014	
	80315	32		Insertion Lining of Culverts	Jan. 1, 2013	Nov. 1, 2013
*	80351	33		Light Tower	Jan. 1, 2015	
	80336	34		Longitudinal Joint and Crack Patching	April 1, 2014	
	80324	35		LRFD Pipe Culvert Burial Tables	Nov. 1, 2013	Nov. 1, 2014
	80325	36		LRFD Storm Sewer Burial Tables	Nov. 1, 2013	Nov. 1, 2014
	80045	37		Material Transfer Device	June 15, 1999	Aug. 1, 2014
*	80342	38		Mechanical Side Tie Bar Inserter	Aug. 1, 2014	Jan. 1, 2015
	80165	39		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80337	40		Paved Shoulder Removal	April 1, 2014	
	80349	41		Pavement Marking Blackout Tape	Nov. 1, 2014	
	80298	42		Pavement Marking Tape Type IV	April 1, 2012	
	80254	43		Pavement Patching	Jan. 1, 2010	

File Name	#		Special Provision Title	Effective	Revised
* 80352	44		Pavement Striping - Symbols	Jan. 1, 2015	
* 80353	45		Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	
80338	46		Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	
80343	47		Precast Concrete Handhole	Aug. 1, 2014	
80300	48		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	
80328	49		Progress Payments	Nov. 2, 2013	
3426I	50		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	51		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	52		Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2014
80350	53		Retroreflective Sheeting for Highway Signs	Nov. 1, 2014	
80327	54		Reinforcement Bars	Nov. 1, 2013	
80344	55		Rigid Metal Conduit	Aug. 1, 2014	
* 80354	56		Sidewalk, Corner, or Crosswalk Closure	Jan. 1, 2015	
80340	57		Speed Display Trailer	April 2, 2014	
80127	58		Steel Cost Adjustment	April 2, 2004	April 1, 2009
80317	59		Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	
* 80355	60		Temporary Concrete Barrier	Jan. 1, 2015	
80301	61		Tracking the Use of Pesticides	Aug. 1, 2012	
* 80356	62		Traffic Barrier Terminals Type 6 or 6B	Jan. 1, 2015	
20338	63		Training Special Provisions	Oct. 15, 1975	
80318	64		Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
80345	65		Underpass Luminaire	Aug. 1, 2014	
* 80357	66		Urban Half Road Closure with Mountable Median	Jan. 1, 2015	
80346	67		Waterway Obstruction Warning Luminaire	Aug. 1, 2014	
80288	68		Warm Mix Asphalt	Jan. 1, 2012	Nov. 1, 2014
80302	69		Weekly DBE Trucking Reports	June 2, 2012	
80289	70		Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	71		Working Days	Jan. 1, 2002	

The following special provisions are in the 2015 Supplemental Specifications and Recurring Special Provisions:

File Name	Special Provision Title	New Location	Effective	Revised
80292	Coarse Aggregate in Bridge Approach Slabs/Footings	Articles 1004.01(b) and 1004.02(f)	April 1, 2012	April 1, 2013
80303	Granular Materials	Articles 1003.04, 1003.04(c), and 1004.05(c)	Nov. 1, 2012	
80330	Pavement Marking for Bike Symbol	Article 780.14	Jan. 1, 2014	
80331	Payrolls and Payroll Records	Recurring CS #1 and #5	Jan. 1, 2014	
80332	Portland Cement Concrete – Curing of Abutments and Piers	Article 1020.13	Jan. 1, 2014	
80326	Portland Cement Concrete Equipment	Article 1103.03(a)(5)	Nov. 1, 2013	
80281	Quality Control/Quality Assurance of Concrete Mixtures	Recurring CS #31	Jan. 1, 2012	Jan. 1, 2014
80283	Removal and Disposal of Regulated Substances	Articles 669.01, 669.08, 669.09, 669.14, and 669.16	Jan. 1, 2012	Nov. 2, 2012
80319	Removal and Disposal of Surplus Materials	Article 202.03	Nov. 2, 2012	
80307	Seeding	Article 250.07	Nov. 1, 2012	
80339	Stabilized Subbase	Article 312.06	April 1, 2014	
80333	Traffic Control Setup and Removal Freeway/Expressway	Articles 701.18(l) and 701.19(a)	Jan. 1, 2014	

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- Bridge Demolition Debris
- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975

This Training Special Provision supersedes Section 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved. The number of trainees to be trained under this contract will be . In the event the Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within the reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the Illinois Department of Transportation for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g. by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the Illinois Department of Transportation and the Federal Highway Administration. The Illinois Department of Transportation and the Federal Highway Administration shall approve a program, if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved by not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather then clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Illinois Department of Transportation and the Federal Highway Administration. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirement of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program.

It is not required that all trainees be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program he will follow in providing the training. The Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The Contractor shall provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

Method of Measurement. The unit of measurement is in hours.

Basis of Payment. This work will be paid for at the contract unit price of 80 cents per hour for TRAINEES. The estimated total number of hours, unit price, and total price have been included in the schedule of prices.

20338

All Regional Engineers

Michael L. Hine

Special Provision for Railroad Protective Liability Insurance

September 30, 2005

This special provision has been revised to provide additional “blanks” for railroad information and to update the mailing address for insurance submittal.

This special provision should only be used for “short-line” (minor) railroads. When a Class I railroad is involved, the special provision Railroad Protective Liability Insurance (5 and 10) should be used. Following is a list of the Class I railroads:

The Burlington Northern & Santa Fe Railway Co.
Chicago, Central & Pacific Railroad Co.
CN
Canadian Pacific Railway
CSX Transportation, Inc.
Grand Trunk Western Railroad Inc.
Illinois Central Railway Co.
Kansas Southern Railway Co.
Norfolk Southern Railway Co.
Soo Line
Union Pacific Railroad Co.
Wisconsin Central Ltd.
Wisconsin Central Chicago Link Ltd.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 20, 2006 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 30, 2005.

3426lm

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986
Revised: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS

DOT/AAR No.: RR Mile Post:
RR Division: RR Sub-Division:

For Freight/Passenger Information Contact: Phone:
For Insurance Information Contact: Phone:

DOT/AAR No.: RR Mile Post:
RR Division: RR Sub-Division:

For Freight/Passenger Information Contact: Phone:
For Insurance Information Contact: Phone:

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

3426I

All Regional Engineers

Charles J. Ingersoll

Special Provision for Building Removal - Case I (Non-Friable and Friable Asbestos)

January 8, 2010

This special provision has been revised to make a minor clarification. It should be included on contracts involving building removal with both non-friable and friable asbestos abatement.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 23, 2010 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 8, 2010.

5026im

BUILDING REMOVAL - CASE I (NON-FRIABLE AND FRIABLE ASBESTOS ABATEMENT) (BDE)

Effective: September 1, 1990
Revised: April 1, 2010

BUILDING REMOVAL: This work shall consist of the removal and disposal of _____ building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

Bldg. No.	Parcel No.	Location	Description

Discontinuance of Utilities: The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

Signs: Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR
HIGHWAY CONSTRUCTION
TO BE DEMOLISHED BY THE

VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

All friable asbestos shall be removed from the building(s) prior to demolition. The Contractor has the option of removing the non-friable asbestos prior to demolition or demolishing the building(s) with the non-friable asbestos in place. Refer to the Special Provisions titled "Asbestos Abatement (General Conditions)", "Removal and Disposal of Friable Asbestos Building No._____", and "Removal and Disposal of Non-Friable Asbestos Building No. _____" contained herein.

Basis of Payment: This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein. The lump sum unit price(s) for this work shall represent the cost of demolition and disposal assuming all asbestos, friable and non-friable, is removed prior to demolition. Any salvage value shall be reflected in the contract unit price for this item.

EXPLANATION OF BIDDING TERMS: Three separate contract unit price items have been established for the removal of each building. They are:

1. BUILDING REMOVAL NO. _____

2. REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____

3. REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____

The Contractor shall have two options available for the removal and disposal of the non-friable asbestos.

The pay item for removal and disposal of non-friable asbestos will not be deleted regardless of the option chosen by the Contractor.

<u>ASBESTOS ABATEMENT (GENERAL CONDITIONS):</u> This work consists of the removal and disposal of friable and non-friable asbestos from the building(s) to be demolished. All work shall be done according to the requirements of the U.S. Environmental Protection Agency (USEPA), the Illinois Environmental Protection Agency (IEPA), the Occupational Safety and Health Administration (OSHA), the Special Provisions for "Removal and Disposal of Friable Asbestos, Building No._____" and "Removal and Disposal of Non-Friable Asbestos, Building No. _____", and as outlined herein.

Sketches indicating the location of Asbestos Containing Material (ACM) are included in the proposal on pages _____ thru _____. Also refer to the Materials Description Table on page _____ for a brief description and location of the various materials. Also included is a Materials Quantities Table on page _____. This table states whether the ACM is friable or non-friable and gives the approximate quantity. The quantities are given only for information and it shall be the Contractor's responsibility to determine the exact quantities prior to submitting his/her bid.

The work involved in the removal and disposal of friable asbestos, and non-friable asbestos if done prior to demolition, shall be performed by a Contractor or Sub-Contractor prequalified with the Illinois Capital Development Board.

The Contractor shall provide a shipping manifest, similar to the one shown on page _____, to the Engineer for the disposal of all ACM wastes.

Permits: The Contractor shall apply for permit(s) in compliance with applicable regulations of the Illinois Environmental Protection Agency. Any and all other permits required by other federal, state, or local agencies for carrying on the work shall be the responsibility of the Contractor. Copies of these permits shall be sent to the district office and the Engineer.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any asbestos removal or demolition activity. Separate notices shall be sent for the asbestos removal work and the building demolition if they are done as separate operations.

Asbestos Demolition/Renovation Coordinator
Illinois Environmental Protection Agency
Division of Air Pollution Control
P. O. Box 19276
Springfield, Illinois 62794-9276
(217)785-1743

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

A. All submittals and notices shall be made to the Engineer, except where otherwise specified herein.

B. Submittals that shall be made prior to start of work:

1. Submittals required under Asbestos Abatement Experience.

2. Submit documentation indicating that all employees have had medical examinations and instruction on the hazards of asbestos exposure, on use and fitting of respirators, on protective dress, on use of showers, on entry and exit from work areas, and on all aspects of work procedures and protective measures as specified in Worker Protection Procedures.

3. Submit manufacturer's certification stating that vacuums, ventilation equipment, and other equipment required to contain airborne fibers conform to ANSI 29.2.

4. Submit to the Engineer the brand name, manufacturer, and specification of all sealants or surfactants to be used. Testing under existing conditions will be required at the direction of the Engineer.

5. Submit proof that all required permits, site locations, and arrangements for transport and disposal of asbestos-containing or asbestos-contaminated materials, supplies, and the like have been obtained (i.e., a letter of authorization to utilize designated landfill).

6. Submit a list of penalties, including liquidated damages, incurred through non-compliance with asbestos abatement project specifications.

7. Submit a detailed plan of the procedures proposed for use in complying with the requirements of this specification. Include in the plan the location and layout of decontamination units, the sequencing of work, the respiratory protection plan to be used during this work, a site safety plan, a disposal plan including the location of an approved disposal site, and a detailed description of the methods to be used to control pollution. The plan shall be submitted to the Engineer prior to the start of work.

8. Submit proof of written notification and compliance with Paragraph "Notifications".

C. Submittals that shall be made upon completion of abatement work:

1. Submit copies of all waste chain-of-custodies, trip tickets, and disposal receipts for all asbestos waste materials removed from the work area;

2. Submit daily copies of work site entry logbooks with information on worker and visitor access;

3. Submit logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls; and

4. Submit results of any bulk material analysis and air sampling data collected during the course of the abatement including results of any on-site testing by any federal, state, or local agency.

Certificate of Insurance:

A. The Contractor shall document general liability insurance for personal injury, occupational disease and sickness or death, and property damage.

B. The Contractor shall document current Workmen's Compensation Insurance coverage.

C. The Contractor shall supply insurance certificates as specified by the Department.

Asbestos Abatement Experience:

A. Company Experience: Prior to starting work, the Contractor shall supply evidence that he/she has been prequalified with the Illinois Capital Development Board and that he/she has been included on the Illinois Department of Public Health's list of approved Contractors.

B. Personnel Experience:

1. For Superintendent, the Contractor shall supply:

a. Evidence of knowledge of applicable regulations in safety and environmental protection is required as well as training in asbestos abatement as evidenced by the successful completion of a training course in supervision of asbestos abatement as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to the Engineer prior to the start of work.

b. Documentation of experience with abatement work in a supervisory position as evidenced through supervising at least two asbestos abatement projects; provide names, contact, phone number, and locations of two projects in which the individual(s) has worked in a supervisory capacity.

2. For workers involved in the removal of friable and non-friable asbestos, the Contractor shall provide training as evidenced by the participation and successful completion of an accredited training course for asbestos abatement workers as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to all employees who will be working on this project.

<u>ABATEMENT AIR MONITORING</u>: The Contractor shall comply with the following:

A. Personal Monitoring: All personal monitoring shall be conducted per specifications listed in OSHA regulation, Title 29, Code of Federal Regulation 1926.58. All area sampling shall be conducted according to 40 CFR Part 763.90. All air monitoring equipment shall be calibrated and maintained in proper operating condition. Excursion limits shall be monitored daily. Personal monitoring is the responsibility of the Contractor. Additional personal samples may be required by the Engineer at any time during the project.

B. Contained Work Areas for Removal of Friable Asbestos: Area samples shall be collected for the department within the work area daily. A minimum of one sample shall be taken outside of the abatement area removal operations. The Engineer will also have the option to require additional personal samples and/or clearance samples during this type of work.

C. Interior Non-Friable Asbestos-Containing Materials: The Contractor shall perform personal air monitoring during removal of all nonfriable Transite and floor tile removal

operations. The Engineer will also have the option to require additional personal samples and/or clearance samples during this type of work.

D. Exterior Non-Friable Asbestos-Containing Materials: The Contractor shall perform personal air monitoring during removal of all nonfriable cementitious panels, piping, roofing felts, and built up roofing materials that contain asbestos.

   The Contractor shall conduct down wind area sampling to monitor airborne fiber levels at a frequency of no less than three per day.

E. Air Monitoring Professional

   1. All air sampling shall be conducted by a qualified Air Sampling Professional supplied by the Contractor. The Air Sampling Professional shall submit documentation of successful completion of the National Institute for Occupational Safety and Health (NIOSH) course #582 - "Sampling and Evaluating Airborne Asbestos Dust".

   2. Air sampling shall be conducted according to NIOSH Method 7400. The results of these tests shall be provided to the Engineer within 24 hours of the collection of air samples.

REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____: This work consists of the removal and disposal of all friable asbestos from the building(s) prior to demolition. The work shall be done according to the Special Provision titled "Asbestos Abatement (General Conditions)" and as outlined herein.

This work will be paid for at the contract unit price per lump sum for REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____, as shown, which price shall include furnishing all labor, materials, equipment and services required to remove and dispose of the friable asbestos.

REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____: The Contractor has the option of removing and disposing of the non-friable asbestos prior to demolition of the building(s) or demolishing the building(s) with the non-friable asbestos in place.

Option #1 - If the Contractor chooses to remove all non-friable asbestos prior to demolition, the work shall be done according to the Special Provision titled "Asbestos Abatement (General Conditions)".

Option #2 - If the Contractor chooses to demolish the building(s) with the non-friable asbestos in place, the following provisions shall apply:

1. Continuously wet all non-friable ACM and other building debris with water during demolition.

2. Dispose of all demolition debris as asbestos containing material by placing it in lined, covered transport haulers and placing it in an approved landfill.

This work will be paid for at the contract unit price per lump sum for REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____, as shown.

The cost for this work shall be determined as follows:

Option #1 - Actual cost of removal and disposal of non-friable asbestos.

Option #2 - The difference in cost between removing and disposing of the building if all non-friable asbestos is left in place and removing and disposing of the building assuming all non-friable asbestos is removed prior to demolition.

The cost of removing and disposing of the building(s), assuming all asbestos, friable and non-friable is removed first, shall be represented by the pay item "BUILDING REMOVAL NO. _____".

Regardless of the option chosen by the Contractor, this pay item will not be deleted, nor will the pay item BUILDING REMOVAL NO. _____ be deleted.

EXAMPLE

Attached are Appendixes A - D. These appendixes are examples of the information to be included in the proposal and referred to on page 3 of the Special Provision.

Appendix A are the sketches of the building(s) noted on page 1 of the Special Provision. These sketches show the location of asbestos on each floor of the building(s).

Appendix B provides a "Material Description Table" also referred to on page 3 of the Special Provision.

Appendix C is a "Material Quantities Table" and is referred to on page 3 of the Special Provision.

Appendix D is a sample of a Shipping Manifest form referred to on page 3.

Appendix E is a sample of the building(s) identification needed on page 1.

APPENDIX B

MATERIAL DESCRIPTION TABLE

Material Description	% And Type Of Asbestos	Location, Description, Sample Number (If Applicable)
I. Ike and Swanies Tap		
Pipe Insulation	55% & 60% chrysotile	Typical of all insulated piping in Basement area and in wall on 1st Floor. Fair condition. Some debris present in Basement.
Freezer cork Mastic	10% chrysotile	Cork wall and ceiling mastic is in Freezer Room in Basement area. Poor condition. Sample AX656.
Floor tile	10% chrysotile	First floor in west portion of building. Floor tile is located under carpet. Poor condition. Sample AX652.
II. Peoria Hotel Building		
Pipe Insulation	20% & 30% chrysotile	Typical of most insulated piping in Basement area. 1st Floor and 2nd Floor. Fair condition. Abundant debris present in Basement. Sample AX660 and Sample AX663.
HW Tank Insulation	55% chrysotile	Tank located in Mechanical Room on the Basement Floor. Tank insulation is in fair condition. ACM debris is throughout Mechanical Room. Sample AX664.
Freezer Cork Mastic	10% chrysotile	Cork wall and ceiling mastic is in Freezer Room in Basement area. Poor condition. Same as Sample AX656.

Floor tile	10% chrysotile 12% chrysotile	First floor in the main hotel building. Floor tile is in poor condition. Sample AX561 and Sample AX662.
Transite Siding	25% chrysotile	Located on an out building in back of main hotel, 1st Floor. Debris on ground and in Basement area Sample AX666.

APPENDIX C

MATERIAL QUANTITIES TABLE

The following are approximate quantities of ACM to be removed from the building indicated. These material quantities do not indicate the cleaning required to remove asbestos debris and resulting contamination from the work areas.

I. Ike and Swanies Tap

Material	Floor	Quantity Present	Friable
Pipe Insulation	Basement	140 L.F.	Yes
Pipe Insulation	1st Floor	20 L.F.	Yes
Cork Mastic	Basement	900 S.F.	No
Floor Tile	1st Floor	1225 S.F.	No
Carpet	1st Floor	1225 S.F.	No

II. Peoria Hotel Building

Material	Floor	Quantity Present	Friable
Tank Insulation	Basement Mech RM	115 L.F.	Yes
Pipe Insulation	Basement Mech RM	335 L.F.	Yes
Pipe Insulation	Basement (remaining)	770 L.F.	Yes
Pipe Insulation	1st Floor	120 S.F.	Yes
Pipe Insulation	2nd Floor	40 S.F.	Yes
Cork Mastic	Basement	400 S.F.	No
Floor Tile	lst Floor	1300 S.F.	No
Linoleum	lst Floor	75 S.F.	No
Transite Siding	lst Floor	225 S.F.	No

APPENDIX D

SHIPPING MANIFEST

Generator

1. Work Site Name and Mailing Address	Owner's Name		Owner's Telephone No.
2. Operator's Name and Address			Operator's. Telephone No
3. Waste Disposal Site (WDS) Name Mailing Address, and Physical Site Location			WDS Telephone No.
4. Name and Address of Responsible Agency			
5. Description of Materials			
6. Containers	No.	Type	
7. Total Quantity	M^3	(Yd^3)	
8. Special Handling Instructions and Additional Information			
9. OPERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and government regulations.			
Printed/Typed Name & Title	Signature		Month Day Year

Transporter

10. Transporter 1 (Acknowledgement of Receipt of Materials)		
Printed/Typed Name & Title Address and Telephone No.	Signature	Month Day Year
11. Transporter 2 (Acknowledgement of Receipt of Materials)		
Printed/Typed Name & Title Address and Telephone No.	Signature	Month Day Year

Disposal Site

12. Discrepancy Indication Space		
13. Waste Disposal Site Owner or Operator:	Certification of Receipt of Asbestos Materials Covered By This Manifest Except As Noted in Item 12	
Printed/Typed Name & Title	Signature	Month Day Year

APPENDIX D

INSTRUCTIONS

Waste Generator Section (Items 1-9)

1. Enter the name of the facility at which asbestos waste is generated and the address where the facility is located. In the appropriate spaces, also enter the name of the owner of the facility and the owner's phone number.

2. If a demolition or renovation, enter the name and address of the Company and authorized agent responsible for performing the asbestos removal. In the appropriate spaces, also enter the phone number of the operator.

3. Enter the name, address, and physical site location of the waste disposal site (WDS) that will be receiving the asbestos materials. In the appropriate spaces, also enter the phone number of the WDS. Enter "on-site" if the waste will be disposed of on the generator's property.

4. Provide the name and address of the local, State, or EPA Regional Office responsible for administering the asbestos NESHAP program.

5. Indicate the types of asbestos waste materials generated. If from a demolition or renovation, indicate the amount of asbestos that is

   - Friable asbestos material
   - Nonfriable asbestos material

6. Enter the number of containers used to transport the asbestos materials listed in Item 5. Also enter one of the following container codes used in transporting each type of asbestos material (specify any other type of container used if not listed below):

   DM - Metal drums, barrels
   DP - Plastic drums, barrels
   BA - 6 mil plastic bags or wrapping

7. Enter the quantities of each type of asbestos material removed in units of cubic meters (cubic yards).

8. Use this space to indicate special transportation, treatment, storage or disposal or Bill of Lading information. If an alternate waste disposal site is designated, note it here. Emergency response telephone numbers or similar information may be included here.

9. The authorized agent of the waste generator shall read and then sign and date this certification. The date is the date of receipt by transporter.

NOTE: The waste generator shall retain a copy of this form.

APPENDIX D

INSTRUCTIONS

Transporter Section (Items 10 & 11)

10. & 11. Enter name, address, and telephone number of each transporter used, if applicable. Print or type the full name and title of person accepting responsibility and acknowledging receipt of materials as listed on this waste shipment record for transport.

NOTE: The transporter shall retain a copy of this form.

Disposal Site Section (Items 12 & 13)

12. The authorized representative of the WDS shall note in this space any discrepancy between waste described on this mainfest and waste actually received as well as any improperly enclosed or contained waste. Any rejected materials should be listed and destination of those materials provided. A site that converts asbestos-containing waste material to nonasbestos material is considered a WDS.

13. The signature (by hand) of the authorized WDS agent indicates acceptance and agreement with statements on this manifest except as noted in Item 12. The date is the date of signature and receipt of shipment.

NOTE: The WDS shall retain a completed copy of this form. The WDS shall also send a completed copy to the operator listed in Item 2.

APPENDIX E

Bldg. No.	Parcel No.	Location	Description
1	408D005	210-212 Franklin, Peoria	2 story 60'x40' brick & masonry, 50% basement 50% crawl space
2	408D010	203-211 Franklin, Peoria	Section 1: 1 story 30'x17'-4" brick & masonry slab Section 2: 2 story 36'x81' brick & masonry full basement Section 3: 3 story 50'x72' brick & masonry full basement Section 4: 2 story 134'x38' brick & masonry, partial basement

5026I

All Regional Engineers

Charles J. Ingersoll

Special Provision for Building Removal - Case II (Non-Friable Asbestos)

January 8, 2010

This special provision has been revised to make a minor clarification. It should be included on contracts involving building removal with non-friable asbestos abatement only.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 23, 2010 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 8, 2010.

5048im

BUILDING REMOVAL - CASE II (NON-FRIABLE ASBESTOS ABATEMENT) (BDE)

Effective: September 1, 1990
Revised: April 1, 2010

BUILDING REMOVAL: This work shall consist of the removal and disposal of _____ building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

Bldg. No.	Parcel No.	Location	Description

Discontinuance of Utilities: The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

Signs: Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR
HIGHWAY CONSTRUCTION
TO BE DEMOLISHED BY THE

VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

The Contractor has the option of removing the non-friable asbestos prior to demolition or demolishing the building(s) with the non-friable asbestos in place. Refer to the Special Provisions titled “Asbestos Abatement (General Conditions)” and “Removal and Disposal of Non-Friable Asbestos Building No. _____“ contained herein.

Basis of Payment: This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein. The lump sum unit price(s) for this work shall represent the cost of demolition and disposal assuming all non-friable asbestos is removed prior to demolition. Any salvage value shall be reflected in the contract unit price for this item.

EXPLANATION OF BIDDING TERMS: Two separate contract unit price items have been established for the removal of each building. They are:

1. BUILDING REMOVAL NO. _____

2. REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____

The Contractor shall have two options available for the removal and disposal of the non-friable asbestos.

The pay item for removal and disposal of non-friable asbestos will not be deleted regardless of the option chosen by the Contractor.

ASBESTOS ABATEMENT (GENERAL CONDITIONS): This work consists of the removal and disposal of non-friable asbestos from the building(s) to be demolished. All work shall be done according to the requirements of the U.S. Environmental Protection Agency (USEPA), the Illinois Environmental Protection Agency (IEPA), the Occupational Safety and Health Administration (OSHA), the Special Provision for "Removal and Disposal of Non-Friable Asbestos, Building No. _____," and as outlined herein.

Sketches indicating the location of Asbestos Containing Material (ACM) are included in the proposal on pages _____ thru _____. Also refer to the Materials Description Table on page _____ for a brief description and location of the various materials. Also included is a Materials Quantities Table on page _____. This table states the ACM is non-friable and gives the approximate quantity. The quantities are given only for information and it shall be the Contractor's responsibility to determine the exact quantities prior to submitting his/her bid.

The work involved in the removal and disposal of non-friable asbestos if done prior to demolition, shall be performed by a Contractor or Sub-Contractor prequalified with the Illinois Capital Development Board.

The Contractor shall provide a shipping manifest, similar to the one shown on page _____, to the Engineer for the disposal of all ACM wastes.

Permits: The Contractor shall apply for permit(s) in compliance with applicable regulations of the Illinois Environmental Protection Agency. Any and all other permits required by other federal, state, or local agencies for carrying on the work shall be the responsibility of the Contractor. Copies of the permit(s) shall be sent to the district office and the Engineer.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any asbestos removal or demolition activity. Separate notices shall be sent for the asbestos removal work and the building demolition if they are done as separate operations.

Asbestos Demolition/Renovation Coordinator
Illinois Environmental Protection Agency
Division of Air Pollution Control
P. O. Box 19276
Springfield, Illinois 62794-9276
(217) 785-1743

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

A. All submittals and notices shall be made to the Engineer except where otherwise specified herein.

B. Submittals that shall be made prior to start of work:

1. Submittals required under Asbestos Abatement Experience.

2. Submit documentation indicating that all employees have had medical examinations and instruction on the hazards of asbestos exposure, on use and fitting of respirators, on protective dress, on use of showers, on entry and exit from work areas, and on all aspects of work procedures and protective measures as specified in Worker Protection Procedures.

3. Submit manufacturer's certification stating that vacuums, ventilation equipment, and other equipment required to contain airborne fibers conform to ANSI 29.2.

4. Submit to the Engineer the brand name, manufacturer, and specification of all sealants or surfactants to be used. Testing under existing conditions will be required at the direction of the Engineer.

5. Submit proof that all required permits, site locations, and arrangements for transport and disposal of asbestos-containing or asbestos-contaminated materials, supplies, and the like have been obtained (i.e., a letter of authorization to utilize designated landfill).

6. Submit a list of penalties, including liquidated damages, incurred through non-compliance with asbestos abatement project specifications.

7. Submit a detailed plan of the procedures proposed for use in complying with the requirements of this specification. Include in the plan the location and layout of decontamination units, the sequencing of work, the respiratory protection plan to be used during this work, a site safety plan, a disposal plan including the location of an approved disposal site, and a detailed description of the methods to be used to control pollution. The plan shall be submitted to the Engineer prior to the start of work.

8. Submit proof of written notification and compliance with the “Notifications” paragraph.

C. Submittals that shall be made upon completion of abatement work:

1. Submit copies of all waste chain-of-custodies, trip tickets, and disposal receipts for all asbestos waste materials removed from the work area;

2. Submit daily copies of work site entry logbooks with information on worker and visitor access;

3. Submit logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls; and

4. Submit results of any bulk material analysis and air sampling data collected during the course of the abatement including results of any on-site testing by any federal, state, or local agency.

Certificate of Insurance:

A. The Contractor shall document general liability insurance for personal injury, occupational disease and sickness or death, and property damage.

B. The Contractor shall document current Workmen's Compensation Insurance coverage.

C. The Contractor shall supply insurance certificates as specified by the Department.

Asbestos Abatement Experience:

A. Company Experience. Prior to starting work, the Contractor shall supply evidence that he/she has been prequalified with the Illinois Capital Development Board and that he/she has been included on the Illinois Department of Public Health's list of approved Contractors.

B. Personnel Experience:

1. For Superintendent, the Contractor shall supply:

    a. Evidence of knowledge of applicable regulations in safety and environmental protection is required as well as training in asbestos abatement as evidenced by the successful completion of a training course in supervision of asbestos abatement as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to the Engineer prior to the start of work.

    b. Documentation of experience with abatement work in a supervisory position as evidenced through supervising at least two asbestos abatement projects; provide names, contact, phone number, and locations of two projects in which the individual(s) has worked in a supervisory capacity.

2. For workers involved in the removal of asbestos, the Contractor shall provide training as evidenced by the participation and successful completion of an accredited training course for asbestos abatement workers as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to all employees who will be working on this project.

<u>ABATEMENT AIR MONITORING</u>: The Contractor shall comply with the following:

A. Personal Monitoring. All personal monitoring shall be conducted per specifications listed in OSHA regulation, Title 29, Code of Federal Regulation 1926.58. All area sampling shall be conducted according to 40 CFR Part 763.90. All air monitoring equipment shall be calibrated and maintained in proper operating condition. Excursion limits shall be monitored daily. Personal monitoring is the responsibility of the Contractor. Additional personal samples may be required by the Engineer at any time during the project.

B. Interior Non-Friable Asbestos-Containing Materials. The Contractor shall perform personal air monitoring during removal of all non-friable Transite and floor tile removal operations. The Engineer will also have the option to require additional personal samples and/or clearance samples during this type of work.

C. Exterior Non-Friable Asbestos-Containing Materials. The Contractor shall perform personal air monitoring during removal of all non-friable cementitious panels, piping, roofing felts, and built up roofing materials that contain asbestos.

    The Contractor shall conduct down wind area sampling to monitor airborne fiber levels at a frequency of no less than three per day.

D. Air Monitoring Professional

    1. All air sampling shall be conducted by a qualified Air Sampling Professional supplied by the Contractor. The Air Sampling Professional shall submit

documentation of successful completion of the National Institute for Occupational Safety and Health (NIOSH) course #582 - "Sampling and Evaluating Airborne Asbestos Dust".

2. Air sampling shall be conducted according to NIOSH Method 7400. The results of these tests shall be provided to the Engineer within 24 hours of the collection of air samples.

REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____: The Contractor has the option of removing and disposing of the non-friable asbestos prior to demolition of the building(s) or demolishing the building(s) with the non-friable asbestos in place.

Option #1 - If the Contractor chooses to remove all non-friable asbestos prior to demolition, the work shall be done according to the Special Provision titled "Asbestos Abatement (General Conditions)".

Option #2 - If the Contractor chooses to demolish the building(s) with the non-friable asbestos in place, the following provisions shall apply:

1. Continuously wet all non-friable ACM and other building debris with water during demolition.

2. Dispose of all demolition debris as asbestos containing material by placing it in lined, covered transport haulers and placing it in an approved landfill.

This work will be paid for at the contract unit price per lump sum for REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. _____, as shown.

The cost for this work shall be determined as follows:

Option #1 - Actual cost of removal and disposal of non-friable asbestos.

Option #2 - The difference in cost between removing and disposing of the building if all non-friable asbestos is left in place and removing and disposing of the building assuming all non-friable asbestos is removed prior to demolition.

The cost of removing and disposing of the building(s), assuming all non-friable asbestos is removed first, shall be represented by the pay item "BUILDING REMOVAL NO. _".

Regardless of the option chosen by the Contractor, this pay item will not be deleted, nor will the pay item BUILDING REMOVAL NO. _____ be deleted.

All Regional Engineers

Charles J. Ingersoll

Special Provision for Building Removal - Case III (Friable Asbestos)

January 8, 2010

This special provision has been revised to make a minor clarification. It should be included on contracts involving building removal with friable asbestos abatement only.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 23, 2010 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 8, 2010.

5049im

BUILDING REMOVAL - CASE III (FRIABLE ASBESTOS ABATEMENT) (BDE)

Effective: September 1, 1990
Revised: April 1, 2010

BUILDING REMOVAL: This work shall consist of the removal and disposal of _____ building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

Bldg. No.	Parcel No.	Location	Description

Discontinuance of Utilities: The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

Signs: Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR
HIGHWAY CONSTRUCTION
TO BE DEMOLISHED BY THE

VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

All friable asbestos shall be removed from the building(s) prior to demolition. Refer to the Special Provisions titled “Asbestos Abatement (General Conditions)” and “Removal and Disposal of Friable Asbestos Building No. _____“ contained herein.

Basis of Payment: This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein. The lump sum unit price(s) for this work shall represent the cost of demolition and disposal assuming all friable asbestos has been removed prior to demolition. Any salvage value shall be reflected in the contract unit price for this item.

EXPLANATION OF BIDDING TERMS: Two separate contract unit price items have been established for the removal of each building. They are:

1. BUILDING REMOVAL NO. _____

2. REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____

ASBESTOS ABATEMENT (GENERAL CONDITIONS): This work consists of the removal and disposal of friable asbestos from the building(s) to be demolished. All work shall be done according to the requirements of the U.S. Environmental Protection Agency (USEPA), the Illinois Environmental Protection Agency (IEPA), the Occupational Safety and Health Administration (OSHA), the Special Provision for "Removal and Disposal of Friable Asbestos, Building No. _____" and as outlined herein.

Sketches indicating the location of Asbestos Containing Material (ACM) are included in the proposal on pages _____ thru _____. Also refer to the Materials Description Table on page _____ for a brief description and location of the various materials. Also included is a Materials Quantities Table on page _____. This table states the ACM is friable and gives the approximate quantity. The quantities are given only for information and it shall be the Contractor's responsibility to determine the exact quantities prior to submitting his/her bid.

The work involved in the removal and disposal of friable asbestos shall be performed by a Contractor or Sub-Contractor prequalified with the Illinois Capital Development Board.

The Contractor shall provide a shipping manifest, similar to the one shown on page _____, to the Engineer for the disposal of all ACM wastes.

Permits: The Contractor shall apply for permit(s) in compliance with applicable regulations of the Illinois Environmental Protection Agency. Any and all other permits required by other federal, state, or local agencies for carrying on the work shall be the responsibility of the Contractor. Copies of these permits shall be sent to the district office and the Engineer.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any asbestos removal or demolition activity. Separate notices shall be sent for the asbestos removal work and the building demolition.

Asbestos Demolition/Renovation Coordinator
Illinois Environmental Protection Agency
Division of Air Pollution Control
P. O. Box 19276
Springfield, Illinois 62794-9276

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

A. All submittals and notices shall be made to the Engineer except where otherwise specified herein.

B. Submittals that shall be made prior to start of work:

1. Submittals required under Asbestos Abatement Experience.

2. Submit documentation indicating that all employees have had medical examinations and instruction on the hazards of asbestos exposure, on use and fitting of respirators, on protective dress, on use of showers, on entry and exit from work areas, and on all aspects of work procedures and protective measures as specified in Worker Protection Procedures.

3. Submit manufacturer's certification stating that vacuums, ventilation equipment, and other equipment required to contain airborne fibers conform to ANSI 29.2.

4. Submit to the Engineer the brand name, manufacturer, and specification of all sealants or surfactants to be used. Testing under existing conditions will be required at the direction of the Engineer.

5. Submit proof that all required permits, site locations, and arrangements for transport and disposal of asbestos-containing or asbestos-contaminated materials, supplies, and the like have been obtained (i.e., a letter of authorization to utilize designated landfill).

6. Submit a list of penalties, including liquidated damages, incurred through non-compliance with asbestos abatement project specifications.

7. Submit a detailed plan of the procedures proposed for use in complying with the requirements of this specification. Include in the plan the location and layout of decontamination units, the sequencing of work, the respiratory protection plan to be

used during this work, a site safety plan, a disposal plan including the location of an approved disposal site, and a detailed description of the methods to be used to control pollution. The plan shall be submitted to the Engineer prior to the start of work.

8. Submit proof of written notification and compliance with the “Notifications” paragraph.

C. Submittals that shall be made upon completion of abatement work:

1. Submit copies of all waste chain-of-custodies, trip tickets, and disposal receipts for all asbestos waste materials removed from the work area;

2. Submit daily copies of work site entry logbooks with information on worker and visitor access;

3. Submit logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls; and

4. Submit results of any bulk material analysis and air sampling data collected during the course of the abatement including results of any on-site testing by any federal, state, or local agency.

Certificate of Insurance:

A. The Contractor shall document general liability insurance for personal injury, occupational disease and sickness or death, and property damage.

B. The Contractor shall document current Workmen's Compensation Insurance coverage.

C. The Contractor shall supply insurance certificates as specified by the Department.

Asbestos Abatement Experience:

A. Company Experience: Prior to starting work, the Contractor shall supply evidence that he/she has been prequalified with the Illinois Capital Development Board and that he/she has been included on the Illinois Department of Public Health's list of approved Contractors.

B. Personnel Experience:

1. For Superintendent, the Contractor shall supply:

a. Evidence of knowledge of applicable regulations in safety and environmental protection is required as well as training in asbestos abatement as evidenced by the successful completion of a training course in supervision of asbestos abatement as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model

Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to the Engineer prior to the start of work.

b. Documentation of experience with abatement work in a supervisory position as evidenced through supervising at least two asbestos abatement projects; provide names, contact, phone number, and locations of two projects in which the individual(s) has worked in a supervisory capacity.

2. For workers involved in the removal of asbestos, the Contractor shall provide training as evidenced by the participation and successful completion of an accredited training course for asbestos abatement workers as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to all employees who will be working on this project.

ABATEMENT AIR MONITORING: The Contractor shall comply with the following:

A. Personal Monitoring: All personal monitoring shall be conducted per specifications listed in OSHA regulation, Title 29, Code of Federal Regulation 1926.58. All area sampling shall be conducted according to 40 CFR Part 763.90. All air monitoring equipment shall be calibrated and maintained in proper operating condition. Excursion limits will be monitored daily. Personal monitoring is the responsibility of the Contractor. Additional personal samples may be required by the Engineer at any time during the project.

B. Contained Work Areas for Removal of Friable Asbestos: Area samples shall be collected for the department within the work area daily. A minimum of one sample shall be taken outside of the abatement area removal operations. The Engineer will also have the option to require additional personal samples and/or clearance samples during this type of work.

C. Air Monitoring Professional

1. All air sampling will be conducted by a qualified Air Sampling Professional supplied by the Contractor. The Air Sampling Professional shall submit documentation of successful completion of the National Institute for Occupational Safety and Health (NIOSH) course #582 - "Sampling and Evaluating Airborne Asbestos Dust".

2. Air sampling will be conducted according to NIOSH Method 7400. The results of these tests shall be provided to the Engineer within 24 hours of the collection of air samples.

<u>REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____</u> : This work consists of the removal and disposal of all friable asbestos from the building(s) prior to demolition. The work shall be done according to the Special Provision titled “Asbestos Abatement (General Conditions)” and as outlined herein.

This work will be paid for at the contract unit price per lump sum for REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. _____, as shown.

5049I

All Regional Engineers

Charles J. Ingersoll

Special Provision for Building Removal - Case IV (No Asbestos)

January 8, 2010

This special provision has been revised to make a minor clarification. It should be included on contracts involving building removal with no asbestos abatement whatsoever.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 23, 2010 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 8, 2010.

5053im

BUILDING REMOVAL - CASE IV (NO ASBESTOS) (BDE)

Effective: September 1, 1990
Revised: April 1, 2010

BUILDING REMOVAL: This work shall consist of the removal and disposal of _____ building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

Bldg. No.	Parcel No.	Location	Description

Discontinuance of Utilities: The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

Signs: Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR
HIGHWAY CONSTRUCTION
TO BE DEMOLISHED BY THE

VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

Basis of Payment: This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein.

The lump sum unit price(s) for this work shall represent the cost of demolition. Any salvage value shall be reflected in the contract unit price for this item.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any demolition activity.

Asbestos Demolition/Renovation Coordinator
Illinois Environmental Protection Agency
Division of Air Pollution Control
P. O. Box 19276
Springfield, Illinois 62794-9276
(217)785-1743

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

A. All submittals and notices shall be made to the Engineer except where otherwise specified herein.

B. Prior to starting work, the Contractor shall submit proof of written notification and compliance with the “Notifications” paragraph.

5053I

All Regional Engineers

Scott E. Stitt

Special Provision for Disadvantaged Business Enterprise Participation

August 5, 2011

This special provision was developed by the Bureau of Small Business Enterprises. It has been revised to comply with the new Disadvantaged Business Enterprise (DBE) Rule promulgated by the U.S. Department of Transportation on January 28, 2011.

This special provision should be inserted in contracts with DBE goals.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 18, 2011 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory August 5, 2011.

80029m

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000
Revised: August 2, 2011

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

STATE OBLIGATION. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CONTRACTOR ASSURANCE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor.

> The Contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

OVERALL GOAL SET FOR THE DEPARTMENT. As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is

based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform _____% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

(a) The bidder documents that enough DBE participation has been obtained to meet the goal: or

(b) The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES. Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's website at www.dot.il.gov.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

(a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.

(b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

(c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:

(1) The names and addresses of DBE firms that will participate in the contract;

(2) A description, including pay item numbers, of the work each DBE will perform;

(3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;

(4) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;

(5) if the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,

(6) If the contract goal if not met, evidence of good faith efforts.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that good faith efforts of the bidder, in the event enough DBE participation has not been obtained, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

(a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.

(1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

(2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.

(3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

(4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

(5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.

(6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

(7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

(8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.

(b) If the Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after the receipt of the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for consideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is

generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

(a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

(b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.

(d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission is receives as a result of the lease arrangement.

(e) DBE as a material supplier:

(1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.

(2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.

(3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement.

(a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217)785-4611. Telefax number (217)785-1524.

(b) TERMINATION OR REPLACEMENT. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in the Special Provision.

(c) CHANGES TO WORK. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Department as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, than a new Request for Approval of Subcontractor shall not be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(d) ALTERNATIVE WORK METHODS. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

(1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or

(2) That the DBE is aware that its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or

(3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) TERMINATION AND REPLACEMENT PROCEDURES. The Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Bureau of Small Business Enterprises agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Bureau of Small Business Enterprises any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five days.

For purposes of this paragraph, good cause includes the following circumstances:

(1) The listed DBE subcontractor fails or refuses to execute a written contract;

(2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;

(3) The listed DBE subcontractor fails or refuses to meet the prime Contractor's reasonable, nondiscriminatory bond requirements;

(4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;

(5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable state law.

(6) You have determined that the listed DBE subcontractor is not a responsible contractor;

(7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice of its withdrawal;

(8) The listed DBE is ineligible to receive DBE credit for the type of work required;

(9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;

(10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated, or fails to complete its work on the Contract for any reason the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal.

(f) PAYMENT RECORDS. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Regional Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the BDE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative

reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.

(g) ENFORCEMENT. The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

(h) RECONSIDERATION. Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor my request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of “Good Faith Effort Procedures” of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

80029

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Material Transfer Device
Date:	April 18, 2014

This special provision was developed by the Bureau of Materials and Physical Research. It has been revised to increase the roadway contact pressure in which the use of a Material Transfer Device (MTD) is allowed for partially completed segments of full-depth HMA pavement where the thickness of in place pavement is less than 10 in.

This special provision shall be inserted into interstate hot-mix asphalt (HMA) paving and full depth HMA contracts. For full depth HMA contracts the MTD shall be used for constructing all lifts of pavement. It should be inserted in other HMA paving contracts at the district's discretion.

The special provision contains three fill in the blank areas, which must be determined by the district and are considered project specific requirements. The following guidelines should be considered:

(1) Type of materials to be placed with the MTD (to be determined by the district). Example wording: This work shall consist of placing HMA binder and surface course mixtures according to Section 406 of the Standard Specifications, except that these materials shall be placed using a material transfer device.

(2) Location where the MTD will be used on the project (to be determined by the district). Example wording: The material transfer device shall be used for the placement of all HMA binder and surface course mixtures placed with a paver including ramps but excluding shoulders.

(3) Based on (1) above, the designer must restate, which materials are placed with the MTD (to be determined by the district). If square yard pay items are placed with the MTD, conversion factors must be shown on the plans. Example wording: This work will be measured for payment in tons (metric tons) for all HMA binder and surface course materials placed with a material transfer device.

The operation or transportation of heavy equipment on pavement or structures within contract limits is governed by Article 107.16 of the Standard Specifications and implemented through Construction Memorandum No. 39. Additionally, this special provision contains specific restrictions regarding travel

information to the Bureau of Bridges and Structures identifying the structures that will be crossed by the MTD. The Bureau of Bridges and Structures will analyze the structures to verify that they have the capacity to safely carry an emptied MTD and will provide the designer with recommendations. The recommendations provided by the Bureau of Bridges and Structures will identify any structure, which due to general deterioration or insufficient load carrying capacity, cannot be crossed by an emptied MTD. The plans shall include notice to the contractor of special requirements and restrictions for structures that cannot be crossed by an emptied MTD. The notice shall indicate to the contractor that the emptied MTD must be transported over the identified structures on a transport vehicle and that information describing axle loads and axle spacing of the transport vehicle must be provided to the Engineer for review by the Bureau of Bridges and Structures.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80045m

MATERIAL TRANSFER DEVICE (BDE)

Effective: June 15, 1999
Revised: August 1, 2014

Description. This work shall consist of placing _____(1)_____, except that these materials shall be placed using a material transfer device (MTD).

Materials and Equipment. The MTD shall have a minimum surge capacity of 15 tons (13.5 metric tons), shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following:

(a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. MTDs having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.

(b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).

(c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The MTD shall be used for the placement of _____(2)_____ _____. The MTD speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of a MTD with a roadway contact pressure exceeding 25 psi (172 kPa) will be limited to partially completed segments of full-depth HMA pavement where the thickness of binder in place is 10 in. (250 mm) or greater.

Structures. The MTD may be allowed to travel over structures under the following conditions:

(a) Approval will be given by the Engineer.

(b) The vehicle shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.

(c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.

Method of Measurement. This work will be measured for payment in tons (metric tons) for _____ _____(3)_____ materials placed with a material transfer device.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE.

The various HMA mixtures placed with the MTD will be paid for as specified in their respective specifications. The Contractor may choose to use the MTD for other applications on this project; however, no additional compensation will be allowed.

80045

All District Engineers, Walter S. Kos & Miguel d'Escoto

Michael L. Hine

Special Provision for Working Days

January 11, 2002

This special provision was developed by the Bureau of Design & Environment as a result of changes to the letting proposal.

It should be inserted into all working day contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 26, 2002 and subsequent lettings. The Project Development and Implementation Section will include the paper copy in the contract.

This special provision will be transferred through the E-mail System to the district offices on January 11, 2002.

80071m

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within working days.

80071

All Regional Engineers

John D. Baranzelli

Special Provision for Accessible Pedestrian Signals (APS)

September 27, 2013

This special provision was developed by the Bureau of Operations and the Bureau of Design and Environment to provide statewide requirements for accessible pedestrian signals (APS). It has been revised to fit with the 2012 Standard Specifications, to agree with the Bureau of Operations Policy on Pedestrian Pushbutton Locations and Accessible Pedestrian Signals, and to incorporate new accessibility requirements.

This special provision should be inserted into all contracts using APS.

The installation of APS at signalized intersections should be based on the Bureau of Operations Policy on Pedestrian Pushbutton Locations and Accessible Pedestrian Signals.

Designer Note: Pedestrian pushbutton posts and pedestrian signal heads are not part of this work. If they are needed, use the appropriate pay items as per Sections 876 and 881 of the Standard Specifications.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 17, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 27, 2013.

80099m

ACCESSIBLE PEDESTRIAN SIGNALS (APS) (BDE)

Effective: April 1, 2003
Revised: January 1, 2014

Description. This work shall consist of furnishing and installing accessible pedestrian signals (APS). Each APS shall consist of an interactive vibrotactile pedestrian pushbutton with speaker, an informational sign, a light emitting diode (LED) indicator light, a solid state electronic control board, a power supply, wiring, and mounting hardware. The APS shall meet the requirements of the MUTCD and Sections 801 and 888 of the Standard Specifications, except as modified herein.

Electrical Requirements. The APS shall operate with systems providing 95 to 130 VAC, 60 Hz and throughout an ambient air temperature range of -29 to +160 °F (-34 to +70 °C).

The APS shall contain a power protection circuit consisting of both fuse and transient protection.

Audible Indications. A pushbutton locator tone shall sound at each pushbutton.

If two accessible pedestrian pushbuttons are placed less than 10 ft (3 m) apart or placed on the same pole, the audible walk indication shall be a speech walk message.

A clear, verbal message shall be used to communicate the pedestrian walk interval. This message shall sound throughout the WALK interval only. The verbal message shall be modeled after: "'Street Name.' Walk Sign is on to cross "Street Name'." No other messages shall be used to denote the WALK interval.

Where two accessible pedestrian pushbuttons are separated by at least 10 ft (3 m), the walk indication shall be an audible percussive tone. It shall repeat at 8 to 10 ticks per second with a dominant frequency of 880 Hz.

Automatic volume adjustments in response to ambient traffic sound level shall be provided up to a maximum volume of 100 dBA. Locator tone and verbal messages shall be no more than 5 dB louder than ambient sound.

Pedestrian Pushbutton. Pedestrian pushbuttons shall be at least 2 in. (50 mm) in diameter or width. The force required to activate the pushbutton shall be no greater than 3.5 lb (15.5 N).

A red LED shall be located on or near the pushbutton which, when activated, acknowledges the pedestrians request to cross the street.

Signage. A sign shall be located immediately above the pedestrian pushbutton and parallel to the crosswalk controlled by the pushbutton. The sign shall be one of the following standard MUTCD designs:

R10-3

R10-3a

R10-4

R10-4a

Tactile Arrow. A tactile arrow, pointing in the direction of travel controlled by a pushbutton, shall be provided either on the pushbutton or its sign.

Vibrotactile Feature. The pushbutton shall pulse when depressed and shall vibrate continuously throughout the WALK interval.

Method of Measurement. This work will be measured for payment as each, per pushbutton.

Basis of Payment. This work will be paid for at the contract unit price per each for ACCESSIBLE PEDESTRIAN SIGNALS.

80099

All Regional Engineers

Charles J. Ingersoll

Special Provision for Steel Cost Adjustment

January 9, 2009

This special provision was developed by the Bureau of Design and Environment to account for the industry wide escalation in the cost of steel. It has been revised to update the index used for the cost adjustment and to make other minor changes.

It should be included in all projects involving steel metal piling (excluding temporary sheet piling), structural steel, and reinforcing steel. It should also be included for other materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates that may be subject to a steel cost adjustment when the pay item they are used in has a contract value of $10,000 or greater.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 24, 2009 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 9, 2009.

80127m

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 2, 2004
Revised: April 1, 2009

Description. Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment.

Types of Steel Products. An adjustment will be made for fluctuations in the cost of steel used in the manufacture of the following items:

Metal Piling (excluding temporary sheet piling)
Structural Steel
Reinforcing Steel

Other steel materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates will be subject to a steel cost adjustment when the pay items they are used in has a contract value of $10,000 or greater.

Documentation. Sufficient documentation shall be furnished to the Engineer to verify the following:

(a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.

(b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment. Steel cost adjustments will be computed as follows:

$SCA = Q \times D$

Where: SCA = steel cost adjustment, in dollars
Q = quantity of steel incorporated into the work, in lb (kg)
D = price factor, in dollars per lb (kg)

$D = MPI_M - MPI_L$

Where: MPI_M = The Materials Cost Index for steel as published by the Engineering News-Record for the month the steel is shipped from the mill. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

MPI_L = The Materials Cost Index for steel as published by the Engineering News-Record for the month prior to the letting. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

The unit weights (masses) of steel that will be used to calculate the steel cost adjustment for the various items are shown in the attached table.

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the MPI_M will be based on the date the steel arrives at the job site. In this case, an adjustment will only be made when there is a decrease in steel costs.

Basis of Payment. Steel cost adjustments may be positive or negative but will only be made when there is a difference between the MPI_L and MPI_M in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(MPI_L - MPI_M) \div MPI_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Attachment

Item	Unit Mass (Weight)
Metal Piling (excluding temporary sheet piling)	
Furnishing Metal Pile Shells 12 in. (305 mm), 0.179 in. (3.80 mm) wall thickness)	23 lb/ft (34 kg/m)
Furnishing Metal Pile Shells 12 in. (305 mm), 0.250 in. (6.35 mm) wall thickness)	32 lb/ft (48 kg/m)
Furnishing Metal Pile Shells 14 in. (356 mm), 0.250 in. (6.35 mm) wall thickness)	37 lb/ft (55 kg/m)
Other piling	See plans
Structural Steel	See plans for weights (masses)
Reinforcing Steel	See plans for weights (masses)
Dowel Bars and Tie Bars	6 lb (3 kg) each
Mesh Reinforcement	63 lb/100 sq ft (310 kg/sq m)
Guardrail	
Steel Plate Beam Guardrail, Type A w/steel posts	20 lb/ft (30 kg/m)
Steel Plate Beam Guardrail, Type B w/steel posts	30 lb/ft (45 kg/m)
Steel Plate Beam Guardrail, Types A and B w/wood posts	8 lb/ft (12 kg/m)
Steel Plate Beam Guardrail, Type 2	305 lb (140 kg) each
Steel Plate Beam Guardrail, Type 6	1260 lb (570 kg) each
Traffic Barrier Terminal, Type 1 Special (Tangent)	730 lb (330 kg) each
Traffic Barrier Terminal, Type 1 Special (Flared)	410 lb (185 kg) each
Steel Traffic Signal and Light Poles, Towers and Mast Arms	
Traffic Signal Post	11 lb/ft (16 kg/m)
Light Pole, Tenon Mount and Twin Mount, 30 - 40 ft (9 – 12 m)	14 lb/ft (21 kg/m)
Light Pole, Tenon Mount and Twin Mount, 45 - 55 ft (13.5 – 16.5 m)	21 lb/ft (31 kg/m)
Light Pole w/Mast Arm, 30 - 50 ft (9 – 15.2 m)	13 lb/ft (19 kg/m)
Light Pole w/Mast Arm, 55 - 60 ft (16.5 – 18 m)	19 lb/ft (28 kg/m)
Light Tower w/Luminaire Mount, 80 - 110 ft (24 – 33.5 m)	31 lb/ft (46 kg/m)
Light Tower w/Luminaire Mount, 120 - 140 ft (36.5 – 42.5 m)	65 lb/ft (97 kg/m)
Light Tower w/Luminaire Mount, 150 - 160 ft (45.5 – 48.5 m)	80 lb/ft (119 kg/m)
Metal Railings (excluding wire fence)	
Steel Railing, Type SM	64 lb/ft (95 kg/m)
Steel Railing, Type S-1	39 lb/ft (58 kg/m)
Steel Railing, Type T-1	53 lb/ft (79 kg/m)
Steel Bridge Rail	52 lb/ft (77 kg/m)
Frames and Grates	
Frame	250 lb (115 kg)
Lids and Grates	150 lb (70 kg)

Return With Bid

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR STEEL 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment. After award, this form, when submitted shall become part of the contract.

Contract No.: _____

Company Name:_____

Contractor's Option:

Is your company opting to include this special provision as part of the contract plans for the following items of work?

Metal Piling	Yes	☐
Structural Steel	Yes	☐
Reinforcing Steel	Yes	☐
Dowel Bars, Tie Bars and Mesh Reinforcement	Yes	☐
Guardrail	Yes	☐
Steel Traffic Signal and Light Poles, Towers and Mast Arms	Yes	☐
Metal Railings (excluding wire fence)	Yes	☐
Frames and Grates	Yes	☐

Signature:_____ **Date:**_____

80127

All Regional Engineers

Charles J. Ingersoll

Special Provision for Railroad Protective Liability Insurance (5 and 10)

September 30, 2005

This special provision was developed by the Bureau of Construction, in cooperation with the FHWA, to increase the limits of railroad protective liability insurance per the railroads' requirements. The following list of Class 1 railroads in which this special provision should be inserted into has been revised.

This special provision is only for use in contracts involving the following Class 1 railroads:

The Belt Railway Company of Chicago
The Burlington Northern & Santa Fe Railway Company
Chicago, Central & Pacific Railroad Company and Its Parents
Canadian National
Canadian Pacific Railway/Soo Line
CSX Transportation, Inc.
Dakota, Minnesota, and Eastern Railroad
Elgin, Joliet and Eastern Railway Company and Its Parents
Grand Trunk Western Railroad Inc. and Its Parents
Illinois Central Railway Co. and Its Parents
Indiana Harbor Belt Railroad Company
Kansas City Southern Railway Company/Gateway Western
Metra *
Norfolk Southern Railway Company
Soo Line
Union Pacific Railroad Company
Wisconsin Central Ltd. and Its Parents
Wisconsin Central Chicago Link Ltd.

* When the Metra is the Class 1 railroad, they shall be listed in the special provision as follows:

> "The Commuter Rail Division of the Regional Transportation Authority, a division of an Illinois municipal corporation, and its affiliated separate public corporation known as the Northeast Illinois Regional Commuter Railroad Corporation, both operating under the service mark Metra, as now exists or may hereafter be constituted or acquired, and the Regional Transportation Authority, an Illinois municipal corporation."

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 20, 2006 and subsequent lettings. The

Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 30, 2005.

80157m

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 and 10) (BDE)

Effective: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of $5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of $10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS

DOT/AAR No.: RR Mile Post:
RR Division: RR Sub-Division:

For Freight/Passenger Information Contact: Phone:
For Insurance Information Contact: Phone:

DOT/AAR No.: RR Mile Post:
RR Division: RR Sub-Division:

For Freight/Passenger Information Contact: Phone:
For Insurance Information Contact: Phone:

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

80157

All Regional Engineers

Charles J. Ingersoll

Special Provision for Moisture Cured Urethane Paint System

September 25, 2009

This special provision was developed by the Bureau of Materials and Physical Research. It has been revised to comply with recent changes set forth by the Illinois Environmental Protection Agency.

It should be inserted into projects requiring a moisture cured urethane paint system.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 15, 2010 letting and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 25, 2009.

80165m

MOISTURE CURED URETHANE PAINT SYSTEM (BDE)

Effective: November 1, 2006
Revised: January 1, 2010

Add the following to Section 1008 of the Standard Specifications:

"**1008.06 Moisture Cured Urethane Paint System.** The moisture cured urethane paint system shall consist of an aromatic moisture cured urethane primer, an aromatic moisture cured urethane intermediate coat, and aliphatic moisture cured urethane finish coats. It is intended for field painting blast-cleaned existing structures.

(a) General Requirements.

(1) Compatibility. Each coating in the system shall be supplied by the same paint manufacturer.

(2) Toxicity. Each coating shall contain less than 0.01 percent lead in the dry film and no more than trace amounts of hexavalent chromium, cadmium, mercury or other toxic heavy metals.

(3) Volatile Organics. The volatile organic compounds of each coating shall not exceed 2.8 lb/gal (340 g/L) as applied.

(b) Test Panel Preparation.

(1) Substrate and Surface Preparation. Test panels shall be ASTM A 36, hot-rolled steel measuring 4 x 6 in. (100 x 150 mm). Panels shall be blast-cleaned per SSPC–SP5 white metal condition using recyclable metallic abrasive according to SSPC AB-3. The abrasive shall be a 60/40 mix of shot and grit. The shot shall be an SAE shot number S230 and the grit an SAE number G40. Hardness of the shot and grit shall be Rockwell C45. The anchor profile shall be 1.5-2.5 mils (40-65 microns) measured according to ASTM D 4417, Method C.

(2) Application and Curing. All coatings shall be spray applied at the manufacturer's recommended film thickness. The coated panels shall be cured at least 30 days and not more than 45 days at 77 °F ± 2 °F (25 °C ± 2 °C) and 65 ± 5 percent relative humidity.

(3) Scribing. The test panels shall be scribed according to ASTM D 1654 with a single "X" mark centered on the panel. The rectangular dimensions of the scribe shall have a top width of 2 in. (50 mm) and a height of 4 in. (100 mm). The scribe cut shall expose the steel substrate as verified with a microscope.

(4) Number of Panels. All testing shall be performed on triplicate panels.

(c) Zinc-Rich Primer Requirements.

(1) Generic Type. This material shall be a single component zinc-rich aromatic moisture cured urethane primer. It shall be suitable for topcoating with urethanes.

(2) Zinc Dust. The zinc dust pigment shall be according to ASTM D 520, Type II.

(3) Slip Coefficient. The organic zinc coating shall meet a Class B AASHTO slip coefficient (0.50 or greater) for structural steel joints using ASTM A 325 (A 325M) or A 490 (A 490M) bolts.

(4) Adhesion. The adhesion to an abrasively blasted steel substrate shall not be less than 900 psi (6.2 MPa) when tested according to ASTM D 4541 Annex A4.

(d) Intermediate Coat Requirements.

(1) Generic Type. This material shall be a single component aromatic moisture cured urethane. It shall be suitable as an intermediate coat over the primer and compatible with the finish coat.

(2) Color. The color of the intermediate coat shall provide a distinct contrast between the primer and the finish coat.

(e) Urethane Finish Coat Requirements.

(1) Generic Type. This material shall be a single component aliphatic moisture cured urethane. It shall be suitable as a topcoat over the intermediate coat.

(2) Color and Hiding Power. The finish coat shall match Munsell Glossy Color 7.5G 4/8 Interstate Green, 2.5YR 3/4 Reddish Brown, 10B 3/6 Blue, or 5B 7/1 Gray. The color difference shall not exceed 3.0 Hunter Delta E Units. Color difference shall be measured by instrumental comparison of the designated Munsell standard to a minimum dry film thickness of 3 mils (75 microns) of sample coating produced on a test panel according to ASTM D 823, Practice E, Hand–Held, Blade Film Application. Color measurements shall be determined on a spectrophotometer with 45 degrees circumferential/zero degrees geometry, illuminant C, and two degrees observer angle. The spectrophotometer shall measure the visible spectrum from 380-720 nanometers with a wavelength interval and spectral bandpass of 10 nanometers.

The contrast ratio of the finish coat at 3 mils (75 microns) dry film thickness shall not be less than 0.99 when tested according to ASTM D 2805.

(3) Accelerated Weathering Resistance. Test panels shall be aluminum alloy measuring 12 x 4 in. (300 x 100 mm) prepared according to ASTM D 1730 Type A, Method 1 Solvent Cleaning. A minimum dry film thickness of 3 mils (75 microns) of finish coat shall be applied to three test panels according to ASTM D 823, Practice E, Hand Held Blade Film Application. The coated panels shall be cured at least 30 days and

not more than 45 days at 77 °F ± 2 °F (25 °C ± 2 °C) and 65 ± 5 percent relative humidity. The panels shall be subjected to 300 hours of accelerated weathering using the light and water exposure apparatus (fluorescent UV - condensation type) as specified in ASTM G 53-96 and ASTM G 154 (equipped with UVB-313 lamps). The cycle shall consist of eight hours UV exposure at 140 °F (60 °C) followed by four hours of condensation at 104 °F (40 °C). After exposure, the panel shall be rinsed with clean water and allowed to dry at room temperature for one hour. The exposed panels shall not show a color change of more than 3 Hunter Delta E Units.

(f) Three Coat System Requirements.

(1) Finish Coat Color. For testing purposes, the color of the finish coat shall match Federal Standard No 595, color chip 14062 (green).

(2) Salt Fog. When tested according to ASTM B 117 and evaluated according to AASHTO R 31, the paint system shall exhibit no spontaneous delamination and not exceed the following acceptance levels after 5,000 hours of salt fog exposure.

Salt Fog Acceptance Criteria (max.)		
Blister Conversion Value	Rust Criteria	
After 4000 Hours	Maximum Creep	Average Creep
10	6 mm	2 mm

(3) Cyclic Exposure. When tested according to ASTM D 5894 and evaluated according to AASHTO R 31, the paint system shall exhibit no spontaneous delamination and not exceed the following acceptance levels after 5,040 hours of cyclic exposure.

Cyclic Exposure Acceptance Criteria (max.)		
Blister Conversion Value	Rust Criteria	
	Maximum Creep	Average Creep
10	13 mm	7 mm

(4) Adhesion. The adhesion to an abrasively blasted steel substrate shall not be less than 900 psi (6.2 MPa) when tested according to ASTM D 4541 Annex A4.

(5) Freeze Thaw Stability. There shall be no reduction of adhesion, which exceeds the test precision, after 30 days of freeze/thaw/immersion testing. One 24 hour cycle shall consist of 16 hours of approximately -22 °F (-30 °C) followed by four hours of thawing at 122 °F (50 °C) and four hours tap water immersion at 77 °F (25 °C). The test panels shall remain in the freezer mode on weekends and holidays.

(g) Qualification Samples and Tests. The manufacturer shall supply, to an independent test laboratory and to the Department, samples of the moisture cured zinc-rich urethane primer, moisture cured urethane intermediate coat, and moisture cured aliphatic urethane finish coats for evaluation. Prior to approval and use, the manufacturer shall submit a notarized certification of the independent laboratory, together with results of all

tests, stating that these materials meet the requirements as set forth herein. The certified test report shall state lots tested, manufacturer's name, product names, and dates of manufacture. New certified test results and samples for testing by the Department shall be submitted any time the manufacturing process or paint formulation is changed. All costs of testing, other than tests conducted by the Department, shall be borne by the manufacturer.

(h) Acceptance Samples and Certification. A 1 qt (1 L) sample of each lot of paint produced for use on state or local agency projects shall be submitted to the Department for testing, together with a manufacturer's certification. The certification shall state that the formulation for the lot represented is essentially identical to that used for qualification testing. All acceptance samples shall be witnessed by a representative of the Illinois Department of Transportation. The moisture cured zinc-rich primer, moisture cured urethane intermediate coat, and moisture cured aliphatic urethane finish coat shall not be used until tests are completed and they have met the requirements as set forth herein."

80165

All Regional Engineers

John D. Baranzelli

Special Provision for Bituminous Materials Cost Adjustments

April 19, 2013

This special provision was developed by IDOT and Industry as a result of the volatility in the cost of bituminous materials. It has been revised to correct an error.

This special provision should be included in projects with at least 1,200 tons (1,100 metric tons) of applicable bituminous work. The adjustments are applicable to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and pavement preservation type surface treatments. The adjustments are not applicable to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

This special provision should not be included in alternate pavement bid projects.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 2, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 19, 2013.

80173m

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)

Effective: November 2, 2006
Revised: August 1, 2013

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. 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. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

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.

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 for the month the work is performed, $/ton ($/metric ton).
BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting, $/ton ($/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 = $A \times D \times (G_{mb} \times 46.8) / 2000$. For HMA mixtures measured in square meters: Q, metric tons = $A \times D \times (G_{mb} \times 1) / 1000$. 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.

<u>Basis of Payment</u>. 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

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR BITUMINOUS MATERIALS COST ADJUSTMENTS

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.: _____

Company Name:_____

Contractor's Option:

Is your company opting to include this special provision as part of the contract?

Yes ☐ No ☐

Signature:_____ **Date:** _____

80173

All Regional Engineers

Eric E. Harm

Special Provision for Automated Flagger Assistance Devices

September 28, 2007

This special provision was developed by the Bureau of Safety Engineering to provide safer working conditions for flaggers. This Special Provision allows the use of Automated Flagger Assistance Devices (AFADs) on two-lane, two-way highways, at the option of the contractor. The use of this device is allowed by the FHWA memorandum, “MUTCD - Revised Interim Approval for the use of Automated Flagger Assistance Devices in Temporary Traffic Control Zones (IA-4R)”, dated January 28, 2005.

This special provision should be used on two-lane highways where two-way traffic will be maintained over one lane of pavement. For example: rural milling and/or resurfacing projects, bridge maintenance projects, haul road crossings, pavement patching, or other similar projects with slow moving or stationary operations where the use of a flagger is required. AFADs should not be used on urban projects with numerous intersections where additional flaggers are required to control traffic.

Any questions regarding the use of AFADs should be directed to the Bureau of Safety Engineering.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2008, and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 28, 2007.

80192m

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008

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. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be according to the FHWA memorandum, "MUTCD - Revised Interim Approval for the use of Automated Flagger Assistance Devices in Temporary Traffic Control Zones (IA-4R)", dated January 28, 2005. The devices shall be mounted on a trailer or a moveable cart and shall meet the requirements of NCHRP 350, Category 4.

The AFAD shall be the Stop/Slow type. This device uses remotely controlled "STOP" and "SLOW" signs to alternately control right-of-way.

Signs for the AFAD shall be according to Article 701.03 of the Standard Specifications and the MUTCD. The signs shall be 24 x 24 in. (600 x 600 mm) having an octagon shaped "STOP" sign on one side and a diamond shaped "SLOW" sign on the opposite side. The letters on the signs shall be 8 in. (200 mm) high. If the "STOP" sign has louvers, the full sign face shall be visible at a distance of 50 ft (15 m) and greater.

The signs shall be supplemented with one of the following types of lights.

(a) Flashing Lights. When flashing lights are used, white or red flashing lights shall be mounted within the "STOP" sign face and white or yellow flashing lights within the "SLOW" sign face.

(b) Stop and Warning Beacons. When beacons are used, a stop beacon shall be mounted 24 in. (600 mm) or less above the "STOP" sign face and a warning beacon mounted 24 in. (600 mm) or less above, below, or to the side of the "SLOW" sign face. As an option, a Type B warning light may be used in lieu of the warning beacon.

A "WAIT ON STOP" sign shall be placed on the right hand side of the roadway at a point where drivers are expected to stop. The sign shall be 24 x 30 in. (600 x 750 mm) with a black legend and border on a white background. The letters shall be at least 6 in. (150 mm) high.

This device may include a gate arm or mast arm that descends to a horizontal position when the "STOP" sign is displayed and rises to a vertical position when the "SLOW" sign is displayed. When included, the end of the arm shall reach at least to the center of the lane being controlled. The arm shall have alternating red and white retroreflective stripes, on both sides, sloping downward at 45 degrees toward the side on which traffic will pass. The stripes shall be 6 in. (150 mm) in width and at least 2 in. (50 mm) in height.

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

AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The flaggers shall be able to view the face of the AFAD and approaching traffic during operation.

To stop traffic, the “STOP” sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall descend to a horizontal position. To permit traffic to move, the “SLOW” sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall rise to a vertical position.

If used at night, the AFAD location shall be illuminated according to Section 701 of the Standard Specifications.

When not in use, AFADs will be considered nonoperating 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

All Regional Engineers

Scott E. Stitt

Special Provision for Completion Date (via calendar days)

January 14, 2011

This special provision was developed per the recommendations of an FHWA/IDOT Joint Process Review to establish a form of contract time which is based upon a set number of calendar days.

This special provision should be used at the district's discretion and per the guidance in Chapter 66 of the Bureau of Design and Environment Manual.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 29, 2011, and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 14, 2011.

80198m

COMPLETION DATE (VIA CALENDAR DAYS) (BDE)

Effective: April 1, 2008

The Contractor shall complete all work on or before the completion date of this contract which will be based upon calendar days.

The completion date will be determined by adding the specified number of calendar days to the date the Contractor begins work, or to the date ten days after execution of the contract, whichever is the earlier, unless a delayed start is granted by the Engineer.

80198

All Regional Engineers

Scott E. Stitt

Special Provision for Completion Date (via calendar days) Plus Working Days

January 14, 2011

This special provision was developed per the recommendations of an FHWA/IDOT Joint Process Review to establish a form of contract time which is based upon a set number of calendar days.

This special provision should be used at the district's discretion and per the guidance in Chapter 66 of the Bureau of Design and Environment Manual.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 29, 2011, and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 14, 2011.

80199m

COMPLETION DATE (VIA CALENDAR DAYS) PLUS WORKING DAYS (BDE)

Effective: April 1, 2008

The Contractor shall complete work on or before the completion date of this contract which will be based upon calendar days. After the completion date, an additional working days will be allowed to complete .

The completion date will be determined by adding the specified number of calendar days to the date the Contractor begins work, or to the date ten days after execution of the contract, whichever is the earlier, unless a delayed start is granted by the Engineer.

80199

All Regional Engineers

Charles J. Ingersoll

Special Provision for Fuel Cost Adjustment

July 24, 2009

This special provision was developed by IDOT and Industry as a result of the volatility in the cost of fuel. It has been revised to make a correction in the method of adjustment.

This special provision should be included in projects with at least 25,000 cu yd (20,000 cu m) of earthwork items; 5,000 tons (4,500 metric tons) of applicable aggregate or hot-mix asphalt (HMA) bases course, pavement and shoulder items; 7,500 sq yd (6000 sq m) of applicable PCC bases course, pavement and shoulder items; and $250,000 of applicable structure items. The adjustments are applicable to permanent and temporary items.

Note To Designer: If the designer identifies items of work, such as channel excavation, rock excavation (Category A), aggregate surface course (Category B), various widening items (Category C or D) or other work efforts which are not included in the categories of specified Sections, but represent the possibility for significant cost fluctuation due to changes in costs of fuel, the identified items should be listed in a separate special provision identifying the category under which the fuel adjustment should be included, and follow this special provision.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 6, 2009 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 24, 2009.

80229m

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 1, 2009
Revised: July 1, 2009

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, 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 work added by adjusted unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Added work paid for by time and materials 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 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 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 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 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 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

<u>Method of Adjustment</u>. 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 for the month the work is performed, $/gal ($/liter)

FPI_L = Fuel Price Index, as published by the Department for the month prior to the letting, $/gal ($/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.

Progress Payments. 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.

Final Quantities. Upon completion of the work and determination of final pay quantities, an adjustment will be prepared to reconcile any differences between estimated quantities previously paid and the final quantities. The value for the balancing adjustment will be based on a weighted average of FPI_P and Q only for those months requiring the cost adjustment. The cost adjustment will be applicable to the final measured quantities of all applicable pay items.

<u>Basis of Payment</u>. 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 = $\{(FPI_L - FPI_P) \div FPI_L\} \times 100$

Return With Bid

ILLINOIS DEPARTMENT OF TRANSPORTATION

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.: _____

Company Name:_____

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	☐
Category B Subbases and Aggregate Base Courses	Yes	☐
Category C HMA Bases, Pavements and Shoulders	Yes	☐
Category D PCC Bases, Pavements and Shoulders	Yes	☐
Category E Structures	Yes	☐

Signature: _____ **Date:** _____

80229

All Regional Engineers

Scott E. Stitt

Special Provision for Above Grade Inlet Protection

September 30, 2011

This special provision was developed by the Illinois Development Council and Bureau of Design and Environment to provide designers with another means of protecting inlet structures from sediment. It has been revised to fit with the 2012 Standard Specifications.

It should be inserted in contracts at the district's discretion.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 20, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 30, 2011.

80240m

ABOVE GRADE INLET PROTECTION (BDE)

Effective: July 1, 2009
Revised: January 1, 2012

Add the following to Article 280.02 of the Standard Specifications:

"(m) Above Grade Inlet Filter .....1081.15(j)"

Add the following paragraph after the second paragraph of Article 280.04(c) of the Standard Specifications:

"When above grade inlet filters are specified, they shall be of sufficient size to completely span and enclose the inlet structure. Prior to ordering materials, the Contractor shall determine the size of the various drainage structures being protected."

Add the following paragraph after the second paragraph of Article 280.08(d) of the Standard Specifications:

"Protection of drainage structures with rigid inlet protection assemblies will be paid for at the contract unit price per each for ABOVE GRADE INLET FILTERS."

Add the following to Article 1081.15 of the Standard Specifications:

"(j) Above Grade Inlet Filters. Above grade inlet filters shall consist of a rigid polyethylene frame covered with a fitted geotextile filter. A clean, used fitted filter and a used rigid polyethylene frame in good condition meeting the approval of the Engineer may be substituted for new materials. Materials for the above grade inlet filter assembly shall be according to the following.

(1) Frame Construction. Frame shall be constructed of a high density polyethylene copolymer. The design of the frame shall allow the structure to fit completely over the sewer inlet. The frame shall be a minimum of 26 in. (650 mm) tall and the top of the frame shall be designed with an opening to allow large volumes of water to pass through under high flow events. The frame shall conform to the following requirements:

Frame		
Material Property	Test Method	Value
Tensile Yield Strength	ASTM D 638	3600 psi (24.82 MPa)
Elongation at Break	ASTM D 638	>600%
Tensile-Impact Strength	ASTM D 1822	170 ft lb/sq in (230 J)
Brittleness Temperature	ASTM D 746	<-105°F (-76.11°C)
Environmental Stress Cracking	ASTM D 1693	>800 hours
Durometer Hardness,	ASTM D 2240	68

Shore A		

Vicat Softening Temperature	ASTM D 1525	254°F (123.33°C)
Deflection Temperature	ASTM D 648	157°F (69.44°C)
Coefficient of Linear Thermal Expansion	ASTM D 696	$7x10^{-5}$ in/in/°F ($12.6x10^{-5}$ m/m/°C)
Bulk Density	ASTM D 1895	37 lbs/cu ft (592.7 kg/cu m)

(2) Fitted Geotextile Filter. The sides of the fitted geotextile filter shall be constructed of 100 percent continuous polyester needle-punched fabric. The filter shall be fabricated to provide a direct fit to the frame. The top of the filter shall integrate a coarse screening to allow large volumes of water to pass through in the event of heavy flows. This screening shall have a minimum apparent opening of 1/2 in. (13 mm). The filter shall have integrated anti-buoyancy pockets capable of holding no less than 3.0 cu ft (0.08 cu m) of stabilization material. Each filter shall have a label with the following information sewn to or otherwise permanently adhered to the outside: manufacturer's name, product name, and lot, model or serial number. The fitted geotextile filter shall conform to the following requirements:

Fitted Geotextile Filter		
Material Property	Test Method	Minimum Avg. Roll Value
Weight	ASTM D 3776	3.0 oz/sq yd +/- 10% (71.1 grams/sq m)
Grab Tensile Strength	ASTM D 4632	80 lb min. (36.29 kg)
Grab Tensile Elongation	ASTM D 4632	50%
Bursting Strength	ASTM D 3786	150 psi min. (1.03 MPa)
Puncture Resistance	ASTM D 4833	50 lb min. (22.68 kg)
Trapezoid Tearing Strength	ASTM D 4533	30 lb min. (13.61 kg)
Apparent Opening Size	ASTM D 4751	Sieve No. 70 (0.212 mm)
Permittivity	ASTM D 4491	2.0/sec
Water Permeability	ASTM D 4491	102 gal/min/sq ft (4150 liter/min/sq m)
UV Resistance	ASTM D 4355	70% at 500 hours

(3) Certification. The manufacturer shall furnish a certificate with each shipment of above grade inlet filter assemblies, stating the amount of product furnished and that the material complies with these requirements."

All Regional Engineers

Charles J. Ingersoll

Special Provision for Bridge Demolition Debris

April 17, 2009

This special provision was developed by the Bureau of Design to comply with Federal Public Law 109-59, Section 1805 which requires the department to first make the debris from the demolition of bridges available for beneficial use by Federal, State, or local government, unless such use obstructs navigation.

It should be inserted in contracts in which a unit of local government has expressed interest in the debris and has coordinated with the District Bureau of Local Roads and Streets.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the July 31, 2009 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 17, 2009.

80241m

BRIDGE DEMOLITION DEBRIS (BDE)

Effective: July 1, 2009

The debris from removing structure number shall be delivered to (agency name), located at (address), miles from the jobsite. For description of debris to be salvaged, the Contractor shall contact (agency contact person and phone number). The Contractor shall coordinate delivery of the debris to the designated location, at no additional cost to the Department. Upon receipt of the debris, the receiving agency shall be responsible for additional costs of processing, delivery placement and use of the material and shall assume legal and permitting responsibility for the placement of the debris. Payment for delivery of the debris to the designated location shall be included in the cost for removal of existing structures.

80241

All Regional Engineers

Scott E. Stitt

Special Provision for Hot-Mix Asphalt – Density Testing of Longitudinal Joints

January 13, 2012

This special provision was developed by the Bureau of Materials and Physical Research to improve the performance of longitudinal joints in HMA pavements. It has been revised to increase the minimum edge distance for the location of the density test and to include density requirements for HMA mixture IL-4.75.

It should be inserted in HMA contracts utilizing QC/QA.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 27, 2012 letting and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 13, 2012.

80246m

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010
Revised: April 1, 2012

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

"Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location."

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%”

80246

All Regional Engineers

Charles J. Ingersoll

Special Provision for Pavement Patching

September 25, 2009

This special provision was developed by the Bureau of Safety Engineering to improve delineation of pavement patches on two-lane roadways.

It should be inserted in projects with pavement patching.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 15, 2010 letting and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 25, 2009.

80254m

PAVEMENT PATCHING (BDE)

Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

"In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area."

80254

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Omer M. Osman 7/12/14
Subject:	Special Provision for Construction Air Quality – Diesel Retrofit
Date:	July 25, 2014

This special provision was developed by the Bureau of Design and Environment and the Bureau of Construction to reduce construction air emissions from older diesel equipment. The cover memo has been revised to change Baldwin Township to Baldwin Precinct in Randolph County.

This special provision should be inserted in all projects within the following counties, townships and precinct; Cook, DuPage, Kane, Lake, McHenry, Will, Jersey, Madison, Monroe, St. Clair, Aux Sable and Goose Lake Township in Grundy County, Oswego Township in Kendall County, and Baldwin Precinct in Randolph County.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80261m

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 1/	600-749	2002
	750 and up	2006
June 1, 2011 2/	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 2/	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.
2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Friction Aggregate
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to address the possible shortage of traditional high-friction aggregate by allowing more dolomite to be blended with higher friction aggregates; sandstone, steel slag and air-cooled blast furnace slag. Some alternate friction aggregate sources have been redefined including quartzite, rhyolite, granite and diabase.

It has been revised to clarify that percent measurements are "by volume" which is existing language in the Standard Specifications which was inadvertently omitted from this special provision. It has also been revised to remove mixture types IL-25.0, IL-12.5, and "All Other" which are no longer being specified by the Department.

This special provision should be inserted into HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80265m

FRICTION AGGREGATE (BDE)

Effective: January 1, 2011
Revised: November 1, 2014

Revise Article 1004.01(a)(4) of the Standard Specifications to read:

"(4) Crushed Stone. Crushed stone shall be the angular fragments resulting from crushing undisturbed, consolidated deposits of rock by mechanical means. Crushed stone shall be divided into the following, when specified.

a. Carbonate Crushed Stone. Carbonate crushed stone shall be either dolomite or limestone. Dolomite shall contain 11.0 percent or more magnesium oxide (MgO). Limestone shall contain less than 11.0 percent magnesium oxide (MgO).

b. Crystalline Crushed Stone. Crystalline crushed stone shall be either metamorphic or igneous stone, including but is not limited to, quartzite, granite, rhyolite and diabase."

Revise Article 1004.03(a) of the Standard Specifications to read:

"**1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete

Use	Mixture	Aggregates Allowed
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[1/] Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete[3/]
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone (other than Limestone)[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]
		<u>Other Combinations Allowed:</u> *Up to...* / *With...* 25% Limestone / Dolomite

Use	Mixture	Aggregates Allowed	
		50% Limestone	Any Mixture D aggregate other than Dolomite
		75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete[3/] No Limestone.	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*
		50% Dolomite[2/]	Any Mixture E aggregate
		75% Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel or Crushed Concrete[3/]	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed</u>:	

Use	Mixture	Aggregates Allowed	
		Up to...	*With...*
		50% Crushed Gravel, Crushed Concrete[3/], or Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

1/ Crushed steel slag allowed in shoulder surface only.
2/ Carbonate crushed stone shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
3/ Crushed concrete will not be permitted in SMA mixes.
4/ Crushed steel slag shall not be used as leveling binder.
5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."

80265

All Regional Engineers

John D. Baranzelli

Special Provision for Concrete Mix Design – Department Provided

September 27, 2013

This special provision was developed by the Bureau of Materials and Physical Research as an interim measure to allow districts to transition from Department concrete mix designs to contractor mix designs. It has been revised to fit with the 2014 Supplemental Specifications and Recurring Special Provisions.

It should be included in projects involving cast-in-place concrete at the district's discretion.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 17, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 27, 2013.

80277m

CONCRETE MIX DESIGN – DEPARTMENT PROVIDED (BDE)

Effective: January 1, 2012
Revised: January 1, 2014

For the concrete mix design requirements in Article 1020.05(a) of the Supplemental Specifications and Recurring Special Provisions, the Contractor has the option to request the Engineer determine mix design material proportions for Class PV, PP, RR, BS, DS, SC, and SI concrete. A single mix design for each class of concrete will be provided. Acceptance by the Contractor to use the mix design developed by the Engineer shall not relieve the Contractor from meeting specification requirements.

80277

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Warm Mix Asphalt
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to implement Warm-Mix Asphalt (WMA) technology as part of the FHWA's Every Day Counts Initiative.

It has been revised to eliminate redundant and conflicting WMA requirements. Some of the WMA requirements are now located in the BDE special provision Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements.

This special provision should be inserted in all HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80288m

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012
Revised: November 1, 2014

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

"**1102.01 Hot-Mix Asphalt Plant.** The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements."

Add the following to Article 1102.01(a) of the Standard Specifications.

"(13) Equipment for Warm Mix Technologies.

a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

(1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.

(2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C). WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

All Regional Engineers

Scott E. Stitt

Special Provision for Wet Reflective Thermoplastic Pavement Marking

September 30, 2011

This special provision was developed by the Bureau of Materials and Physical Research as a response to the degradation of the retro-reflective properties of pavement marking materials under wet conditions. Use of this special provision should be according to Departmental Policy TRA-14: Guidelines for the Use of Pavement Marking Materials on State Highways.

It should be included in all projects involving wet reflective thermoplastic pavement marking.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 20, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 30, 2011.

80289m

WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING (BDE)

Effective: January 1, 2012

Description. This work shall consist of furnishing and applying thermoplastic pavement markings with a wet reflective media. Work shall be according to Section 780 of the Standard Specifications, except as modified herein.

Revise the seventh paragraph of Article 780.05 of the Standard Specifications to read:

"Thermoplastic marking shall be placed with drop on glass beads and wet reflective media uniformly applied to ensure adequate dry and wet retroreflectivity. The combination of thermoplastic material, glass beads, and wet reflective media used shall preclude the surface beads and wet reflective media from sinking deeply into the thermoplastic."

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) of applied line width, as specified, for WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING – LINE; and/or per square foot (square meter) for WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS.

Delete the last sentence of Article 1095.01(f) of the Standard Specifications.

Add the following to Article 1095.01 of the Standard Specifications.

"(g) Wet Reflective Media. The wet reflective media shall be according to the manufacturer's specifications. Once applied, the wet reflective thermoplastic pavement markings shall meet the following retroreflectivity requirements when tested according to ASTM E2177 and ASTM E2176. The readings shall be obtained with a portable retroreflectometer meeting ASTM E1710.

Wet Retroreflectivity Requirements R_L (mcc/lx/m^2)		
	White	Yellow
Wet Recovery (ASTM E2177)	350	275
Wet Continuous (ASTM E2176)	100	75"

80289

All Regional Engineers

John D. Baranzelli

Special Provision for Aggregate Subgrade Improvement

September 28, 2012

This special provision was developed by the Bureau of Materials and Physical Research to create a statewide specification for aggregate subgrade improvement. Each of the nine districts had their own versions of this special provision. The district versions will no longer be needed with the issuance of this statewide specification.

The designer should check with the District Geotechnical Engineer to determine the appropriate thickness of the aggregate subgrade material.

When this special provision is used, BDE special provision, “Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)” should also be included in the contract.

This special provision has been revised to include reference to a new Bureau of Materials and Physical Research memorandum when RAP is used for Aggregate Applications. It also deletes the limits on steel slag RAP and the #200 requirement for CS 01.

It should be included in all contracts utilizing aggregate subgrade improvements.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 28, 2012.

80274m

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012
Revised: January 1, 2013

Add the following Section to the Standard Specifications:

"**SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT**

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.06
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2, and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradations CS 01, CS 02, and RR 01 but shall not exceed 40 percent of the total product. The top size of the RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in. (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradations CS 01, CS 02, or RR 01 are used in lower lifts.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradations CA 02, CA 06, or CA 10 shall be 12 in. (300 mm). The maximum nominal lift thickness of aggregate gradations CS 01, CS 02, and RR 01 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When the contract specifies that a granular subbase is to be placed on the aggregate subgrade improvement, the 3 in. (75 mm) of capping aggregate shall be the same gradation and may be placed with the underlying aggregate subgrade improvement material.

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) or ton (metric ton) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified."

Add the following to Section 1004 of the Standard Specifications:

"**1004.06 Coarse Aggregate for Aggregate Subgrade Improvement.** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.

(c) Gradation.

(1) The coarse aggregate gradation for total subgrade thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 01.

The coarse aggregate gradation for total subgrade thickness more than 12 in. (300 mm) shall be CS 01, CS 02 or RR 01(see Article 1005.01(c)).

	COARSE AGGREGATE SUBGRADE GRADATIONS				
Grad No.	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)				
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm

CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

(2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.”

80274

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet

January 10, 2014

This special provision was developed by the Bureau of Bridges and Structures as a result of the implementation of AASHTO Load and Resistance Factor Design (LRFD) for precast and cast-in-place concrete box culverts.

This special provision has been revised as a result of recent changes to the LRFD design code for the design and construction of buried structures, in particular the removal of the requirement for select granular material in order to take advantage of the 1.15 distribution factor.

This special provision should be inserted into contracts with precast concrete or cast-in-place box culverts having a skew > 30 degrees and a design fill ≤ 5 feet.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80293m

CONCRETE BOX CULVERTS WITH SKEWS > 30 DEGREES AND DESIGN FILLS ≤ 5 FEET (BDE)

Effective: April 1, 2012
Revised: April 1, 2014

Revise the second paragraph of Article 540.04 of the Standard Specifications to read:

"Unless otherwise noted on the plans, the Contractor shall have the option, when a cast-in-place concrete box culvert is specified, of constructing the box culvert using precast box culvert sections when the design cover is 6 in. (150 mm) minimum. The precast box culvert sections shall be designed for the same design cover shown on the plans for cast-in-place box culvert**;** shall be of equal or larger size opening, and shall satisfy the design requirements of ASTM C 1577."

Add the following after the seventh paragraph of Article 540.06 of the Standard Specifications:

"Precast concrete box culverts with skews greater than 30 degrees and having design covers less than or equal to 5 feet are not covered by the standard design table shown in ASTM C 1577. The design table provided herein is provided to address this design range. The same notes, reinforcement configurations, clearances, and requirements of ASTM C 1577 apply to this special design table. A box designated 7 x 6 x 8 indicates a span of 7 ft, a rise of 6 ft, and top slab, bottom slab, walls and haunches of 8 in. unless otherwise noted on the tables.

3 ft by 2 ft by 4 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.168	0.900	0.295	0.096	0.269	0.168	0.853	0.144	
2<3	0.134	0.180	0.182	0.096					31
3-5	0.096	0.115	0.117	0.096					29

*top slab 7 in., bottom slab 6.0 in.

3 ft by 3 ft by 4 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.168	0.956	0.326	0.096	0.290	0.168	0.849	0.144	
2<3	0.101	0.214	0.218	0.096					31
3-5	0.096	0.136	0.140	0.096					31

*top slab 7.0 in., bottom slab 6.0 in.

4 ft by 2 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.204	0.790	0.262	0.120	0.268	0.180	0.846	0.144	
2<3	0.201	0.203	0.196	0.120					32
3-5	0.129	0.134	0.136	0.120					32

*top slab 7.5 in., bottom slab 6.0 in.

4 ft by 3 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.180	0.876	0.303	0.120	0.305	0.180	0.831	0.144	
2<3	0.160	0.245	0.238	0.120					38
3-5	0.120	0.161	0.165	0.120					35

*top slab 7.5 in., bottom slab 6.0 in.

4 ft by 4 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.180	0.927	0.334	0.120	0.327	0.180	0.822	0.144	
2<3	0.130	0.277	0.270	0.120					38
3-5	0.120	0.181	0.188	0.120					38

*top slab 7.5 in., bottom slab 6.0 in.

5 ft by 3 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.197	0.682	0.269	0.144	0.280	0.192	0.705	0.168	
2<3	0.206	0.259	0.246	0.144					37
3-5	0.144	0.180	0.179	0.144					35

*top slab 8.0 in., bottom slab 7.0 in.

5 ft by 4 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.192	0.735	0.299	0.144	0.307	0.192	0.693	0.168	
2<3	0.180	0.294	0.282	0.144					46
3-5	0.144	0.204	0.205	0.144					40

*top slab 8.0 in., bottom slab 7.0 in.

5 ft by 5 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.192	0.774	0.324	0.144	0.327	0.192	0.685	0.168	
2<3	0.155	0.322	0.312	0.144					45
3-5	0.144	0.224	0.228	0.144					45

*top slab 8.0 in., bottom slab 7.0 in.

6 ft by 3 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.270	0.566	0.257	0.168	0.263	0.192	0.575	0.168	
2<3	0.260	0.269	0.273	0.168					41
3-5	0.186	0.192	0.197	0.168					39

*top slab 8.0 in.

6 ft by 4 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.245	0.617	0.297	0.168	0.293	0.192	0.565	0.168	
2<3	0.225	0.305	0.313	0.168					42
3-5	0.168	0.220	0.227	0.168					41

*top slab 8.0 in.

6 ft by 5 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.226	0.657	0.331	0.168	0.317	0.192	0.551	0.168	
2<3	0.198	0.338	0.348	0.168					59
3-5	0.168	0.242	0.252	0.168					48

*top slab 8.0 in.

6 ft by 6 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2*	0.208	0.692	0.363	0.168	0.337	0.192	0.540	0.168	
2<3	0.176	0.364	0.379	0.168					52
3-5	0.168	0.261	0.275	0.168					52

*top slab 8.0 in.

7 ft by 4 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.339	0.599	0.372	0.192	0.271	0.192	0.697	0.192	
2<3	0.287	0.335	0.342	0.192					44
3-5	0.206	0.241	0.248	0.192					42

7 ft by 5 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.317	0.637	0.417	0.192	0.293	0.192	0.684	0.192	
2<3	0.256	0.370	0.381	0.192					49
3-5	0.192	0.266	0.276	0.192					46

7 ft by 6 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.296	0.672	0.458	0.192	0.312	0.192	0.658	0.192	
2<3	0.230	0.401	0.416	0.192					59
3-5	0.192	0.288	0.302	0.192					55

7 ft by 7 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.276	0.703	0.496	0.192	0.330	0.192	0.653	0.192	
2<3	0.210	0.428	0.447	0.192					59
3-5	0.192	0.307	0.326	0.192					59

8 ft by 4 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.397	0.510	0.400	0.192	0.283	0.192	0.568	0.192	
2<3	0.399	0.415	0.423	0.192					45
3-5	0.285	0.298	0.306	0.192					45

8 ft by 5 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.368	0.555	0.446	0.192	0.305	0.192	0.559	0.192	
2<3	0.360	0.458	0.470	0.192					48
3-5	0.259	0.328	0.340	0.192					45

8 ft by 6 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.342	0.596	0.488	0.192	0.325	0.192	0.556	0.192	
2<3	0.328	0.496	0.512	0.192					56
3-5	0.237	0.355	0.371	0.192					50

8 ft by 7 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.319	0.633	0.527	0.192	0.343	0.192	0.555	0.192	
2<3	0.301	0.529	0.551	0.192					65
3-5	0.219	0.379	0.399	0.192					61

8 ft by 8 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.297	0.668	0.565	0.192	0.360	0.192	0.531	0.192	
2<3	0.280	0.560	0.587	0.192					65
3-5	0.204	0.400	0.427	0.192					65

9 ft by 5 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.361	0.411	0.416	0.216	0.275	0.216	0.465	0.216	
2<3	0.425	0.484	0.496	0.216					49
3-5	0.306	0.348	0.360	0.216					49

9 ft by 6 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.335	0.439	0.455	0.216	0.294	0.216	0.467	0.216	
2<3	0.390	0.524	0.541	0.216					55
3-5	0.282	0.376	0.393	0.216					52

9 ft by 7 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.313	0.464	0.491	0.216	0.311	0.216	0.453	0.216	
2<3	0.360	0.561	0.583	0.216					64
3-5	0.262	0.402	0.423	0.216					58

9 ft by 8 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.286	0.488	0.514	0.216	0.327	0.216	0.454	0.216	
2<3	0.336	0.594	0.621	0.216					72
3-5	0.244	0.426	0.453	0.216					73

9 ft by 9 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.274	0.511	0.557	0.216	0.342	0.216	0.452	0.216	
2<3	0.316	0.625	0.659	0.216					72
3-5	0.231	0.448	0.481	0.216					72

10 ft by 5 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.370	0.393	0.392	0.240	0.263	0.240	0.240	0.240	
2<3	0.492	0.509	0.522	0.240					52
3-5	0.354	0.366	0.379	0.240					52

10 ft by 6 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.348	0.420	0.432	0.240	0.282	0.240	0.418	0.240	
2<3	0.455	0.552	0.570	0.240					56
3-5	0.329	0.397	0.414	0.240					52

10 ft by 7 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.321	0.445	0.463	0.240	0.298	0.240	0.240	0.240	
2<3	0.423	0.591	0.614	0.240					59
3-5	0.307	0.425	0.447	0.240					56

10 ft by 8 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.301	0.469	0.496	0.240	0.314	0.240	0.240	0.240	
2<3	0.394	0.627	0.655	0.240					72
3-5	0.288	0.451	0.478	0.240					66

10 ft by 9 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.284	0.492	0.527	0.240	0.329	0.240	0.240	0.240	
2<3	0.371	0.660	0.694	0.240					79
3-5	0.272	0.475	0.508	0.240					85

10 ft by 10 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.272	0.514	0.559	0.240	0.344	0.240	0.240	0.240	
2<3	0.353	0.691	0.732	0.240					79
3-5	0.259	0.497	0.537	0.240					79

11 ft by 4 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.414	0.341	0.333	0.264	0.264	0.264	0.264	0.264	
2<3	0.609	0.481	0.491	0.264					60
3-5	0.436	0.348	0.357	0.264					56

11 ft by 6 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.356	0.399	0.407	0.264	0.265	0.264	0.264	0.264	
2<3	0.521	0.580	0.597	0.264					56
3-5	0.377	0.418	0.435	0.264					56

11 ft by 8 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.314	0.449	0.471	0.264	0.298	0.264	0.264	0.264	
2<3	0.457	0.659	0.687	0.264					67
3-5	0.333	0.475	0.502	0.264					63

11 ft by 10 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.285	0.494	0.532	0.264	0.328	0.264	0.264	0.264	
2<3	0.409	0.727	0.769	0.264					86
3-5	0.300	0.524	0.565	0.264					86

11 ft by 11 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.276	0.516	0.562	0.264	0.342	0.264	0.264	0.264	
2<3	0.391	0.758	0.808	0.264					86
3-5	0.289	0.548	0.596	0.264					86

12 ft by 4 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.426	0.329	0.316	0.288	0.288	0.288	0.321	0.288	
2<3	0.682	0.503	0.512	0.288					64
3-5	0.489	0.364	0.373	0.288					60

12 ft by 6 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.367	0.385	0.387	0.288	0.288	0.288	0.320	0.288	
2<3	0.590	0.606	0.624	0.288					60
3-5	0.427	0.438	0.456	0.288					56

12 ft by 8 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.326	0.435	0.449	0.288	0.288	0.288	0.288	0.288	
2<3	0.521	0.690	0.719	0.288					67
3-5	0.381	0.499	0.527	0.288					64

12 ft by 10 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.298	0.481	0.507	0.288	0.305	0.288	0.288	0.288	
2<3	0.467	0.762	0.804	0.288					93
3-5	0.344	0.551	0.592	0.288					79

12 ft by 12 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								
	As1	As2	As3	As4	As5	As6	As7	As8	“M”, in.
0<2	0.288	0.525	0.566	0.288	0.333	0.288	0.288	0.288	
2<3	0.431	0.827	0.886	0.288					93
3-5	0.320	0.599	0.656	0.288					93”

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet

January 10, 2014

This special provision was developed by the Bureau of Bridges and Structures as a result of the implementation of AASHTO Load and Resistance Factor Design (LRFD) for precast and cast-in-place concrete box culverts.

This special provision has been revised as a result of recent changes to the LRFD design code for the design and construction of buried structures, in particular the removal of the requirement for select granular material in order to take advantage of the 1.15 distribution factor.

This special provision should be inserted into contracts with precast or cast-in-place concrete box culverts with skews ≤ 30 degrees regardless of the design fill and also skews > 30 degrees with design fills > 5 feet.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80294m

CONCRETE BOX CULVERTS WITH SKEWS ≤ 30 DEGREES REGARDLESS OF DESIGN FILL AND SKEWS > 30 DEGREES WITH DESIGN FILLS > 5 FEET (BDE)

Effective: April 1, 2012
Revised: April 1, 2014

Revise the second paragraph of Article 540.04 of the Standard Specifications to read:

"Unless otherwise noted on the plans, the Contractor shall have the option, when a cast-in-place concrete box culvert is specified, of constructing the box culvert using precast box culvert sections when the design cover is 6 in. (150 mm) minimum. The precast box culvert sections shall be designed for the same design cover shown on the plans for cast-in-place box culvert**;** shall be of equal or larger size opening, and shall satisfy the design requirements of ASTM C 1577."

80294

All Regional Engineers

Scott E. Stitt

Special Provision for Pavement Marking Tape Type IV

January 13, 2012

This special provision was developed by the Bureau of Materials and Physical Research and Bureau of Operations to create a statewide specification for temporary pavement marking tape in work zones that provides for improved retroreflectivity during wet conditions.

It should be included in contracts where the use of this material has been approved by the Bureau of Materials and Physical Research.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 27, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 13, 2012.

80298m

PAVEMENT MARKING TAPE TYPE IV (BDE)

Effective: April 1, 2012

Revise Article 703.02 of the Standard Specifications to read:

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

(a) Pavement Marking Tape, Type I and Type III 1095.06
(b) Paint Pavement Markings 1095.02
(c) Pavement Marking Tape, Type IV ..... 1095.11"

Revise the second paragraph of Article 703.05 of the Standard Specifications to read:

"Type I marking tape or paint shall be used at the option of the Contractor, except paint shall not be applied to the final wearing surface unless authorized by the Engineer for late season applications where tape adhesion would be a problem. Type III or Type IV marking tape shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts."

Revise the third paragraph of Article 703.07 of the Standard Specifications to read:

"When Pavement Marking Tape, Type III or Pavement Marking Tape, Type IV is specified in the contract other than on a Standard, the work will be paid for at the contract unit price per foot (meter) for PAVEMENT MARKING TAPE, TYPE III or PAVEMENT MARKING TAPE, TYPE IV of the line width specified and at the contract unit price per square feet (square meter) for PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS or PAVEMENT MARKING TAPE, TYPE IV – LETTERS AND SYMBOLS."

Add the following to Section 1095 of the Standard Specifications:

"**1095.11 Pavement Marking Tape, Type IV.** The temporary, preformed, patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The tape shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow Type IV marking tape shall meet the Type III requirements of Article 1095.06 and the following.

(a) Composition. The retroreflective pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately 40% ± 10% 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 beads or particles.

(b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.

(1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D4061 and meet the values described in Article 1095.06 for Type III tape.

(2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E2177 and meet the values shown in the following table.

Wet Retroreflectance, Initial R_L

Color	**R_L 1.05/88.76**
White	300
Yellow	200

(c) Color. The material 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 a 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 minimum
*Yellow	36-59

*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

(d) Skid Resistance. The surface of the markings shall provide an average minimum skid resistance of 50 BPN when tested according to ASTM E303.

(e) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the wet reflective, temporary, removable 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 certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch 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, manufacturer's name, and date of manufacture.

All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer."

80298

All Regional Engineers

Scott E. Stitt

Special Provision for Preformed Plastic Pavement Marking
Type D - Inlaid

January 13, 2012

This special provision was developed by the Bureau of Materials and Physical Research and Bureau of Operations to create a statewide specification for an alternative preformed plastic pavement marking that provides for improved retroreflectivity during wet conditions.

It should be included in contracts where the use of this material has been approved by the Bureau of Materials and Physical Research.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 27, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory
January 13, 2012.

80300m

PREFORMED PLASTIC PAVEMENT MARKING TYPE D - INLAID (BDE)

Effective: April 1, 2012

Revise subparagraph (c) and add subparagraph (i) to Article 780.02 of the Standard Specifications:

"(c) Preformed Plastic Pavement Markings, Type B and Type C 1095.03
(i) Preformed Plastic Pavement Marking, Type D ..... 1095.10"

Revise the first paragraph of Article 780.07(a) of the Standard Specifications to read:

"(a) Type B or D - Inlaid Application. On freshly placed HMA, the inlaid markings shall be applied before final compaction and when the pavement temperature has cooled to approximately 150 °F (65 °C) and when, in the opinion of the Engineer, the pavement is acceptable for vehicular traffic."

Revise the first paragraph of Article 780.11 of the Standard Specifications to read:

"**780.11 Inspection.** The epoxy, thermoplastic, preformed thermoplastic, preformed plastic Type B, C, or D, and polyurea pavement markings will be inspected following installation, but no later than October 15 for preformed plastic markings, November 1 for thermoplastic and preformed thermoplastic markings, and December 15 for epoxy and polyurea markings. In addition, they will be inspected following a winter performance period that extends 180 days from November 1."

Revise the ninth paragraph of Article 780.11 of the Standard Specifications to read:

"This performance inspection and performance acceptance of the epoxy, thermoplastic, preformed thermoplastic, preformed plastic Type B, C, or D, and polyurea markings shall not delay acceptance of the entire project and final payment due if the Contractor requires and receives from the subcontractor a third party "performance" bond naming the Department as obligee in the full amount of all pavement marking quantities listed in the contract, multiplied by the contract unit price. The bond shall be executed prior to acceptance and final payment of the non-pavement marking items and shall be in full force and effect until final performance inspection and performance acceptance of the epoxy, thermoplastic, preformed thermoplastic, preformed plastic, and polyurea pavement markings. Execution of the third party bond shall be the option of the Contractor."

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

"**780.13 Basis of Payment.** This work will be paid for at the contract unit prices per foot (meter) of applied line width, as specified, for THERMOPLASTIC PAVEMENT MARKING - LINE; PAINT PAVEMENT MARKING - LINE; EPOXY PAVEMENT MARKING - LINE; PREFORMED PLASTIC PAVEMENT MARKING - LINE - TYPE B, C, B – INLAID, or D -

INLAID; PREFORMED THERMOPLASTIC PAVEMENT MARKING – LINE, POLYUREA PAVEMENT MARKING TYPE I – LINE, POLYUREA PAVEMENT MARKING TYPE II - LINE; and/or per square foot (square meter) for THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS; PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS; EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS; PREFORMED PLASTIC PAVEMENT MARKING - TYPE B, C, B – INLAID, or D - INLAID - LETTERS AND SYMBOLS; PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS."

Add the following to Section 1095 of the Standard Specifications:

"**1095.10 Preformed Plastic Pavement Marking, Type D.** The preformed patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The pavement marking shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow preformed plastic pavement markings shall meet the Type B requirements of Article 1095.03(b), (c), (d), (e), (i), (l), (m), (n) and the following.

(a) Composition. The pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately 40% ± 10% 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 beads or particles.

(b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.

(1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D4061 and meet the values described in Article 1095.03(l) for Type B.

(2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E2177 and meet the values shown in the following table.

Wet Retroreflectance, Initial R_L

Color	R_L 1.05/88.76
White	300
Yellow	200

(c) Color. The material 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 a 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 minimum
*Yellow	36-59

*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

(d) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the preformed pavement marking materials, 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 certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch 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, manufacturer's name, and date of manufacture."

80300

All Regional Engineers

John D. Baranzelli

Special Provision for Tracking the Use of Pesticides

April 20, 2012

This special provision was developed by the Bureau of Design & Environment, the Bureau of Operations and the Bureau of Construction as a result of the National Pollutant Discharge Elimination System's Permit Number ILG87 for Pesticide Application Point Source Discharges issued by the Illinois Environmental Protection Agency. This new ILG87 permit requires the Department to track and report all pesticides used within our right-of-way. Pesticides include, but are not limited to, herbicides, insecticides, algaecides, and fungicides.

This special provision should be inserted into all contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 3, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory
April 20, 2012.

80301m

TRACKING THE USE OF PESTICIDES (BDE)

Effective: August 1, 2012

Add the following paragraph after the first paragraph of Article 107.23 of the Standard Specifications:

"Within 48 hours of the application of pesticides, including but not limited to herbicides, insecticides, algaecides, and fungicides, the Contractor shall complete and return to the Engineer, Operations form "OPER 2720"."

80301

All Regional Engineers

John D. Baranzelli

Special Provision for Weekly DBE Trucking Reports

June 22, 2012

This special provision was developed by the Office of Business and Workforce Diversity and the Bureau of Construction as a result of revised DBE monitoring requirements set forth in 49CFR26.37.

This special provision should be inserted into all contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 9, 2012 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory June 22, 2012.

80302m

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

The Contractor shall provide a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used on the jobsite; or used for the delivery and/or removal of equipment/material to and from the jobsite. The jobsite shall also include offsite locations, such as plant sites or storage sites, when those locations are used solely for this contract.

The report shall be submitted on the form provided by the Department within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur. The report shall be submitted to the Engineer and a copy shall be provided to the district EEO Officer.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

80302

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Grooving for Recessed Pavement Markings
Date:	April 18, 2014

This special provision was developed by the Bureau of Operations to create a statewide specification for installing a pavement groove for recessed pavement markings that provides for improved durability of pavement marking materials. It has been revised to include minimum depth requirements for thermoplastic pavement markings.

This special provision should be inserted into contracts where the grooving of pavement marking materials has been specified.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80304m

GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)

Effective: November 1, 2012
Revised: August 1, 2014

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

(a) Pavement Marking Tape Installations: The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).

(b) Liquid and Thermoplastic Pavement Marking Installations: The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

(a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

(b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into

the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 4 in. (100 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, but shall be installed to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm) for pavement marking tapes thermoplastic markings and a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm) for liquid markings. The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

At the start of grooving operations, a 50 ft (16.7 m) test section shall be installed and depth measurements shall be made at 10 ft (3.3 m) intervals within the test section. The individual depth measurements shall be within the allowable ranges according to this Article. If it is determined the test section has not been grooved at the appropriate depth or texture, adjustments shall be made to the cutting head and another 50 ft (16.7 m) test section shall be installed and checked. This process shall continue until the test section meets the requirements of this Article.

For new HMA pavements, grooves shall not be installed within 14 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. This work will be measured for payment in place, in feet (meter) for the groove width specified.

Grooving for letter, numbers and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

"The markings shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove.

The primer sealer shall be recommended by the manufacturer of the pavement marking material and shall be compatible with the material being used. The Contractor shall install the markings in the groove as soon as possible after the primer sealer cures according to the manufacturer's recommendations. The markings placed in the groove shall be rolled and tamped into the groove with a roller or tamper cart cut to fit the groove and loaded with or weighing at least 200 lb (90kg). Vehicle tires shall not be used for tamping. The Contractor shall roll and tamp the material with a minimum of 6 passes to prevent easy removal or peeling."

80304

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)

January 10, 2014

This special provision was developed by the Bureau of Materials and Physical Research to combine the existing two BDE special provisions, “Reclaimed Asphalt Pavement (RAP)” and “Reclaimed Asphalt Shingles (RAS)” into one.

This special provision has been revised to adopt higher levels of asphalt binder replacement, eliminate the positive dust control requirement when using RAS, and correct a typo. Note: The Hamburg Wheel requirements are now located in the BDE special provision Hot-Mix Asphalt – Mixture Design Verification and Production.

This special provision should be inserted in all HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80306m

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012
Revise: April 1, 2014

Revise Section 1031 of the Standard Specifications to read:

"**SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES**

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

(a) Reclaimed Asphalt Pavement (RAP). RAP is the material produced by cold milling or crushing an existing hot-mix asphalt (HMA) pavement. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

(b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 93 percent passing the #4 (4.75 mm) sieve based on a dry shake gradation. RAS shall be uniform in gradation and asphalt binder content and shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.

(1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.

(2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

(a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. No additional RAP shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. Stockpiles shall be identified by signs indicating the type as listed below (i.e. "Homogeneous Surface").

Prior to milling, the Contractor shall request the District provide documentation on the quality of the RAP to clarify the appropriate stockpile.

(1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. All FRAP shall be fractionated prior to testing by screening into a minimum of two size fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP shall pass the sieve size specified below for the mix into which the FRAP will be incorporated.

Mixture FRAP will be used in:	Sieve Size that 100% of FRAP Shall Pass
IL-25.0	2 in. (50 mm)
IL-19.0	1 1/2 in. (40 mm)
IL-12.5	1 in. (25 mm)
IL-9.5	3/4 in. (20 mm)
IL-4.75	1/2 in. (13 mm)

(2) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures and represent: 1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered “homogenous” with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.

(3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate RAP stockpiles shall not contain steel slag.

(4) Conglomerate “D” Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from Class I, HMA (High or Low ESAL), or ”All Other” (as defined by Article 1030.04(a)(3)) mixtures. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag.

(5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as “Non-Quality”.

RAP/FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

(b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall not be intermingled. Each stockpile shall be signed indicating what type of RAS is present.

Unless otherwise specified by the Engineer, mechanically blending manufactured sand (FM 20 or FM 22) up to an equal weight of RAS with the processed RAS will be permitted to improve workability. The sand shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The sand shall be accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. RAP/FRAP and RAS testing shall be according to the following.

(a) RAP/FRAP Testing. When used in HMA, the RAP/FRAP shall be sampled and tested either during or after stockpiling.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Each sample shall be split to obtain two equal samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS or RAS blended with manufactured sand shall be sampled and tested during stockpiling according to Illinois Department of Transportation Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Source".

Samples shall be collected during stockpiling at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 250 tons (225 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS or RAS blended with manufactured sand shall be stockpiled in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.

Before testing, each sample shall be split to obtain two test samples. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall perform a washed extraction and test for unacceptable materials on the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

If the sampling and testing was performed at the shingle processing facility in accordance with the QC Plan, the Contractor shall obtain and make available all of the test results from start of the initial stockpile.

1031.04 Evaluation of Tests. Evaluation of tests results shall be according to the following.

(a) Evaluation of RAP/FRAP Test Results. All of the extraction results shall be compiled and averaged for asphalt binder content and gradation and, when applicable G_{mm}. Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	FRAP/Homogeneous /Conglomerate	Conglomerate "D" Quality
1 in. (25 mm)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	
No. 16 (1.18 mm)		± 15 %
No. 30 (600 µm)	± 5 %	
No. 200 (75 µm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % 1/	± 0.5 %
G_{mm}	± 0.03	

1/ The tolerance for FRAP shall be ± 0.3 %.

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, the RAP/FRAP shall not be used in HMA unless the

RAP/FRAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the Illinois Test Procedure, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)".

(b) Evaluation of RAS and RAS Blended with Manufactured Sand Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. Individual test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.0 %
Asphalt Binder Content	± 1.5 %

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, or if the percent unacceptable material exceeds 0.5 percent by weight of material retained on the # 4 (4.75 mm) sieve, the RAS or RAS blend shall not be used in Department projects. All test data and acceptance ranges shall be sent to the District for evaluation.

1031.05 Quality Designation of Aggregate in RAP/FRAP.

(a) RAP. The aggregate quality of the RAP for homogenous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

(1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.

(4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

(b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Coarse and fine FRAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications.

1031.06 Use of RAP/FRAP and/or RAS in HMA. The use of RAP/FRAP and/or RAS shall be a Contractor's option when constructing HMA in all contracts.

(a) RAP/FRAP. The use of RAP/FRAP in HMA shall be as follows.

(1) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.

(2) Steel Slag Stockpiles. Homogeneous RAP stockpiles containing steel slag will be approved for use in all HMA (High ESAL and Low ESAL) Surface and Binder Mixture applications.

(3) Use in HMA Surface Mixtures (High and Low ESAL). RAP/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be FRAP or homogeneous in which the coarse aggregate is Class B quality or better. RAP/FRAP from Conglomerate stockpiles shall be considered equivalent to limestone for frictional considerations. Known frictional contributions from plus #4 (4.75 mm) homogeneous RAP and FRAP stockpiles will be accounted for in meeting frictional requirements in the specified mixture.

(4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP/FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP, homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.

(5) Use in Shoulders and Subbase. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, homogeneous, conglomerate, or conglomerate DQ.

(6) When the Contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in Article 1031.06(c)(1) below for a given N Design.

(b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

(c) RAP/FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with RAP or FRAP in HMA mixtures up to a maximum of 5.0% by weight of the total mix.

(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the Max RAP/RAS ABR table listed below for the given Ndesign.

RAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures [1/, 2/]	RAP/RAS Maximum ABR %		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10
105	10	10	10

1/ For HMA “All Other” (shoulder and stabilized subbase) N-30, 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 PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275 °F (135 °C) the high and low virgin asphalt binder grades shall each be reduced by one grade when RAP/RAS ABR exceeds 25 percent (i.e. 26 percent RAP/RAS ABR would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

(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 FRAP/RAS table listed below for the given N design.

FRAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures [1/, 2/]	FRAP/RAS Maximum ABR %		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified [3/, 4/]
30	50	40	10

50	40	35	10
70	40	30	10
90	40	30	10
105	40	30	10

1/ For HMA "All Other" (shoulder and stabilized subbase) N30, 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 PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275 °F (135 °C) the high and low virgin asphalt binder grades shall each be reduced by one grade when FRAP/RAS ABR exceeds 25 percent (i.e. 26 percent ABR would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

3/ For SMA the FRAP/RAS ABR shall not exceed 20 percent.

4/ For IL-4.75 mix the FRAP/RAS ABR shall not exceed 30 percent.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

(a) RAP/FRAP and/or RAS. RAP/FRAP and/or RAS mix designs shall be submitted for verification. If additional RAP/FRAP stockpiles are tested and found that no more than 20 percent of the results, as defined under "Testing" herein, are outside of the control tolerances set for the original RAP/FRAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP/FRAP stockpiles may be used in the original mix design at the percent previously verified.

(b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.500 shall be used for mix design purposes.

1031.08 HMA Production. HMA production utilizing RAP/FRAP and/or RAS shall be as follows.

(a) RAP/FRAP. The coarse aggregate in all RAP/FRAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If the RAP/FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP/FRAP and either switch to the virgin aggregate design or submit a new RAP/FRAP design.

(b) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

(c) RAP/FRAP and/or RAS. HMA plants utilizing RAP/FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

d. Accumulated dry weight of RAP/FRAP/RAS in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.

g. Residual asphalt binder in the RAP/FRAP material as a percent of the total mix to the nearest 0.1 percent.

h. Aggregate and RAP/FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP are printed in wet condition.)

(2) Batch Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).

d. Mineral filler weight to the nearest pound (kilogram).

e. RAP/FRAP/RAS weight to the nearest pound (kilogram).

f. Virgin asphalt binder weight to the nearest pound (kilogram).

g. Residual asphalt binder in the RAP/FRAP/RAS material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP in aggregate surface course (temporary access entrances only) and aggregate wedge shoulders Type B shall be as follows.

(a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except “Non-Quality” and “FRAP”. The testing requirements of Article 1031.03 shall not apply. RAP used to construct aggregate surface course and aggregate shoulders shall be according to the current Bureau of Materials and Physical Research’s Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”.

(b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted.”

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Coated Galvanized Steel Conduit

September 26, 2014

This special provision was developed by the Bureau of Materials and Physical Research to allow alternatives to polyvinyl chloride as a coating material for galvanized steel conduit.

This special provision was revised because changes to Article 1088.01(a)(3) are now included in the 2015 Supplemental Specifications.

This special provision should be inserted into contracts requiring coated galvanized steel conduit in electrical installations.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80310m

COATED GALVANIZED STEEL CONDUIT (BDE)

Effective: January 1, 2013
Revised: January 1, 2015

Revise Article 811.03(b) of the Standard Specifications to read:

"(b) Coated Galvanized Steel Conduit. In addition to the methods described in Article 810.05(a) the following methods shall be observed when installing coated conduit.

Coated conduit pipe vise jaw adapters shall be used when the conduit is being clamped to avoid damaging the coating.

Coated conduit shall be cut with a roller cutter or by other means approved by the conduit manufacturer.

After any cutting or threading operations are completed, the bare steel shall be touched up with the conduit manufacturer's touch up compound."

80310

All Regional Engineers

John D. Baranzelli

Special Provision for Concrete End Sections for Pipe Culverts

September 28, 2012

This special provision was developed by the Bureau of Design and Environment to establish construction requirements, a method of measurement and a basis of payment for the new Highway Standards for concrete end sections for pipe culverts.

This special provision should be inserted into contracts utilizing any of the following Highway Standards: 542001, 542006, 542011, or 542016.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 28, 2012.

80311m

CONCRETE END SECTIONS FOR PIPE CULVERTS (BDE)

Effective: January 1, 2013

Description. This work shall consist of constructing cast-in-place concrete and precast concrete end sections for pipe culverts. These end sections are shown on the plans as Highway Standard 542001, 542006, 542011, or 542016. This work shall be according to Section 542 of the Standard Specifications except as modified herein.

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

	Item	Article/Section
(a)	Portland Cement Concrete (Note 1)	1020
(b)	Precast Concrete End Sections (Note 2)	
(c)	Coarse Aggregate (Note 3)	1004.05
(d)	Structural Steel (Note 4)	1006.04
(e)	Anchor Bolts and Rods (Note 5)	1006.09
(f)	Reinforcement Bars	1006.10(a)
(g)	Nonshrink Grout	1024.02
(h)	Chemical Adhesive Resin System	1027
(i)	Mastic Joint Sealer for Pipe	1055
(j)	Hand Hole Plugs	1042.16

Note 1. Cast-in-place concrete end sections shall be Class SI, except the 14 day mix design shall have a compressive strength of 5000 psi (34,500 kPa) or a flexural strength of (800 psi) 5500 kPa and a minimum cement factor of 6.65 cwt/cu yd (395 kg/cu m).

Note 2. Precast concrete end sections shall be according to Articles 1042.02 and 1042.03(b)(c)(d)(e) of the Standard Specifications. The concrete shall be Class PC according to Section 1020, and shall have a minimum compressive strength of 5000 psi (34,000 kPa) at 28 days.

Joints between precast sections shall be produced with reinforced tongue and groove ends according to the requirements of ASTM C 1577.

Note 3. The granular bedding placed below a precast concrete end section shall be gradation CA 6, CA 9, CA 10, CA 12, CA 17, CA 18, or CA 19.

Note 4. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable.

Note 5. The anchor rods for the culvert ties shall be according to the requirements of ASTM F 1554, Grade 105 (Grade 725).

CONSTRUCTION REQUIREMENTS

The concrete end sections may be precast or cast-in-place construction. Toe walls shall be either precast or cast-in-place, and shall be in proper position and backfilled according to the applicable paragraphs of Article 502.10 of the Standard Specifications prior to the installation of the concrete end sections. If soil conditions permit, cast-in-place toe walls may be poured directly against the soil. When poured directly against the soil, the clear cover of the sides and bottom of the toe wall shall be increased to 3 in. (75 mm) by increasing the thickness of the toe wall.

(a) Cast-In-Place Concrete End Sections. Cast-in-place concrete end sections shall be constructed according to the requirements of Section 503 of the Standard Specifications and as shown on the plans.

(b) Precast Concrete End Sections. When the concrete end sections will be precast, shop drawings detailing the slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval.

The excavation and backfilling for precast concrete end sections shall be according to the requirements of Section 502 of the Standard Specifications, except a layer of granular bedding at least 6 in. (150 mm) in thickness shall be placed below the elevation of the bottom of the end section. The granular bedding shall extend a minimum of 2 ft (600 mm) beyond each side of the end section.

Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 2/3 turn on one of the nuts. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut.

Method of Measurement. This work will be measured for payment as each, with each end of each culvert being one each.

Basis of Payment. This work will be paid for at the contract unit price per each for CONCRETE END SECTION, STANDARD 542001; CONCRETE END SECTION, STANDARD 542006; CONCRETE END SECTION, 542011; or CONCRETE END SECTION, 542016, of the pipe diameter and slope specified.

80311

All Regional Engineers

John D. Baranzelli

Special Provision for Surface Testing of Hot-Mix Asphalt Overlays

September 28, 2012

This special provision was originally developed by the Bureau of Materials & Physical Research as part of the Illinois Smoothness Initiative (ISI). It requires a 0.00 in. (0.0 mm) blanking band be used to calculate the Profile Index values and includes incentives and/or disincentives based on those values.

From 2002 until 2012 this special provision was entitled, "Surface Testing of Pavements". However since the portions affecting new pavements (Sections 407 and 420) have been moved into the 2013 Supplemental Specifications, the special provision has been re-issued and the title has been changed. No revisions have been made to the surface testing procedures or equipment.

This special provision should be inserted into all interstate resurfacing contracts. At the district's discretion, it can also be inserted into other multi-lane resurfacing contracts with overlay thicknesses of 3.75 in. (95 mm) or greater. Note: this special provision is not recommended for use on two lane hot-mix asphalt overlay projects or projects with overlay thicknesses less than 3.75 in. (95 mm).

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 28, 2012.

80317m

SURFACE TESTING OF HOT-MIX ASPHALT OVERLAYS (BDE)

Effective: January 1, 2013

Revise Article 406.03(h) of the Standard Specifications to read:

"(h) Pavement Surface Test Equipment .....1101.10"

Revise Article 406.11 of the Standard Specifications to read:

"**406.11 Surface Tests.** The finished surface of the pavement shall be tested for smoothness according to Article 407.09 of the Supplemental Specifications, except as follows:

One wheel track shall be tested per lane. Testing shall be performed 3 ft (1 m) from and parallel to the edge of the lane away from traffic.

SMOOTHNESS ASSESSMENT SCHEDULE (HMA Overlays)		
High-Speed Mainline Pavement Average Profile Index in./mile (mm/km)	Low-Speed Mainline Pavement Average Profile Index in./mile (mm/km)	Assessment per sublot
6.0 (95) or less	15.0 (240) or less	+$150.00
>6.0 (95) to 10.0 (160)	>15.0 (240) to 25.0 (400)	+$80.00
>10.0 (160) to 30.0 (475)	>25.0 (400) to 45.0 (710)	+$0.00
>30.0 (475) to 40.0 (635)	>45.0 (710) to 65.0 (1025)	+$0.00
Greater than 40.0 (635)	Greater than 65.0 (1025)	-$300.00"

80317

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Traversable Pipe Grate

January 10, 2014

This special provision was developed by the Bureau of Design and Environment to establish construction requirements, a method of measurement and a basis of payment for the new Highway Standard for traversable pipe grate.

This special provision has been revised to include splicing requirements for the pipe grates.

This special provision should be inserted into contracts utilizing a traversable pipe grate on either culvert or box culvert end sections.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80318m

TRAVERSABLE PIPE GRATE (BDE)

Effective: January 1, 2013
Revised: April 1, 2014

Description. This work shall consist of constructing a traversable pipe grate on a concrete end section.

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

Item	Article/Section
(a) Traversable Pipe Grate Components (Note 1)	
(b) Chemical Adhesive Resin System	1027
(c) High Strength Steel Bolts, Nuts, and Washers (Note 2)	1006.08

Note 1. All steel pipe shall be according to ASTM A 53 (Type E or S), Grade B, or ASTM A 500 Grade B, standard weight (SCH. 40). Structural steel shapes and plates shall be according to AASHTO M270 Grade 50 (M 270M Grade 345) and the requirements of Article 1006.04 of the Standard Specifications. All steel components of the grating system shall be galvanized according to AASHTO M 111 or M 232 as applicable.

Anchor rods shall be according to ASTM F 1554, Grade 36 (Grade 250).

Note 2. Threaded rods conforming to the requirements of ASTM F 1554, Grade 105 (Grade 725) may be used for the thru bolts.

CONSTRUCTION REQUIREMENTS

Fabrication of the traversable pipe grate shall be according to the requirements of Section 505 of the Standard Specifications and as shown on the plans.

Anchor rods shall be set according to Article 509.06 of the Standard Specifications. Bolts and anchor rods shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench. Thru bolts shall be snug tightened and shall be brought to a snug tight condition followed by an additional 2/3 turn on one of the nuts. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut.

Splicing of pipes shall be made by utilizing full penetration butt welds according to Article 505.04(q) of the Standard Specifications. In lieu of welding, bolted or sleeve type splices may be utilized, provided the splices are located over intermediate supports with no more than one splice per pipe run with the exception that no splice may occur in pipe runs under 30 ft (9 m) in length.

Method of Measurement. This work will be measured for payment in place in feet (meters). The length measured shall be along the pipe grate elements from end to end for both longitudinal and intermediate support pipes.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for TRAVERSABLE PIPE GRATE.

80318

All Regional Engineers

John D. Baranzelli

Special Provision for Insertion Lining of Culverts

July 26, 2013

This special provision was developed by the Bureau of Bridges and Structures to replace Section 543 in its entirety. This special provision has been revised to remove material submittal requirements and to require independent lab testing in lieu of manufacturer testing.

This special provision should be inserted into contracts requiring insertion lining of culverts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 8, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 26, 2013.

80315m

INSERTION LINING OF CULVERTS (BDE)

Effective: January 1, 2013
Revised: November 1, 2013

"**SECTION 543. INSERTION LINING OF CULVERTS**

543.01 Description. This work shall consist of insertion lining of existing pipe culverts and grouting of the annular space between the existing culvert and the liner.

543.02 Materials. Materials shall be according to the following.

	Item	Article/Section
(a)	Polyethylene (PE) Solid Wall Pipe with a Smooth Interior (Note 1)	1040.04
(b)	Polyethylene (PE) Profile Wall Pipe (Note 1)	1040.04
(c)	Reinforced Plastic Mortar (RPM) Pipe (Note 1)	1040.05
(d)	Corrugated PVC with a Smooth Interior (Note 1)	1040.03
(e)	Corrugated Steel Pipe (Note 1)(Note 3)	1006.01
(f)	Steel Casing (Note 1)(Note 4)	1006.05(d)
(g)	Grout Mixture (Note 2)	1024.01
(h)	Portland Cement Concrete	1020
(i)	Controlled Low-Strength Material	1019
(j)	Cellular Concrete	1029

Note 1. Insertion linings are specified according to the existing pipe's inside diameter to be lined. Unless the Contractor can demonstrate by calculation that a small cross sectional area is hydraulically equivalent or better, the insertion lining shall provide a minimum of 72 percent of the cross sectional opening of the existing culvert for diameters under 5 ft (1.5 m), 82 percent for culverts between 5 and 10 ft (1.5 and 3 m) in diameter, and 90 percent for culverts greater than 10 ft (3 m) in diameter.

Any of the listed liner materials are permitted if the cross sectional area requirement is met and the liner is structurally adequate to handle the dead and live loads per current AASHTO LRFD Design Standards without the existing culvert taken into consideration.

Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of portland cement plus fine aggregate and water. Fly ash may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the portland 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.

Note 3. Corrugated metal pipe shall be spiral ribbed or double walled with a smooth interior and shall be polymer coated or Aluminized Steel Type 2.

Note 4. For pipe diameter 24 in. (600 mm) and less, use 3/8 in. (9.5 mm) minimum wall thickness, and for pipe 36 in. (900 mm) and above use 1/2 in. (13 mm) minimum wall thickness.

CONSTRUCTION REQUIREMENTS

543.03 General. The Contractor shall submit a work plan at least 15 days prior to the start of work, detailing the methods for cleaning and preparing the existing culvert, the method(s) for joining the liner segments, the method for advancing the liner into the existing culvert, the process to fill the annular space and the proposed grout or cellular concrete mix design, and a list of potential corrective actions to address common installation issues that may arise. When applicable the method(s) for reconnecting or perpetuating existing lateral connections shall also be submitted. The Contractor shall verify that the specified liner can be installed and enough room remains to adequately fill the annular space remaining prior to ordering any materials. If a problem is discovered it shall be brought to the attention of the Engineer for resolution before ordering any materials.

Individual liner section lengths shall be planned to have no more than three joints per 50 ft (15 m) of pipe length unless approved by the Engineer.

Existing deformed culvert structures that require ovalled liners shall be lined with initial round solid wall PE pipe modified to an oval shape or elongated corrugated metal pipe.

All obvious cavities outside the existing culvert shall be filled with controlled low-strength material prior to the liner installation or with material placed in conjunction with filling the annular space between the liner and existing culvert.

Prior to commencing the liner installation, all jagged existing culvert edges or other deformities shall be repaired. All foreign material shall be removed from the existing culvert.

Joints shall be watertight and meet a 10.8 psi (74 kPa) laboratory test per ASTM D 3212. A mechanical coupler or male and female joint design shall use a gasket meeting ASTM F 477.

Joints shall have sufficient longitudinal or axial compression strength to withstand a maximum compressive force of 100 lbs/in. (17.5 N/mm) of outside diameter circumference in compression while maintaining joint integrity when tested.

Joints shall have sufficient pull-apart strength to withstand maximum tensile force of 100 lbs/in. (17.5 N/mm) of outside diameter circumference in tension without joint disassembly when tested.

Joints shall provide sufficient longitudinal or axial strength to preserve liner alignment, prevent separation at the joints, and maintain integrity while pushing or pulling pipe lengths into existing culverts. Joints shall be mechanical, fusion welded, or male and female joint connections. Mechanical or male and female joint connections shall be an integral part of the

liner. Alternatively, the mechanical joint, male and female joints, or pipe ends may be heat fused provided that the fusion process meets the requirements of ASTM F 2620 and that the fused connection is water tight, and shall not reduce the inside diameter or enlarge the outside diameter of the liner being joined by 1/4 in. (6 mm).

If a liner is fusion welded, it shall be welded with a continuous weld for the circumference of the liner both inside and outside. The ends of liners that are to be welded or fused shall be at the same ambient temperature ± 5 °F (2.8 °C) and alignment bands shall be utilized. Welding, fusing, or joining shall be performed at all times by an installer trained and certified by either the liner's manufacturer or the welding, fusing, or joining equipment manufacturer. A copy of the welder's, fuser's, or joiner's certificate shall be provided to the Engineer prior to the start of work.

RPM liners or corrugated PVC liners with a smooth interior shall be joined according to the manufacturer's recommendations using joint lubricant. The joining may be accomplished in a jacking pit or other convenient location where the assembled liner can be brought into alignment with the existing culvert bore without damage. The Engineer will approve each joint before each section of liner is inserted.

The insertion may be made by pushing or pulling the assembled liner from either end of the culvert or if the size permits assembling inside the existing culvert. The Engineer may require the liner to have a temporary nose cone or plug to guide the liner past minor obstructions. The insertion operation shall not cause joints to separate nor damage the liner.

After the liner has been completely inserted and has been inspected in place by the Engineer, it shall be cut off 8 in. (200 mm) past the ends of the existing culvert or as otherwise directed by the Engineer. The liner shall be allowed to cool to the temperature of the existing culvert before it is cut off. The entire length of the annular space between the existing culvert and the liner shall be filled with a grout or cellular concrete.

Prior to filling the annular space, the upstream and downstream ends of the annular space shall have concrete bulkheads constructed to contain the grout mixture. The bulkheads shall be constructed with Class SI concrete. Alternative materials for the bulkhead as recommend by the pipe lining manufacturer may be used if approved by the Engineer. The bulkheads shall extend inward a minimum depth of 18 in. (450 mm) from the ends of the culvert. A method of venting through the bulkheads or grouting ports at the crown shall be utilized to allow air to escape when pumping material and to allow verification that the annular space has been filled.

When the grout or cellular concrete is pumped into the annular space, the Contractor shall prevent the floating of the liner. This shall be accomplished by any of the following methods.

(a) Intermittent Pumping Method. Small amounts of material shall be pumped into the annular space and allowed to harden. This shall continue until the bond between the liner and material is sufficient to resist floating. The remainder of the annular space shall then be filled.

(b) Bracing Method. Braces shall be installed in the annular space to prevent floating of the liner. Only braces which do not damage the liner shall be used. Bracing shall run parallel to the culvert.

(c) Water Fill Method. The liner shall be temporarily filled with water before filling the annular space with grout.

The pumping operation shall completely fill the annular space along the entire length, but shall be performed in a manner that does not distort the liner. The pressure developed in the annular space shall not exceed the liner manufacturer's recommended value. The air temperature at time of placement and for 24 hours thereafter shall be a minimum of 35 °F (2 °C). The temperature of the cellular concrete at point of discharge shall be a minimum of 45 °F (7 °C) and a maximum of 95 °F (35 °C).

The grout or cellular concrete mixture shall have a minimum 28 day compressive strength of 150 psi (1035 kPa). The Engineer will sample the grout or cellular concrete a minimum of once each day for compression strength during production. Mold the grout specimens according to ASTM C 1107, and the cellular concrete according to ASTM C 495. For each test, three 2 in. x 2 in. (50 mm x 50 mm) specimens will be molded for the grout and four 3 in. x 6 in. (75 mm x 150 mm) specimens will be molded for the cellular concrete. The specimens shall be stored in a temperature range of 60 to 80 °F (16 to 27 °C) for the first 24-72 hours, and the Contractor shall provide a field curing box. After this time, the Engineer will transport the specimens to the laboratory for curing and testing. The grout will be tested for compressive strength according to ASTM C 109, and the cellular concrete will be tested for compressive strength according to ASTM C 495.

Upon completion of the pumping operation, all remaining unfilled vent holes including those at both the upstream and downstream ends shall be filled with a nonshrink grout. Only enough water to make a stiff but workable nonshrink grout shall be used. The air temperature at time of placement and for 24 hours thereafter shall be a minimum of 35 °F (2 °C).

543.04 Method of Measurement. This work will be measured for payment in place in feet (meters).

Excavation in rock will be measured for payment according to Article 502.12.

543.05 Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for INSERTION CULVERT LINER for the existing size specified.

Excavation in rock will be paid for according to Article 502.13."

Revise Section 1040.04(d) of the Standard Specifications to read as follows.

"(d) PE Solid Wall Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) or ASTM F 2720 (SIDR 35), with a minimum cell classification of PE 335434 as defined in ASTM D 3350.

(1) Pipe Culverts. The section properties shall be according to AASHTO's Section 17. The manufacturer shall submit written certification that the material meets AASHTO's Section 17 properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements.

(2) Insertion Lining. When used for insertion lining of culverts, the pipe liner for pipe diameters up to 63 in. (1600 mm) shall be according to AASHTO M 326.

(3) Oval shaped pipe liners. Standard round size pipe may be ovalled by compression so as to allow liner installation in deformed existing structures to maximize hydraulic capacity. Compression ovalling shall be performed by the pipe supplier at their facility. Compression ovalling will not be permitted in the field or on the construction site. An ovalled liner may not be compressed to a rise/span ratio less than 0.7 unless approved by the Engineer. Ovalled liners shall be strutted in both the horizontal and vertical axis so as to maintain the oval shape when the compressive source is removed. Struts and bracing shall result in a uniform shaped culvert. Struts shall not be removed until the liner has been completely installed and the grout or cellular concrete has fully cured to its minimum compressive strength."

Add the following Section to the Standard Specifications.

"**SECTION 1029. CELLULAR CONCRETE**

1029.01 Description. This item shall consist of the materials and equipment to manufacture cellular concrete.

1029.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Portland Cement	1001
(b) Fly Ash	1010
(c) Water	1002
(d) Fine Aggregate	1003
(e) Concrete Admixtures	1021
(f) Foaming Agent (Note 1)	

Note 1. The foaming agent shall be according to ASTM C 869 and be listed on the Department's Approved List of Foaming Agents for Cellular Concrete. The manufacturer shall provide an infrared spectrophotometer trace no more than five years old. When the infrared spectrophotometer trace is more than seven years old, a new one shall be provided.

1029.03 Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Concrete Mixers and Trucks	1103.01
(b) Batching and Weighing Equipment	1103.02
(c) Automatic and Semi-Automatic Batching Equipment	1103.03
(d) Water Supply Equipment	1103.11
(e) Mobile Portland Cement Concrete Plants	1103.04
(f) Foam Generator (Note 1)	
(g) Mobile Site Batch Plants (Note 2)	

Note 1. Foam generating equipment shall be calibrated daily to produce an accurate volume of foam.

Note 2. Mobile site batch plants shall be capable of mixing and pumping cellular concrete, and shall have a minimum 1 cu yd (0.76 cu m) capacity. Mobile site plants shall be calibrated before the start of a project and during the project as necessary."

80315

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to 1) define an acceptable range of air voids for determining acceptability of a test strip, 2) revise the minimum percent passing the #8 sieve requirements for IL-9.5 surface mixtures, 3) increase the VMA requirement to 15.0 percent for IL-9.5 surface mixtures, and 4) add in the missing field VMA control limits for IL-4.75 mixtures.

It has been revised to eliminate IL-25.0, IL-12.5 surface mixture, N105 mixtures and "All Other" (i.e. BAM) mixtures and to make IL-19.0 a finer gradation mixture. It has also been revised to delete the Constructing Test Strip pay item.

This special provision should be inserted into all HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80322m

HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Revise the last sentence of the first paragraph of Article 312.05 of the Standard Specifications to read:

"The minimum compacted thickness of each lift shall be according to Article 406.06(d)."

Delete the minimum compacted lift thickness table in Article 312.05 of the Standard Specifications.

Revise the second paragraph of Article 355.02 of the Standard Specifications to read:

"The mixture composition used shall be IL-19.0."

Revise Article 355.05(a) of the Standard Specifications to read:

"(a) The top lift thickness shall be 2 1/4 in. (60 mm) for mixture composition IL-19.0."

Revise the Leveling Binder table and second paragraph of Article 406.05(c) of the Standard Specifications to read:

"Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL-4.75, IL-9.5, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5 or IL-9.5L

The density requirements of Article 406.07(c) shall apply for leveling binder, machine method, when the nominal compacted thickness is: 3/4 in. (19 mm) or greater for IL-4.75 mixtures; and 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures."

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19)
IL-9.5, IL-9.5L	1 1/4 (32)
SMA-12.5	2 (51)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the ninth paragraph of Article 406.14 of the Standard Specifications to read:

"Test strip mixture will be evaluated at the contract unit price according to the following."

Revise Article 406.14(a) of the Standard Specifications to read:

"(a) If the HMA placed during the initial test strip is determined to be acceptable the mixture will be paid for at the contract unit price."

Revise Article 406.14(b) of the Standard Specifications to read:

"(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF according to the Department's test results, the mixture will not be paid for and shall be removed at the Contractor's expense. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Revise Article 406.14(c) of the Standard Specifications to read:

"(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF according to the Department's test results, the mixture shall be removed. Removal will be paid according to Article 109.04. This initial mixture will be paid for at the contract unit price. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Delete Article 406.14(d) of the Standard Specifications.

Delete Article 406.14(e) of the Standard Specifications.

Delete the last sentence of Article 407.06(c) of the Standard Specifications.

Revise Note 2. of Article 442.02 of the Standard Specifications to read:

"Note 2. The mixture composition of the HMA used shall be IL-19.0 binder, designed with the same Ndesign as that specified for the mainline pavement."

Delete the second paragraph of Article 482.02 of the Standard Specifications.

Revise the first sentence of the sixth paragraph of Article 482.05 of the Standard Specifications to read:

"When the mainline HMA binder and surface course mixture option is used on resurfacing projects, shoulder resurfacing widths of 6 ft (1.8 m) or less may be placed simultaneously with the adjacent traffic lane for both the binder and surface courses."

Revise the second sentence of the fourth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 5 in. (125 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise the second sentence of the fifth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 8 in. (200 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise Article 1003.03(c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22. The fine aggregate gradation for SMA shall be FA/FM 20.

For mixture IL-4.75 and surface mixtures with an Ndesign = 90, at least 50 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag meeting the FA 20 gradation.

For mixture IL-19.0, Ndesign = 90 the fine aggregate fraction shall consist of at least 67 percent manufactured sand meeting FA 20 or FA 22 gradation. For mixture IL-19.0, Ndesign = 50 or 70 the fine aggregate fraction shall consist of at least 50 percent manufactured sand meeting FA 20 or FA 22 gradation. The manufactured sand shall be stone sand, slag sand, steel slag sand, or combinations thereof.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA."

Remove footnote 3/ from the tables and at the end of the tables in Article 1004.01(c) of the Standard Specifications.

Delete the last sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications.

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

"Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0 IL-9.5	CA 11 1/ CA 16 and/or CA 13 CA 16
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 1/ CA 16

1/ CA 16 or CA 13 may be blended with the gradations listed."

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

"High ESAL	IL-19.0 binder; IL-9.5 surface
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA)1/; HMA Shoulders2/

1/ Uses 19.0L binder mix.

2/ Uses 19.0L for lower lifts and 9.5L for surface lift."

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

"**1030.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements.

Note 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm Mix Asphalt Technologies"."

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

"(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) 1/								
Sieve Size	IL-19.0 mm		SMA 12.5 4/		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)								
1 in. (25 mm)		100						
3/4 in. (19 mm)	90	100		100				
1/2 in. (12.5 mm)	75	89	90	99		100		100
3/8 in. (9.5 mm)			50	85	90	100		100
#4 (4.75 mm)	40	60	20	40	32	69	90	100
#8 (2.36 mm)	26	42	16	24 5/	32	52 2/	70	90
#16 (1.18 mm)	15	30			10	32	50	65
#50 (300 µm)	6	15			4	15	15	30
#100 (150 µm)	4	9			3	10	10	18
#200 (75 µm)	3	6	8.0	11.0 3/	4	6	7	9
Ratio Dust/Asphalt Binder		1.0				1.0		1.0 3/

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.

3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

4/ The maximum percent passing the #635 (20 µm) sieve shall be ≤ 3 percent.

5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above 24 percent."

Delete Article 1030.04(a)(3) of the Standard Specifications.

Delete Article 1030.04(a)(4) of the Standard Specifications.

Revise the table in Article 1030.04(b)(1) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS High ESAL				
	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
Ndesign	IL-19.0	IL-9.5	IL-4.75[1/]	
50	13.5	15.0	18.5	65 – 78 [2/]
70				65 - 75
90				

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 76-83 percent"

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Composition	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N_{DES} =30	4.0	15.0	65-78
IL-19.0L	N_{DES} =30	4.0	13.5	N/A"

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

"(3) SMA Mixtures.

ESALs (million)	Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
≤ 10	50	4.0	16.0	75 – 80
> 10	80	4.0	17.0	75 – 80"

Delete Article 1030.04(b)(4) of the Standard Specifications.

Delete Article 1030.04(b)(5) from the Supplemental Specifications.

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Aggregate Gradation % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 µm) No. 200 (75 µm)	1 washed ignition oven test on the mix per half day of production Note 3.	Illinois Procedure
Asphalt Binder Content by Ignition Oven Note 1.	1 per half day of production	Illinois-Modified AASHTO T 308
VMA Note 2.	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO R 35
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Air Voids Bulk Specific Gravity of Gyratory Sample Note 4.	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 312
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 209
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	

Note 1. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.

Note 2. The G_{sb} used in the voids in the mineral aggregate (VMA) calculation shall be the same average G_{sb} value listed in the mix design.

Note 3. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident.

Note 4. The WMA compaction temperature for mixture volumetric testing shall be 270 ± 5 °F (132 ± 3 °C) for quality control testing. The WMA compaction temperature for quality assurance testing will be 270 ± 5 °F (132 ± 3 °C) if the mixture is not allowed to cool to room temperature. If the mixture is allowed to cool to room temperature, it shall be reheated to standard HMA compaction temperatures."

Revise the table in Article 1030.05(d)(2)b. of the Standard Specifications to read:

"Parameter	High ESAL Mixture Low ESAL Mixture
Ratio Dust/Asphalt Binder	0.6 to 1.2
Moisture	0.3 %"

Revise the Article 1030.05(d)(4) of the Supplemental Specifications to read:

"(4) Control Limits. Target values shall be determined by applying adjustment factors to the AJMF where applicable. The target values shall be plotted on the control charts within the following control limits.

CONTROL LIMITS						
Parameter	High ESAL Low ESAL		SMA		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
No. 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
No. 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
VMA	-0.7 % 2/	-0.5 % 2/	-0.7 % 2/	-0.5 % 2/	-0.7 % 2/	-0.5 % 2/

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement

DENSITY CONTROL LIMITS		
Mixture Composition	Parameter	Individual Test
IL-4.75	Ndesign = 50	93.0 - 97.4 % 1/
IL-9.5	Ndesign = 90	92.0 - 96.0 %
IL-9.5,IL-9.5L	Ndesign < 90	92.5 - 97.4 %
IL-19.0	Ndesign = 90	93.0 - 96.0 %
IL-19.0, IL-19.0L	Ndesign < 90	93.0 2/- 97.4 %
SMA	Ndesign = 50 & 80	93.5 - 97.4 %

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade."

Revise the table in Article 1030.05(d)(5) of the Supplemental Specifications to read:

"CONTROL CHART REQUIREMENTS	High ESAL, Low ESAL, SMA & IL-4.75
Gradation 1/ 3/	% Passing Sieves: 1/2 in. (12.5 mm) 2/ No. 4 (4.75 mm) No. 8 (2.36 mm) No. 30 (600 µm)
Total Dust Content 1/	No. 200 (75 µm)
	Asphalt Binder Content
	Bulk Specific Gravity
	Maximum Specific Gravity of Mixture
	Voids
	Density
	VMA

1/ Based on washed ignition oven.

2/ Does not apply to IL-4.75.

3/ SMA also requires the 3/8 in. (9.5 mm) sieve."

Delete Article 1030.05(d)(6)a.1.(b.) of the Standard Specifications.

Delete Article 1030.06(b) of the Standard Specifications.

Delete Article 1102.01(e) of the Standard Specifications.

80322

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Hot-Mix Asphalt – Mixture Design Verification and Production
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to establish requirements for Hamburg Wheel and Tensile Strength testing for High ESAL, IL-4.75 and SMA hot-mix asphalt (HMA) mixes during mix design verification and production. It also redefines test strip requirements and states HMA plant requirements for hydrated lime addition systems used in the production of High ESAL, IL-4.75, and SMA mixes.

It has been revised to eliminate "All Other" (i.e. BAM) mixtures.

This special provision should be inserted into all HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80323m

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Description. This special provision provides the requirements for Hamburg Wheel and tensile strength testing for High ESAL, IL-4.75, and Stone Matrix Asphalt (SMA) hot-mix asphalt (HMA) mixes during mix design verification and production. This special provision also provides the plant requirements for hydrated lime addition systems used in the production of High ESAL, IL-4.75, and SMA mixes.

Mix Design Testing. Add the following below the referenced AASHTO standards in Article 1030.04 of the Standard Specifications:

AASHTO T 324 Hamburg Wheel Test

AASHTO T 283 Tensile Strength Test

Add the following to Article 1030.04 of the Standard Specifications:

"(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (Illinois Modified AASHTO T 324) and the Tensile Strength Test (Illinois Modified AASHTO T 283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department's verification test, the Contractor shall make necessary changes to the mix and provide passing Hamburg Wheel and tensile strength test results from a private lab. The Department will verify the passing results.

All new and renewal mix designs shall meet the following requirements for verification testing.

(1) Hamburg Wheel Test Criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements [1/]

PG Grade	Number of Passes
PG 58-xx (or lower)	5,000
PG 64-xx	7,500
PG 70-xx	15,000
PG 76-xx (or higher)	20,000

1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

(2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 550 kPa (80 psi) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise Article 1030.06(a) of the Standard Specifications to read:

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

Parameter	Adjustment
1/2 in. (12.5 mm)	± 5.0 %
No. 4 (4.75 mm)	± 4.0 %
No. 8 (2.36 mm)	± 3.0 %
No. 30 (600 µm)	*
No. 200 (75 µm)	*
Asphalt Binder Content	± 0.3 %

* In no case shall the target for the amount passing be greater than the JMF.

Any adjustments outside the above limitations will require a new mix design.

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria is being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

The Department may conduct additional Hamburg Wheel tests on production material as determined by the Engineer."

Revise the title of Article 1030.06(b) of the Standard Specifications to read:

"(b) Low ESAL Mixtures."

System for Hydrated Lime Addition. Revise the fourth sentence of the third paragraph of Article 1030.04(c) of the Standard Specifications to read:

"The method of application shall be according to Article 1102.01(a)(10)."

Replace the first three sentences of the second paragraph of Article 1102.01(a)(10) of the Standard Specifications to read:

"When hydrated lime is used as the anti-strip additive, a separate bin or tank and feeder system shall be provided to store and accurately proportion the lime onto the aggregate either as a slurry, as dry lime applied to damp aggregates, or as dry lime injected onto the hot aggregates prior to adding the liquid asphalt cement. If the hydrated lime is added either as a slurry or as dry lime on damp aggregates, the lime and aggregates shall be mixed by a power driven pugmill to provide a uniform coating of the lime prior to entering the dryer. If dry hydrated lime is added to the hot dry aggregates in a dryer-drum plant, the lime shall be added in such a manner that the lime will not become entrained into the air stream of the dryer-drum and that thorough dry mixing shall occur prior to the injection point of the liquid asphalt. When a batch plant is used, the hydrated lime shall be added to the mixture in the weigh hopper or as approved by the Engineer."

Basis of Payment. Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

"For mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

If an anti-stripping additive is required for any other HMA mix, the cost of the additive will be paid for according to Article 109.04. The cost incurred in introducing the additive into the

HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive."

80323

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for LRFD Pipe Culvert Burial Tables
Date:	July 25, 2014

This special provision was developed by the Bureau of Bridges and Structures as a result of updating the pipe culvert burial tables to be compliant with the AASHTO LRFD Design Code along with updating the pipe materials available.

Highlights of the changes include:

- LRFD compliance for all tables and materials.
- Upgraded to 75 year design life.
- Added CPP flexible pipe material.
- Removed profile wall PVC and profile wall PE flexible pipe materials.
- Added D loads for special design concrete pipe to Tables IA and IIB.
- Added 5 x 1 corrugation to Table IB.
- Added 5 x 1 steel and 3 x 1 aluminum corrugations to Table IIA.
- Deleted Table IV.

This special provision has been revised to:

- Update terminology for various metal pipe materials.
- Require a higher degree of corrosion protection for corrugated steel pipes for diameters up to and including 42 inch.
- Introduce the option for helical seam fabrication.
- Correct other minor issues.

This special provision should be inserted into contracts involving pipe culvert installation.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80324m

LRFD PIPE CULVERT BURIAL TABLES (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Revise Article 542.02 of the Standard Specifications to read as follows:

"Item	Article/Section
(a) Galvanized Corrugated Steel Pipe	1006.01
(b) Galvanized Corrugated Steel Pipe Arch	1006.01
(c) Bituminous Coated Corrugated Steel Pipe	1006.01
(d) Bituminous Coated Corrugated Steel Pipe Arch	1006.01
(e) Reserved	
(f) Aluminized Steel Type 2 Corrugated Pipe	1006.01
(g) Aluminized Steel Type 2 Corrugated Pipe Arch	1006.01
(h) Precoated Galvanized Corrugated Steel Pipe	1006.01
(i) Precoated Galvanized Corrugated Steel Pipe Arch	1006.01
(j) Corrugated Aluminum Alloy Pipe	1006.03
(k) Corrugated Aluminum Alloy Pipe Arch	1006.03
(l) Extra Strength Clay Pipe	1040.02
(m) Concrete Sewer, Storm Drain, and Culvert Pipe	1042
(n) Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe	1042
(o) Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe	1042
(p) Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe	1042
(q) Polyvinyl Chloride (PVC) Pipe	1040.03
(r) Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior	1040.03
(s) Corrugated Polypropylene (CPP) pipe with smooth Interior	1040.07
(t) Corrugated Polyethylene (PE) Pipe with a Smooth Interior	1040.04
(u) Polyethylene (PE) Pipe with a Smooth Interior	1040.04
(v) Rubber Gaskets and Preformed Flexible Joint Sealants for Concrete Pipe	1056
(w) Mastic Joint Sealer for Pipe	1055
(x) External Sealing Band	1057
(y) Fine Aggregate (Note 1)	1003.04
(z) Coarse Aggregate (Note 2)	1004.05
(aa) Packaged Rapid Hardening Mortar or Concrete	1018
(bb) Nonshrink Grout	1024.02
(cc) Reinforcement Bars and Welded Wire Fabric	1006.10
(dd) Handling Hole Plugs	1042.16

Note 1. The fine aggregate shall be moist.

Note 2. The coarse aggregate shall be wet."

Revise the table for permitted materials in Article 542.03 of the Standard Specifications as follows:

"Class	Materials
A	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe
C	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Aluminized Steel Type 2 Corrugated Pipe Aluminized Steel Type 2 Corrugated Pipe Arch Precoated Galvanized Corrugated Steel Pipe Precoated Galvanized Corrugated Steel Pipe Arch Corrugated Aluminum Alloy Pipe Corrugated Aluminum Alloy Pipe Arch Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polypropylene (CPP) Pipe with Smooth Interior
D	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Galvanized Corrugated Steel Pipe Galvanized Corrugated Steel Pipe Arch Bituminous Coated Corrugated Steel Pipe Bituminous Coated Corrugated Steel Pipe Arch Aluminized Steel Type 2 Corrugated Pipe Aluminized Steel Type 2 Corrugated Pipe Arch Precoated Galvanized Corrugated Steel Pipe Precoated Galvanized Corrugated Steel Pipe Arch Corrugated Aluminum Alloy Pipe Corrugated Aluminum Alloy Pipe Arch Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior Corrugated Polyethylene (PE) Pipe with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior" Corrugated Polypropylene (CPP) Pipe with Smooth Interior

Revise Articles 542.03(b) and (c) of the Standard Specifications to read:

"(b) Extra strength clay pipe will only be permitted for pipe culverts Type 1, for 10 in., 12 in., 42 in. and 48 in. (250 mm, 300 mm, 1050 mm and 1200 mm), Types 2, up to and including 48 in. (1200 mm), Type 3, up to and including 18 in. (450 mm), Type 4 up to and including 10 in. (250 mm), for all pipe classes.

(c) Concrete sewer, storm drain, and culvert pipe Class 3 will only be permitted for pipe culverts Type 1, up to and including 10 in (250 mm), Type 2, up to and including 30 in. (750 mm), Type 3, up to and including 15 in. (375 mm); Type 4, up to and including 10 in. (250 mm), for all pipe classes."

Replace the pipe tables in Article 542.03 of the Standard Specifications with the following:

“Table IA: Classes of Reinforced Concrete Pipe
for the Respective Diameters of Pipe and Fill Heights over the Top of the Pipe

Nominal Diameter in.	Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
	Fill Height: 3' and less 1' min cover	Fill Height: Greater than 3' not exceeding 10'	Fill Height: Greater than 10' not exceeding 15'	Fill Height: Greater than 15' not exceeding 20'	Fill Height: Greater than 20' not exceeding 25'	Fill Height: Greater than 25' not exceeding 30'	Fill Height: Greater than 30' not exceeding 35'
12	IV	II	III	IV	IV	V	V
15	IV	II	III	IV	IV	V	V
18	IV	II	III	IV	IV	V	V
21	III	II	III	IV	IV	V	V
24	III	II	III	IV	IV	V	V
30	IV	II	III	IV	IV	V	V
36	III	II	III	IV	IV	V	V
42	II	II	III	IV	IV	V	V
48	II	II	III	IV	IV	V	V
54	II	II	III	IV	IV	V	V
60	II	II	III	IV	IV	V	V
66	II	II	III	IV	IV	V	V
72	II	II	III	IV	V	V	V
78	II	II	III	IV	2020	2370	2730
84	II	II	III	IV	2020	2380	2740
90	II	II	III	1680	2030	2390	2750
96	II	III	III	1690	2040	2400	2750
102	II	III	III	1700	2050	2410	2760
108	II	III	1360	1710	2060	2410	2770

Notes:
A number indicates the D-Load for the diameter and depth of fill and that a special design is required.
Design assumptions; Water filled pipe, Type 2 bedding and Class C Walls

Table IA: Classes of Reinforced Concrete Pipe
for the Respective Diameters of Pipe and Fill Heights over the Top of the Pipe
(Metric)

Nominal Diameter mm	Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
	Fill Height:	Fill Height:	Fill Height:	Fill Height:	Fill Height:	Fill Height:	Fill Height:
	1 m and less 0.3 m min cover	Greater than 1 m not exceeding 3 m	Greater than 3 m not exceeding 4.5 m	Greater than 4.5 m not exceeding 6 m	Greater than 6 m not exceeding 7.5 m	Greater than 7.5 m not exceeding 9 m	Greater than 9 m not exceeding 10.5 m
300	IV	II	III	IV	IV	V	V
375	IV	II	III	IV	IV	V	V
450	IV	II	III	IV	IV	V	V
525	III	II	III	IV	IV	V	V
600	III	II	III	IV	IV	V	V
750	IV	II	III	IV	IV	V	V
900	III	II	III	IV	IV	V	V
1050	II	II	III	IV	IV	V	V
1200	II	II	III	IV	IV	V	V
1350	II	II	III	IV	IV	V	V
1500	II	II	III	IV	IV	V	V
1650	II	II	III	IV	IV	V	V
1800	II	II	III	IV	V	V	V
1950	II	II	III	IV	100	110	130
2100	II	II	III	IV	100	110	130
2250	II	II	III	80	100	110	130
2400	II	III	III	80	100	110	130
2550	II	III	III	80	100	120	130
2700	II	III	70	80	100	120	130

Notes:
A number indicates the D-Load for the diameter and depth of fill and that a special design is required.
Design assumptions; Water filled pipe, Type 2 bedding and Class C Walls

TABLE IB: THICKNESS OF CORRUGATED STEEL PIPE
FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 2 2/3"x1/2", 3"x1" AND 5"x1" CORRUGATIONS

Nominal Diameter in.*	Type 1			Type 2			Type 3			Type 4			Type 5			Type 6			Type 7		
	Fill Height: 3' and less 1' min. cover			Fill Height: Greater than 3' not exceeding 10'			Fill Height: Greater than 10' not exceeding 15'			Fill Height: Greater than 15' not exceeding 20'			Fill Height: Greater than 20' not exceeding 25'			Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'		
	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"	2 2/3" x 1/2"	3"x1"	5"x1"
12	0.064			0.064			0.064			0.064			0.064			0.064			0.064		
15	0.064			0.064			0.064			0.064			0.064			0.064			(0.079)		
18	(0.079)			0.064			0.064			0.064			0.064			(0.079)			(0.079)		
21	(0.079)			0.064			0.064			0.064			(0.079)			(0.079)			(0.079)		
24	(0.079)			0.064			0.064			0.064			(0.079)			(0.079)			(0.109)		
30	(0.109E)			0.064			0.064			(0.079)			(0.079)			(0.109)			0.109		
36	(0.109E)			0.064			(0.079)			(0.079)			(0.109)			0.109			(0.138E)		
42	0.079			0.064			(0.079)			(0.079)			(0.109)			(0.109E)			(0.109E)		
48	0.109	(0.109)	0.109	(0.109)	0.079	0.079	(0.109)	0.079	(0.109)	0.109	(0.109)	0.109	(0.138)	(0.109)	0.109	(0.138E)	0.109	0.109	(0.138E)	0.109	(0.138)
54	0.109	(0.109)	0.109	(0.109)	0.079	0.079	0.109	(0.109)	0.109	0.109	(0.109)	0.109	(0.138)	0.109	0.109	(0.138E)	0.109	(0.138)	(0.138E)	0.138	0.138
60	0.109	0.109	0.109	0.109	0.079	(0.109)	0.109	(0.109)	0.109	0.109	(0.109)	0.109	(0.138)	0.109	0.109	(0.138E)	(0.138)	(0.138)	0.138E	(0.138E)	(0.138E)
66	(0.138)	0.109	0.109	0.109	0.079	(0.109)	0.109	(0.109)	0.109	0.109	0.109	0.109	(0.138)	0.109	(0.138)	(0.138E)	0.138	0.138	0.138E	(0.138E)	0.138E
72	0.138	0.109	(0.138)	0.138	(0.109)	(0.109)	0.138	(0.109)	0.109	0.138	0.109	0.109	0.138	(0.138)	(0.138)	(0.168E)	(0.138E)	0.138E	(0.168E)	(0.138E)	0.138E
78	0.168	0.109	(0.138)	0.168	(0.109)	0.109	0.168	0.109	0.109	0.168	0.109	(0.138)	0.168	(0.138)	(0.138)	H0.168E	(0.138E)	0.138E	H0.168E	0.138E	(0.168E)
84	0.168	(0.138)	(0.138)	0.168	(0.109)	0.109	0.168	0.109	0.109	0.168	0.109	(0.138)	0.168	(0.138)	0.138	H0.168E	(0.138E)	0.138E	H0.168E	(0.168E)	(0.168E)
90		(0.138)	(0.138)		(0.109)	0.109		0.109	0.109		(0.138)	(0.138)		(0.138)	0.138		0.138E	(0.168E)		(0.168E)	(0.168E)
96		(0.138)	(0.138)		(0.109)	0.109		0.109	0.109		(0.138)	(0.138)		(0.138)	0.138		(0.168E)	(0.168E)		(0.168E)	(0.168E)
102		0.109Z	0.109Z		(0.109)	0.109		0.109	(0.138)		(0.138)	(0.138)		(0.138)	0.138		(0.168E)	(0.168E)		H0.138E	H0.168E
108		0.109Z	(0.138Z)		0.109	0.109		0.109	(0.138)		(0.138)	0.138		0.138	(0.168)		(0.168E)	(0.168E)		H0.138E	H0.168E
114		0.109Z	(0.138Z)		0.109	0.109		0.109	(0.138)		(0.138)	0.138		(0.168)	(0.168)		(0.168E)	0.168E		H0.138E	H0.168E
120		0.109Z	(0.138Z)		0.109	0.109		(0.138)	(0.138)		(0.138)	0.138		(0.168)	(0.168)		H0.138E	H0.168E		H0.168E	H0.168E
126		0.138Z	0.138Z		0.138	0.138		0.138	0.138		0.138	(0.168)		(0.168)	(0.168)		H0.138E	H0.168E		H0.168E	H0.168E
132		0.138Z	0.138Z		0.138	0.138		0.138	0.138		(0.168)	(0.168)		0.168	0.168		H0.138E	H0.168E		H0.168E	H0.168E
138		0.138Z	0.138Z		0.138	0.138		0.138	0.138		(0.168)	(0.168)		(0.168E)	H0.168E		H0.168E	H0.168E		H0.168E	
144		0.168Z	0.168Z		0.168	0.168		0.168	0.168		0.168	0.168		H0.168E	H0.168E		H0.168E	H0.168E		H0.168E	

Notes:

* Aluminized Type 2 Steel or Precoated Galvanized Steel shall be required for diameters up to 42" according to Article 1006.01, 1 1/2" x 1/4" corrugations shall be used for diameters less than 12".

Thicknesses are based on longitudinal riveted seam fabrication, values in "()" can be reduced by one gage thickness if helical seam fabrication is utilized.

A thickness preceded by "H" indicates only helical seam fabrication is allowed.

E Elongation according to Article 542.04(e)

Z 1'-6" Minimum fill

TABLE IB: THICKNESS OF CORRUGATED STEEL PIPE
FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 68 mm x 13 mm, 75 mm x 25 mm AND 125 mm x 25 mm CORRUGATIONS
(Metric)

Nominal Diameter mm *	Type 1			Type 2			Type 3			Type 4			Type 5			Type 6			Type 7		
	Fill Height: 1 m and less 0.3 m min. cover			Fill Height: Greater than 1 m not exceeding 3 m			Fill Height: Greater than 3 m not exceeding 4.5 m			Fill Height: Greater than 4.5 m not exceeding 6 m			Fill Height: Greater than 6 m not exceeding 7.5 m			Fill Height: Greater than 7.5 m not exceeding 9 m			Fill Height: Greater than 9 m not exceeding 10.5 m		
	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm
300	1.63			1.63			1.63			1.63			1.63			1.63			1.63		
375	1.63			1.63			1.63			1.63			1.63			1.63			(2.01)		
450	(2.01)			1.63			1.63			1.63			1.63			(2.01)			(2.01)		
525	(2.01)			1.63			1.63			1.63			(2.01)			(2.01)			(2.01)		
600	(2.01)			1.63			1.63			1.63			(2.01)			(2.01)			(2.77)		
750	(2.77E)			1.63			1.63			(2.01)			(2.01)			(2.77)			2.77		
900	(2.77E)			1.63			(2.01)			(2.01)			(2.77)			2.77			(3.51E)		
1050	2.01			1.63			(2.01)			(2.01)			(2.77)			(2.77E)			(2.77E)		
1200	2.77	(2.77)	2.77	(2.77)	2.01	2.01	(2.77)	2.01	(2.77)	2.77	(2.77)	2.77	(3.51)	(2.77)	2.77	(3.51E)	2.77	2.77	(3.51E)	2.77	(3.51)
1350	2.77	(2.77)	2.77	(2.77)	2.01	2.01	2.77	(2.77)	2.77	2.77	(2.77)	2.77	(3.51)	2.77	2.77	(3.51E)	2.77	(3.51)	(3.51E)	3.51	3.51
1500	2.77	2.77	2.77	2.77	2.01	(2.77)	2.77	(2.77)	2.77	2.77	(2.77)	2.77	(3.51)	2.77	2.77	(3.51E)	(3.51)	(3.51)	3.51E	(3.51E)	(3.51E)
1650	(3.51)	2.77	2.77	2.77	2.01	(2.77)	2.77	(2.77)	2.77	2.77	2.77	2.77	(3.51)	2.77	(3.51)	(3.51E)	3.51	3.51	3.51E	(3.51E)	3.51E
1800	3.51	2.77	(3.51)	3.51	(2.77)	(2.77)	3.51	(2.77)	2.77	3.51	2.77	2.77	3.51	(3.51)	(3.51)	(4.27E)	(3.51E)	3.51E	(4.27E)	(3.51E)	3.51E
1950	4.27	2.77	(3.51)	4.27	(2.77)	2.77	4.27	2.77	2.77	4.27	2.77	(3.51)	4.27	(3.51)	(3.51)	H 4.27E	(3.51E)	3.51E	H 4.27E	3.51E	(4.27E)
2100	4.27	(3.51)	(3.51)	4.27	(2.77)	2.77	4.27	2.77	2.77	4.27	2.77	(3.51)	4.27	(3.51)	3.51	H 4.27E	(3.51E)	3.51E	H 4.27E	(4.27E)	(4.27E)
2250		(3.51)	(3.51)		(2.77)	2.77		2.77	2.77		(3.51)	(3.51)		(3.51)	3.51		3.51E	(4.27E)		(4.27E)	(4.27E)
2400		(3.51)	(3.51)		(2.77)	2.77		2.77	2.77		(3.51)	(3.51)		(3.51)	3.51		(4.27E)	(4.27E)		(4.27E)	(4.27E)
2550		2.77Z	2.77Z		(2.77)	2.77		2.77	(3.51)		(3.51)	(3.51)		(3.51)	3.51		(4.27E)	(4.27E)		H 3.51E	H 4.27E
2700		2.77Z	(3.51Z)		2.77	2.77		2.77	(3.51)		(3.51)	3.51		3.51	(4.27)		(4.27E)	(4.27E)		H 3.51E	H 4.27E
2850		2.77Z	(3.51Z)		2.77	2.77		2.77	(3.51)		(3.51)	3.51		(4.27)	(4.27)		(4.27E)	4.27E		H 3.51E	H 4.27E
3000		2.77Z	(3.51Z)		2.77	2.77		(3.51)	(3.51)		(3.51)	3.51		(4.27)	(4.27)		H 3.51E	H 4.27E		H 4.27E	H 4.27E
3150		3.51Z	3.51Z		3.51	3.51		3.51	3.51		3.51	(4.27)		(4.27)	(4.27)		H 3.51E	H 4.27E		H 4.27E	H 4.27E
3300		3.51Z	3.51Z		3.51	3.51		3.51	3.51		(4.27)	(4.27)		4.27	4.27		H 3.51E	H 4.27E		H 4.27E	H 4.27E
3450		3.51Z	3.51Z		3.51	3.51		3.51	3.51		(4.27)	(4.27)		(4.27E)	H 4.27E		H 4.27E	H 4.27E		H 4.27E	
3600		4.27Z	4.27Z		4.27	4.27		4.27	4.27		4.27	4.27		H 4.27E	H 4.27E		H 4.27E	H 4.27E		H 4.27E	

Notes:

* Aluminized Type 2 Steel or Precoated Galvanized Steel shall be required for diameters up to 1050 mm according to Article 1006.01, 38 mm x 6.5 mm corrugations shall be used for diameters less than 300 mm.

Thicknesses are based on longitudinal riveted seam fabrication, values in "()" can be reduced by one gage thickness if helical seam fabrication is utilized.

A thickness preceded by an "H" indicates only helical seam fabrication is allowed.

E Elongation according to Article 542.04(e)

Z 450 mm Minimum Fill

TABLE IC: THICKNESS OF CORRUGATED ALUMINUM ALLOY PIPE
FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 2 2/3"x1/2" AND 3"x1" CORRUGATIONS

Nominal Diameter in.	Type 1		Type 2		Type 3		Type 4		Type 5		Type 6		Type 7	
	Fill Height: 3' and less 1' min. cover		Fill Height: Greater than 3' not exceeding 10'		Fill Height: Greater than 10' not exceeding 15'		Fill Height: Greater than 15' not exceeding 20'		Fill Height: Greater than 20' not exceeding 25'		Fill Height: Greater than 25' not exceeding 30'		Fill Height: Greater than 30' not exceeding 35'	
	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"	2 2/3"x1/2"	3"x1"
12	(0.075)		0.060		0.060		0.060		0.060		0.060		0.060	
15	(0.075)		0.060		0.060		0.060		0.060		0.060		(0.075)	
18	(0.075)		0.060		0.060		0.060		0.060		(0.075)		H 0.060	
21	H 0.060E		0.060		0.060		0.060		(0.075)		H 0.060		H 0.060E	
24	(0.105E)		0.060		0.060		(0.075)		(0.105)		(0.105)		(0.105E)	
30	H 0.075E	H 0.060	0.075	H 0.060	0.075	H 0.060	(0.105)	H 0.060	(0.105)	H 0.060	H 0.075E	H 0.060	H 0.075E	H 0.060
36	(0.135E)	H 0.060E	0.075	H 0.060	(0.105)	H 0.060	(0.105)	H 0.060	(0.135)	H 0.060	H 0.075E	H 0.060	H 0.075E	H 0.060E
42	0.105E	(0.075)	0.105	0.060	0.105	0.060	0.105	0.060	0.105	(0.075)	0.105E	0.105	0.105E	(0.105E)
48	0.105E	(0.075)	0.105	0.060	0.105	0.060	0.105	(0.075)	0.105	(0.105)	0.105E	(0.105E)	0.105E	(0.135E)
54	0.105E	(0.105)	0.105	0.060	0.105	0.060	0.105	(0.075)	0.105	(0.105)	0.105E	(0.105E)	(0.135E)	(0.135E)
60	0.135E	(0.105)	0.135	0.060	0.135	(0.075)	0.135	(0.105)	0.135	(0.105)	0.135E	(0.135E)	(0.164E)	(0.135E)
66	0.164E	(0.105)	0.164	0.060	0.164	(0.075)	0.164	(0.105)	0.164	(0.135)	0.164E	(0.135E)	H 0.164E	(0.135E)
72	0.164E	(0.105)	0.164	0.060	0.164	(0.075)	0.164	(0.105)	0.164	(0.135)	H 0.164E	(0.135E)	H 0.164E	(0.164E)
78		(0.135)		0.075		(0.105)		(0.105)		(0.135)		(0.135E)		(0.164E)
84		(0.135)		0.105		0.105		(0.135)		(0.135)		(0.164E)		(0.164E)
90		(0.135)		0.105		0.105		(0.135)		(0.135)		(0.164E)		(0.164E)
96		(0.135)		0.105		0.105		(0.135)		(0.135)		(0.164E)		H 0.135E
102		0.135Z		0.135		0.135		0.135		(0.164)		(0.164E)		H 0.135E
108		0.135Z		0.135		0.135		0.135		(0.164)		(0.164E)		H 0.164E
114		0.164Z		0.164		0.164		0.164		0.164		H 0.164E		H 0.164E
120		0.164Z		0.164		0.164		0.164		0.164		H 0.164E		

Notes:
Thicknesses are based on longitudinal riveted seam fabrication, values in “()” can be reduced by one gage thickness if helical seam fabrication is utilized.
A thickness preceded by an “H” indicates only helical seam fabrication is allowed.
E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 1'-6"
Z 1”-6” Minimum fill

TABLE IC: THICKNESS OF CORRUGATED ALUMINUM ALLOY PIPE
FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE
FOR 68 mm x 13 mm AND 75 mm x 25 mm CORRUGATIONS
(Metric)

Nominal Diameter mm	Type 1		Type 2		Type 3		Type 4		Type 5		Type 6		Type 7	
	Fill Height: 1 m and less 0.3 m min. cover		Fill Height: Greater than 1 m not exceeding 3 m		Fill Height: Greater than 3 m not exceeding 4.5 m		Fill Height: Greater than 4.5 m not exceeding 6 m		Fill Height: Greater than 6 m not exceeding 7.5 m		Fill Height: Greater than 7.5 m not exceeding 9 m		Fill Height: Greater than 9 m not exceeding 10.5 m	
	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm
300	(1.91)		1.52		1.52		1.52		1.52		1.52		1.52	
375	(1.91)		1.52		1.52		1.52		1.52		1.52		(1.91)	
450	(1.91)		1.52		1.52		1.52		1.52		(1.91)		H 1.52	
525	H 1.52E		1.52		1.52		1.52		(1.91)		H 1.52		H 1.52E	
600	(2.67E)		1.52		1.52		(1.91)		(2.67)		(2.67)		(2.67E)	
750	H 1.91E	H 1.52	1.91	H 1.52	1.91	H 1.52	(2.67)	H 1.52	(2.67)	H 1.52	H 1.91E	H 1.52	H 1.91E	H 1.52
900	(3.43E)	H 1.52E	1.91	H 1.52	(2.67)	H 1.52	(2.67)	H 1.52	(3.43)	H 1.52	H 1.91E	H 1.52	H 1.91E	H 1.52E
1050	2.67E	(1.91)	2.67	1.52	2.67	1.52	2.67	1.52	2.67	(1.91)	2.67E	2.67	2.67E	(2.67E)
1200	2.67E	(1.91)	2.67	1.52	2.67	1.52	2.67	(1.91)	2.67	(2.67)	2.67E	(2.67E)	2.67E	(3.43E)
1350	2.67E	(2.67)	2.67	1.52	2.67	1.52	2.67	(1.91)	2.67	(2.67)	2.67E	(2.67E)	(3.43E)	(3.43E)
1500	3.43E	(2.67)	3.43	1.52	3.43	(1.91)	3.43	(2.67)	3.43	(2.67)	3.43E	(3.43E)	(4.17E)	(3.43E)
1650	4.17E	(2.67)	4.17	1.52	4.17	(1.91)	4.17	(2.67)	4.17	(3.43)	4.17E	(3.43E)	H 4.17E	(3.43E)
1800	4.17E	(2.67)	4.17	1.52	4.17	(1.91)	4.17	(2.67)	4.17	(3.43)	H 4.17E	(3.43E)	H 4.17E	(4.17E)
1950		(3.43)		1.91		(2.67)		(2.67)		(3.43)		(3.43E)		(4.17E)
2100		(3.43)		2.67		2.67		(3.43)		(3.43)		(4.17E)		(4.17E)
2250		(3.43)		2.67		2.67		(3.43)		(3.43)		(4.17E)		(4.17E)
2400		(3.43)		2.67		2.67		(3.43)		(3.43)		(4.17E)		H 3.43E
2550		3.43Z		3.43		3.43		3.43		(4.17)		(4.17E)		H 3.43E
2700		3.43Z		3.43		3.43		3.43		(4.17)		(4.17E)		H 4.17E
2850		4.17Z		4.17		4.17		4.17		4.17		H 4.17E		H 4.17E
3000		4.17Z		4.17		4.17		4.17		4.17		H 4.17E		

Notes:
Thicknesses are based on longitudinal riveted seam fabrication, values in "()" can be reduced by one gage thickness if helical seam fabrication is utilized.
A thickness preceded by an "H" indicates only helical seam fabrication is allowed.
E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 450 mm.
Z 450 mm Minimum fill

Table IIA: THICKNESS FOR CORRUGATED STEEL PIPE ARCHES AND CORRUGATED ALUMINUM ALLOY PIPE ARCHES
FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE

Equivalent Round Size in.	Corrugated Steel & Aluminum Pipe Arch 2 2/3" x 1/2"		Corrugated Steel & Aluminum Pipe Arch 3" x 1"		Corrugated Steel Pipe Arch 5" x 1"		Min. Cover	Type 1					Type 2					Type 3				
								Fill Height: 3' and less					Fill Height: Greater than 3' not exceeding 10'					Fill Height: Greater than 10' not exceeding 15'				
								Steel			Aluminum		Steel			Aluminum		Steel			Aluminum	
	Span (in.)*	Rise (in.)	Span (in.)	Rise (in.)	Span (in.)	Rise (in.)	Steel & Aluminum	2 2/3" x 1/2"	3"x1"	5" x 1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	5" x 1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	5" x 1"	2 2/3" x 1/2"	3"x1"
15	17	13					1'-6"	0.064			0.060		0.064			0.060		0.064			0.060	
18	21	15					1'-6"	0.064			0.060		0.064			0.060		0.064			0.060	
21	24	18					1'-6"	0.064			(0.075)		0.064			0.060		0.064			0.060	
24	28	20					1'-6"	(0.079)			(0.105)		0.064			0.075		0.064			0.075	
30	35	24					1'-6"	(0.079)			(0.105)		0.064			0.075		(0.079)			(0.105)	
36	42	29					1'-6"	(0.079)			0.105		0.064			0.105		0.064			0.105	
42	49	33					1'-6"	0.109			0.105		(0.109)			0.105		(0.109)			0.105	
48	57	38	53	41	53	41	1'-6"	0.109	(0.109)	(0.109)	0.135	0.060	0.109	0.079	0.079	0.135	0.060	0.109	0.079	(0.109)	0.135	0.060
54	64	43	60	46	60	46	1'-6"	0.109	(0.109)	0.109	0.164	(0.075)	0.109	0.079	0.079	0.164	0.060	0.109	(0.109)	0.109	0.164	(0.075)
60	71	47	66	51	66	51	1'-6"	0.138	(0.109)	0.109	0.164	(0.075)	0.138	0.079	(0.109)	0.164	0.060	0.138	(0.109)	0.109	0.164	(0.075)
66	77	52	73	55	73	55	1'-6"	0.168	(0.109)	0.109		0.075	0.168	0.079	(0.109)		0.075	0.168	(0.109)	0.109		0.075
72	83	57	81	59	81	59	1'-6"	0.168	(0.109)	0.109		0.105	0.168	0.079	(0.109)		0.105	0.168	(0.109)	0.109		0.105
78			87	63	87	63	1'-6"		0.109	0.109		0.105		(0.109)	0.109		0.105		0.109	0.109		0.105
84			95	67	95	67	1'-6"		0.109	0.109		0.105		(0.109)	0.109		0.105		0.109	0.109		0.105
90			103	71	103	71	1'-6"		0.109	0.109		0.135		(0.109)	0.109		0.135		0.109	0.109		0.135
96			112	75	112	75	1'-6"		0.109	(0.138)		0.164		0.109	0.109		0.164		0.109	(0.138)		0.164
102			117	79	117	79	1'-6"		0.109	(0.138)		0.164		0.109	0.109		0.164		0.109	(0.138)		0.164
108			128	83	128	83	1'-6"		0.138	0.138				0.138	0.138				0.138	0.138		
114			137	87	137	87	1'-6"		0.138	0.138				0.138	0.138				0.138	0.138		
120			142	91	142	91	1'-6"		0.168	0.168				0.168	0.168				0.168	0.168		

Notes:

* Aluminized Type 2 Steel or Precoated Galvanized Steel shall be required for steel spans up to 42" according to Article 1006.01.

Thicknesses are based on longitudinal riveted seam fabrication, values in "()" can be reduced by one gage thickness if helical seam fabrication is utilized.

The Type 1 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 3 tons per square foot.

The Type 2 and 3 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 2 tons per square foot.

This minimum bearing capacity will be determined by the Engineer in the field.

Table IIA: THICKNESS FOR CORRUGATED STEEL PIPE ARCHES AND CORRUGATED ALUMINUM ALLOY PIPE ARCHES
FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE
(Metric)

Equivalent Round Size (mm)	Corrugated Steel & Aluminum Pipe Arch 68 x 13 mm		Corrugated Steel & Aluminum Pipe Arch 75 x 25 mm		Corrugated Steel Pipe Arch 125 x 25 mm		Min. Cover	Type 1					Type 2					Type 3				
								Fill Height: 1 m and less					Fill Height: Greater than 1 m not exceeding 3 m					Fill Height: Greater than 3 m not exceeding 4.5 m				
	Span (mm)*	Rise (mm)	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Steel & Aluminum	Steel			Aluminum		Steel			Aluminum		Steel			Aluminum	
								68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm
375	430	330					0.5 m	1.63			1.52		1.63			1.52		1.63			1.52	
450	530	380					0.5 m	1.63			1.52		1.63			1.52		1.63			1.52	
525	610	460					0.5 m	1.63			(1.91)		1.63			1.52		1.63			1.52	
600	710	510					0.5 m	(2.01)			(2.67)		1.63			1.91		1.63			1.91	
750	870	630					0.5 m	(2.01)			(2.67)		1.63			1.91		(2.01)			(2.67)	
900	1060	740					0.5 m	(2.01)			2.67		1.63			2.67		1.63			2.67	
1050	1240	840					0.5 m	2.77			2.67		(2.77)			2.67		(2.77)			2.67	
1200	1440	970	1340	1050	1340	1050	0.5 m	2.77	(2.77)	(2.77)	3.43	1.52	2.77	2.01	2.01	3.43	1.52	2.77	2.01	(2.77)	3.43	1.52
1350	1620	1100	1520	1170	1520	1170	0.5 m	2.77	(2.77)	2.77	4.17	(1.91)	2.77	2.01	2.01	4.17	1.52	2.77	(2.77)	2.77	4.17	(1.91)
1500	1800	1200	1670	1300	1670	1300	0.5 m	3.51	(2.77)	2.77	4.17	(1.91)	3.51	2.01	(2.77)	4.17	1.52	3.51	(2.77)	2.77	4.17	(1.91)
1650	1950	1320	1850	1400	1850	1400	0.5 m	4.27	(2.77)	2.77		1.91	4.27	2.01	(2.77)		1.91	4.27	(2.77)	2.77		1.91
1800	2100	1450	2050	1500	2050	1500	0.5 m	4.27	(2.77)	2.77		2.67	4.27	2.01	(2.77)		2.67	4.27	(2.77)	2.77		2.67
1950			2200	1620	2200	1620	0.5 m		2.77	2.77		2.67		(2.77)	2.77		2.67		2.77	2.77		2.67
2100			2400	1720	2400	1720	0.5 m		2.77	2.77		2.67		(2.77)	2.77		2.67		2.77	2.77		2.67
2250			2600	1820	2600	1820	0.5 m		2.77	2.77		3.43		(2.77)	2.77		3.43		2.77	2.77		3.43
2400			2840	1920	2840	1920	0.5 m		2.77	(3.51)		4.17		2.77	2.77		4.17		2.77	(3.51)		4.17
2550			2970	2020	2970	2020	0.5 m		2.77	(3.51)		4.17		2.77	2.77		4.17		2.77	(3.51)		4.17
2700			3240	2120	3240	2120	0.5 m		3.51	3.51				3.51	3.51				3.51	3.51		
2850			3470	2220	3470	2220	0.5 m		3.51	3.51				3.51	3.51				3.51	3.51		
3000			3600	2320	3600	2320	0.5 m		4.27	4.27				4.27	4.27				4.27	4.27		

Notes:

* Aluminized Type 2 Steel or Precoated Galvanized Steel shall be required for steel spans up to 1060 mm according to Article 1006.01.

Thicknesses are based on longitudinal riveted seam fabrication, values in "()" can be reduced by one gage thickness if helical seam fabrication is utilized.

The Type 1 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 290 kN per square meter.

The Type 2 and 3 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 192 kN per square meter.

This minimum bearing capacity will be determined by the Engineer in the field.

Table IIB: CLASSES OF REINFORCED CONCRETE ELLIPTICALL AND REINFORCED CONCRETE ARCH PIPE FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE											
Equivalent Round Size (in.)	Reinforced Concrete Elliptical pipe (in.)		Reinforced Concrete Arch pipe (in.)		Minimum Cover	Type 1		Type 2		Type 3	
						Fill Height: 3' and less		Fill Height: Greater than 3' not exceeding 10'		Fill Height: Greater than 10' not exceeding 15'	
	Span	Rise	Span	Rise	RCCP HE & A	HE	Arch	HE	Arch	HE	Arch
15	23	14	18	11	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
18	23	14	22	13 1/2	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
21	30	19	26	15 1/2	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
24	30	19	28 1/2	18	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
27	34	22	36 1/4	22 1/2	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
30	38	24	36 1/4	22 1/2	1' -0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
36	45	29	43 3/4	26 5/8	1' -0"	HE-II	A-II	HE-III	A-III	HE-IV	A-IV
42	53	34	51 1/8	31 5/16	1' -0"	HE-I	A-II	HE-III	A-III	HE-IV	A-IV
48	60	38	58 1/2	36	1' -0"	HE-I	A-II	HE-III	A-III	1460	1450
54	68	43	65	40	1' -0"	HE-I	A-II	HE-III	A-III	1460	1460
60	76	48	73	45	1' -0"	HE-I	A-II	HE-III	A-III	1460	1470
66	83	53	88	54	1' -0"	HE-I	A-II	HE-III	A-III	1470	1480
72	91	58	88	54	1' -0"	HE-I	A-II	HE-III	A-III	1470	1480

Notes:
A number indicates the D-Load for the diameter and depth of fill and that a special design is required.
Design assumptions; Water filled pipe, AASHTO Type 2 installation per AASHTO LRFD Table 12.10.2.1-1

Table IIB: CLASSES OF REINFORCED CONCRETE ELLIPTICALL AND REINFORCED CONCRETE ARCH PIPE FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE (Metric)

Equivalent Round Size (mm)	Reinforced Concrete Elliptical pipe (mm)		Reinforced Concrete Arch pipe (mm)		Minimum Cover	Type 1		Type 2		Type 3	
						Fill Height: 1 m and less		Fill Height: Greater than 1 m not exceeding 3 m		Fill Height: Greater than 3 m not exceeding 4.5 m	
	Span	Rise	Span	Rise	RCCP HE & A	HE	Arch	HE	Arch	HE	Arch
375	584	356	457	279	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
450	584	356	559	343	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
525	762	483	660	394	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
600	762	483	724	457	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
686	864	559	921	572	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
750	965	610	921	572	0.3 m	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
900	1143	737	1111	676	0.3 m	HE-II	A-II	HE-III	A-III	HE-IV	A-IV
1050	1346	864	1299	795	0.3 m	HE-I	A-II	HE-III	A-III	HE-IV	A-IV
1200	1524	965	1486	914	0.3 m	HE-I	A-II	HE-III	A-III	70	70
1350	1727	1092	1651	1016	0.3 m	HE-I	A-II	HE-III	A-III	70	70
1500	1930	1219	1854	1143	0.3 m	HE-I	A-II	HE-III	A-III	70	70
1676	2108	1346	2235	1372	0.3 m	HE-I	A-II	HE-III	A-III	70	70
1800	2311	1473	2235	1372	0.3 m	HE-I	A-II	HE-III	A-III	70	70

Notes:
A number indicates the D-Load for the diameter and depth of fill and that a special design is required.
Design assumptions; Water filled pipe, AASHTO Type 2 installation per AASHTO LRFD Table 12.10.2.1-1

TABLE IIIA: PLASTIC PIPE PERMITTED
FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE

Nominal Diameter (in.)	Type 1					Type 2					Type 3					Type 4			
	Fill Height: 3' and less, with 1' min					Fill Height: Greater than 3', not exceeding 10'					Fill Height: Greater than 10', not exceeding 15'					Fill Height: Greater than 15', not exceeding 20'			
	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPP
10	X	X	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	X	X	X	NA
12	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
15	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	NA	X	X	X	NA	X
18	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
21	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA
24	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	NA	X	X	X	NA
30	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
36	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	X	X	X	NA
42	X	NA	X	X	NA	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA
48	X	NA	X	X	X	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior
CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior
PE Polyethylene (PE) pipe with a smooth interior
CPE Corrugated Polyethylene (PE) pipe with a smooth interior
CPP Corrugated Polypropylene (CPP) pipe with a smooth interior
X This material may be used for the given pipe diameter and fill height
NA Not Available

TABLE IIIA: PLASTIC PIPE PERMITTED
FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE
(Metric)

Nominal Diameter (mm)	Type 1					Type 2					Type 3					Type 4			
	Fill Height: 1 m and less, with 0.3 m min. cover					Fill Height: Greater than 1 m, not exceeding 3 m					Fill Height: Greater than 3 m, not exceeding 4.5 m					Fill Height: Greater than 4.5 m, not exceeding 6 m			
	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPP
250	X	X	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	X	X	X	NA
300	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
375	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	NA	X	X	X	NA	X
450	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
525	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA
600	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	NA	X	X	X	NA
750	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
900	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	X	X	X	NA
1000	X	NA	X	X	NA	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA
1200	X	NA	X	X	X	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior
CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior
PE Polyethylene (PE) pipe with a smooth interior
CPE Corrugated Polyethylene (PE) pipe with a smooth interior
CPP Corrugated Polypropylene (CPP) pipe with a smooth interior
X This material may be used for the given pipe diameter and fill height
NA Not Available

TABLE IIIB: PLASTIC PIPE PERMITTED

FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE

Nominal Diameter (in.)	Type 5			Type 6			Type 7	
	Fill Height: Greater than 20', not exceeding 25'			Fill Height: Greater than 25', not exceeding 30'			Fill Height: Greater than 30', not exceeding 35'	
	PVC	CPVC		PVC	CPVC		CPVC	
10	X	X		X	X		X	
12	X	X		X	X		X	
15	X	X		X	X		X	
18	X	X		X	X		X	
21	X	X		X	X		X	
24	X	X		X	X		X	
30	X	X		X	X		X	
36	X	X		X	X		X	
42	X	NA		X	NA		NA	
48	X	NA		X	NA		NA	

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior

CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior

X This material may be used for the given pipe diameter and fill height

NA Not Available

TABLE IIIB: PLASTIC PIPE PERMITTED
FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE
(metric)

Nominal Diameter (mm)	Type 5			Type 6			Type 7	
	Fill Height: Greater than 6 m, not exceeding 7.5 m			Fill Height: Greater than 7.5 m, not exceeding 9 m			Fill Height: Greater than 9 m, not exceeding 10.5 m	
	PVC	CPVC		PVC	CPVC		CPVC	
250	X	X		X	X		X	
300	X	X		X	X		X	
375	X	X		X	X		X	
450	X	X		X	X		X	
525	X	X		X	X		X	
600	X	X		X	X		X	
750	X	X		X	X		X	
900	X	X		X	X		X	
1000	X	NA		X	NA		NA	
1200	X	NA		X	NA		NA	

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior
CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior
PE Polyethylene (PE) pipe with a smooth interior
X This material may be used for the given pipe diameter and fill height
NA Not Available”

Revise the first sentence of the first paragraph of Article 542.04(c) of the Standard Specifications to read:

> "Compacted aggregate, at least 4 in. (100 mm) in depth below the pipe culvert, shall be placed the entire width of the trench and for the length of the pipe culvert, except compacted impervious material shall be used for the outer 3 ft (1 m) at each end of the pipe culvert."

Revise the seventh paragraph of Article 542.04(d) of the Standard Specifications to read:

> "PVC, PE and CPP pipes shall be joined according to the manufacturer's specifications."

Replace the third sentence of the first paragraph of Article 542.04(h) of the Standard Specifications with the following:

> "The total cover required for various construction loadings shall be the responsibility of the Contractor."

Delete "Table IV : Wheel Loads and Total Cover" in Article 542.04(h) of the Standard Specifications.

Revise the first and second paragraphs of Article 542.04(i) of the Standard Specifications to read:

"(i) Deflection Testing for Pipe Culverts. All PE, PVC and CPP pipe culverts shall be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted. The testing shall be performed in the presence of the Engineer.

For PVC, PE, and CPP pipe culverts with diameters 24 in. (600 mm) or smaller, a mandrel drag shall be used for deflection testing. For PVC, PE, and CPP pipe culverts with diameters over 24 in. (600 mm), deflection measurements other than by a mandrel shall be used."

Revise Articles 542.04(i)(1) and (2) of the Standard Specifications to read:

"(1) For all PVC pipe: as defined using ASTM D 3034 methodology.

(2) For all PE and CPP pipe: the average inside diameter based on the minimum and maximum tolerances specified in the corresponding ASTM or AASHTO material specifications."

Revise the second sentence of the second paragraph of Article 542.07 of the Standard Specifications to read:

"When a prefabricated end section is used, it shall be of the same material as the pipe culvert, except for polyethylene (PE), polyvinylchloride (PVC), and polypropylene (PP) pipes which shall have metal end sections."

Revise the first paragraph of Article 1040.03 of the Standard Specifications to read:

"**1040.03 Polyvinyl Chloride (PVC) Pipe.** Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season in which they are installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements."

Delete Articles 1040.03(e) and (f) of the Standard Specifications.

Revise Articles 1040.04(c) and (d) of the Standard Specifications to read:

"(c) PE Profile Wall Pipe for Insertion Lining. The pipe shall be according to ASTM F 894. When used for insertion lining of pipe culverts, the pipe liner shall have a minimum pipe stiffness of 46 psi (317 kPa) at five percent deflection for nominal inside diameters of 42 in. (1050 mm) or less. For nominal inside diameters of greater than 42 in. (1050 mm), the pipe liner shall have a minimum pipe stiffness of 32.5 psi (225 kPa) at five percent deflection. All sizes shall have wall construction that presents essentially smooth internal and external surfaces.

(d) PE Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) with a minimum cell classification of PE 335434 as defined in ASTM D 3350. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements."

Add the following to Section 1040 of the Standard Specifications:

"**1040.08 Polypropylene (PP) Pipe.** Storage and handling shall be according to the manufacturer's recommendations, except in no case shall the pipe be exposed to direct sunlight for more than six months. Acceptance testing of the pipe shall be accomplished during the same construction season in which it is installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.

(a) Corrugated PP Pipe with a Smooth Interior. The pipe shall be according to AAHSTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type S or D.

(b) Perforated Corrugated PP Pipe with A Smooth Interior. The pipe shall be according to AASHTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be

Type SP. In addition, the top centerline of the pipe shall be marked so that it is readily visible from the top of the trench before backfilling, and the upper ends of the slot perforations shall be a minimum of ten degrees below the horizontal."

80324

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for LRFD Storm Sewer Burial Tables
Date:	July 25, 2014

This special provision was developed by the Bureau of Bridges and Structures as a result of updating the storm sewer pipe burial tables to be compliant with the AASHTO LRFD Design Code along with updating the pipe materials available.

Highlights of the changes include:

- LRFD compliance for all tables and materials.
- Upgraded to 75 year design life.
- Added CPP flexible pipe material.
- Removed profile wall PVC and profile wall PE flexible pipe materials.
- Added D loads for special design concrete pipe to the storm sewer tables.

This special provision has been revised to correct a few minor rounding errors for various RCCP and CPE storm sewer options.

This special provision should be inserted into contracts involving storm sewer installation.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80325m

LRFD STORM SEWER BURIAL TABLES (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Revise Article 550.02 of the Standard Specifications to read as follows:

"Item	Article Section
(a) Clay Sewer Pipe	1040.02
(b) Extra Strength Clay Pipe	1040.02
(c) Concrete Sewer, Storm Drain, and Culvert Pipe	1042
(d) Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe	1042
(e) Reinforced Concrete Elliptical Culvert, Storm Drain,and Sewer Pipe (Note 1)	1042
(f) Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe (Note 1)	1042
(g) Polyvinyl Chloride (PVC) Pipe	1040.03
(h) Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior	1040.03
(i) Corrugated Polypropylene (CPP) Pipe with Smooth Interior	1040.07
(j) Rubber Gaskets and Preformed Flexible Joint Sealants for Concrete Pipe	1056
(k) Mastic Joint Sealer for Pipe	1055
(l) External Sealing Band	1057
(m) Fine Aggregate (Note 2)	1003.04
(n) Coarse Aggregate (Note 3)	1004.05
(o) Reinforcement Bars and Welded Wire Fabric	1006.10
(p) Handling Hole Plugs	1042.16
(q) Polyethylene (PE) Pipe with a Smooth Interior	1040.04
(r) Corrugated Polyethylene (PE) Pipe with a Smooth Interior	1040.04

Note 1. The class of elliptical and arch pipe used for various storm sewer sizes and heights of fill shall conform to the requirements for circular pipe.

Note 2. The fine aggregate shall be moist.

Note 3. The coarse aggregate shall be wet."

Revise the table for permitted materials in Article 550.03 of the Standard Specifications as follows:

“Class	**Materials**
A	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe
B	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride Pipe (PVC) with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polypropylene (CPP) Pipe with a Smooth Interior”

Replace the storm sewers tables in Article 550.03 of the Standard Specifications with the following:

STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 1								Type 2							
	Fill Height: 3' and less With 1' minimum cover								Fill Height: Greater than 3' not exceeding 10'							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
10	NA	3	X	X	X	X	X	NA	NA	1	*X	X	X	X	X	NA
12	IV	NA	X	X	X	X	X	X	II	1	*X	X	X	X	X	X
15	IV	NA	NA	X	X	NA	X	X	II	1	*X	X	X	NA	X	X
18	IV	NA	NA	X	X	X	X	X	II	2	X	X	X	X	X	X
21	III	NA	NA	X	X	NA	NA	NA	II	2	X	X	X	NA	NA	NA
24	III	NA	NA	X	X	X	X	X	II	2	X	X	X	X	X	X
27	III	NA	NA	NA	NA	NA	NA	NA	II	3	X	NA	NA	NA	NA	NA
30	IV	NA	NA	X	X	X	X	X	II	3	X	X	X	X	X	X
33	III	NA	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA
36	III	NA	NA	X	X	X	X	X	II	NA	X	X	X	X	X	X
42	II	NA	X	X	NA	X	X	NA	II	NA	X	X	NA	X	NA	NA
48	II	NA	X	X	NA	X	X	X	II	NA	X	X	NA	X	NA	NA
54	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
60	II	NA	NA	NA	NA	NA	NA	X	II	NA	NA	NA	NA	NA	NA	X
66	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
72	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
78	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
84	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
90	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
96	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
102	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
108	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
PE Polyethylene Pipe with a Smooth Interior
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene pipe with a Smooth Interior

X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
* May also use Standard Strength Clay Pipe

STORM SEWERS (Metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 1								Type 2							
	Fill Height: 1 m and less With 300 mm minimum cover								Fill Height: Greater than 1 m not exceeding 3 m							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
250	NA	3	X	X	X	X	X	NA	NA	1	*X	X	X	X	X	NA
300	IV	NA	X	X	X	X	X	X	II	1	*X	X	X	X	X	X
375	IV	NA	NA	X	X	NA	X	X	II	1	*X	X	X	NA	X	X
450	IV	NA	NA	X	X	X	X	X	II	2	X	X	X	X	X	X
525	III	NA	NA	X	X	NA	NA	NA	II	2	X	X	X	NA	NA	NA
600	III	NA	NA	X	X	X	X	X	II	2	X	X	X	X	X	X
675	III	NA	NA	NA	NA	NA	NA	NA	II	3	X	NA	NA	NA	NA	NA
750	IV	NA	NA	X	X	X	X	X	II	3	X	X	X	X	X	X
825	III	NA	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA
900	III	NA	NA	X	X	X	X	X	II	NA	X	X	X	X	X	X
1050	II	NA	X	X	NA	X	X	NA	II	NA	X	X	NA	X	NA	NA
1200	II	NA	X	X	NA	X	X	X	II	NA	X	X	NA	X	NA	NA
1350	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1500	II	NA	NA	NA	NA	NA	NA	X	II	NA	NA	NA	NA	NA	NA	X
1650	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1800	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
1950	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2100	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2250	II	NA	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA
2400	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
2550	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA
2700	II	NA	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
PE Polyethylene Pipe with a Smooth Interior
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene pipe with a Smooth Interior
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
* May also use Standard Strength Clay Pipe

STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 3								Type 4						
	Fill Height: Greater than 10' not exceeding 15'								Fill Height: Greater than 15' not exceeding 20'						
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP
10	NA	2	X	X	X	X	X	NA	NA	3	X	X	X	X	NA
12	III	2	X	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
15	III	3	X	X	X	NA	NA	X	IV	NA	NA	X	X	NA	X
18	III	NA	X	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
21	III	NA	NA	X	X	NA	NA	NA	IV	NA	NA	X	X	NA	NA
24	III	NA	NA	X	X	X	NA	NA	IV	NA	NA	X	X	X	NA
27	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
30	III	NA	NA	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
33	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
36	III	NA	NA	X	X	X	NA	NA	IV	NA	NA	X	X	X	NA
42	III	NA	NA	X	NA	X	NA	NA	IV	NA	NA	X	NA	X	NA
48	III	NA	NA	X	NA	X	NA	NA	IV	NA	NA	X	NA	X	NA
54	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
60	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
66	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
72	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
78	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
84	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
90	III	NA	NA	NA	NA	NA	NA	NA	1680	NA	NA	NA	NA	NA	NA
96	III	NA	NA	NA	NA	NA	NA	NA	1690	NA	NA	NA	NA	NA	NA
102	III	NA	NA	NA	NA	NA	NA	NA	1700	NA	NA	NA	NA	NA	NA
108	1360	NA	NA	NA	NA	NA	NA	NA	1710	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
PE Polyethylene Pipe with a Smooth Interior
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene pipe with a Smooth Iinterior
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
* May also use Standard Strength Clay Pipe
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 3								Type 4						
	Fill Height: Greater than 3 m not exceeding 4.5 m								Fill Height: Greater than 4.5 m not exceeding 6 m						
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP
250	NA	2	X	X	X	X	X	NA	NA	3	X	X	X	X	NA
300	III	2	X	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
375	III	3	X	X	X	NA	NA	X	IV	NA	NA	X	X	NA	X
450	III	NA	X	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
525	III	NA	NA	X	X	NA	NA	NA	IV	NA	NA	X	X	NA	NA
600	III	NA	NA	X	X	X	NA	NA	IV	NA	NA	X	X	X	NA
675	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
750	III	NA	NA	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
825	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
900	III	NA	NA	X	X	X	NA	NA	IV	NA	NA	X	X	X	NA
1050	III	NA	NA	X	NA	X	NA	NA	IV	NA	NA	X	NA	X	NA
1200	III	NA	NA	X	NA	X	NA	NA	IV	NA	NA	X	NA	X	NA
1350	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
1500	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
1650	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
1800	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
1950	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
2100	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
2250	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA
2400	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA
2550	III	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA
2700	70	NA	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
PE Polyethylene Pipe with a Smooth Interior
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene pipe with a Smooth Interior
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
* May also use Standard Strength Clay Pipe
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

STORM SEWERS
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 5			Type 6			Type 7	
	Fill Height: Greater than 20' not exceeding 25'			Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'	
	RCCP	PVC	CPVC	RCCP	PVC	CPVC	RCCP	CPVC
10	NA	X	X	NA	X	X	NA	X
12	IV	X	X	V	X	X	V	X
15	IV	X	X	V	X	X	V	X
18	IV	X	X	V	X	X	V	X
21	IV	X	X	V	X	X	V	X
24	IV	X	X	V	X	X	V	X
27	IV	NA	NA	V	NA	NA	V	NA
30	IV	X	X	V	X	X	V	X
33	IV	NA	NA	V	NA	NA	V	NA
36	IV	X	X	V	X	X	V	X
42	IV	X	NA	V	X	NA	V	NA
48	IV	X	NA	V	X	NA	V	NA
54	IV	NA	NA	V	NA	NA	V	NA
60	IV	NA	NA	V	NA	NA	V	NA
66	IV	NA	NA	V	NA	NA	V	NA
72	V	NA	NA	V	NA	NA	V	NA
78	2020	NA	NA	2370	NA	NA	2730	NA
84	2020	NA	NA	2380	NA	NA	2740	NA
90	2030	NA	NA	2390	NA	NA	2750	NA
96	2040	NA	NA	2400	NA	NA	2750	NA
102	2050	NA	NA	2410	NA	NA	2760	NA
108	2060	NA	NA	2410	NA	NA	2770	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 5			Type 6			Type 7	
	Fill Height: Greater than 20' not exceeding 25'			Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'	
	RCCP	PVC	CPVC	RCCP	PVC	CPVC	RCCP	CPVC
250	NA	X	X	NA	X	X	NA	X
300	IV	X	X	V	X	X	V	X
375	IV	X	X	V	X	X	V	X
450	IV	X	X	V	X	X	V	X
525	IV	X	X	V	X	X	V	X
600	IV	X	X	V	X	X	V	X
675	IV	NA	NA	V	NA	NA	V	NA
750	IV	X	X	V	X	X	V	X
825	IV	NA	NA	V	NA	NA	V	NA
900	IV	X	X	V	X	X	V	X
1050	IV	X	NA	V	X	NA	V	NA
1200	IV	X	NA	V	X	NA	V	NA
1350	IV	NA	NA	V	NA	NA	V	NA
1500	IV	NA	NA	V	NA	NA	V	NA
1650	IV	NA	NA	V	NA	NA	V	NA
1800	V	NA	NA	V	NA	NA	V	NA
1950	100	NA	NA	110	NA	NA	130	NA
2100	100	NA	NA	110	NA	NA	130	NA
2250	100	NA	NA	110	NA	NA	130	NA
2400	100	NA	NA	120	NA	NA	130	NA
2550	100	NA	NA	120	NA	NA	130	NA
2700	100	NA	NA	120	NA	NA	130	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
ESCP Extra Strength Clay Pipe
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

Revise the sixth paragraph of Article 550.06 of the Standard Specifications to read:

"PVC, PE and CPP pipes shall be joined according to the manufacturer's specifications."

Revise the first and second paragraphs of Article 550.08 of the Standard Specifications to read:

"**550.08 Deflection Testing for Storm Sewers.** All PVC, PE, and CPP storm sewers shall be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted. The testing shall be performed in the presence of the Engineer.

For PVC, PE, and CPP storm sewers with diameters 24 in. (600 mm) or smaller, a mandrel drag shall be used for deflection testing. For PVC, PE, and CPP storm sewers with diameters over 24 in. (600 mm), deflection measurements other than by a mandrel shall be used."

Revise the fifth paragraph of Article 550.08 to read as follows.

"The outside diameter of the mandrel shall be 95 percent of the base inside diameter. For all PVC pipe the base inside diameter shall be defined using ASTM D 3034 methodology. For all PE and CPP pipe, the base inside diameter shall be defined as the average inside diameter based on the minimum and maximum tolerances specified in the corresponding ASTM or AASHTO material specifications."

Revise the first paragraph of Article 1040.03 of the Standard Specifications to read:

"**1040.03 Polyvinyl Chloride (PVC) Pipe.** Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season in which they are installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements."

Delete Articles 1040.03(e) and (f) of the Standard Specifications.

Revise Articles 1040.04(c) and (d) of the Standard Specifications to read:

"(c) PE Profile Wall Pipe for Insertion Lining. The pipe shall be according to ASTM F 894. When used for insertion lining of pipe culverts, the pipe liner shall have a minimum pipe stiffness of 46 psi (317 kPa) at five percent deflection for nominal inside diameters of 42 in. (1050 mm) or less. For nominal inside diameters of greater than 42 in. (1050 mm), the pipe liner shall have a minimum pipe stiffness of 32.5 psi (225 kPa) at five percent deflection. All sizes shall have wall construction that presents essentially smooth internal and external surfaces.

(d) PE Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) with a minimum cell classification of PE 335434 as defined in ASTM D 3350. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written

certification that the material meets those properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements."

Add the following to Section 1040 of the Standard Specifications:

"**1040.08 Polypropylene (PP) Pipe.** Storage and handling shall be according to the manufacturer's recommendations, except in no case shall the pipe be exposed to direct sunlight for more than six months. Acceptance testing of the pipe shall be accomplished during the same construction season in which it is installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.

(a) Corrugated PP Pipe with a Smooth Interior. The pipe shall be according to AAHSTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type S or D.

(b) Perforated Corrugated PP Pipe with A Smooth Interior. The pipe shall be according to AASHTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type SP. In addition, the top centerline of the pipe shall be marked so that it is readily visible from the top of the trench before backfilling, and the upper ends of the slot perforations shall be a minimum of ten degrees below the horizontal."

80325

All Regional Engineers

John D. Baranzelli

Special Provision for Reinforcement Bars

July 26, 2013

This special provision was developed by the Bureau of Materials and Physical Research, Bureau of Construction, and Bureau of Bridges and Structures to provide clarification on the use of molded plastic clips to secure reinforcement bars, the use of plastic chairs to support reinforcement bars, and the welding of reinforcement bars.

This special provision should be inserted into contracts involving cast-in-place, precast and precast prestressed concrete.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 8, 2013 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 26, 2013.

80327m

REINFORCEMENT BARS (BDE)

Effective: November 1, 2013

Revise the first and second paragraphs of Article 508.05 of the Standard Specifications to read:

"**508.05 Placing and Securing.** All reinforcement bars shall be placed and tied securely at the locations and in the configuration shown on the plans prior to the placement of concrete. Manual welding of reinforcement may only be permitted or precast concrete products as indicated in the current Bureau of Materials and Physical Research Policy Memorandum "Quality Control / Quality Assurance Program for Precast Concrete Products", and for precast prestressed concrete products as indicated in the Department's current "Manual for Fabrication of Precast Prestressed Concrete Products". Reinforcement bars shall not be placed by sticking or floating into place or immediately after placement of the concrete.

Bars shall be tied at all intersections, except where the center to center dimension is less than 1 ft (300 mm) in each direction, in which case alternate intersections shall be tied. Molded plastic clips may be used in lieu of wire to secure bar intersections, but shall not be permitted in horizontal bar mats subject to construction foot traffic or to secure longitudinal bar laps. Plastic clips shall adequately secure the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. Plastic clips may be recycled plastic, and shall meet the approval of the Engineer. The number of ties as specified shall be doubled for lap splices at the stage construction line of concrete bridge decks when traffic is allowed on the first completed stage during the pouring of the second stage."

Revise the fifth paragraph of Article 508.05 of the Standard Specifications to read:

"Supports for reinforcement in bridge decks shall be metal. For all other concrete construction the supports shall be metal or plastic. Metal bar supports shall be made of cold-drawn wire, or other approved material and shall be either epoxy coated, galvanized or plastic tipped. When the reinforcement bars are epoxy coated, the metal supports shall be epoxy coated. Plastic supports may be recycled plastic. Supports shall be provided in sufficient number and spaced to provide the required clearances. Supports shall adequately support the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. The legs of supports shall be spaced to allow an opening that is a minimum 1.33 times the nominal maximum aggregate size used in the concrete. Nominal maximum aggregate size is defined as the largest sieve which retains any of the aggregate sample particles. All supports shall meet the approval of the Engineer."

Revise the first sentence of the eighth paragraph of Article 508.05 of the Standard Specifications to read:

"Epoxy coated reinforcement bars shall be tied with plastic coated wire, epoxy coated wire, or molded plastic clips where allowed."

Add the following sentence to the end of the first paragraph of Article 508.06(c) of the Standard Specifications:

> "In addition, the total slip of the bars within the splice sleeve of the connector after loading in tension to 30 ksi (207 MPa) and relaxing to 3 ksi (20.7 MPa) shall not exceed 0.01 in. (254 microns)."

Revise Article 1042.03(d) of the Standard Specifications to read:

"(d) Reinforcement and Accessories: The concrete cover over all reinforcement shall be within ±1/4 in. (±6 mm) of the specified cover.

Welded wire fabric shall be accurately bent and tied in place.

Miscellaneous accessories to be cast into the concrete or for forming holes and recesses shall be carefully located and rigidly held in place by bolts, clamps, or other effective means. If paper tubes are used for vertical dowel holes, or other vertical holes which require grouting, they shall be removed before transportation to the construction site."

80327

All Regional Engineers

John D. Baranzelli

Special Provision for Progress Payments

September 27, 2013

This special provision was developed by the Office of Chief Counsel to comply with Section 2705-610 of the Department of Transportation Law of the Civil Administrative Code Of Illinois [20 ILCS 2705-610] which provides low-interest loans to DBE loan applicants.

This special provision should be inserted into all contracts, except those for repair of motorist caused highway damage.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 17, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 27, 2013.

80328m

PROGRESS PAYMENTS (BDE)

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

"(a) Progress Payments. At least once each month, the Engineer will make a written estimate of the quantity of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than $1000.00 will be approved for payment other than the final payment.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics' Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department's obligation to pay the Contractor, the Contractor's obligation to pay the subcontractor, and the Contractor's or subcontractor's total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved."

80328

All Regional Engineers

John D. Baranzelli

Special Provision for Glare Screen

September 27, 2013

This special provision was developed by the Bureau of Safety Engineering and the Bureau of Materials and Physical Research to update the specifications and eliminate the list of producers for glare screens. These revisions replace Sections 638 and 1085, and Check Sheet #22 in their entireties.

It should be inserted in contracts using glare screens.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 17, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 27, 2013.

80329m

GLARE SCREEN (BDE)

Effective: January 1, 2014

Replace Section 638 of the Standard Specifications with the following:

"**SECTION 638. GLARE SCREEN**

638.01 Description. This work shall consist of furnishing and constructing permanent glare screens, consisting of concrete glare screens or a modular glare screen system, mounted on concrete medians; or furnishing, installing, maintaining, and removing a temporary modular glare screen system on top of temporary concrete barriers.

638.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020
(b) Reinforcement Bars	1006.10
(c) Modular Glare Screen System	1085
(d) Nonshrink Grout	1024.02
(e) Chemical Adhesive	1027

Note 1. Concrete shall be Class SI concrete.

CONSTRUCTION REQUIREMENTS

638.03 Modular Glare Screen System. The modular glare screen system shall be installed according to the details shown on the plans and according to the manufacturer's specifications. The same size and type of modules shall be used throughout the project. The modules shall be installed along the top of the concrete barrier, and centered across the width. The maximum length and width of the base rails or modules shall not exceed the dimensions of the top of the individual concrete barrier sections. Base rails or modules shall be placed true to line and shall be firmly attached to the concrete barrier with the type, size, and number of anchor studs, bolts, or self-tapping screws as specified by the manufacturer. Anchor studs, bolts, or self-tapping screws shall be at least 3 in. (75 mm) from contraction, expansion, or construction joints in the barrier. The base rails or modules shall not extend over the joints between the concrete barrier sections. The base rails or modules shall be installed so the combination of glare screen blade width and spacing provide for a minimum 22 degree sight cut-off angle or as shown on the plans.

The Contractor shall load test four percent of all anchor studs, bolts, or self-tapping screws in the presence of the Engineer. The equipment and method used shall meet the approval of the Engineer. The minimum test load shall be 4000 lb (18 kN) in direct pull. For each anchor that fails the test requirement, two more anchor studs, bolts, or self-tapping screws picked by the Engineer, shall be tested. Each anchor stud, bolt, or self-tapping screw that fails to meet the

test requirement shall be reset, or removed and the hole drilled deeper and reset, and retested until it meets the test requirements.

When the modules are used for temporary application, the Contractor shall be responsible for maintaining the modules or parts, and shall replace damaged blades or modules with the same size and type as those used throughout the project.

All construction operations whether for permanent or temporary application shall be performed on one side of the concrete barrier. Any damage done to the concrete barrier by the Contractor's operation shall be repaired.

638.04 Concrete Glare Screen. Concrete glare screen shall be constructed according to the applicable portions of Section 637.

When concrete glare screen is constructed on an existing concrete barrier, the vertical reinforcement bars shall be anchored in place in drilled holes in the barrier with nonshrink grout or chemical adhesive. Joints in the concrete glare screen shall be a continuation of joints in the existing concrete barrier and shall be of the same configurations. In addition, if there is a crack in the barrier that is working as a joint, a joint shall be placed over it in the glare screen and the reinforcement shall be cut.

When concrete glare screen is constructed on new concrete barrier, it may be constructed integrally with the barrier. Joints in the glare screen shall be according to Article 637.08.

638.05 Method of Measurement. Glare screen modules will be measured for payment in feet (meters) in place, along the centerline of the modules.

Concrete glare screen will be measured for payment in feet (meters) in place, along the centerline of the concrete glare screen.

638.06 Basis of Payment. Glare screen modules will be paid for at the contract unit price per foot (meter) for MODULAR GLARE SCREEN SYSTEM, PERMANENT; and/or MODULAR GLARE SCREEN SYSTEM, TEMPORARY.

The work of constructing concrete glare screen will be paid for at the contract unit price per foot (meter) for CONCRETE GLARE SCREEN."

Replace Section 1085 of the Standard Specifications with the following:

"**SECTION 1085. MODULAR GLARE SCREEN SYSTEM**

1085.01 Description. The modular glare screen system shall be according to the following.

(a) Glare Screen Blades. The glare screen blades shall be constructed of durable, impact resistant, polymeric material meeting the following requirements.

(1) Wall thickness of the blades shall be 0.10 in. (2.5 mm) minimum, except at corners where it shall be 0.06 in. (1.5 mm) minimum.

(2) Specific gravity of the blade walls shall be 0.89 minimum as determined by ASTM D 792.

(3) The blades shall be green in color.

(4) The blades shall withstand a sharp bend test (90 degree bend without mandrel) at 0 ºF (-18 ºC) without cracking.

(b) Base Plates and Rails. Base plates and rails shall be according to the following.

(1) Polymeric Base Plate and Rails. Polymeric base plate and rails shall meet the same specific gravity and tensile requirements as the glare screen blades.

(2) Metal Base Plates and Rails. Metal base plates and rails shall be according to ASTM A 36 (A 36M) and shall be galvanized according to AASHTO M 111 after fabrication.

(c) Anchor Studs, Bolts, or Self-Tapping Screws. Anchor studs, bolts, or self tapping screws, with nuts, flat washers, or lock washers, shall be as specified by the manufacturer and shall be galvanized or stainless steel according to Article 1006.29."

80329

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Concrete Gutter, Curb, Median and Paved Ditch
Date:	April 18, 2014

This special provision was developed by the Bureau of Materials and Physical Research, at the request of Industry, to provide additional alternatives to polysulfide joint sealant for transverse joints in concrete curb and gutter. It has been revised to clarify the class and use requirements for current ASTM standards.

This special provision should be inserted into contracts involving concrete gutter, curb, median, and paved ditch.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80334m

CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH (BDE)

Effective: April 1, 2014
Revised: August 1, 2014

Add the following to Article 606.02 of the Standard Specifications:

"(i) Polyurethane Joint Sealant .....1050.04"

Revise the fifth paragraph of Article 606.07 of the Standard Specifications to read:

"Transverse contraction and longitudinal construction joints shall be sealed according to Article 420.12, except transverse joints in concrete curb and gutter shall be sealed with polysulfide or polyurethane joint sealant."

Add the following to Section 1050 of the Standard Specifications:

"**1050.04 Polyurethane Joint Sealant.** The joint sealant shall be a polyurethane sealant, Type S, Grade NS, Class 25 or better, Use T (T_1 or T_2), according to ASTM C 920."

80334

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Contract Claims

January 10, 2014

This special provision was developed by the Bureau of Construction to reduce the claim review process from three levels to two. Experience has shown that the decisions rendered by the District at Level I and by the Central Bureau of Construction at Level II as the specification is currently written have generally been the same. Combining these two levels will eliminate the redundancy and reduce the overall time of the claim review process.

This special provision should be inserted into all contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80335m

CONTRACT CLAIMS (BDE)

Effective: April 1, 2014

Revise the first paragraph of Article 109.09(a) of the Standard Specifications to read:

"(a) Submission of Claim. All claims filed by the Contractor shall be in writing and in sufficient detail to enable the Department to ascertain the basis and amount of the claim. As a minimum, the following information must accompany each claim submitted."

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

"(e) Procedure. The Department provides two administrative levels for claims review.

Level I Engineer of Construction
Level II Chief Engineer/Director of Highways or Designee

(1) Level I. All claims shall first be submitted at Level I. Two copies each of the claim and supporting documentation shall be submitted simultaneously to the District and the Engineer of Construction. The Engineer of Construction, in consultation with the District, will consider all information submitted with the claim and render a decision on the claim within 90 days after receipt by the Engineer of Construction. Claims not conforming to this Article will be returned without consideration. The Engineer of Construction may schedule a claim presentation meeting if in the Engineer of Construction's judgment such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. If a Level I decision is not rendered within 90 days of receipt of the claim, or if the Contractor disputes the decision, an appeal to Level II may be made by the Contractor.

(2) Level II. An appeal to Level II shall be made in writing to the Engineer of Construction within 45 days after the date of the Level I decision. Review of the claim at Level II shall be conducted as a full evaluation of the claim. A claim presentation meeting may be scheduled if the Chief Engineer/Director of Highways determines that such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. A Level II final decision will be rendered within 90 days of receipt of the written request for appeal.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Director's written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim."

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Longitudinal Joint and Crack Patching

January 10, 2014

This special provision was developed by the Bureau of Construction, at the request of Industry, to standardize the work of repairing longitudinal joints and cracks with a partial depth patch.

This special provision should be inserted into contracts involving longitudinal partial depth patching.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80336m

LONGITUDINAL JOINT AND CRACK PATCHING (BDE)

Effective: April 1, 2014

Description. This work shall consist of partial depth removal of the existing portland cement concrete pavement or hot-mix asphalt (HMA) pavement and replacement with HMA.

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Bituminous Material for Prime Coat	406.02
(b) Hot-Mix Asphalt (Note 1)	1030

Note 1. If the patch is going to be resurfaced, the HMA for partial depth patches shall be a surface mixture of the same type as the proposed resurfacing or as approved by the Engineer. If the patch is not going to be resurfaced, the mix shall be as shown on the plans.

Equipment. Equipment shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Self-Propelled Milling Machine	1101.16
(b) Concrete Saw	442.03(f)
(c) Wheel Saw	442.03(g)
(d) Rollers	442.03
(e) Mechanical Sweeper	1101.03
(f) Air Equipment (Note 1)	1101.03

Note 1. The air equipment shall be capable of supplying compressed air at a minimum pressure 100 psi (690 kPa) and shall have sufficient flow rate to remove all disturbed pavement debris. The equipment shall also be according to ASTM D 4285.

CONSTRUCTION REQUIREMENTS

General. The patch width shall be 2 ft (600 mm), the length shall be a minimum of 10 ft (3 m), and the depth as shown on the plans.

Partial Depth Removal. Partial depth removal of the pavement shall be accomplished by the use of a milling machine and/or the wheel saw. The patch area shall be cleaned by air equipment or mechanical sweeper and all disturbed pavement debris and any loose or unsound concrete shall be removed. Materials resulting from the removal shall be disposed of according to Article 202.03 of the Standard Specifications.

Exposed reinforcement shall be removed back to the point where the steel is in contact with sound concrete. Where high steel is encountered, the depth of the patch may be reduced as directed by the Engineer.

Replacement with HMA. Bituminous prime coat shall be applied to the exposed pavement according to Article 406.05(b) of the Standard Specifications.

The prepared patch shall be filled with HMA surface course with a maximum lift thickness of 3 in. (75 mm). Where more than one lift is needed, the top lift shall be a minimum of 2 in. (50 mm) thick. The HMA mixtures and density control limits shall conform to Article 1030 of the Standard Specifications.

Patch Maintenance. Patches opened to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again.

Method of Measurement. Partial depth removal of the pavement will be measured for payment in feet (meters) along the center of the removed pavement.

HMA for longitudinal partial depth patching will be measured for payment in tons (metric tons) according to Article 406.13 of the Standard Specifications.

Basis of Payment. Partial depth removal of the pavement will be paid for at the contract unit price per foot (meter) for LONGITUDINAL PARTIAL DEPTH REMOVAL, of the thickness specified.

HMA for longitudinal partial depth patching will be paid for at the contract unit price for ton (metric ton) for LONGITUDINAL PARTIAL DEPTH PATCHING.

80336

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Paved Shoulder Removal

January 10, 2014

This special provision was developed by the Bureau of Design and Environment, at the request of Industry, to address the variability in thickness for paved shoulder removal.

This special provision should be inserted into contracts involving the removal of either HMA or PCC shoulders.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80337m

PAVED SHOULDER REMOVAL (BDE)

Effective: April 1, 2014

Revise the first paragraph of Article 440.07(b) of the Standard Specifications to read:

"(b) Measured Quantities. Pavement removal, driveway pavement removal, and paved shoulder removal will be measured for payment in place and the area computed in square yards (square meters)."

Revise Article 440.07(c) of the Standard Specifications to read:

"(c) Adjustment of Quantities. The quantity of pavement removal and paved shoulder removal will be adjusted if their respective thickness varies more than 15 percent from that shown on the plans. The quantity will be either increased or decreased according to the following table.

% change of thickness	% change of quantity
0 to less than 15	0
15 to less than 20	10
20 to less than 30	15
30 to less than 50	20

If the thickness of the existing pavement varies by 50 percent or more from that shown on the plans, the character of the work will be considered significantly changed and an adjustment to the contract will be made according to Article 104.02.

When an adjustment is made for variations in pavement or shoulder thickness a resulting adjustment will also be made in the earthwork quantities when applicable.

No adjustment will be made for variations in the amount of reinforcement."

80337

All Regional Engineers

Omer M. Osman, P.E.

Special Provision for Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching

January 10, 2014

This special provision was developed by the Bureau of Design & Environment and the Bureau of Construction to address industry's concerns over the variability of patch sizes in the field.

This special provision supersedes Recurring Check Sheet #15.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 25, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 10, 2014.

80338m

PORTLAND CEMENT CONCRETE PARTIAL DEPTH HOT-MIX ASPHALT PATCHING (BDE)

Effective: April 1, 2014

Description. This work shall consist of partial depth removal of the existing portland cement concrete pavement structure and replacement with hot-mix asphalt (HMA).

The partial depth removal on a lane width or less shall be classified by type/size as follows.

Type I	Less than 8 sq yd (9 sq m)
Type II	8 sq yd (9 sq m) or more, but less than 50 sq yd (42 sq m)
Type III	50 sq yd (42 sq m) or more, but less than 100 sq yd (84 sq m)
Type IV	100 sq yd (84 sq m) or more

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Bituminous Material for Prime Coat	406.02
(b) Hot-Mix Asphalt (Note 1)	1030

Note1. If the patch is going to be resurfaced, the HMA for partial depth patches shall be a surface mixture of the same type as the proposed resurfacing or as approved by the Engineer. If the patch is not going to be resurfaced, the mix shall be as shown on the plans.

Equipment. Equipment shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Self-Propelled Milling Machine	1101.16
(b) Concrete Saw	442.03(f)
(c) Wheel Saw	442.03(g)
(d) Rollers	442.03
(e) Mechanical Sweeper	1101.03
(f) Air Equipment (Note 1)	

Note 1. The air equipment shall be capable of supplying compressed air at a minimum pressure of 100 psi (690 kPa) and shall have sufficient flow rate to remove all disturbed pavement debris. The equipment shall also be according to ASTM D 4285.

CONSTRUCTION REQUIREMENTS

General. The minimum patch dimension shall be 24 x 24 in. (600 x 600 mm).

Partial Depth Removal. Partial depth removal of the pavement shall be accomplished by the use of a milling machine and/or the wheel saw. The patch area shall be cleaned by air equipment or mechanical sweeper and all disturbed pavement debris and any loose or unsound concrete shall be removed. Materials resulting from the removal shall be disposed of according to Article 202.03 of the Standard Specifications.

Exposed reinforcement shall be removed back to the point where the steel is in contact with sound concrete. Where high steel is encountered, the depth of the patch may be reduced as directed by the Engineer.

Replacement with HMA. When the Engineer determines the exposed pavement will be suitable for a partial depth patch, a bituminous prime coat shall be applied according to Article 406.05(b) of the Standard Specifications.

The prepared patch shall be filled with HMA with a maximum lift thickness of 3 in. (75 mm). Where more than one lift is needed, the top lift shall be a minimum of 2 in. (50 mm) thick. At the option of the Contractor, the 2 in. (50 mm) top layer may be constructed using HMA surface course. The HMA shall be compacted to the satisfaction of the Engineer.

Patch Maintenance. Patches opened to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again.

Areas Unsuitable for a Partial Depth Patch. When the Engineer determines the exposed pavement will not be suitable for a partial depth patch, or removal is one half or more of the pavement thickness, the remaining portion of the pavement shall be removed and a full depth patch shall be constructed according to Section 442 of the Standard Specifications for the Class of full depth patches included in the contract. The exposed area may be filled with HMA and the full depth patch constructed at a later date. HMA shall be placed as specified for the partial depth repair.

Method of Measurement. Partial depth removal of the portland cement concrete pavement will be measured for payment in place and the area computed in square yards (square meters).

HMA for partial depth patching of the portland cement concrete pavement and for the backfilling of partial depth removal when it is determined the area is not suitable for a partial depth patch will be measured for payment in tons (metric tons) according to Article 406.13 of the Standard Specifications.

Basis of Payment. Partial depth removal of the portland cement concrete pavement will be paid for at the contract unit price per square yard (square meter) for PARTIAL DEPTH REMOVAL, of the type and thickness specified.

HMA for partial depth patching and for backfilling areas unsuitable for a partial depth patch will be paid for at the contract unit price per ton (metric ton) for PARTIAL DEPTH PATCHING.

When the Engineer determines to convert any partial depth patch to a full depth patch after the partial depth removal of the portland cement concrete pavement has begun, the partial depth removal will still be paid for at the contract unit price for PARTIAL DEPTH REMOVAL. The remaining removal for the full depth patch will be considered as included in the appropriate full depth patching pay item.

80338

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Coilable Nonmetallic Conduit
Date:	September 26, 2014

This special provision was developed by the Bureau of Materials of Physical Research and the Bureau of Design and Environment to remove duplicate information and revise testing requirements to the current standards. It has been revised to clarify the specific wall thickness required for HDPE conduit.

This special provision should be inserted in contracts requiring coilable nonmetallic conduit in electrical installations.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80341m

COILABLE NONMETALLIC CONDUIT (BDE)

Effective: August 1, 2014
Revised: January 1, 2015

Revise Article 1088.01(c) of the Standard Specifications to read:

"(c) Coilable Nonmetallic Conduit. The conduit shall be a high density polyethylene duct which is intended for underground use can be manufactured and coiled or reeled in continuous transportable lengths and uncoiled for further processing and/or installation without adversely affecting its properties or performance. The conduit and its manufacture shall be according to UL 651A for Schedule 40 conduit, except Schedule 80 shall be used under pavement, stabilized shoulder, paved median, paved driveway, curb and/or gutter and sidewalk.

Performance Tests. Testing procedures and test results shall meet the requirements of UL 651A. Certified copies of the test report shall be submitted to the Engineer prior to the installation of the conduit."

80341

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Mechanical Side Tie Bar Inserter
Date:	September 26, 2014

This special provision was developed by the Bureau of Construction to provide an alternate method for installation of tie bars in the side of a longitudinal construction joint. It has been revised to remove information that is now covered on Highway Standard 420001.

This special provision should be inserted in contracts with portland cement concrete pavement utilizing Highway Standard 420001.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September, 2014.

80342m

MECHANICAL SIDE TIE BAR INSERTER (BDE)

Effective: August 1, 2014
Revised: January 1, 2015

Add the following to Article 420.03 of the Standard Specifications:

"(k) Mechanical Side Tie Bar Inserters .....1103.18"

Revise Article 420.05(b) of the Standard Specifications to read:

"(b) Longitudinal Construction Joint. The tie bars shall be installed using one of the following methods.

(1) Preformed or Drilled Holes. The tie bars shall be installed with an approved nonshrink grout or chemical adhesive providing a minimum pull-out strength as follows.

Bar Size	Minimum Pull-Out Strength
No. 6 (No. 19)	11,000 lb (49 kN)
No. 8 (No. 25)	19,750 lb (88 kN)

Holes shall be blown clean and dry prior to placing the grout or adhesive. If compressed air is used, the pneumatic tool lubricator shall be bypassed and a filter installed on the discharge valve to keep water and oil out of the lines. The installation shall be with methods and tools conforming to the grout or adhesive manufacturer's recommendations.

The Contractor shall load test five percent of the first 500 tie bars installed. No further installation will be allowed until the initial five percent testing has been completed and approval to continue installation has been given by the Engineer. Testing will be required for 0.5 percent of the bars installed after the initial 500. For each bar that fails to pass the minimum requirements, two more bars selected by the Engineer shall be tested. Each bar that fails to meet the minimum load requirement shall be reinstalled and retested. The equipment and method used for testing shall meet the requirements of ASTM E 488. All tests shall be performed within 72 hours of installation. The tie bars shall be installed and approved before concrete is placed in the adjacent lane."

(2) Inserted. The tie bars shall be installed with the use of a mechanical side tie bar inserter. The inserter shall insert the tie bars with vibration while still within the extrusion process, after the concrete has been struck off and consolidated without deformation of the slab. The inserter shall remain stationary relative to the pavement when inserting tie bars, while the formless paver continues to move in the direction of paving.

A void greater than 1/8 in. (3 mm) at any location around the tie bar shall require immediate adjustment of the paving operation. A void greater than 1/2 in.(13 mm) shall be repaired with a nonshrink grout or chemical adhesive after the concrete has hardened. If at the end of the day of paving more than 20 percent of the tie bars show a void larger than 1/8 in. (3 mm) at any point around the bar, the use of the side tie bar inserter shall be discontinued.

(3) Formed in Place. The tie bar shall be formed in place as shown on the plans.

The sealant reservoir shall be formed either by sawing after the concrete has set according to Article 420.05(a) or by hand tools when the concrete is in a plastic state."

Add the following to Section 1103 of the Standard Specifications:

"**1103.18 Mechanical Side Bar Inserters.** The mechanical side tie bar inserter shall be self-contained and supported on the formless paver with the ability to move independently from the formless paver. The insertion apparatus shall vibrate within a frequency of 2000 to 6000 vpm. A vibrating reed tachometer, hand type, shall be provided according to Article 1103.12."

80342

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Precast Concrete Handhole
Date:	April 18, 2014

This special provision was developed by the Bureau of Materials and Physical Research to allow the option to use precast concrete handholes.

This special provision should be inserted in contracts with handholes and double handholes.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80343m

PRECAST CONCRETE HANDHOLE (BDE)

Effective: August 1, 2014

Revise the third paragraph of Article 814.03 of the Standard Specifications to read:

"Handholes shall be constructed as shown on the plans and shall be cast-in-place, composite concrete, or precast units. Heavy duty handholes shall be either cast-in-place or precast units."

Add the following to Article 814.03 of the Standard Specifications:

"(c) Precast Concrete. Precast concrete handholes shall be fabricated according to Article 1042.17. Where a handhole is contiguous to a sidewalk, preformed joint filler of 1/2 inch (13 mm) thickness shall be placed between the handhole and the sidewalk."

Add the following to Section1042 of the Standard Specifications:

"**1042.17 Precast Concrete Handholes.** Precast concrete handholes shall be according to Articles 1042.03(a)(c)(d)(e)."

80343

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Rigid Metal Conduit
Date:	April 18, 2014

This special provision was developed by the Bureau of Materials of Physical Research and the Bureau of Design and Environment to allow an alternative to coated galvanized steel conduit for use as rigid metal conduit.

This special provision should be inserted in contracts requiring stainless steel conduit in electrical installations.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80344m

RIGID METAL CONDUIT (BDE)

Effective: August 1, 2014

Add the following to Article 1088.01(a) of the Standard Specifications:

"(6) Stainless Steel Conduit. The conduit shall be Type 304 or Type 316 stainless steel, shall be manufactured according to UL Standard 6A, and shall meet ANSI Standard C80.1. Conduit fittings shall be Type 304 or Type 316 stainless steel and shall be manufactured according to UL Standard 514B.

All conduit supports, straps, clamps. And other attachments shall be Type 304 or Type 316 stainless steel. Attachment hardware shall be stainless steel according to Article 1006.31."

80344

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Speed Display Trailer
Date:	April 18, 2014

This special provision was developed by the Bureau of Safety Engineering to enhance safety of the traveling public and workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit.

This special provision should be inserted into all freeway and expressway projects involving Highway Standard 701400.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80340m

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014

Add the following to Article 701.15(l) of the Standard Specifications:

"(l) Speed Display Trailer. A speed display trailer shall be utilized on freeways and expressways as part of Highway Standard 701400. The trailer shall be placed on the right hand side of the roadway adjacent to, or within 100 ft (30 m) beyond, the first work zone speed limit sign.

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11."

Add the following to Article 701.20 of the Standard Specifications:

"(k) Speed Display Trailer will be paid for at the contract unit price per calendar month or fraction thereof for each trailer as SPEED DISPLAY TRAILER."

Add the following to Article 1106.02 of the Standard Specifications:

"(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of ±1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of "YOUR SPEED" immediately above or below the speed display. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the posted limit is exceeded. The speed indicator shall have a maximum speed cutoff. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service."

80340

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Underpass Luminaire
Date:	April 18, 2014

This special provision was developed by the Bureau of Design and Environment to correct an inconsistency between the construction and material requirements for underpass luminaires and to require stainless steel vibration dampeners for suspended underpass luminaries. It also allows aluminum luminaire housings as an alternative to stainless steel and it clarifies the material and construction requirements based on current installation and manufacturing procedures.

This special provision should be inserted in contracts requiring underpass luminaires.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80345m

UNDERPASS LUMINAIRE (BDE)

Effective: August 1, 2014

Revise the first paragraph of Article 821.06 of the Standard Specifications to read:

"**821.06 Underpass Installation.** When attached directly to a structure, the underpass luminaire shall have stainless steel brackets installed between the luminaire and the structure to create a gap of not less than 1 in. (25 mm)."

Revise the third sentence of the third paragraph of Article 821.06 of the Standard Specifications to read:

"All mounting hardware, including the vibration dampers, shall be stainless steel."

Revise Article 1067.04(a) of the Standard Specifications to read:

"(a) Housing. The housing and lens frame shall be made of heavy duty die cast aluminum or 16 gauge (1.5 mm) minimum thickness stainless steel according to ASTM A 269, Grade 304L. All seams in the housing enclosure shall be welded by continuous welds.

The housing shall have an opening for installation of 3/4 in. (19 mm) diameter conduit."

Revise the third sentence of the first paragraph of Article 1067.04(b) of the Standard Specifications to read:

"The lens frame shall be hinged with a continuous stainless steel piano type hinge for stainless steel housings."

Revise the first sentence of the first paragraph of Article 1067.04(c) of the Standard Specifications to read:

"Four luminaire mounting brackets fabricated from 11 gauge (3.05 mm) stainless steel according to ASTM A 269, Grade 304L shall be used to attach the luminaire housing."

80345

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Waterway Obstruction Warning Luminaire
Date:	April 18, 2014

This special provision was developed by the Bureau of Design and Environment to require bronze housings for waterway obstruction warning luminaires. It also provides material requirements for the mounting assembly, lamp, and appurtenances.

This special provision should be inserted in contracts requiring waterway obstruction warning luminaires.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 18, 2014.

80346m

WATERWAY OBSTRUCTION WARNING LUMINAIRE (BDE)

Effective: August 1, 2014

Revise the second paragraph of Article 1067.07(a) of the Standard Specifications to read:

> "The luminaire shall have a bronze housing and shall meet the requirements set forth by the United States Coast Guard in Title 33, Part 118 of the Code of Federal Regulations. Nuts, bolts, thumb screws, hardware, thread rods, and mounting bases which are exterior, shall be stainless steel (300 series) or bronze. Hardware on the interior of the lamp cavity shall be stainless steel or bronze."

Add the following paragraphs after the third paragraph of Article 1067.01(a) of the Standard Specifications:

> "The pivot type mounting assembly shall be bronze and shall be mounted on an external vibration isolator. The pivot assembly shall include a greased bearing with a grease fitting installed near the counterweight such that the bearing can be lubricated from the bridge deck. An aluminum or stainless steel extension tube shall run from the grease fitting to the bearing. A locking rod assembly made of aluminum or stainless steel shall secure the luminaire in operating position. Stainless steel pipes shall be used to attach the pivot assembly to both the luminaire housing and the counterweights. A stainless steel locknut shall be used at all threaded connections to the pipes.
>
> Stainless steel hook, ring, and connecting plates shall be attached to the bridge railing with stainless steel hardware or shall be anchored in the parapet. The connecting plate shall include a vandal-resistant rod locking mechanism. The service chain shall be stainless steel."

Add the following to the end of the first paragraph of Article 1067.07(a)(3) of the Standard Specifications:

> "Surge protection for the luminaire shall be integral to the fixture housing."

80346

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to provide a method of constructing HMA pavements utilizing pay adjustments based on percent within limits statistical calculations.

This special provision should be inserted into interstate, freeway and expressway resurfacing and full-depth projects having a minimum quantity of 8000 tons (7260 metric tons) per mix. Pay for performance may be considered for smaller projects where a more accurate measure of quality is desired. This special provision should not be used on:

1. Temporary pavements, patching, or shoulders unless they are used as auxiliary lanes.
2. Applications where the mixture thickness is less than 3 times the nominal maximum aggregate size.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80347m

HOT MIX ASPHALT - PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS - JOBSITE SAMPLING (BDE)

Effective: November 1, 2014

Description. This special provision describes the procedures used for production, placement and payment for hot-mix asphalt (HMA). This special provision shall apply to all pay items as specified in the plans. This work shall be according to the Standard Specifications except as specified herein.

Delete Articles:	406.06(b)(1), 2nd paragraph	(Temperature requirements)
	406.06(e), 3rd paragraph	(Paver speed requirements)
	406.07	(Compaction)
	1030.04, last two sentences of first paragraph	(Mix design verification)
	1030.05(a)(4, 5, 7, 8, 9, & 10)	(QC/QA Documents)
	1030.05(d)(2)a.	(Plant Tests)
	1030.05(d)(2)b.	(Dust-to-Asphalt and Moisture Content)
	1030.05(d)(2)d.	(Small Tonnage)
	1030.05(d)(2)f.	(HMA Sampling)
	1030.05(d)(3)	(Required Field Tests)
	1030.05(d)(4)	(Control Limits)
	1030.05(d)(5)	(Control Charts)
	1030.05(d)(6)	(Corrective Action for Required Plant Tests)
	1030.05(d)(7)	(Corrective Action for Field Tests (Density))
	1030.05(e)	(Quality Assurance by the Engineer)
	1030.05(f)	(Acceptance by the Engineer)
	1030.06(a), 3rd paragraph	(Before start-up…)
	1030.06(a), 7th paragraph	(After an acceptable…)
	1030.06(a), 8th paragraph	(If a mixture…)
	1030.06(a), 9th paragraph	(A nuclear/core…)

Definitions.

(a) Quality Control (QC): All production and construction activities by the Contractor required to achieve the required level of quality.

(b) Quality Assurance (QA): All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.

(c) Percent Within Limits (PWL): The percentage of material within the quality limits for a given quality characteristic.

(d) Quality Characteristic: The characteristics that are evaluated by the Department for payment using PWL. The quality characteristics for this project are field Voids in the Mineral Aggregate (VMA), voids, and density. Field VMA will be calculated using the combined Aggregates Bulk Specific Gravity (G_{sb}) from the mix design.

(e) Quality Level Analysis (QLA): QLA is a statistical procedure for estimating the amount of product within specification limits.

(f) Sublot: A sublot for field VMA, and voids, will be 1000 tons (910 metric tons). If the quantity is less than 8000 tons (7260 metric tons), the sublot size will be adjusted to achieve a minimum of 8 tests. If the last sublot consists of less than 200 tons (180 metric tons), it will be combined with the previous sublot.

(g) Density Testing Interval: The interval for density testing will be 0.2 mile (320 m) for lift thickness equal to or less than 3 in. (75 mm) and 0.1 mile (160 m) for lift thickness greater than 3 in. (75 mm). If a density testing interval is less than 200 ft (60 m), it will be combined with the previous test interval.

(h) Lot: A lot consists of 8 sublots or 30 density intervals. If seven or less sublots or 19 or less density intervals remain at the end of production of a mixture, the test results for these sublots will be combined with the previous lot for evaluation of percent within limits and pay factors. Lots for mixture testing are independent of lots for density testing.

(i) Density Test: A density test consists of a core taken at a random longitudinal and transverse offset within each density testing interval. The HMA maximum theoretical gravity (G_{mm}) will be based on the running average of four including the current day of production. Initial G_{mm} will be based on the average of the first four test results. The random transverse offset excludes the outer 1.0 ft (300 mm) from an unconfined edge. For confined edges, the random transverse offset excludes a distance from the outer edge equal to the lift thickness or a minimum of 4 in. (100 mm).

(j) Unconfined Edge Density: The outer 1.0 ft (300 mm) of an unconfined edge will be excluded from the effective pavement width used for calculating random transverse density location. The unconfined edge density will be randomly selected within each 1/2 mile (800 m) section for each unconfined edge. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4.0 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the core barrel shall be within 5.0 in. (125 mm) from the edge of pavement.)

Pre-production Meeting. The Engineer will schedule a pre-production meeting a minimum of seven calendar days prior to the start of production. The HMA QC Plan, test frequencies, random test locations, and responsibilities of all parties involved in testing and determining the PWL will be addressed. Personnel attending the meetings will include the following:

(a) Resident Engineer

(b) District Mixture Control Representative

(c) QC Manager

(d) Contractor Paving Superintendent

(e) Any consultant involved in any part of the HMA sampling or testing on this project

Quality Control (QC) by the Contractor. The Contractor's quality control plan shall include the schedule of testing for both quality characteristics and non-quality characteristics required to control the product such as asphalt binder content and mixture gradation. The schedule shall include sample location. The minimum test frequency shall not be less than outlined in the Minimum Quality Control Sampling and Testing Requirements table below.

Table 1
Minimum Quality Control Sampling and Testing Requirements

Quality Characteristic	Minimum Test Frequency	Sampling Location
Mixture Gradation	1/day	per QC Plan
Binder Content		
G_{mm}		
G_{mb}		
Density	per QC plan	per QC Plan

The Contractor shall submit QC test results to the Engineer within 48 hours of the time of sampling.

Initial Production Testing. The Contractor shall split and test the first two samples with the Department for comparison purposes. The Contractor shall complete all tests and report all results to the Engineer within two working days of sampling. The Engineer will make Department test results of the initial production testing available to the Contractor within two working days from the receipt of the samples.

Quality Assurance (QA) by the Engineer. The Engineer will test each sublot for field VMA, voids, and dust/AC ratio; and each density interval for density to determine payment for each lot. A sublot shall begin once an acceptable test-strip has been completed and the AJMF has been determined. All Department testing will be performed in a qualified laboratory by personnel who have successfully completed the Department HMA Level I training.

Voids, field VMA, and Dust/AC ratio. For each sublot, the Engineer will determine the random tonnage for the sample and the Contractor shall be responsible for obtaining the sample according to the "PFP and QCP Hot-Mix Asphalt Random Jobsite Sampling" procedure. The Engineer will not disclose the random location of the sample until after the truck containing the random tonnage has been loaded and en-route to the project.

Density. The Engineer will identify the random locations for each density testing interval. The Contractor shall be responsible for obtaining the 4 in. (100 mm) diameter cores within the same day and prior to opening to traffic unless otherwise approved by the Engineer according to the "PFP and QCP Random Density Procedure". The locations will not be disclosed to the Contractor until after final rolling. The cores shall be obtained under the supervision of the

Engineer. All core holes shall be filled immediately upon completion of coring. All water shall be removed from the core holes prior to filling. All core holes shall be filled with a rapid hardening mortar or concrete which shall be mixed in a separate container prior to placement in the hole. Any depressions in the surface of the filled core holes greater than 1/4 in. (6 mm) at the time of final inspection will require removal of the fill material to the depth of the lift thickness and replacement.

Test Results. The Department's test results for the first sublot, or density testing interval, of every lot will be available to the Contractor within three working days from the time the secured sample was delivered, by the Contractor, to the Department's testing facility or a location designated by the Engineer. Test results for a completed lot will be available to the Contractor within ten working days from the time the secured sample from the last sublot or density testing interval was delivered to the Department's testing facility or a location designated by the Engineer.

The Engineer will maintain a complete record of all Department test results. Copies will be furnished upon request. The records will contain, at a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

Dispute Resolution. Dispute resolution testing will only be permitted when the Contractor submits their split sample test results prior to receiving Department split sample test results and: 1) the difference between the Contractor and Department split test results exceed the precision limits shown in Table 2 below; or 2) the Department's test results are outside the acceptable limits shown in Table 4. For density disputes, the Contractor shall use the Department's running average for G_{mm} when determining compliance with the Limits of Precision.

Table 2

Test Parameter	Limits of Precision
Voids	1.0 %
VMA	1.0 %
Ratio - Dust / Asphalt Binder	0.2
Core Density	1.0 %

If dispute resolution is necessary, the Contractor shall submit a request in writing within four working days of receipt of the results of the quality index analysis for the lot. The Engineer will document receipt of the request. The Bureau of Materials and Physical Research (BMPR) laboratory will be used for dispute resolution testing.

Density cores for dispute resolution testing shall be taken at the same time as the random density core. The density core for dispute resolution testing shall be taken within 1 ft (300 mm) longitudinally of the random density core and at the same transverse offset. Density dispute resolution will replace original density test results.

If three or more consecutive mix sublots are contested, corresponding density results will be recalculated with the new G_{mm}.

Test results from the dispute resolution testing will replace voids, VMA and Dust/AC results from the original quality assurance testing. The lot pay factor for the lot under dispute resolution will be recalculated. If the recalculated lot pay factor is less than or equal to the original lot pay factor, laboratory costs listed below will be borne by the Contractor.

Table 3

Test	Cost
Mix Testing	$1000.00 / sublot
Core Density	$300.00 / core

Acceptance by the Engineer. All of the Department's tests shall be within the acceptable limits listed below:

Table 4

Acceptable Limits	
Parameter	Acceptable Range
Field VMA	-1.0 – +3.0 %[1/]
Voids	2.0 – 6.0 %
Density: IL-19.0, IL-25.0, IL-9.5 IL-4.75, SMA	 90.0 – 98.0 % 92.0 – 98.0 %
Dust / AC Ratio	0.4 – 1.6[2/]

1/ Based on minimum required VMA from mix design

2/ Does not apply to SMA

In addition, the PWL for any quality characteristic shall be 50 percent or above for any lot. No visible pavement distress shall be present such as, but not limited to, segregation, excessive coarse aggregate fracturing or flushing.

Basis of Payment. Payment will be based on the calculation of the Composite Pay Factor for each mix according to the "PFP Quality Level Analysis" document. Payment for full depth pavement will be based on the calculation of the Full Depth Pay Factor according to the "PFP Quality Level Analysis" document.

Additional Pay Adjustments. In addition to the Composite Pay Factor for each mix, monetary deductions will be made for dust/AC ratios and unconfined edge densities as shown in Tables 5 and 6 as follows.

Table 5

Dust / AC Pay Adjustment Table [1/]	
Range	Deduct / sublot
$0.6 \le X \le 1.2$	$0
$0.5 \le X < 0.6$ or $1.2 < X \le 1.4$	$1000
$0.4 \le X < 0.5$ or $1.4 < X \le 1.6$	$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

1/ Does not apply to SMA.

Table 6

Unconfined Edge Density Adjustment Table	
Density	Deduct / 0.5 mile (800 m)
≥ 90%	$0
89.0% to 89.9%	$1000
88.0% to 88.9%	$3000
< 88.0%	Outer 1.0 ft (300 mm) will require remedial action acceptable to the Engineer

80347

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Hot-Mix Asphalt – Prime Coat
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research to improve the existing prime coat (a.k.a. tack coat) specifications and provide better bonding between pavement layers. It features more extensive pavement cleaning requirements, eliminates the requirement to dilute emulsions, allows additional asphalt emulsions, revises the application rates, bases application rate on residual asphalt binder, allows use of a spray paver to apply the tack coat, requires fogging between all lifts of HMA, and revises payment to be based on weight of residual asphalt binder.

This special provision should be inserted into all HMA contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80348m

HOT MIX ASPHALT – PRIME COAT (BDE)

Effective: November 1, 2014

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

"Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

Application	Bituminous Material Types
Prime Coat on Brick, Concrete, or HMA Bases	SS-1, SS-1h, SS-1hP, SS-1vh, RS-1, RS-2, CSS-1, CSS-1h, CSS-1hp, CRS-1, CRS-2, HFE-90, RC-70
Prime Coat on Aggregate Bases	MC-30, PEP"

Add the following to Article 406.03 of the Standard Specifications.

"(i) Vacuum Sweeper 1101.19
(j) Spray Paver ..... 1102.06"

Revise Article 406.05(b) of the Standard Specifications to read:

"(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).

(1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

Type of Surface to be Primed	Residual Asphalt Rate lb/sq ft (kg/sq m)
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.05 (0.244)
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.025 (0.122)

The bituminous material for the prime coat shall be placed one lane at a time. If a spray paver is not used, the primed lane shall remain closed until the prime coat is

fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

(2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft ± 0.01 (1.21 kg/sq m ±0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pickup under traffic.

The residual asphalt rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons (1800 metric tons) of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time, and all areas where the pickup occurred shall be repaired.

If after five days, loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the last sentence of the first paragraph of Article 406.13(b) of the Standard Specifications to read:

"Water added to emulsified asphalt, as allowed in Article 406.02, will not be included in the quantities measured for payment."

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

"Aggregate for covering prime coat will not be measured for payment."

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

"**406.14 Basis of Payment.** Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)."

Revise Article 407.02 of the Standard Specifications to read:

"**407.02 Materials.** Materials shall be according to Article 406.02, except as follows.

Item	Article/Section
(a) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise Article 407.06(b) of the Standard Specifications to read:

"(b) A bituminous prime coat shall be applied between each lift of HMA according to Article 406.05(b)."

Delete the second paragraph of Article 407.12 of the Standard Specifications.

Revise the first paragraph of Article 408.04 of the Standard Specifications to read:

"**408.04 Method of Measurement.** Bituminous priming material will be measured for payment according to Article 406.13."

Revise the first paragraph of Article 408.05 of the Standard Specifications to read:

"**408.05 Basis of Payment.** This work will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT) or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) and at the contract unit price per ton (metric ton) for INCIDENTAL HOT-MIX ASPHALT SURFACING."

Revise Article 1032.02 of the Standard Specifications to read:

"**1032.02 Measurement.** Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When an emulsion or cutback is used for prime coat, the percentage of asphalt residue of the actual certified product shall be shown on the producer's bill of lading or attached certificate of analysis. If the producer adds extra water to an emulsion at the request of the purchaser, the amount of water shall also be shown on the bill of lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer."

Add the following to the table in Article 1032.04 of the Standard Specifications.

“SS-1vh	160-180	70-80
RS-1, CRS-1	75-130	25-55”

Add the following to Article 1032.06 of the Standard Specifications.

“(g) Non Tracking Emulsified Asphalt SS-1vh shall be according to the following.

Requirements for SS-1vh			
Test		SPEC	AASHTO Test Method
Saybolt Viscosity @ 25C,	SFS	20-200	T 72
Storage Stability, 24hr.,	%	1 max.	T 59
Residue by Evaporation,	%	50 min.	T 59
Sieve Test,	%	0.3 max.	T 59
Tests on Residue from Evaporation			
Penetration @25°C, 100g., 5 sec., dmm		20 max.	T 49
Softening Point,	°C	65 min.	T 53
Solubility,	%	97.5 min.	T 44
Orig. DSR @ 82°C,	kPa	1.00 min.	T 315”

Revise the last table in Article 1032.06(f)(2)d. of the Standard Specifications to read:

“Grade	Use
SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh	Prime or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE-90, HFE-150, HFE- 300, CRSP, HFP, CRS-2, HFRS-2	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing”

Add the following to Article 1101 of the Standard Specifications.

“**1101.19 Vacuum Sweeper.** The vacuum sweeper shall have a minimum sweeping path of 52 in. (1.3 m) and a minimum blower rating of 20,000 cu ft per minute (566 cu m per minute).”

Add the following to Article 1102 of the Standard Specifications:

“**1102.06 Spray Paver.** The spreading and finishing machine shall be capable of spraying a rapid setting emulsion tack coat, paving a layer of HMA, and providing a smooth HMA mat in one pass. The HMA shall be spread over the tack coat in less than five seconds after the

application of the tack coat during normal paving speeds. No wheel or other part of the paving machine shall come into contact with the tack coat before the HMA is applied. In addition to meeting the requirements of Article 1102.03, the spray paver shall also meet the requirements of Article 1102.05 for the tank, heating system, pump, thermometer, tachometer or synchronizer, and calibration. The spray bar shall be equipped with properly sized and spaced nozzles to apply a uniform application of tack coat at the specified rate for the full width of the mat being placed."

80348

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E. Osman 7/11/14
Subject:	Special Provision for Pavement Marking Blackout Tape
Date:	July 25, 2014

This special provision was developed by the Bureau of Operations to create a statewide specification for pavement marking blackout tape which can be used to temporarily cover existing pavement markings in work zones instead of removing them.

This special provision should be inserted into contracts where the district is requiring the existing pavement markings in a work zone to be temporarily covered.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80349m

PAVEMENT MARKING BLACKOUT TAPE (BDE)

Effective: November 1, 2014

Revise the fourth paragraph of Article 701.04 of the Standard Specifications to read:

"The traffic control shall remain in place only as long as needed and shall be removed when directed by the Engineer. Signs that do not apply to current conditions shall be removed, covered, or turned from the view of motorists. All existing pavement markings which conflict with the revised traffic pattern shall be removed according to Section 783 or when specified, temporarily covered with pavement marking blackout tape. The width of blackout tape shall be at least 1 in. (25 mm) wider than the width of the pavement marking being covered. The removing or covering of existing markings shall be scheduled immediately to facilitate the revised traffic pattern. If darkness or inclement weather prohibits the removal or covering operations, such operations shall be resumed the next morning or when weather permits."

Revise Article 701.19(f) of the Standard Specifications to read:

"(f) Removal of existing pavement markings and raised reflective pavement markers will be measured for payment according to Article 783.05. Temporary covering of existing pavement markings with blackout tape will be measured for payment in feet (meters) in place. Removal of blackout tape will be measured for payment in square feet (square meters)."

Revise Article 701.20(j) of the Standard Specifications to read:

"(j) Removal of existing pavement markings and raised reflective pavement markers will be paid for according to Article 783.06. Temporary covering of existing pavement markings with blackout tape will be paid for at the contract unit price per foot for PAVEMENT MARKING BLACKOUT TAPE, of the line width specified." Removal of blackout tape will be paid for as work zone pavement marking removal according to Article 703.07."

Revise the first two paragraphs of Article 1095.06 of the Standard Specifications to read:

"**1095.06 Pavement Marking Tape.** White or yellow marking tape shall consist of glass spheres of high optical quality embedded into a binder on a suitable 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. Blackout marking tape shall be a Type III tape consisting of a matte black, non-reflective, patterned surface that is precoated with a pressure sensitive adhesive. The surface of the blackout pavement marking tape shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303-74.

The material shall be white, yellow, or matte black as specified. White and yellow colors shall conform closely to Federal color tolerances for pavement marking paint."

Revise the second table of Article 1095.06 to read:

“Test	Type I		Type III		
	White	Yellow	White	Yellow	Blackout
Initial Thickness, mils (mm)	20 (0.51)	20 (0.51)	20 (0.51)	20 (0.51)	65 (1.65) 1/ 10 (0.25) 2/
Durability (cycles)	5,000	5,000	1,500	1,500	1,500

Notes:
1/ Measured at the thickest point of the patterned surface.
2/ Measured at the thinnest point of the patterned surface.”

80349

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Retroreflective Sheeting for Highway Signs
Date:	July 25, 2014

This special provision was developed by the Bureau of Materials and Physical Research and Bureau of Operations to update the requirements for the coefficient of retroreflection to allow averaging of the 0 degree and 90 degree rotational angles. This follows the industry standard and the ASTM E 810 test method. This allows multiple manufacturers to meet each of the sheeting specifications and makes Type ZZ sheeting eligible for Federal funding.

This special provision should be inserted into all contracts having retroreflective sheeting on highway signs.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 7, 2014 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 25, 2014.

80350m

RETROREFLECTIVE SHEETING FOR HIGHWAY SIGNS (BDE)

Effective: November 1, 2014

Revise the first sentence of the first paragraph of Article 1091.03(a)(3) of the Standard Specifications to read:

> "When tested according to ASTM E 810, with averaging, the sheeting shall have a minimum coefficient of retroreflection as show in the following tables."

Replace the Tables for Type AA sheeting, Type AP sheeting, Type AZ sheeting and Type ZZ sheeting in Article 1091.03(a)(3) with the following.

Type AA Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AA (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FO
0.2	-4	800	600	120	80	40	200
0.2	+30	400	300	60	35	20	100
0.5	-4	200	150	30	20	10	75
0.5	+30	100	75	15	10	5	35

Type AA (45 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	Yellow	FO
0.2	-4	500	165
0.2	+30	115	40
0.5	-4	140	65
0.5	+30	60	30

Type AP Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AP (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	Brown	FO
0.2	-4	500	380	75	55	35	25	150
0.2	+30	180	135	30	20	15	10	55
0.5	-4	300	225	50	30	20	15	90
0.5	+30	90	70	15	10	7.5	5	30

Type AZ Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AZ (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FYG	FY
0.2	-4	375	280	75	45	25	300	230
0.2	+30	235	170	40	25	15	190	150
0.5	-4	245	180	50	30	20	200	155
0.5	+30	135	100	25	15	10	100	75
1.0	-4	50	37.5	8.5	5	2	45	25
1.0	+30	22.5	20	5	3	1	25	12.5

Type ZZ Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type ZZ (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FYG	FY	FO
0.2	-4	570	425	90	60	30	460	340	170
0.2	+30	190	140	35	20	10	150	110	65
0.5	-4	400	300	60	40	20	320	240	120
0.5	+30	130	95	20	15	7	100	80	45
1.0	-4	115	90	17	12	5	95	70	35
1.0	+30	45	35	7	5	2	35	25	15

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Light Tower
Date:	September 26, 2014

This special provision was developed by the Bureau of Design and Environment to correct an inconsistency between Highway Standard 835001 and Article 1069.08 of the Standard Specifications. It also provides updated material requirements for the tower shaft, ring terminal box, liquidtight flexible nonmetallic conduit, safety chain, support and hoist cable, and cable terminals.

This special provision should be inserted into contracts requiring light towers.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80351m

LIGHT TOWER (BDE)

Effective: January 1, 2015

Revise the second paragraph of Article 1069.08(a) of the Standard Specifications to read:

> "All tower shaft components shall be fabricated from high strength, low alloy, steel according to AASHTO M 270 (M 270M); ASTM A 595 (A 595M), Grade A or B; ASTM A 1011 (A 1011M); ASTM A 606 (A 606M); ASTM A 588 (A 588M), or ASTM A 871 (A 871M) Grade 65, with a minimum yield strength of 50,000 psi (345,000 kPa)."

Revise the first sentence of the seventh paragraph of Article 1069.08(e) of the Standard Specifications to read:

> "The ring shall be equipped with an enclosed wire raceway and a stainless steel terminal box built according to NEMA Type 4X requirements for wiring of the luminaires."

Revise the eleventh paragraph of Article 1069.08(e) of the Standard Specifications to read:

> "Ring designs that incorporate liquidtight flexible nonmetallic conduit to the terminal box shall use stainless steel conduit fittings. Liquidtight flexible nonmetallic conduit shall be according to Article 1088.01(a)(4)."

Revise the third sentence of the seventh paragraph of Article 1069.08(f) of the Standard Specifications to read:

> "Chains shall be stainless steel."

Revise the first sentence of the first paragraph of Article 1069.08(g) of the Standard Specifications to read:

> "Cables (wire rope) shall be manufactured from Type 304 or Type 302 stainless steel and shall be stranded assembly coated with a friction-limiting non-corrosive lubricant."

Revise the second sentence of the second paragraph of Article 1069.08(g) of the Standard Specifications to read:

> "Cables shall be manufactured and listed for compliance with military specification MIL-DTL-83420, Type 1, Composition B."

Revise the third paragraph of Article 1069.08(g) of the Standard Specifications to read:

> "Cable terminals shall be stainless steel whenever possible, shall be compatible with the cable, and shall be as recommended by the cable manufacturer. The terminals,

swaging, etc., shall meet the requirements of military specification MIL-DTL-781. Stainless steel oval sleeves shall be according to military specification MS51844."

Revise the second and third sentences of the first paragraph of Article 1069.08(m) of the Standard Specifications to read:

"The tower main breaker and the motor breaker shall be housed in a stainless steel NEMA Type 4 enclosure mounted on the inside of the handhole pocket door. The main and motor breakers shall have an external position indicating, trip free operating handle having padlock provisions and shall be labeled by two color engraved nameplates clearly marking the "RESET", "ON", and "OFF" positions."

Revise the second paragraph of Article 1069.08(m) of the Standard Specifications to read:

"The main and motor circuit breakers shall be molded case, 2-pole, thermal magnetic, bolt-on type having a UL-listed interrupting rating of not less than 14,000 rms symmetrical amps at 480 V. The main breaker shall be sized for the motor but shall be a minimum of 30 A."

80351

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Pavement Striping - Symbols
Date:	September 26, 2014

This special provision was developed by the Bureau of Design and Environment to provide size specifications for shared lane symbol pavement marking and to revise the title of the handicapped symbol to international symbol of accessibility.

This special provision should be inserted in contracts using Highway Design Standard 780001.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80352m

PAVEMENT STRIPING - SYMBOLS (BDE)

Effective: January 1, 2015

Revise the Symbol Table of Article 780.14 of the Supplemental Specifications to read:

"SYMBOLS

Symbol	Large Size sq ft (sq m)	Small Size sq ft (sq m)
Through Arrow	11.5 (1.07)	6.5 (0.60)
Left or Right Arrow	15.6 (1.47)	8.8 (0.82)
2 Arrow Combination Left (or Right) and Through	26.0 (2.42)	14.7 (1.37)
3 Arrow Combination Left, Right, and Through	38.4 (3.56)	20.9 (1.94)
Lane Drop Arrow	41.5 (3.86)	--
Wrong Way Arrow	24.3 (2.26)	--
Railroad "R" 6 ft (1.8 m)	3.6 (0.33)	--
Railroad "X" 20 ft (6.1 m)	54.0 (5.02)	--
International Symbol of Accessibility	3.1 (0.29)	--
Bike Symbol	4.7 (0.44)	--
Shared Lane Symbol	8.0 (0.74)	--"

80352

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Portland Cement Concrete Inlay or Overlay
Date:	September 26, 2014

This special provision was revised by the Bureau of Materials & Physical Research and Bureau of Construction to include surface testing requirements and other miscellaneous items. Portland Cement Concrete Inlay or Overlay was Check Sheet #29 in the 2014 Supplemental Specifications but has been superseded by this special provision. Use of this special provision shall be according to the Bureau of Design and Environment Manual, Chapter 53, Section 53-4.08 for use of Portland Cement Concrete Inlay or Overlay.

This special provision should be inserted in contracts using portland cement concrete inlay or overlays.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015, and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80353m

PORTLAND CEMENT CONCRETE INLAY OR OVERLAY (BDE)

Effective: January 1, 2015

Description. This work shall consist of constructing a portland cement concrete inlay or overlay on an existing hot-mix asphalt (HMA) surfaced pavement.

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020
(b) Synthetic Fibers (Note 2)	
(c) Protective Coat	1023.01

Note 1. Class PV concrete shall be used, except the cement factor for central mixed concrete shall be 6.05 cwt/cu yd (360 kg/cu m). A cement factor reduction according to Article 1020.05(b)(9) of the Standard Specifications will be permitted, but shall not exceed a maximum 0.30 cwt/cu yd (18 kg/cu m). CA 5 shall not be used and CA 7 may only be used for overlays that are a minimum of 4.5 in. (113 mm) thick. The Class PV concrete shall have a minimum flexural strength of 550 psi (3800 kPa) or a minimum compressive strength of 3000 psi (20,700 kPa) at 14 days.

Note 2. Synthetic fibers shall be Type III according to ASTM C 1116. The synthetic fiber shall be a monofilament or bundled monofilament with a minimum length of 1.0 in. (25 mm) and a maximum length of 2 1/2 in. (63 mm), and shall have a maximum aspect ratio (length divided by the equivalent diameter of the fiber) of 150. The quantity of synthetic fiber(s) added to the concrete mixture shall be sufficient to have a residual strength ratio ($R_{150,3}$) of 20.0 percent according to Illinois Modified ASTM C 1609. The maximum dosage rate shall not exceed 5.0 lb/cu yd (3.0 kg/cu m), unless the manufacturer can demonstrate through a field demonstration that the concrete mixture will be workable and fiber clumping is not a problem.

The synthetic fibers shall be added to the concrete and mixed per the manufacturer's recommendation.

The Department will maintain an "Approved 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 the AASHTO Materials Reference Laboratory (AMRL) 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. When the test result is more than seven years old, the manufacturer shall submit retest results prepared by an independent laboratory accredited by AASHTO.

Equipment. Equipment shall be according to Article 420.03, 1101.10, and 1101.19 of the Standard Specifications, except as noted herein. The mechanical saw used for cutting joints shall be equipped with an upcutting blade and a restricting skid plate to prevent spalling of the finished saw cut. For surface variation corrections, the grinding device shall be a self-propelled machine with diamond blades. The machine shall be designed for grinding concrete surfaces, and shall have a minimum effective head width of 3 ft (0.9 m). Wood forms of a height equal to the proposed inlay or overlay thickness may be used.

CONSTRUCTION REQUIREMENTS

Preparation of Existing Pavement. The area to be overlaid shall be milled as shown on the plans according to Section 440 of the Standard Specifications. Areas requiring patching shall be patched according to Section 442 of the Standard Specifications. The patches shall be milled or their surface given a rough texture.

When detector loops are required, the loops shall be Type I or Type II according to Section 886 of the Standard Specifications. The detector loops shall be installed into the milled surface prior to cleaning.

Following milling, the surface shall be cleaned. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The surface shall be free of standing water. The prepared surface shall meet the approval of the Engineer prior to proceeding with the work.

Forms and Form Setting. This work shall be according to Article 420.06 of the Standard Specifications. Shims or wedges may be used to raise the forms to the specified plan elevation. Form removal shall be according to Article 420.11 of the Standard Specifications.

Treatment of Structures in the Pavement. Pavement round-outs shall be used at structures in the pavement. This work shall be as shown on the plans.

Placing. This work shall be according to Article 420.07 of the Standard Specifications, except standing water on the existing pavement surface shall be removed prior to concrete placement. Slip form paving shall be according to Article 420.14 of the Standard Specifications. However in Article 420.14(c)(2) of the Standard Specifications, the amount of pavement removed for edge slump will be at the direction of the Engineer and reinforcement will not be required.

Strike Off, Consolidation, Finishing, Longitudinal Floating, Straightedging, Edging, and Final Finish. This work shall be according to Article 420.09 of the Standard Specifications, except when a Type B final finish is specified the artificial turf drag shall be replaced with a rough broom finish struck perpendicular to the direction of traffic flow. The rough broom finish shall be performed over the entire surface including tooled joints.

Surface Tests. The finished surface of the pavement shall be tested for smoothness according

to Article 407.09 of the Supplemental Specifications, except as follows:

The finished surface of the pavement shall be tested for smoothness once the pavement has attained a flexural strength of 550 psi (3800 kPa) or a compressive strength of 3000 psi (20,700 kPa).

One wheel track shall be tested per lane. Testing shall be performed 3 ft (1 m) from and parallel to the edge of the lane away from traffic.

Membrane curing damaged during testing shall be repaired as directed by the Engineer at no additional cost to the Department.

No further texturing for skid resistance will be required for areas corrected by grinding. Protective coat shall be reapplied to ground areas according to Article 420.18 at no additional cost to the Department.

For pavement that is corrected by removal and replacement, the minimum area shall be replaced in even panel sizes.

SMOOTHNESS ASSESSMENT SCHEDULE (PCC)		
High-Speed Mainline Pavt. Average Profile Index in./mile (mm/km)	Low-Speed Mainline Pavt. Average Profile Index in./mile (mm/km)	Assessment per sublot
6.0 (95) or less		+$800.00
>6.0 (95) to 11.0 (175)	15.0 (240) or less	+$650.00
>11.0 (175) to 17.0 (270)	>15.0 (240) to 25.0 (400)	+$400.00
>17.0 (270) to 30.0 (475)	>25.0 (400) to 45.0 (710)	+$0.00
>30.0 (475) to 40.0 (635)	>45.0 (710) to 65.0 (1025)	+$0.00
Greater than 40.0 (635)	Greater than 65.0 (1025)	-$500.00”

Joints. Joints shall be constructed at the locations and spacing shown on the plans. Field adjustments to the transverse joint locations will be permitted provided no transverse joint exceeds the planned spacing by more than ten percent.

The joints shall be mechanically sawed to 1/4 the depth of the inlay or overlay, and shall be a minimum 1/8 in. (3 mm) and a maximum 1/4 in. (6 mm) wide. Sawed joints shall be constructed as soon as the concrete will support the weight of the saw and operator without disturbing the final finish.

Opening to Traffic. The road shall be opened to traffic according to Article 420.13 of the Standard Specifications, except curing may be discontinued and the pavement opened to traffic when a minimum flexural strength of 550 psi (3800 kPa) or a minimum compressive strength of 3000 psi (20,700 kPa) is attained.

Protective Coat Application. The use of protective coat shall be according to Articles 420.10 and 420.18 of the Standard Specifications.

Method of Measurement. This work will be measured for payment according to Article 420.19 of the Standard Specifications.

Milling, when required, will be measured for payment according to Article 440.07 of the Standard Specifications.

Patching, when required, will be measured for payment according to Article 442.10 of the Standard Specifications.

Detector loops, when required, will be measured for payment according to Article 886.05 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for PORTLAND CEMENT CONCRETE INLAY or PORTLAND CEMENT CONCRETE OVERLAY, of the thickness specified.

Protective coat will be paid for according to Article 420.20 of the Standard Specifications.

Milling, when required, will be paid for according to Article 440.08 of the Standard Specifications.

Patching, when required, will be paid for according to Article 442.11 of the Standard Specifications.

Detector loops, when required, will be paid for according to according to Article 886.06 of the Standard Specifications.

80353

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Sidewalk, Corner, or Crosswalk Closure
Date:	September 26, 2014

This special provision was developed by the Bureau of Design and Environment to require sloping stripes on both sides of detectable pedestrian channelizing barricades.

This special provision should be inserted in contracts using Highway Design Standard 780001.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80354m

SIDEWALK, CORNER, OR CROSSWALK CLOSURE (BDE)

Effective: January 1, 2015

Revise the first sentence of Article 1106.02(m) of the Supplemental Specifications to read:

> "The top and bottom panels shall have alternating white and orange stripes sloping 45 degrees on both sides."

80354

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Temporary Concrete Barrier
Date:	September 26, 2014

This special provision was developed by the Bureau of Safety Engineering to address the installation and payment of anchor pins; and to allow for alternate anchoring details on bridge decks.

This special provision should be inserted in contracts using temporary concrete barrier.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80355m

TEMPORARY CONCRETE BARRIER (BDE)

Effective: January 1, 2015

Revise Article 704.02 of the Standard Specifications to read:

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

Item	Article/Section
(a) Precast Temporary Concrete Barrier	1042
(b) Reinforcement Bars (Note 1)	1006.10(a)
(c) Connecting Pins and Anchor Pins (Note 2)	
(d) Connecting Loop Bars (Note 3)	
(e) Packaged Rapid Hardening Mortar or Concrete	1018

Note 1. Reinforcement bars shall be Grade 60 (Grade 400).

Note 2. Connecting Pins and Anchor Pins shall be according to the requirements of ASTM F 1554 Grade 36 (Grade 250).

Note 3. Connecting loop bars shall be smooth bars according to the requirements of ASTM A 36 (A 36M)."

Revise Article 704.04 of the Standard Specifications to read:

"**704.04 Installation.** The barriers shall be seated on bare, clean pavement or paved shoulder and connected together in a smooth, continuous line at the locations provided by the Engineer.

Except on bridge decks, or where alternate anchoring details are shown on the plans, the barrier unit at each end of an installation shall be anchored to the pavement or paved shoulder using six anchor pins and protected with an impact attenuator as shown on the plans. When pinning of additional barrier units within the installation is specified, three anchor pins shall be installed in the traffic side holes of the required barriers.

Where both pinned and unpinned barrier units are used in a continuous installation, a transition shall be provided between them. The transition from pinned to unpinned barrier shall consist of two anchor pins installed in the end holes on the traffic side of the first barrier beyond the pinned section and one anchor pin installed in the middle hole on the traffic side of the second barrier beyond the pinned section. The third barrier beyond the pinned section shall then be unpinned.

Barriers located on bridge decks shall be restrained as shown in the plans. Anchor pins shall not be installed through bridge decks.

Barriers or attachments damaged during transportation or handling, or by traffic during the life of the installation, shall be repaired or replaced. The Engineer will be the sole judge in determining which units or attachments require repair or replacement.

The barriers shall be removed when no longer required by the contract. After removal, all anchor holes in the pavement or paved shoulder shall be filled with a rapid hardening mortar or concrete. Only enough water to permit placement and consolidation by rodding shall be used and the material shall be struck-off flush."

Add the following after the first paragraph of Article 704.05 of the Standard Specifications:

"Anchor pins, except for the six anchor pins for the barrier unit at each end of an installation, will be measured for payment as each, per anchor pin installed."

Add the following after the second paragraph of Article 704.06 of the Standard Specifications:

"Anchor pins, except for the six anchor pins for the barrier unit at each end of an installation, will be paid for at the contract unit price per each for PINNING TEMPORARY CONCRETE BARRIER."

80355

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Traffic Barrier Terminals Type 6 or 6B
Date:	September 26, 2014

This special provision was developed by the Bureau of Design and Environment to revise the attachment for traffic barrier terminals to concrete structures from epoxy grout to chemical adhesive.

This special provision should be inserted in contracts using Highway Design Standard 631031 or 631033.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80356m

TRAFFIC BARRIER TERMINALS TYPE 6 OR 6B (BDE)

Effective: January 1, 2015

Add the following to the Article 631.02 of the Standard Specifications:

"(h) Chemical Adhesive .....1027.01"

80356

Illinois Department of Transportation

Memorandum

To:	All Regional Engineers
From:	Omer M. Osman, P.E.
Subject:	Special Provision for Urban Half Road Closure with Mountable Median
Date:	September 26, 2014

This special provision was developed by the Bureau of Design and Environment to provide statewide requirements for urban half road closures on roadways with mountable medians.

This special provision should be inserted in contracts using Highway Design Standard 701611.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 16, 2015 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 26, 2014.

80357m

URBAN HALF ROAD CLOSURE WITH MOUNTABLE MEDIAN (BDE)

Effective: January 1, 2015

Revise the first paragraph of Article 701.18(j) of the Standard Specifications to read:

> "Urban Traffic Control, Standards 701501, 701502, 701601, 701602, 701606, 701611, 701701, and 701801."

Revise Article 701.18(j)(3) of the Standard Specifications to read:

> "(3) Standards 701606 and 701611. When Standards 701606 or 701611 are specified, reflective pavement markings shall be used when the closure time exceeds four days. The double yellow centerline shall be used in the two-way traffic area in addition to the barricades or drums. Single yellow left edge line shall be used to outline the barricade island. White right edge line shall be used along the barricades delineating the work area."

Revise the first sentence of Article 701.19(c) of the Standard Specifications to read:

> "Traffic control and protection required under Standards 701201, 701206, 701306, 701326, 701336, 701406, 701421, 701451, 701456, 701501, 701502, 701601, 701602, 701606, 701611, 701701 and 701801 will be measured for payment on a lump sum basis."

Add the following to the first paragraph of Article 701.20(b) of the Standard Specifications:

> "TRAFFIC CONTROL AND PROTECTION STANDARD 701611;"

80357