Illinois Department of Transportation

Memorandum

To:	*
From:	Rich Dotson
Subject:	**Special Provision Changes**
Date:	August 10, 2012

The following special provisions have been revised for November 9 , 2012 lettings. Please revise your special provision books accordingly.

Recurring Special Provisions

No Changes.

Interim Special Provisions

ISP Number	Description
Alphabetic ISP Index (Revised)	Remove existing alphabetic index and insert revised index.
Numerical ISP Index (Revised)	Remove existing numeric index and insert revised index.
108.06b (New)	**"Weekly DBE Trucking Reports (BDE)"** New special for another report to fill out.
250.07 (New)	**"Seeding (BDE)"** New special to revise Class 3 seeding mix.
406.00 (Revised)	**"Warm Mix Asphalt (BDE)"** Adjusts the Hamburg Wheel Test criteria and to be used for any HMA Ndesign..
606.02 (New)	**"Synthetic Fibers in Concrete Gutter, Curb, Median, and Paved Ditch (BDE)"** Allows the use of fibers in slipform applications.
780.03 (New)	**"Grooving for Recessed Pavement Markings (BDE)"** Creates specifications and pay items for grooving.
780.13 (New)	**"Polyurea Pavement Markings (BDE)"** Adds pay items for letters and symbols.
1003.04 (New)	**"Granular Materials (BDE)"** Clarifies terminology and allows additional gradations for various granular material applications.
1031.00 (Deleted)	**"Reclaimed Asphalt Pavement (RAP) (BDE)"** Deleted because it was combined with the RAS specification.
1031.01 (Deleted)	**"Reclaimed Asphalt Singles (RAS) (BDE)"** Deleted because it was combined with the RAP specification.

Interim Special Provisions *(Continued)*

ISP Number	Description
1031.00 (New)	**"Reclaimed Asphalt Pavement and Reclaimed Asphalt Shingles (BDE)"** This is the combination of the RAP and RAS specification.

District Special Provisions

District Number	Description
Alphabetic District Index (Revised)	Remove existing alphabetic index and insert revised index.
Numerical District Index (Revised)	Remove existing numeric index and insert revised index.
780.02 (Deleted)	**"Grooving for Recessed Pavement Marking"** Deleted because it is now covered by a BDE special provision.

General Notes

District Number	Description
Alphabetic District General Notes	No Changes.
Numerical District General Notes	No Changes.
351.00 (Revised)	**"Aggregate (Description), Type B"** Revised designer note to discuss what to do when using Aggregate **Wedge** Shoulder pay item.

RJD:tdp:\mgr1\winword\progdev\special provisions\interim spec provs\specprovchngsmemo_2012-08-01.doc

Attachment(s)

cc: * N. Jack, K. Emert, T. Phillips, Team 1, Team 2, Team 3, Team 4, Team 5, Team 6, Team 7, Team 8, Team 9, Team 10, Team 11, Geometrics, Bridge (M. Harris/T. Inglis), Galesburg Design, Local Roads (M. Augspurger), Local Roads (H. Shoup), Materials (L. Williams)

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ **FAP:** _____
Contract No.: _____ **Section:** _____
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√	Dir	File Name	Spec Title	Spec Dates
	BRG\	APSLRP-1.DOC	Approach Slab Repair	E 3/13/97
	DES\	100400.doc	Aggregate Optimization of Class PV Mix for Slipform Paving	E 8/3/12
	DES\	100401.doc	Coarse Aggregate Fill	E 4/29/11
	DES\	100402.doc	Concrete Superstructure Aggregate Optimization	E 8/4/06 R 8/3/12
	DES\	100403b.doc	Coarse Aggregate for Bituminous Courses, Class A	E 6/29/93 R 1/1/07
	DES\	100404.doc	Aggregate Quality	E 7/1/90 R 9/23/96
	DES\	103004.doc	Hot-Mix Asphalt - Mixture Design Verification and Production	E 8/3/12
	DES\	10500.doc	Construction Station Layout	E 7/30/10
	DES\	10506.doc	Prestage Site Construction Meetings	E 6/1/92
	DES\	10507.doc	Removal of Abandoned Underground Utilities	E 1/15/96 R 11/21/96
	DES\	10507a.doc	Status of Utilities/Utilities To Be Adjusted	E 1-21-05
	DES\	10700a.doc	Nationwide 404 Permit Requirements	E 1/22/01 R 8/2/02
	DES\	10731.doc	Location of Underground State Maintained Facilities	E 8/3/07 R 7/31/09
	DES\	10732.doc	Right-of-Way Restrictions	E 7/1/94
	DES\	10803.doc	Delayed Start of Multiple Contracts	E 11/1/01
	DES\	10805a.doc	Date of Completion	E 3/1/90 R 4/28/08
	DES\	10805b.doc	Date of Completion (Plus Working Days)	E 3/1/90 R 7/1/94
	DES\	110303.doc	PCC Automatic Batching Equipment	E 4/23/10
	DES\	20400.doc	Borrow and Furnished Excavation	E 3/7/00 R 4/27/07
	DES\	20500.doc	Geotechnical Reinforcement	E 6/10/93 R 1/1/07
	DES\	20504.doc	Embankment (Restrictions)	E 1/21/05 R 8/3/07
	DES\	20505.doc	Embankment	E 7/1/90 R 8/3/07
	DES\	20505a.doc	Embankment (Small Embankment)	E 10/1/99 R 1/1/07
	DES\	25000.doc	Seeding, Minor Areas	E 7/1/90 R 1/1/07
	DES\	25006a.doc	Mowing	E 12/11/01 R 1/1/12
	DES\	25006b.doc	Mowing	E 12/11/01 R 1/1/12
	DES\	25300.doc	Tree Whip Mixture	E 8/15/91 R 4/25/08
	DES\	25300b.doc	Seedling Mixture A	E 5/5/00 R 11/1/08
	DES\	28100.doc	Grout for Use With Riprap	E 7/30/10
	DES\	28104.doc	Stone Dumped Riprap*	E 4/15/91 R 1/1/07
	DES\	28106.doc	Stone Riprap	E 11/5/10
	DES\	28303.doc	Aggregate Ditch	E 4/15/91 R 10/15/01
	DES\	30101.doc	Proof Rolling	E 4/23/04 R 1/1/07
	DES\	30103.doc	Subgrade Treatment	E 7/1/90 R 4/28/08
	DES\	30200.doc	Soil Modification	E 7/1/90 R 7/30/10
	DES\	31100.doc	Rock Fill	E 10/15/95 R 4/28/08
	DES\	31101.doc	Subbase Granular Material	E 11/5/04

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Designer: _____ **FAP:** _____
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	DES\	35500d.doc	Temporary Pavement	E 10/1/95 R 4/23/10
	DES\	40600.doc	Clean Existing Pavement Edge Joint	E 1/3/00 R 1/1/07
	DES\	40601.doc	Anti-Strip Additive for Hot-Mix Asphalt	E 7/30/10
	DES\	40602.doc	Hot-Mix Asphalt - Prime Coat	E 4/29/11
	DES\	40604a.doc	Hot-Mix Asphalt Surface Course Surface Tests	E 11/1/03 R 1/1/07
	DES\	40613.doc	Payment for Use of Material Transfer Device	E 4/23/10
	DES\	40706.doc	Bituminous Prime Coat for Hot-Mix Asphalt Pavement (Full-Depth)	E 8/3/07 R 4/23/10
	DES\	40713.doc	Grooved-in Rumble Strip	E 11/16/07 R 7/30/10
	DES\	42020.doc	Railroad Approach Pavement	E 10/1/95 R 1/1/07
	DES\	42401.doc	Sidewalk Drains	E 3/1/91 R 1/1/07
	DES\	42402.doc	Temporary Sidewalks	E 3/1/91 R 2/1/96
	DES\	44001.doc	Bridge Wearing Surface Removal	E 7/1/90 R 1/1/07
	DES\	44003.doc	Protection of Frames and Lids of Utility Structures	E 3/6/91 R 1/1/07
	DES\	44003a.doc	Hot-Mix Asphalt Surface Removal, **" (** mm)	E 3/1/93 R 7/31/09
	DES\	44003b.doc	Hot-Mix Asphalt Surface Removal, **" (** mm)	E 2/5/93 R 7/31/09
	DES\	44003c.doc	Center Joint Repair System	E 3/1/91 R 1/1/07
	DES\	44003d.doc	Pavement Drainage After Cold Milling	E 3/15/96 R 1/1/07
	DES\	44003e.doc	Pavement Patching with Hot-Mix Asphalt Surface Removal	E 3/1/97 R 1/1/07
	DES\	44003f.doc	Hot-Mix Asphalt Concrete Milling Material	E 11/1/03 R 8/3/07
	DES\	44200.doc	Class (*) Patches, Type (**),(***) "	E 1/1/99 R 11/1/07
	DES\	44300.doc	Reflective Crack Control Treatment	E 3/1/96 R 1/1/07
	DES\	45100.doc	Crack and Joint Sealing	E 6/15/97 R 1/1/07
	DES\	48205.doc	Hot-Mix Asphalt Shoulder Resurfacing Required to be Constructed Simultaneously with Mainline Paving	E 4/23/10
	DES\	48206.doc	Hot-Mix Asphalt Shoulder Resurfacing Constructed Simultaneously with Mainline Paving	E 1/22/01 R 1/1/07
	DES\	50103.doc	Concrete Headwall Removal	E 7/1/90
	DES\	50104.doc	Concrete Handrail Removal	E 7/1/90 R 1/1/07
	DES\	50300.doc	Bin-Type Retaining Wall	E 7/1/90 R 1/1/07
	DES\	50301.doc	Concrete Wearing Surface	E 7/1/90 R 1/1/07
	DES\	50302.doc	Surface Filler, Special (Gallon)	E 4/23/10
	DES\	50312.doc	Plug Existing Deck Drains	E 1/1/96 R 3/22/01
	DES\	50312a.doc	Floor Drain Extension	E 3/22/01
	DES\	50317.doc	Bridge Floor Finishing Machine	E 5/1/95 R 1/1/07
	DES\	50319.doc	Protective Coat, Special	E 4/23/10
	DES\	52100b.doc	Jack and Reposition Bearings	E 11/15/93 R 1/1/09
	DES\	52100c.doc	Jacking and Cribbing	E 1/1/94 R 1/1/07

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County: _____

	DES\	54200.doc	Seepage Collar	E 12/1/96
	DES\	54201.doc	Remove and Relay Pipe Culverts	E 7/1/90 R 1/1/07
	DES\	54204.doc	Pipe Culverts	E 7/1/90 R 1/1/07
	DES\	54204e.doc	Backfill - Pipe Culverts	E 10/15/95 R 1/1/07
	DES\	55000.doc	Storm Sewer, (Water Main Quality Pipe)	E 1/1/11 R 1/1/12
	DES\	55002.doc	Storm Sewer (Special)	E 7/1/90 R 1/1/07
	DES\	55007.doc	Backfill, Building Removal	E 8/20/91 R 1/1/07
	DES\	55200.doc	Steel Pipe Culvert, Special (Jacked) * inches (* mm)	E 7/1/94 R 1/1/07
	DES\	55201.doc	(*Storm Sewer/Pipe Culvert) Jacked in Place, ** inches (** mm)	E 7/1/94 R 1/1/07
	DES\	56100.doc	Steel Casings * inches (* mm)	E 7/1/90 R 1/1/07
	DES\	60101.doc	Pipe Underdrain	E 8/1/03
	DES\	60200a.doc	Inlets, Type G-1	E 10/1/95 R 1/1/07
	DES\	60200b.doc	Inlets, Type G-1, Special	E 10/1/95 R 1/1/07
	DES\	60200c.doc	Inlets, Type G-1, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200d.doc	Inlet Manhole, Type G-1, 4' (1.2 m) Diameter	E 10/1/95 R 1/1/07
	DES\	60200e.doc	Inlet-Manhole, Type G-1, 4' (1.2 m) Diameter, Special	E 10/1/95 R 1/1/07
	DES\	60200f.doc	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter	E 10/1/95 R 1/1/07
	DES\	60200g.doc	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Special	E 10/1/95 R 1/1/07
	DES\	60200h.doc	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200i.doc	Inlet-Manhole, Type G-1, 8' (2.4 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
	DES\	60200j.doc	Manhole to be Adjusted with New Type G-1 Frame and Grate	E 10/1/95 R 1/1/07
	DES\	60200k.doc	Temporary Inlet Drainage Treatment	E 1/1/97
	DES\	60200l.doc	Inlets, Type G-2	E 11/1/03 R 1/1/07
	DES\	60200m.doc	Inlets, Type G-1, Double	E 7/31/09
	DES\	60504.doc	Filling Existing Inlets	E 7/1/90 R 7/1/94
	DES\	60504a.doc	Filling Existing Culverts	E 10/15/95 R 1/1/07
	DES\	60504b.doc	Filling Existing Drainage Structures	E 10/15/95 R 1/1/07
	DES\	60608.doc	Island Pavement Constructed on Existing Pavement	E 1/1/97 R 1/1/07
	DES\	60612.doc	Drainage Holes	E 7/1/90 R 1/1/07
	DES\	63000.doc	Erosion Control Curb	E 4/1/91 R 1/1/07
	DES\	63001.doc	Guardrail Aggregate Erosion Control	E 2/1/93 R 1/1/07
	DES\	63008.doc	Steel Plate Beam Guardrail, Type A, 6.75 Foot Posts	E 7/31/09 R 4/27/12
	DES\	63104.doc	Traffic Barrier Terminals, Type 1, Special (Flared) or (Tangent)	E 7/31/09
	DES\	63107.doc	Traffic Barrier Terminals, Type 6	E 7/31/09
	DES\	63111c.doc	Traffic Barrier Terminals	E 2/1/96 R 11/5/04

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	DES\	63114.doc	Traffic Barrier Terminals, Type 2	E 7/31/09
	DES\	63200.doc	Guard Post Removal	E 7/1/90 R 1/1/07
	DES\	63500.doc	Flexible Delineator Maintenance	E 5/5/92 R 1/1/94
	DES\	63501.doc	Flexible Delineators	E 10/1/95 R 1/1/07
	DES\	66704.doc	Permanent Survey Marker, Type 1, Bridge Placement	E 7/1/90 R 3/11/11
	DES\	66802.doc	Permanent Survey Ties	E 4/1/91 R 4/27/12
	DES\	67005.doc	Equipment Vault for Nuclear Testing Equipment	E 6/24/93 R 7/1/94
	DES\	68000.doc	Railroad Track Removal	E 11/1/94 R 1/1/07
	DES\	68000a.doc	Railroad Ties Removal and Disposal	E 11/1/94 R 10/1/95
	DES\	68300.doc	Mortared Stone Wall	E 3/1/91 R 1/1/07
	DES\	70100.doc	Traffic Control Plan	E R
	DES\	70106.doc	Speeding Penalty	E 1/21/05
	DES\	70108b.doc	Traffic Control and Protection Standard 701331 (Special)	E 10/15/95 R 7/31/09
	DES\	70114.doc	Width Restriction Signing	E 11/1/07 R 1/1/12
	DES\	70120.doc	Traffic Control and Protection BLR 21 and BLR 21 (Special)	E 4/25/08
	DES\	70121.doc	Traffic Control and Protection BLR 22 and BLR 22 (Special)	E 4/25/08 R 7/31/09
	DES\	70122.doc	Traffic Control and Protection Standard 701606 (Special)	E 7/31/09
	DES\	70300.doc	Pavement Marking Removal/Work Zone Pavement Marking Removal	E 4/29/05
	DES\	70400.doc	Temporary Concrete Barrier, State Owned and Temporary Concrete Barrier Terminal Sections, State Owned	E 5/1/91 R 1/1/07
	DES\	70400a.doc	Temporary Concrete Barrier Reflectors	E 1/21/05
	DES\	78000.doc	Thermoplastic Pavement Marking Equipment	E 7/1/90 R 1/1/07
	DES\	78007.doc	Preformed Plastic Pavement Markings	E 7/31/09
	DES\	78100.doc	Temporary Raised Reflective Pavement Marker	E 10/1/95 R 1/1/07
	DES\	81000.doc	Conduit, Pushed or Trenched	E 10/1/91 R 1/1/07
	DES\	81500.doc	Trench & Backfill, Special for Conduit Installation Beneath Bituminous Shoulders	E 3/21/94 R 1/1/07
	DES\	86300.doc	Terminal Facility	E 3/21/94 R 1/1/07
	DES\	87300.doc	Electric Cable in Conduit, Lead-In, No. 18	E 3/21/94 R 10/15/01
	DES\	88600.doc	Detector Loop, Special for Traffic Counters	E 3/21/94 R 1/1/07
	DES\	88600a.doc	Detector Loops, Type 1	E 3/1/96 R 8/3/07

BDE Special Provisions Checklist

November 9, 2012 Letting

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

Designer: _____ **FAP:** _____

Contract No.: _____ **Section:** _____

Letting: _____ **County:** _____

BDE SPECIAL PROVISIONS
For the November 9, 2012 Letting

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, 2007
80275	3		Agreement to Plan Quantity	Jan. 1, 2012	
80274	4		Aggregate Subgrade Improvement	April 1, 2012	Aug. 1, 2012
80192	5		Automated Flagger Assistance Device	Jan. 1, 2008	
80173	6		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Jan. 1, 2012
80241	7		Bridge Demolition Debris	July 1, 2009	
80276	8		Bridge Relief Joint Sealer (NOTE: This special provision was previously named *"Concrete Joint Sealer"*.)	Jan. 1, 2012	Aug. 1, 2012
5026I	9		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	10		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	11		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	12		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80291	13		Calcium Chloride Accelerator for Class PP-2 Concrete	April 1, 2012	
80292	14		Coarse Aggregate in Bridge Approach Slabs/Footings	April 1, 2012	
80198	15		Completion Date (via calendar days)	April 1, 2008	
80199	16		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	17		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	
80294	18		Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	
80277	19		Concrete Mix Design – Department Provided	Jan. 1, 2012	
80261	20		Construction Air Quality – Diesel Retrofit	June 1, 2010	
80237	21		Construction Air Quality – Diesel Vehicle Emissions Control	April 1, 2009	Jan. 2, 2012
80239	22		Construction Air Quality – Idling Restrictions	April 1, 2009	
80177	23		Digital Terrain Modeling for Earthwork Calculations	April 1, 2007	
80029	24		Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
80272	25		Drainage and Inlet Protection Under Traffic	April 1, 2011	Jan. 1, 2012
80296	26	X	Errata for the 2012 Standard Specifications	April 1, 2012	Aug. 1, 2012
80228	27		Flagger at Side Roads and Entrances	April 1, 2009	
80265	28		Friction Aggregate	Jan. 1, 2011	
80229	29		Fuel Cost Adjustment	April 1, 2009	July 1, 2009
* 80303	30		Granular Materials	Nov. 1, 2012	
* 80304	31		Grooving for Recessed Pavement Markings	Nov. 1, 2012	
80169	32		High Tension Cable Median Barrier	Jan. 1, 2007	April 1, 2009
80246	33		Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
80109	34		Impact Attenuators	Nov. 1, 2003	Jan. 1, 2012
80110	35		Impact Attenuators, Temporary	Nov. 1, 2003	Jan. 1, 2012
80045	36		Material Transfer Device	June 15, 1999	Jan. 1, 2009
80203	37		Metal Hardware Cast into Concrete	April 1, 2008	Jan. 1, 2012
80297	38		Modified Urethane Pavement Marking	April 1, 2012	
80165	39		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80253	40		Movable Traffic Barrier	Jan. 1, 2010	Jan. 1, 2012
80231	41		Pavement Marking Removal	April 1, 2009	
80298	42		Pavement Marking Tape Type IV	April 1, 2012	

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	File Name	#		Special Provision Title	Effective	Revised
	80254	43		Pavement Patching	Jan. 1, 2010	
	80022	44	X	Payments to Subcontractors	June 1, 2000	Jan. 1, 2006
	80290	45		Payrolls and Payroll Records	Jan. 2, 2012	
	80278	46		Planting Woody Plants	Jan. 1, 2012	Aug. 1, 2012
*	80305	47		Polyurea Pavement Markings	Nov. 1, 2012	
	80279	48		Portland Cement Concrete	Jan. 1, 2012	
	80299	49		Portland Cement Concrete Inlay or Overlay	April 1, 2012	
	80280	50		Portland Cement Concrete Sidewalk	Jan. 1, 2012	
	80300	51		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	
	80218	52		Preventive Maintenance – Bituminous Surface Treatment	Jan. 1, 2009	April 1, 2012
	80219	53		Preventive Maintenance – Cape Seal	Jan. 1, 2009	April 1, 2012
	80220	54		Preventive Maintenance – Micro-Surfacing	Jan. 1, 2009	April 1, 2012
	80221	55		Preventive Maintenance – Slurry Seal	Jan. 1, 2009	April 1, 2012
	80281	56		Quality Control/Quality Assurance of Concrete Mixtures	Jan. 1, 2012	
	3426I	57		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	58		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
*	80306	59		Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS) (NOTE: The special provisions *"Reclaimed Asphalt Pavement (RAP)"* and *"Reclaimed Asphalt Shingles (RAS)"* were combined to create this special provision.	Nov. 1, 2012	
	80283	60		Removal and Disposal of Regulated Substances	Jan. 1, 2012	
	80224	61		Restoring Bridge Approach Pavements Using High-Density Foam	Jan. 1, 2009	Jan. 1, 2012
	80271	62		Safety Edge	April 1, 2011	
*	80307	63		Seeding	Nov. 1, 2012	
	80152	64		Self-Consolidating Concrete for Cast-In-Place Construction	Nov. 1, 2005	April 1, 2012
	80132	65		Self-Consolidating Concrete for Precast and Precast Prestressed Products (NOTE: This special provision was previously named "*Self-Consolidating Concrete for Precast Products*")	July 1, 2004	April 1, 2012
	80284	66		Shoulder Rumble Strips	Jan. 1, 2012	
	80285	67		Sidewalk, Corner or Crosswalk Closure	Jan. 1, 2012	
	80127	68		Steel Cost Adjustment	April 2, 2004	April 1, 2009
	80255	69		Stone Matrix Asphalt	Jan. 1, 2010	Jan. 1, 2012
	80143	70	X	Subcontractor Mobilization Payments	April 2, 2005	April 1, 2011
	80075	71		Surface Testing of Pavements	April 1, 2002	Jan. 1, 2007
*	80308	72		Synthetic Fibers in Concrete Gutter, Curb, Median and Paved Ditch	Nov. 1, 2012	
	80286	73		Temporary Erosion and Sediment Control	Jan. 1, 2012	
	80225	74		Temporary Raised Pavement Marker	Jan. 1, 2009	
	80256	75		Temporary Water Filled Barrier	Jan. 1, 2010	Jan. 1, 2012
	80301	76		Tracking the Use of Pesticides	Aug. 1, 2012	
	80287	77		Type G Inlet Box	Jan. 1, 2012	
	80273	78		Traffic Control Deficiency Deduction	Aug. 1, 2011	
	20338	79		Training Special Provisions	Oct. 15, 1975	
	80270	80	X	Utility Coordination and Conflicts	April 1, 2011	Jan. 1, 2012
*	80288	81		Warm Mix Asphalt	Nov. 1, 2012	
*	80302	82		Weekly DBE Trucking Reports	June 2, 2012	
	80289	83		Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
	80071	84		Working Days	Jan. 1, 2002	

The following special provisions have been deleted from use:

80172 Reclaimed Asphalt Pavement (RAP)
80282 Reclaimed Asphalt Shingles (RAS)

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

The following special provisions are either in the 2012 Standard Specifications, the 2012 Recurring Special Provisions, or the special provision Portland Cement Concrete:

File Name	Special Provision Title	New Location	Effective	Revised
80186	Alkali-Silica Reaction for Cast-in-Place Concrete	The special provision Portland Cement Concrete	Aug. 1, 2007	Jan. 1, 2009
80213	Alkali-Silica Reaction for Precast and Precast Prestressed Concrete	The special provision Portland Cement Concrete	Jan. 1, 2009	
80207	Approval of Proposed Borrow Areas, Use Areas, and/or Waste Areas	Article 107.22	Nov. 1, 2008	Nov. 1, 2010
80166	Cement	Section 1001	Jan. 1, 2007	April 1, 2011
80260	Certification of Metal Fabricator	Article 106.08	July 1, 2010	
80094	Concrete Admixtures	Section 1021 and the special provision Portland Cement Concrete	Jan. 1, 2003	April 1, 2009
80226	Concrete Mix Designs	The special provision Portland Cement Concrete	April 1, 2009	
80227	Determination of Thickness	Articles 353.12, 353.13, 353.14, 354.09, 355.09, 356.07, 407.10, 482.06, and 483.07	April 1, 2009	
80179	Engineer's Field Office Type A	Articles 670.02 and 670.07	April 1, 2007	Jan. 1, 2011
80205	Engineer's Field Office Type B	Articles 670.04 and 670.07	Aug. 1, 2008	Jan. 1, 2011
80189	Equipment Rental Rates	Articles 105.07 and 109.04	Aug. 2, 2007	Jan. 2, 2008
80249	Frames and Grates	Articles 609.02 and 609.04	Jan. 1, 2010	
80194	HMA – Hauling on Partially Completed Full-Depth Pavement	Article 407.08	Jan. 1, 2008	
80245	Hot-Mix Asphalt – Anti-Stripping Additive	Article 1030.04	Nov. 1, 2009	
80250	Hot-Mix Asphalt – Drop-Offs	Article 701.07	Jan. 1, 2010	
80259	Hot Mix Asphalt – Fine Aggregate	Articles 1003.01 and 1003.03	April 1, 2010	
80252	Improved Subgrade	Articles 302.04, 302.07, 302.08, 302.10, 302.11, 310.04, 310.08, 310.10, 310.11, and 311.05	Jan. 1, 2010	
80266	Lane Closure, Multilane, Intermittent or Moving Operation, for Speeds ≤ 40 MPH	Article 701.19	Jan. 1, 2011	Jan. 2, 2011
80230	Liquidated Damages	Article 108.09	April 1, 2009	April 1, 2011
80267	Long-Span Guardrail over Culvert	Articles 630.07 and 630.08	Jan. 1, 2011	
80262	Mulch and Erosion Control Blankets	Articles 251.03, 251.04, 251.06, 251.07, and 1081.06	Nov. 1, 2010	April 1, 2011
80180	National Pollutant Discharge Elimination System / Erosion and Sediment Control Deficiency Deduction	Article 105.03	April 1, 2007	Nov. 1, 2009
80208	Nighttime Work Zone Lighting	Section 702	Nov. 1, 2008	
80232	Pipe Culverts	Articles 542.03, 542.04, 542.11, and 1040.04	April 1, 2009	April 1, 2010
80263	Planting Perennial Plants	Section 254 and Article 1081.02	Jan. 1, 2011	
80210	Portland Cement Concrete Inlay or Overlay	Recurring CS #29	Nov. 1, 2008	
80217	Post Clips for Extruded Aluminum Signs	Article 1090.03	Jan. 1, 2009	
80268	Post Mounting of Signs	Article 701.14	Jan. 1, 2011	
80171	Precast Handling Holes	Articles 540.02, 540.06, 542.02, 542.04, 550.02, 550.06, 602.02, 602.07, and 1042.16	Jan. 1, 2007	
80015	Public Convenience and Safety	Article 107.09	Jan. 1, 2000	

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

File Name	Special Provision Title	New Location	Effective	Revised
80247	Raised Reflective Pavement Markers	Article 781.03	Nov. 1, 2009	April 1, 2010
80131	Seeding	Articles 250.07 and 1081.04	July 1, 2004	July 1, 2010
80264	Selection of Labor	Recurring CS #5	July 2, 2010	
80234	Storm Sewers	Articles 550.02, 550.03, 550.06, 550.07, 550.08, and 1040.04	April 1, 2009	April 1, 2010
80087	Temporary Erosion Control	Articles 280.02, 280.03, 280.04, 280.07, 280.08, and 1081.15	Nov. 1, 2002	Jan. 1, 2011
80257	Traffic Barrier Terminal, Type 6	Article 631.07	Jan. 1, 2010	
80269	Traffic Control Surveillance	Article 701.10	Jan. 1, 2011	
80258	Truck Mounted/Trailer Mounted Attenuators	Articles 701.03, 701.15, and 1106.02	Jan. 1, 2010	

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

Index for
Supplemental Specifications
and
Recurring Special Provisions

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2012

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

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

Designer Notes
Recurring Special Provisions

Designer Notes for January 1, 2012 Recurring Special Provisions

(Updated for August 3, 2012 letting)

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

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

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

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

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

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

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

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

9. Designer Note: (See #10 below.) Depending on IDOT manpower, this check sheet will be included as a pay item when the Contractor will be required to do all contract staking, except bridges. A large span culvert measuring more than 6 meters (20 feet) along the survey line will require a structure number be assigned to the structure. This will require that the Designer, if he is calling for Contractor staking, use the check sheet entitled Construction Layout Stakes and not the check sheet entitled Construction Layout Stakes Except for Structures. Discuss with the Bureau of Project Implementation (Construction) as to what manpower sources are available.

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

    Discuss this check sheet with the Bureau of Project Implementation (Construction) as to what manpower sources are available.

11. Designer Note: This special provision specifies the requirements for geotextile fabric for use on railroad crossings.

    Include only on projects where the railroad crossing is a contract pay item. Also may be required for temporary crossings.

    Railroad crossings are generally (99%) handled by the Railroad through an agreement and not part of our contract. If in doubt as to how to handle, discuss with Project Support.

12. Designer Note: Use this check sheet where existing pavement is being reconstructed and voids are evident under the existing pavement that can be filled by grouting. Discuss with Maintenance Field Engineer responsible for the area.

    NOTE: A detail of the slab movement detection device is included in CADD and this drawing must be included in your contract plans.

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

14. Designer Note: This check sheet requires that once a lift of bituminous resurfacing is placed on a lane of pavement, any adjoining bituminous shoulder shall be resurfaced with an equal thickness before any other lane is resurfaced for each lift of resurfacing. Insert this special on resurfacing projects which meet the following criteria: All four lane interstates and freeways, all four lane expressways, four lane highways with ADT > 25,000 or peak one-way VPH > 1700, two lane highways with ADT > 10,000 or peak one-way VPH > 800.

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

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

17. Designer Note: This check sheet was developed by Materials and Physical Research as an alternate to replacing Preformed Joint Sealer and Neoprene Expansion Joints up to 65 mm (2 ½ inches). Include with any projects that have POLYMER CONCRETE as a pay item.

18. Designer Note: This rehabilitation process can be used in a variety of gravity applications such as trenchless rehabilitation of sanitary sewers, storm sewers, and process piping. Insert this special provision if trenchless repair of the items listed above is selected. Prior to selection consult your Project Engineer. Additional information such as size of pipe to be lined, number of laterals, and manhole treatment may be necessary.

19. Designer Note: This check sheet calls for CA 16 for backfill and wrapping the trench. Discuss usage with Implementation.

20. Designer Note: This check sheet was developed by the Central Bureau of Traffic and should be incorporated into all plans containing guardrail, barrier wall or bridge rail. The designer is required to specify the color of all reflectors to be placed and to provide appropriate traffic control standards for the installation of reflectors/markers. It is the District's option to select the type of reflector marker for use on guardrail and barrier walls, and the type of terminal marker for guardrail. This option should be specified by the pay item used. The District prefers use of the top mounted reflector Type C on barrier walls. Include Highway Standards 635006 and 635011 in the plans if this Check Sheet is used.

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

22. Designer Note: This special provision covers the installation of temporary glare screens on temporary concrete barrier. Glare screens may be needed on temporary concrete barriers separating opposing lanes of traffic, especially on horizontal and vertical curves where oncoming headlight glare could be a problem. Discuss usage with your project engineer.

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

24. Designer Note: Intended for use on all freeway/expressway contracts with lane closures as shown on Highway Standard 701400. It may also be used at the District's discretion on high visibility projects and/or projects that will require several months to complete.

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

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

27. Designer Note: This check sheet was developed to address difficulties with obtaining metric sized reinforcement bars. Include in all metric projects containing reinforcement bars.

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

29. Designer Note: Insert into contracts where a PCC inlay or overlay is selected. This method is for locations where excessive rutting has become a problem. Discuss with the Project Engineer, Operations, and Implementation before using. Also, refer to BDE Manual, Chapter 53 before using.

30. Designer Note: Do not use Check Sheet #30 unless requested by Materials.

31. Designer Note: Do not use Check #31. Use BDE special instead. This check sheet has been modified by BDE Special "Quality Control/Quality Assurance of Concrete Mixtures."

BDE Special Provisions

Numeric Index

REVISED INDEX

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

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

Standard Spec. No.	PC No.	Item
100.00	10000	Errata for the 2012 Standard Specifications
105.04	10504	Traffic Control Deficiency Deduction
105.07	10507	Utility Coordination and Conflicts
107.00	10700	Construction Air Quality – Diesel Vehicle Emissions Control
107.01	10701	Construction Air Quality – Diesel Retrofit
107.11a	10711a	Railroad Protective Liability Insurance
107.11b	10711b	Railroad Protective Liability Insurance (5 and 10)
107.19a	10719a	Building Removal Case I
107.19b	10719b	Building Removal Case II
107.19c	10719c	Building Removal Case III
107.19d	10719d	Building Removal Case IV
107.23	10723	Tracking the Use of Pesticides
107.37	10737	Construction Air Quality – Idling Restrictions
107.38	10738	Bridge Demolition Debris
108.00	10800	Payrolls and Payroll Records
108.05	10805	Working Days
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus Working Days
108.06	10806	Training Special Provision
108.06a	10806a	Disadvantaged Business Enterprise Participation
108.06b	10806b	Weekly DBE Trucking Reports

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

Standard Spec. No.	PC No.	Item
109.00a	10900a	Steel Cost Adjustment
109.01	10901	Bituminous Materials Cost Adjustments
109.03	10903	Fuel Cost Adjustment
109.07	10907	Payments to Subcontractors
202.07	20207	Digital Terrain Modeling for Earthwork Calculations
202.07a	20207a	Agreement to Plan Quantity
250.07	25007	Seeding
253.00	25300	Planting Woody Plants
280.02	28002	Above Grade Inlet Protection
280.04	28004	Temporary Erosion and Sediment Control
303.00	30300	Aggregate Subgrade Improvement
312.26	31226	Portland Cement Concrete
400.01	40001	Preventive Maintenance – Cape Seal
400.02	40002	Preventive Maintenance – Micro-Surfacing
400.03	40003	Preventive Maintenance – Slurry Seal
400.04	40004	Preventive Maintenance – Bituminous Surface Treatment
406.00	40600	Warm Mix Asphalt
406.00f	40600f	Material Transfer Device
406.05	40605	Safety Edge
406.06	40606	Stone Matrix Asphalt
406.07	40607	Hot-Mix Asphalt – Density Testing of Longitudinal Joints
406.21	40621	Surface Testing of Interstate Pavements
420.00	42000	Portland Cement Concrete Inlay or Overlay

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

Standard Spec. No.	PC No.	Item
420.07	42007	Portland Cement Concrete Sidewalk
420.16	42016	Restoring Bridge Approach Pavements Using High-Density Foam
442.00	44200	Calcium Chloride Accelerator for Class PP-2 Concrete
503.02	50302	Metal Hardware Cast Into Concrete
503.19	50319	Bridge Relief Joint Sealer
504.00	50400	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet
504.04	50404	Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews >30 Degrees with Design Fills > 5 Feet
603.02	60302	Drainage and Inlet Protection Under Traffic
606.02	60602	Synthetic Fibers in Concrete Gutter, Curb, Median, and Paved Ditch
610.09	61009	Type G Inlet Box
642.05	64205	Shoulder Rumble Strips
643.00	64300	High Tension Cable Median Barrier
669.01	69901	Removal and Disposal of Regulated Substances
671.00	67100	Subcontractor Mobilization Payments
701.00	70100	Automated Flagger Assistance Devices
701.13	70113	Flagger at Side Roads and Entrances
701.15	70115	Sidewalk, Corner or Crosswalk Closure
701.17	70117	Pavement Patching
702.00c	70200c	Impact Attenuators
702.00d	70200d	Impact Attenuators, Temporary
703.00	70300	Temporary Raised Pavement Marker
703.02	70302	Pavement Marking Tape Type IV
780.00	780.00	Wet Reflective Thermoplastic Pavement Marking

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

Standard Spec. No.	PC No.	Item
780.01	78001	Modified Urethane pavement Marking
780.02	78002	Preformed Plastic Pavement Marking Type D - Inlaid
780.03	780.03	Grooving for Recessed Pavement Markings
780.13	78013	Polyurea Pavement Markings
783.03	78303	Pavement Marking Removal
888.00	88800	Accessible Pedestrian Signals (APS)
1003.04	100304	Granular Materials
1004.01	100401	Friction Aggregate
1004.02	100402	Coarse Aggregate in Bridge Approach Slabs/Footings
1008.27	100827	Moisture Cured Urethane Paint System
1020.00	102000	Self-Consolidating Concrete for Precast and Precast Prestressed Products
1020.01	102001	Self-Consolidating Concrete for Cast-in-Place Construction
1020.05a	102005a	Concrete Mix Design – Department Provided
1020.16	102016	Quality Control/Quality Assurance of Concrete Mixtures
1031.00	103100	Reclaimed Asphalt Pavement and Reclaimed Asphalt Shingles
1106.02i	110602i	Movable Traffic Barrier
1106.02k	110602k	Temporary Water Filled Barrier

BDE Special Provisions

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

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

Standard Spec. No.	PC No.	Item
280.02	28002	Above Grade Inlet Protection
888.00	88800	Accessible Pedestrian Signals (APS)
303.00	30300	Aggregate Subgrade Improvement
202.07a	20207a	Agreement to Plan Quantity
701.00	70100	Automated Flagger Assistance Devices
109.01	10901	Bituminous Materials Cost Adjustment
107.38	10738	Bridge Demolition Debris
503.19	50319	Bridge Relief Joint Sealer
107.19a	10719a	Building Removal Case I
107.19b	10719b	Building Removal Case II
107.19c	10719c	Building Removal Case III
107.19d	10719d	Building Removal Case IV
442.00	44200	Calcium Chloride Accelerator for Class PP-2 Concrete
1004.02	100402	Coarse Aggregate in Bridge Approach Slabs/Footings
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus working Days
504.00	50400	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet
504.04	50404	Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews >30 Degrees with Design Fills > 5 Feet
503.19	50319	Concrete Joint Sealer
1020.05a	102005a	Concrete Mix Design – Department Provided

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

Standard Spec. No.	PC No.	Item
107.00	10700	Construction Air Quality – Diesel Vehicle Emissions Control
107.01	10701	Construction Air Quality – Diesel Retrofit
107.37	10737	Construction air Quality – Idling Restrictions
202.07	20207	Digital Terrain Modeling for Earthwork Calculations
108.06a	10806a	Disadvantaged Business Enterprise Participation
603.02	60302	Drainage and Inlet Protection Under Traffic
100.00	10000	Errata for the 2012 Standard Specifications
701.13	70113	Flagger at Side Roads and Entrances
1004.01	100401	Friction Aggregate
109.03	10903	Fuel Cost Adjustment
1003.04	100304	Granular Materials
780.03	780.03	Grooving for Recessed Pavement Markings
643.00	64300	High Tension Cable Median Barrier
406.07	40607	Hot-Mix Asphalt-Density Testing of Longitudinal Joints
702.00c	70200c	Impact Attenuators
702.00d	70200d	Impact Attenuators, Temporary
406.00f	40600f	Material Transfer Device
503.02	50302	Metal Hardware Cast into Concrete
780.01	78001	Modified Urethane Pavement Marking
1008.27	100827	Moisture Cured Urethane Paint System
1106.02i	110602i	Movable Traffic Barrier
783.03	78303	Pavement Marking Removal
703.02	70302	Pavement Marking Tape Type IV

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

Standard Spec. No.	PC No.	Item
701.17	70117	Pavement Patching
109.07	10907	Payments to Subcontractors
108.00	10800	Payrolls and Payroll Records
253.00	25300	Planting Woody Plants
780.13	78013	Polyruea Pavement Markings
312.26	31226	Portland Cement Concrete
420.00	42000	Portland Cement Concrete Inlay or Overlay
420.07	42007	Portland Cement Concrete Sidewalk
780.00	78000	Preformed Plastic Pavement Marking Type D - Inlaid
400.04	40004	Preventive Maintenance - Bituminous Surface Treatment
400.01	40001	Preventive Maintenance – Cape Seal
400.02	40002	Preventive Maintenance – Micro-Surfacing
400.03	40003	Preventive Maintenance – Slurry Seal
1020.16	102016	Quality Control/Quality Assurance of Concrete Mixtures
107.11	10711a	Railroad Protective Liability Insurance
107.11	10711b	Railroad Protective Liability Insurance (5 and 10)
1031.00	103100	Reclaimed Asphalt Pavement and Reclaimed Asphalt Singles
669.01	66901	Removal and Disposal of Regulated Substances
420.16	42016	Restoring Bridge Approach Pavements Using High-Density Foam
406.05	40605	Safety Edge
250.07	25007	Seeding

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

Standard Spec. No.	PC No.	Item
1020.01	102001	Self-Consolidating Concrete for Cast-in-Place Construction
1020.00	102000	Self-Consolidating Concrete for Precast and Precast Prestressed Products
642.05	64205	Shoulder Rumble Strips
701.15	70115	Sidewalk, Corner or Crosswalk Closure
109.00	10900a	Steel Cost Adjustment
406.06	40606	Stone Matrix Asphalt
671.00	67100	Subcontractor Mobilization Payments
406.21	40621	Surface Testing of Pavements
606.02	60602	Synthetic Fibers in Concrete Gutters, Curb, Median, and Paved Ditch
280.04	28004	Temporary Erosion and Sediment Control
703.00	70300	Temporary Raised Pavement Marker
1106.02k	110602k	Temporary Water Filled Barrier
107.23	10723	Tracking the Use of Pesticides
105.04	10504	Traffic Control Deficiency Deduction
108.06	10806	Training Special Provision
610.09	61009	Type G Inlet Box
105.07	10507	Utility Coordination and Conflicts
406.00	40600	Warm Mix Asphalt
108.06b	10806b	Weekly DBE Trucking Reports (BDE)
780.00	78000	Wet Reflective Thermoplastic Pavement Marking
108.05	10805	Working Days

Designer Note: Insert into all contracts.

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.

Designer Note: Insert into all contracts with Seeding, Class 3.

SEEDING (BDE)

Effective: November 1, 2012

Revise the following seeding mixture shown in Table 1 of Article 250.07 of the Standard Specifications to read.

"TABLE 1 - SEEDING MIXTURES		
Class - Type	Seeds	lb/acre (kg/hectare)
3 Northern Illinois Slope Mixture 7/	Elymus Canadensis (Canada Wild Rye) 5/	5 (5)
	Perennial Ryegrass	20 (20)
	Alsike Clover 2/	5 (5)
	Desmanthus Illinoensis (Illinois Bundleflower) 2/, 5/	2 (2)
	Andropogon Scoparius (Little Bluestem) 5/	12 (12)
	Bouteloua Curtipendula (Side-Oats Grama) 5/	10 (10)
	Fult Salt Grass 1/	30 (35)
	Oats, Spring	50 (55)
	Slender Wheat Grass 5/	15 (15)
	Buffalo Grass (Cody or Bowie) 4/, 5/, 9/	5 (5)"

Designer Note: Insert in all HMA contracts.

WARM MIX ASPHALT (BDE)

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

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.

Materials.

Add the following to Article 1030.02 of the Standard Specifications.

"(h) Warm Mix Asphalt (WMA) Technologies (Note 3)"

Add the following note to Article 1030.02 of the Standard Specifications.

"Note 3. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm-Mix Asphalt Technologies"."

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.

"(d) 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. Additional mixture verification requirements include Hamburg Wheel testing according to Illinois Modified AASHTO T324 and tensile strength testing according to Illinois Modified AASHTO T283 which shall meet the criteria in Tables 1 and 2 respectively herein. The Contractor shall provide the additional material as follows:

a. Four gyratory specimens to be prepared in the Contractor's lab according to Illinois Modified AASHTO T324.

b. Sufficient mixture to conduct tensile strength testing according to Illinois Modified AASHTO T283.

Table 1. Illinois Modified AASHTO T324 Requirements [1/]

Asphalt Binder Grade	# Wheel Passes	Max Rut Depth in. (mm)
PG 76-XX	20,000	1/2 in. (12.5 mm)
PG 70-XX	15,000	1/2 in. (12.5 mm)
PG 64-XX	7,500	1/2 in. (12.5 mm)
PG 58-XX	5,000	1/2 in. (12.5 mm)

1/ Loose WMA shall be oven aged at 270 ±5°F (132 ±3°C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Table 2. Tensile Strength Requirements

Asphalt Binder Grade	Tensile Strength psi (kPa)	
	Minimum	Maximum
PG 76-XX	80 (552)	200 (1379)
PG 70-XX		
PG 64-XX	60 (414)	200 (1379)"
PG 58-XX		

Production.

Revise the second paragraph of Article 1030.06(a) of the Standard Specifications to read:

"At the start of mix production for HMA, WMA, and HMA using WMA technologies, QC/QA mixture start-up will be required for the following situations; at the beginning of production of a new mix of a new mixture design, at the beginning of each production season, and at every plant utilized to produce mixtures, regardless of the mix."

Insert the following after the sixth paragraph of Article 1030.06(a) of the Standard Specifications:

"Warm mix technologies shall be as follows.

(1) 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 and tensile strength testing according to Illinois Modified AASHTO T283 (approximately 110 lb (50 kg) total).

(2) Upon completion of the start-up, WMA, or HMA using WMA technologies, production shall cease. The Contractor may revert to conventional HMA production provided a start-up has been previously completed for the current construction season for the mix design. WMA, or HMA using WMA technologies, may resume once all the test results, including Hamburg Wheel results are completed and found acceptable by the Engineer."

Add the following after the first paragraph of Article 1030.05(d)(2)c. of the Standard Specifications:

"During production of each WMA mixture or HMA utilizing WMA technologies, the Engineer will request a minimum of one randomly located sample, identified by the Engineer, for Hamburg Wheel testing to determine compliance with the requirements specified in Table 1 herein."

Quality Control/Quality Assurance Testing.

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	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
Aggregate Gradation % passing sieves:	1 washed ignition oven test on the mix per half day of production	1 washed ignition oven test on the mix per day of production	Illinois Procedure

Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm) Note 1.	Note 4.	Note 4.	
Asphalt Binder Content by Ignition Oven Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308
VMA Note 3.	Day's production ≥ 1200 tons: 1 per half day of production	N/A	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)		
Air Voids Bulk Specific Gravity of Gyratory Sample Note 5.	Day's production ≥ 1200 tons: 1 per half day of production	1 per day	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	1 per day	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 No. 8 (2.36 mm) and No. 30 (600 μm) sieves are not required for All Other Mixtures.

Note 2. 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.

Designer Note: Insert into contracts with concrete gutter, curb, median, and paved ditch pay items.

SYNTHETIC FIBERS IN CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH (BDE)

Effective: November 1, 2012

Add the following to Article 606.02 of the Standard Specifications.

"(g) Grout 1024.01
(h) Synthetic Fibers (Note 1)

Note 1. Synthetic fibers may be used in the concrete mixture for slipform applications. Synthetic fibers shall be Type III according to ASTM C 1116. The synthetic fiber shall have a minimum length of 1/2 in. (13 mm) and a maximum length of 0.75 in. (19 mm).

The synthetic fibers shall be added to the concrete and mixed per the manufacturer's recommendation. The maximum dosage rate in the concrete mixture shall be 1.5 lb/cu yd (0.9 kg/cu m).

The Department will maintain an "Approved List of Synthetic Fibers"."

Revise the second paragraph of Article 606.11 of the Standard Specifications to read:

"Forms shall be removed within 24 hours after the concrete has been placed, and minor defects shall be filled with grout consisting of one part cement and two parts sand mixed with water."

Designer Note: Insert into projects where the grooving in of pavement marking is specified. Discuss the need for grooving with Operations and your Project Engineer.

GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)

Effective: November 1, 2012

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 Pavement Marking Installations: The grooving equipment shall be equipped with either a free-flowing 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 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."

Designer Notes: Insert into contracts with polyurea letters and symbols.

POLYUREA PAVEMENT MARKINGS (BDE)

Effective: November 1, 2012

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, or B - 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, or B - INLAID - LETTERS AND SYMBOLS; PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS; POLYUREA PAVEMENT MARKING – LETTERS AND SYMBOLS."

Designer Note: This special provision should be inserted into contracts utilizing Granular Embankment, Granular Backfill, Porous Granular Embankment, Porous Granular Backfill, Bedding, Trench Backfill, or French Drains.

GRANULAR MATERIALS (BDE)

Effective: November 1, 2012

Revise the title of Article 1003.04 of the Standard Specifications to read:

"**1003.04 Fine Aggregate for Bedding, Trench Backfill, Embankment, Porous Granular Backfill, Sand Backfill for Underdrains, and French Drains.**"

Revise Article 1003.04(c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradations for granular embankment, granular backfill, bedding, and trench backfill for pipe culverts and storm sewers shall be FA 1, FA 2, or FA 6 through FA 21.

The fine aggregate gradation for porous granular embankment, porous granular backfill, french drains, and sand backfill for underdrains shall be FA 1, FA 2, or FA 20, except the percent passing the No. 200 (75 µm) sieve shall be 2±2."

Revise Article 1004.05(c) of the Standard Specifications to read:

"(c) Gradation. The coarse aggregate gradations shall be as follows.

Application	Gradation
Blotter	CA 15
Granular Embankment, Granular Backfill, Bedding, and Trench Backfill for Pipe Culverts and Storm Sewers	CA 6, CA 9, CA 10, CA 12, CA 17, CA 18, and CA 19
Porous Granular Embankment, Porous Granular Backfill, and French Drains	CA 7, CA 8, CA 11, CA 15, CA 16 and CA 18"

Designer Note: Insert into all contracts.

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012

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 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 approved 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 2,000 tons (1,800 metric tons) and one sample per 2,000 tons (1,800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4,000 tons (3,600 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 1,000 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 1,000 tons (900 metric tons). Once a ≤ 1,000 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.

RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

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.

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 tables listed below for the given N design.

Level 1 - FRAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures [1/, 2/]	Level 1 - FRAP/RAS Maximum ABR %		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified [3/, 4/]
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	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 20 percent.

Level 2 – FRAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures 1/, 2/	Level 2 – FRAP/RAS Maximum ABR %		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified 3/, 4/
30	40	40	10
50	40	30	10
70	30	20	10
90	30	20	10
105	30	15	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 above detailed requirements.

FRAP/RAS mix designs exceeding the Level 1 FRAP/RAS Maximum ABR percentages shall be tested prior to submittal for verification, according to Illinois Modified AASHTO T 324 (Hamburg Wheel) and shall meet the following requirements.

Asphalt Binder Grade	# Repetitions	Max. Rut Depth in. (mm)
PG76-XX	20,000	1/2 (12.5)
PG70-XX	15,000	1/2 (12.5)
PG64-XX	7,500	1/2 (12.5)
PG58-XX	5,000	1/2 (12.5)

(a) RAP/FRAP and/or RAS. RAP/FRAP and/or RAS designs shall be submitted for volumetric 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. Mixture production where the FRAP/RAS ABR percentage exceeds the Level 1 limits, shall be sampled within the first 500 tons (450 metric tons) on the first day of production with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1,500 tons (1,350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture conformance is demonstrated prior to start of mix production for a State contract.

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.

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.

When producing HMA containing RAS, a positive dust control system shall be utilized.

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).

f. RAP/FRAP/RAS weight to the nearest pound (kilogram).

g. Virgin asphalt binder weight to the nearest pound (kilogram).

h. 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 and aggregate shoulders 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.

(b) Gradation. One hundred percent of the RAP material shall pass the 1½ 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."

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603.00	TAPER REMOVAL AT FRAME & GRATES ADJUSTED BY OTHERS	603_00
606.00	MEDIAN AND ISLAND NOSES	606_00
606.04	SIGN POST HOLES	606_04
606.14	TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION	606_14
665.01	WOVEN WIRE FENCE REPLACEMENT COMMITMENT	665_01
666.00	RIGHT-OF-WAY MARKERS	666_00
667.00	SETTING OF SECTION CORNER MONUMENTATION	667_00
670.00A	ENGINEERS FIELD OFFICE	670_00A
720.00	SIGNING	720_00
780.00	NO PASSING ZONE VERIFICATION	780_00
847.00	TRAFFIC COUNTER LOOP DETECTOR INSTALLATION	847_00

BDE Special Provisions

District General Notes

Section 300

DISTRICT GENERAL NOTES

SECTION 300

Standard Specifications	Item/Description	Doc. No.
351.00	AGGREGATE (DESCRIPTION), TYPE B	351_00
351.08	AGGREGATE FOR DRIVEWAY REPLACEMENT	351_08

Revised 8-1-12

Designer Note: Discuss with Construction. Separate aggregate pay items may not always be necessary if minimal quantities of aggregate are used for such items of work as entrances, side roads, mailbox turnouts, etc. Specify which type aggregate description from below is the primary work. Include the smaller quantities in the primary quantities plan total.

If your project is using the Aggregate **Wedge** Shoulder pay item, this item may be RAP according to the Standard Specifications. If RAP is not appropriate for locations such as private entrances, then use an Aggregate Surface pay item for the entrances.

Description:

1. Base Course
2. Surface Course
3. Shoulders

This general note applies to only Type B aggregate usage. Assure all CADD drawings concur with the pay item selected.

AGGREGATE (DESCRIPTION), TYPE B

Aggregate (Description), Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.