



Illinois Department of Transportation

Memorandum

To: *

From: Rich Dotson *RD*

Subject: Special Provision Changes

Date: October 7, 2022

The following special provisions have been revised for the **January 20, 2023** and **March 10, 2023** lettings:

Please revise your special provision books as indicated.

Recurring Special Provisions

Adopted January 1, 2023

Revised designer notes and numbering to match the 2023 Recurring Special Provision Book.

Interim Special Provisions (BDE)

ISP Number	Description
Alphabetic ISP Index (Revised)	Remove existing alphabetic index and insert revised index.
Numerical ISP Index (Revised)	Remove existing numeric index and insert revised index.
406.11 (Revised)	"Surface Testing of Payments - IRI" Revised to change surface testing requirements.
214.03 (New)	"Grading and Shaping Ditches" New special to clarify handling of surplus and unsuitable material when grading and shaping ditches.
1032.05 (New)	"Performance Graded Asphalt Binder" New special to allow additional modifiers in performance graded (PG) asphalt binder.
442.08 (Deleted)	"Hot-Mix Asphalt – Patching" Moved to Supplemental Specifications.
504.00 (Deleted)	"Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet" Moved to Supplemental Specifications.
542.00 (Deleted)	"Concrete End Sections for Pipe Culverts" Moved to Supplemental Specifications.
542.01 (Deleted)	"Traversable Pipe Grate for Concrete End Sections" Moved to Supplemental Specifications.
542.02 (Deleted)	"Sloped Metal End Section for Pipe Culverts" Moved to Supplemental Specifications.
644.00 (Deleted)	"High Tension Cable Median Barrier" Moved to Supplemental Specifications.

Interim Special Provisions (BDE) (continued)

ISP Number	Description
821.00 (Deleted)	"Luminaires, LED" Moved to Supplemental Specifications.
1003.07 (Deleted)	"Mechanically Stabilized Earth Retainig Walls" Moved to Supplemental Specifications.
1020.11 (Deleted)	"Portland Cement Concrete – Haul Time" Moved to Supplemental Specifications.
1030.10 (Deleted)	"Hot-Mix Asphalt" Moved to Supplemental Specifications.
	<u>District Special Provisions</u>
107.13a (Revised)	"Protection of the Illinois River" Updated with CG contact information.
107.13b (Revised)	"Maintenance of Navigation" Updated with CG contact information.
782.01 (New)	"Linear Delineation Panels, 4 Inch" New special for use of a panel reflector on guardrail instead of the Type A and Type B reflectors.

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

Attachment(s)

cc: * Hydraulics Team 3 Team 7 Team 11 Local Roads (T. Sassine)
 T. Phillips Team 4 Team8 Team 12 Materials (S. Worsfold)
 Team 1 Team 5 Team 9 Geometrics-13 Materials (D. Parish)
 Team 2 Team 6 Team 10 Bridges S&P Engineer (M. Otten)

**First Page
&
Index for
Supplemental Specifications
and
Recurring Special Provisions**

Current Lettings

(January 20, 2023 & March 10, 2023)

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction, adopted January 1, 2022", the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein, and the "Recommended Standards for Water Works", (Ten State Standards), latest edition, which apply to and govern the construction of _____

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

LOCATION OF PROJECT

DESCRIPTION OF PROJECT

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2023

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-22) (Revised 1-1-23)

SUPPLEMENTAL SPECIFICATIONS

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RECURRING SPECIAL PROVISIONS

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

<u>CHECK SHEET #</u>		<u>PAGE NO.</u>
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BDE Special Provisions Checklist

January 20, 2023 & March 10, 2023 Lettings

BDE SPECIAL PROVISIONS
For the January 20, 2023 and March 10, 2023 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
	80099	1	<input type="checkbox"/> Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	<input type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	<input type="checkbox"/> Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	4	<input type="checkbox"/> Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	<input type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80436	6	<input type="checkbox"/> Blended Finely Divided Minerals	April 1, 2021	
*	80241	7	<input type="checkbox"/> Bridge Demolition Debris	July 1, 2009	
*	50531	8	<input type="checkbox"/> Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	50261	9	<input type="checkbox"/> Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80384	10	<input checked="" type="checkbox"/> Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	<input type="checkbox"/> Completion Date (via calendar days)	April 1, 2008	
*	80199	12	<input type="checkbox"/> Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80261	13	<input type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434	14	<input type="checkbox"/> Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
*	80029	15	<input checked="" type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	16	<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80447	17	<input type="checkbox"/> Grading and Shaping Ditches	Jan. 1, 2023	
	80433	18	<input type="checkbox"/> Green Performed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80443	19	<input type="checkbox"/> High Tension Cable Median Barrier Removal	April 1, 2022	
	80446	20	<input type="checkbox"/> Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	
	80438	21	<input type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
	80045	22	<input type="checkbox"/> Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80441	23	<input type="checkbox"/> Performance Graded Asphalt Binder	Jan. 1, 2023	
*	34261	24	<input type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80445	25	<input type="checkbox"/> Seeding	Nov. 1, 2022	
	80340	26	<input type="checkbox"/> Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	27	<input type="checkbox"/> Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	28	<input checked="" type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	29	<input checked="" type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437	30	<input checked="" type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 1, 2022
	80435	31	<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80410	32	<input type="checkbox"/> Traffic Spotters	Jan. 1, 2019	
*	20338	33	<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	34	<input type="checkbox"/> Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	35	<input type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80440	36	<input type="checkbox"/> Waterproofing Membrane System	Nov. 1, 2021	
	80302	37	<input checked="" type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
	80427	38	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	
*	80071	39	<input type="checkbox"/> Working Days	Jan. 1, 2002	

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

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

The following special provisions have been deleted from use.

<u>File Name</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
5048I	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010

The following special provisions are in the 2023 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80293	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	Articles 540.04 & 540.06	April 1, 2012	July 1, 2016
80311	Concrete End Sections for Pipe Culverts	Articles 540.07, 542.01, 542.02, 542.07, 542.11 & 542.12.	Jan. 1, 2013	April 1, 2016
80422	High Tension Cable Median Barrier	Articles 644.02, 644.05, 782.01, 782.04, 782.07 & 1097.02	Jan. 1, 2020	Jan. 1, 2022
80442	Hot-Mix Asphalt	Articles 1030.09 & 1030.10	Jan. 1, 2022	Aug. 1, 2022
80444	Hot-Mix Asphalt – Patching	Errata – Article 442.08(b)	April 1, 2022	
80411	Luminaires, LED	Articles 801.05(a), 821.02(d), 821.03, 821.08 & 1067.01-1067.06	April 1, 2019	Jan. 1, 2022
80418	Mechanically Stabilized Earth Retaining Walls	Articles 1003.07 & 1004.06	Nov. 1, 2019	Nov. 1, 2020
80430	Portland Cement Concrete – Haul Time	Article 1020.11(a)(7)	July 1, 2020	
80395	Sloped Metal End Section for Pipe Culverts	Articles 540.07, 542.01, 542.02, 542.07, 542.11 & 542.12	Jan. 1, 2018	
80318	Traversable Pipe Grate for Concrete End Sections	Articles 540.04, 540.07, 540.08 & 542.01, 542.02, 542.07, 542.11 & 542.12	Jan. 1, 2013	Jan. 1, 2018

**Special Provisions Generated Checklist
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January 20, 2023 & March 10, 2023 Lettings

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ Route (FAP, etc.): _____
 Contract No.: _____ Section: _____
 Lettings: January 20, 2023 & March 10, 2023 County(ies): _____

√	Dir	File Name	Spec Title	Spec Dates
	BRG\	APSLRP-1.docx	Approach Slab Repair	E 3/13/97
	DES\	00000.docx	STATE OF ILLINOIS	
	DES\	10500.docx	Construction Station Layout	E 7/30/10
	DES\	10501.docx	Construction Layout Responsibility	E 4/26/15 R 1/1/22
	DES\	10502.docx	Construction Layout Utilizing GPS Equipment	E 4/26/15 R 1/1/22
	DES\	10503.docx	Construction Layout Equipment	E 4/26/15 R 11/6/15
	DES\	10507.docx	Removal of Abandoned Underground Utilities	E 1/15/96 R 11/21/96
	DES\	10507a.docx	Status of Utilities/Utilities To Be Adjusted	E 1/21/05 R 1/1/22
	DES\	10507b.docx	Utilities - Locations/Information on Plans	E 11/8/13
	DES\	10712.docx	Requirements When Working with the Railroad	E 4/1/16 R 4/1/22
	DES\	10713a.docx	Protection of the Illinois River	E 8/1/22 R 10/1/22
	DES\	10713b.docx	Maintenance of Navigation	E 8/1/22 R 10/1/22
	DES\	10731.docx	Location of Underground State Maintained Facilities	E 8/3/07 R 7/31/09
	DES\	10732.docx	Right-of-Way Restrictions	E 7/1/94
	DES\	10805a.docx	Date of Completion	E 3/1/90 R 4/25/08
	DES\	10805b.docx	Date of Completion (Plus Working Days)	E 3/1/90 R 8/3/18
	DES\	20500.docx	Geotechnical Reinforcement	E 6/10/93 R 1/1/07
	DES\	20504.docx	Embankment (Restrictions)	E 1/21/05 R 8/5/22
	DES\	25000.docx	Seeding, Minor Areas	E 7/1/90 R 4/1/19
	DES\	25006a.docx	Mowing	E 12/11/01 R 8/2/13
	DES\	25006b.docx	Mowing	E 12/11/01 R 8/2/13
	DES\	25300b.docx	Seedlings	E 5/5/00 R 8/1/19
	DES\	28100.docx	Grout for Use With Riprap	E 7/30/10
	DES\	30101.docx	Proof Rolling	E 4/23/04 R 1/1/07
	DES\	30103.docx	Subgrade Treatment	E 7/1/90 R 1/1/22
	DES\	30200.docx	Soil Modification	E 7/1/90 R 1/1/22
	DES\	31100.docx	Rock Fill	E 10/15/95 R 4/26/13
	DES\	35300.docx	Sawcutting of PCC Base Course and Base Course Widening	E 1/1/16
	DES\	35500d.docx	Temporary Pavement	E 10/1/95 R 4/24/20
	DES\	35600.docx	Temporary Base Course Widening ____"	E 4/26/13 R 4/24/20
	DES\	40600.docx	Clean Existing Pavement Edge Joint	E 1/3/00 R 4/24/20
	DES\	40604a.docx	Hot-Mix Asphalt Surface Course Surface Tests	E 11/1/03 R 1/1/07
	DES\	40607.docx	Hot-Mix Asphalt -Tack Coat (Special) Options	E 8/1/19 R 11/8/19
	DES\	40713.docx	Grooved-In Rumble Strip	E 11/16/07 R 7/30/10
	DES\	42401.docx	Sidewalk Drains	E 3/1/91 R 1/1/07
	DES\	42402.docx	Temporary Sidewalks	E 3/1/91 R 2/1/96

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ **Route (FAP, etc.):** _____
Contract No.: _____ **Section:** _____
Lettings: January 20, 2023 & March 10, 2023 **County(ies):** _____

DES\	44000.docx	Partial Depth Patching	E 4/26/13 R 11/6/20
DES\	44002.docx	Longitudinal Joint Repair	E 4/26/13 R 7/31/20
DES\	44003.docx	Protection of Frames and Lids of Utility Structures	E 3/6/91 R 1/1/07
DES\	44003a.docx	Hot-Mix Asphalt Surface Removal, *** (** mm)	E 3/1/93 R 1/1/22
DES\	44003b.docx	Hot-Mix Asphalt Surface Removal, *** (** mm)	E 2/5/93 R 1/1/22
DES\	44003d.docx	Pavement Drainage After Cold Milling	E 3/15/96 R 11/8/19
DES\	44003e.docx	Pavement Patching with Hot-Mix Asphalt Surface Removal	E 3/1/97 R 1/1/07
DES\	44004.docx	Hot-Mix Asphalt Joint Trimming	E 8/5/22
DES\	48205.docx	Hot-Mix Asphalt Shoulder Resurfacing Required to be Constructed Simultaneously with Mainline Paving	E 4/23/10 R 8/4/17
DES\	48206.docx	Hot-Mix Asphalt Shoulder Resurfacing Constructed Simultaneously with Mainline Paving	E 1/22/01 R 1/1/07
DES\	50103.docx	Concrete Headwall Removal	E 7/1/90
DES\	50104.docx	Concrete Handrail Removal	E 7/1/90 R 1/1/07
DES\	50301.docx	Granular Backfill for Structures	E 8/4/17 R 11/6/20
DES\	50302.docx	Surface Filler (Special)	E 4/23/10 R 8/1/22
DES\	50307.docx	PCC Placement by Pump Requirements	E 1/1/22
DES\	50312.docx	Plug Existing Deck Drains	E 1/1/96 R 11/6/20
DES\	50312a.docx	Floor Drain Extension	E 3/22/01 R 11/6/20
DES\	50319.docx	Protective Coat, Special	E 4/23/10 R 11/6/20
DES\	54200.docx	Seepage Collar	E 12/1/96
DES\	54201.docx	Remove and Relay Pipe Culvert (Special)	E 7/1/90 R 11/6/20
DES\	54202.docx	Pipe Culverts (Jacked)	E 1/1/14
DES\	54204e.docx	Backfill - Pipe Culverts	E 10/15/95 R 1/1/07
DES\	55000.docx	Storm Sewer, (Water Main Quality Pipe)	E 1/1/11 R 1/1/21
DES\	55007.docx	Backfill, Building Removal	E 8/20/91 R 1/1/07
DES\	55200.docx	Steel Pipe Culvert, Special (Jacked) * inches (* mm)	E 7/1/94 R 1/1/07
DES\	55201.docx	(*Storm Sewer/Pipe Culvert) Jacked in Place, ** inches (** mm)	E 7/1/94 R 1/1/07
DES\	56100.docx	Steel Casings * Inches	E 7/1/90 R 1/1/13
DES\	56101.docx	Steel Casings * Inches	E 7/1/90 R 1/1/13
DES\	59300.docx	Slope Wall Slurry Pumping	E 7/31/20
DES\	60200a.docx	Inlets, Type G-1	E 10/1/95 R 1/1/07
DES\	60200b.docx	Inlets, Type G-1, Special	E 10/1/95 R 1/1/07
DES\	60200c.docx	Inlets, Type G-1, Double, Special	E 10/1/95 R 1/1/07
DES\	60200d.docx	Inlet Manhole, Type G-1, 4' (1.2 m) Diameter	E 10/1/95 R 1/1/07
DES\	60200e.docx	Inlet-Manhole, Type G-1, 4' (1.2 m) Diameter, Special	E 10/1/95 R 1/1/07

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ Route (FAP, etc.): _____
 Contract No.: _____ Section: _____
 Lettings: January 20, 2023 & March 10, 2023 County(ies): _____

DES\	60200f.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter	E 10/1/95 R 1/1/07
DES\	60200g.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Special	E 10/1/95 R 1/1/07
DES\	60200h.docx	Inlet-Manhole, Type G-1, 5' (1.5 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
DES\	60200i.docx	Inlet-Manhole, Type G-1, 8' (2.4 m) Diameter, Double, Special	E 10/1/95 R 1/1/07
DES\	60200j.docx	Manhole to be Adjusted with New Type G-1 Frame and Grate	E 10/1/95 R 1/1/07
DES\	60200k.docx	Temporary Inlet Drainage Treatment	E 1/1/97
DES\	60200l.docx	Inlets, Type G-2	E 11/1/03 R 1/1/07
DES\	60200m.docx	Inlets, Type G-1, Double	E 7/31/09
DES\	60200n.docx	Inlets, Type " * ", With Special Frame and Grate	E 8/2/13
DES\	60200o.docx	Manhole, Type A, of the Diameter Specified with Special Frame and Grate	E 8/2/13
DES\	60504.docx	Filling Existing Inlets	E 7/1/90 R 7/1/94
DES\	60504a.docx	Filling Existing Culverts	E 10/15/95 R 4/1/17
DES\	60504b.docx	Filling Drainage Structures	E 10/15/95 R 4/1/17
DES\	60608.docx	Island Pavement Constructed on Existing Pavement	E 1/1/97 R 1/1/07
DES\	60612.docx	Drainage Holes	E 7/1/90 R 1/1/07
DES\	63001.docx	Guardrail Aggregate Erosion Control	E 2/1/93 R 1/1/07
DES\	63111c.docx	Traffic Barrier Terminals	E 2/1/96 R 11/5/04
DES\	63200.docx	Guard Post Removal	E 7/1/90 R 1/1/07
DES\	63500.docx	Flexible Delineator Maintenance	E 5/5/92 R 1/1/94
DES\	63501.docx	Flexible Delineators	E 10/1/95 R 1/1/07
DES\	63502.docx	Recoverable Delineators	E 4/26/15 R 11/1/18
DES\	66704.docx	Permanent Survey Marker, Type 1, Bridge Placement	E 7/1/90 R 3/11/11
DES\	66802.docx	Permanent Survey Ties	E 4/1/91 R 4/27/12
DES\	67005.docx	Equipment Vault for Nuclear Testing Equipment	E 6/24/93 R 11/8/19
DES\	68000.docx	Railroad Track Removal	E 11/1/94 R 1/1/07
DES\	68000a.docx	Railroad Ties Removal and Disposal	E 11/1/94 R 10/1/95
DES\	68300.docx	Mortared Stone Wall	E 3/1/91 R 1/1/07
DES\	70100.docx	Traffic Control Plan	E R
DES\	70101.docx	Flaggers	E 8/3/18
DES\	70108b.docx	Traffic Control and Protection Standard 701331 (Special)	E 10/15/95 R 7/31/09
DES\	70114.docx	Width Restriction Signing	E 11/1/07 R 1/1/19
DES\	70120.docx	Traffic Control and Protection BLR 21	E 4/25/08 R 4/24/20
DES\	70121.docx	Traffic Control and Protection BLR 22	E 4/25/08 R 4/24/20
DES\	70400.docx	Temporary Concrete Barrier, State Owned	E 5/1/91 R 4/1/19
DES\	70400a.docx	Temporary Concrete Barrier Reflectors	E 1/21/05 R 11/6/20

SPECIAL PROVISIONS CHECK LIST
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Designer: _____ Route (FAP, etc.): _____
 Contract No.: _____ Section: _____
 Lettings: January 20, 2023 & March 10, 2023 County(ies): _____

DES\	73300.docx	Re-Tightening Anchor Bolts for Cantilever Sign Structures	E 4/25/14
DES\	78201.docx	Linear Delineator Panels, 4 Inch	E 10/1/22
DES\	81500.docx	Trench & Backfill, Special for Conduit Installation Beneath Bituminous Shoulders	E 3/21/94 R 11/6/20
DES\	88600a.docx	Detector Loops, Type 1	E 3/1/96 R 11/6/20
DES\	88601.docx	Adjust Existing Detector Loop Riser	E 11/7/14 R 11/6/20
DES\	88602.docx	Miscellaneous Electrical Work	E 8/5/22
DES\	100400.docx	PCC Slipform Paving Aggregate Optimization	E 8/3/12 R 1/1/22
DES\	100402.docx	PCC Superstructure Aggregate Optimization	E 8/4/06 R 1/1/22
DES\	100403b.docx	Coarse Aggregate for Bituminous Courses, Class A	E 6/29/93 R 1/1/07
DES\	100404.docx	Aggregate Quality	E 7/1/90 R 4/26/13
DES\	102013.docx	Membrane Curing Method	E 7/29/16 R 11/17/17
DES\	110300.docx	PCC QMP Electronic Report Submittals	E 1/13/22
DES\	110303.docx	PCC Automatic Batching Equipment	E 4/23/10 R 11/7/14
ZDE\	z10701.docx	CONSTRUCTION AIR QUALITY - DIESEL RETROFIT (BDE)	E 8/1/11 R 11/1/14
ZDE\	z10711.docx	RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)	E 12/1/86 R 1/1/22
ZDE\	z10719a.docx	BUILDING REMOVAL WITH ASBESTOS ABATEMENT) (BDE)	E 9/1/90 R 8/1/22
ZDE\	z10719d.docx	BUILDING REMOVAL (BDE)	E 9/1/90 R 8/1/22
ZDE\	z10738.docx	BRIDGE DEMOLITION DEBRIS (BDE)	E 7/1/09
ZDE\	z10740.docx	COMPENSABLE DELAY COSTS (BDE)	E 6/2/17 R 4/1/19
ZDE\	z10805.docx	WORKING DAYS (BDE)	E 1/1/02
ZDE\	z10805a.docx	COMPLETION DATE (VIA CALENDAR DAYS) (BDE)	E 4/1/08
ZDE\	z10805b.docx	COMPLETION DATE (VIA CALENDAR DAYS) PLUS WORKING DAYS (BDE)	E 4/1/08
ZDE\	z10806.docx	TRAINING SPECIAL PROVISION (BDE)	E 10/15/75 R 1/1/22
ZDE\	z10806a.docx	DISADVANTAGES BUSINESS ENTERPRISE PARTICIPATION (BDE)	E 9/1/00 R 3/2/19
ZDE\	z10806b.docx	WEEKLY DBE TRUCKING REPORTS (BDE)	E 6/2/12 R 11/1/21
ZDE\	z10806c.docx	Illinois Works Apprenticeship Initiative - State Funded Contracts (BDE)	E 6/2/21 R 9/2/21
ZDE\	z10900a.docx	STEEL COST ADJUSTMENT (BDE)	E 4/2/04 R 1/1/22
ZDE\	z10901.docx	BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE(RETURN FORM WITH BID)	E 11/2/06 R 8/1/17
ZDE\	z10903.docx	FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)	E 4/1/09 R 8/1/17
ZDE\	z10912.docx	SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	E 11/2/17 R 4/1/19

SPECIAL PROVISIONS CHECK LIST
Generated - 10/11/22 3:14 PM

Designer: _____ Route (FAP, etc.): _____
 Contract No.: _____ Section: _____
 Lettings: January 20, 2023 & March 10, 2023 County(ies): _____

ZDE\	z10913.docx	SUBMISSION OF PAYROLL RECORDS (BDE)	E 4/1/21 R 11/1/22
ZDE\	z10914.docx	SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)	E 4/2/18
ZDE\	z21403.docx	GRADING AND SHAPING DITCHES (BDE)	E 1/1/23
ZDE\	z25007.docx	SEEDING (BDE)	E 11/1/22
ZDE\	z30300.docx	AGGREGATE SUBGRADE IMPROVEMENT (BDE)	E 4/1/12 R 1/13/22
ZDE\	z40300.docx	BITUMINOUS SURFACE TREATMENT WITH FOG SEAL (BDE)	E 1/1/20 R 1/1/22
ZDE\	z40550.docx	ULTRA-THIN BONDED WEARING COURSE (BDE)	E 4/1/20 R 1/1/22
ZDE\	z40600f.docx	MATERIAL TRANSFER DEVICE (BDE)	E 6/15/99 R 1/1/22
ZDE\	z40606.docx	HOT-MIX ASPHALT - LONGITUDINAL JOINT SEALANT (BDE)	E 11/1/22
ZDE\	z40611.docx	SURFACE TESTING OF PAVEMENTS - IRI (BDE)	E 1/1/21 R 1/1/23
ZDE\	z54203.docx	CORRUGATED PLASTIC PIPE CULVERT (CULVERT AND STORM SEWER) (BDE)	E 1/1/21
ZDE\	z63200.docx	HIGH TENSION CABLE MEDIAN BARRIER REMOVAL (BDE)	E 1/13/22
ZDE\	z70100.docx	AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)	E 1/1/08
ZDE\	z70103.docx	WORK ZONE TRAFFIC CONTROL DEVICES (BDE)	E 3/2/20
ZDE\	z70108.docx	VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)	E 11/1/21 R 11/1/22
ZDE\	z70113.docx	TRAFFIC SPOTTERS (BDE)	E 1/1/19 R 1/1/20
ZDE\	z70115.docx	SPEED DISPLAY TRAILER (BDE)	E 4/2/14 R 1/1/22
ZDE\	z78014.docx	GREEN PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (BDE)	E 1/1/21 R 1/1/22
ZDE\	z88800.docx	ACCESSIBLE PEDESTRIAN SIGNALS (APS) (BDE)	E 4/1/03 R 1/1/22
ZDE\	z101001.docx	BLENDED FINELY DIVIDED MINERALS (BDE)	E 4/1/21
ZDE\	z1032.05.docx	PERFORMANCE GRADED ASPHALT BINDER (BDE)	E 1/1/22
ZDE\	z103205.docx	PERFORMANCE GRADED ASPHALT BINDER (BDE)	E 1/1/23
ZDE\	z106105.docx	WATERPROOFING MEMBRANE SYSTEM (BDE)	E 11/1/21

Designer Notes
Recurring Special Provisions

Designer Notes for January 1, 2023 Recurring Special Provisions
(January 20, 2023 & March 10, 2023 Lettings)

1. Designer Note: This check sheet is required in all contracts that involve Federal funds.
2. Designer Note: This check sheet is required in all Federal contracts.
3. Designer Note: This check sheet is required in all contracts.
4. Designer Note: This check sheet is required in all contracts involving State funds only.
5. Designer Note: This check sheet is required in all contracts involving State funds only.
6. Designer Note: Include in all contracts where Asbestos Bearing Pad Removal is part of the structure work.
7. Designer Note: Include in all contracts where the existing bridge deck HMA surface is to be removed and the waterproofing membrane contains asbestos and will be removed. The designer must have in the project files a completed "Asbestos Determination Certificate" for every bridge within the project limits. The District Bridge Maintenance Engineer and/or the District Hydraulics Engineer can provide copies of these certificates. If your project has any bridge deck containing asbestos, insert this special provision as well as the General Notes entitled, "Asbestos Bridge Wearing Surface Removal".
8. Designer Note: This check sheet will be required for those contracts that will involve Contractor work on haul road stream crossings, other temporary stream crossings, and in stream work pads. Contracts that would generally involve this type of work would be bridges/structures, new or rebuilt, and contracts involving earth excavation, embankment or borrow excavation. Discuss these types of work operations and any other stream related work with your Project Engineer. Any in-stream crossing or other work will require an individual 404 Permit from the Corps of Engineers. Be sure to let the Hydraulics Engineer know as soon as possible that a Corps permit will be needed. The permit has a lead-time and is required for the project to proceed to letting.
9. Designer Note: Depending on IDOT manpower needs, this check sheet will be included as a pay item when the Contractor will be required to do all contract staking, including bridges. This check sheet should be used for a large box culvert or a multi pipe that will require a structure number. This would be a structure that will have a span length along survey line of more than 6 meters (20 feet).

Discuss this check sheet with the Bureau of Project Implementation (Construction) as to what manpower sources are available.
10. Designer Note: This special provision specifies the requirements for geotextile fabric for use on railroad crossings.

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

Railroad crossings are generally (99%) handled by the Railroad through an agreement and not part of our contract. If in doubt as to how to handle, discuss with Project Support.
11. Designer Note: Use this check sheet where existing pavement is being reconstructed and voids are evident under the existing pavement that can be filled by grouting.

Discuss with Maintenance Field Engineer responsible for the area.

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

12. Designer Note: This check sheet will be required on a contract where cold milling is required but where the cold milled area will not be overlaid. Include CADD Standard 440001 in your plans. If your contract is to be cold milled and the area overlaid, you should use one of the two District special provisions on this subject, not this check sheet.
13. Designer Note: This check sheet requires that once a lift of bituminous resurfacing is placed on a lane of pavement, any adjoining bituminous shoulder shall be resurfaced with an equal thickness before any other lane is resurfaced for each lift of resurfacing. Insert this special on resurfacing projects which meet the following criteria: All four lane interstates and freeways, all four lane expressways, four lane highways with ADT > 25,000 or peak one-way VPH > 1,700, two lane highways with ADT > 10,000 or peak one-way VPH > 800.
14. Designer Note: Intended to remove thick bituminous overlay so that the original pavement can be examined and then patched, if necessary. It also further defines specific pay items for work involved.
15. Designer Note: This check sheet was developed by Materials and Physical Research as an alternate to replacing Preformed Joint Sealer and Neoprene Expansion Joints up to 65 mm (2½" inches). Include with any projects that have "POLYMER CONCRETE" as a pay item.
16. Reserved.
17. Designer Note: This check sheet was developed to obtain the desired pipe coating on bike racks. Use on all projects with bike racks.
18. Designer Note: This special provision is for use on bridge contracts where staging is required, and the District wants the Contractor to have an option to post-mounting the temporary bridge and traffic signals. Discuss use with the District Traffic Control Technician.
19. Designer Note: This check sheet should be included for all projects containing roadway lighting. The designer should also include CADD Standard 701301-D4 in the plans.
20. Designer Note: This check sheet was developed to address difficulties with obtaining metric sized bolts. Include in all metric projects, which contain or could contain any type of bolted connection.
21. Designer Note: This special provision not to be used in District Four. Not recommended for use on recently constructed pavements or bridge decks. This is not recommended when there is steel in the patches due to the corrosion the calcium chloride causes.
22. Designer Note: Do not use Check Sheet #22 unless requested by Materials.
23. Designer Note: Use in all contracts involving cast-in-place concrete.
24. Reserved.
25. Reserved.
26. Designer Note: Insert into preventative maintenance contracts using cape seals or bituminous surface treatments.

27. Design Note: Insert into contracts using high-density expanding polyurethane foam or restoring the elevation of settled bridge approach pavements.
28. Designer Note: Insert into contracts using PCC inlays or overlays. Use in accordance with Chapter 53 of the *BDE Manual*.
29. Designer Note: Use on resurfacing projects to address areas which need repair, but do not warrant full depth repair. Joints and cracks, which exhibit environmental distresses, such as, spalling and "D" cracking or contains maintenance patching, are eligible for using this method of repair. Joints and cracks which exhibit load related stresses, such as pumping, alligator cracking, corner breaks, compression failures, subgrade failures, or punch-outs should not use this method on repair. Discuss use with your Project Engineer.
30. Designer Note: Consider using on contracts with longitudinal partial depth patching. There is a District Special Provision (Longitudinal Joint Repair, 440.02) that D4 prefers to use because it has different requirements. If using the BDE version and you cannot allow the milled trench to be left open overnight, specify the holes shall be filled every night.
31. Designer Note: Insert in projects with cast-in-place concrete. It is an interim measure to allow districts to transition from department mix designs to contractor mix designs.
32. Design Note: Use on all HMA overlay, Full-Dept HMA paving, and PCC pavement projects in District 4.

BDE Special Provisions

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.

<u>Standard Spec. No.</u>	<u>PC No.</u>	<u>Item</u>
107.01	10701	Construction Air Quality – Diesel Retrofit
107.11a	10711a	Railroad Protective Liability Insurance
107.19a	10719a	Building Removal with Asbestos Abatement
107.19d	10719d	Building Removal
107.38	10738	Bridge Demolition Debris
107.40	10740	Compensable Delay Costs
108.05	10805	Working Days
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus Working Days
108.06	10806	Training Special Provision
108.06a	10806a	Disadvantaged Business Enterprise Participation
108.06b	10806b	Weekly DBE Trucking Reports
108.06c	10806c	Illinois Works Apprenticeship Initiative – State Funded Contracts
109.00a	10900a	Steel Cost Adjustment
109.01	10901	Bituminous Materials Cost Adjustments
109.03	10903	Fuel Cost Adjustment
109.13	10913	Submission of Payroll Records
109.14	10914	Subcontractor and DBE Payment Reporting
109.12	10912	Subcontractor Mobilization Payments
214.03	21403	Grading and Shaping Ditches
250.07	25007	Seeding

NUMERIC DESIGN INTERIM SPECIAL PROVISIONS (ISP's)

<u>Standard Spec. No.</u>	<u>PC No.</u>	<u>Item</u>
303.00	30300	Aggregate Subgrade Improvement
403.00	40300	Bituminous Surface Treatment with Fog Seal
405.50	40550	Ultra-Thin Bonded Wearing Course
406.00f	40600f	Material Transfer Device
406.06	40606	Hot-Mix Asphalt – Longitudinal Joint Sealant
406.11	40611	Surface Testing of Pavements - IRI
542.03	54203	Corrugated Plastic Pipe (Culvert and Storm Sewer)
632.00	63200	High Tension Cable Median Barrier Removal
701.00	70100	Automated Flagger Assistance Devices
701.03	70103	Work Zone Traffic Control Devices
701.08	70108	Vehicle and Equipment Warning Lights
701.13	70113	Traffic Spotters
701.15	70115	Speed Display Trailer
780.14	78014	Green Preformed Thermoplastic Pavement Markings
888.00	88800	Accessible Pedestrian Signals (APS)
1010.01	101001	Blended Finely Divided Minerals
1032.05	103205	Performance Graded Asphalt Binder
1061.05	106105	Waterproofing Membrane System

BDE Special Provisions

Alphabetic Index

REVISED INDEX

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

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<u>Standard Spec. No.</u>	<u>PC No.</u>	<u>Item</u>
888.00	88800	Accessible Pedestrian Signals (APS)
303.00	30300	Aggregate Subgrade Improvement
701.00	70100	Automated Flagger Assistance Devices
109.01	10901	Bituminous Materials Cost Adjustment
403.00	40300	Bituminous Surface Treatment with Fog Seal
1010.01	101001	Blended Finely Divided Minerals
107.38	10738	Bridge Demolition Debris
107.19a	10719a	Building Removal with Asbestos Abatement
107.19d	10719d	Building Removal
107.40	10740	Compensable Delay Costs
108.05a	10805a	Completion Date (Via Calendar Days)
108.05b	10805b	Completion Date (Via Calendar Days) Plus working Days
107.01	10701	Construction Air Quality – Diesel Retrofit
542.03	54203	Corrugated Plastic Pipe (Culvert and Storm Sewer)
108.06a	10806a	Disadvantaged Business Enterprise Participation
109.03	10903	Fuel Cost Adjustment
214.03	21403	Grading and Shaping Ditches
780.14	78014	Green Preformed Thermoplastic Pavement Markings
632.00	63200	High Tension Cable Median Barrier Removal
406.06	40606	Hot-Mix Asphalt – Longitudinal Joint Sealant
108.06c	10806c	Illinois Works Apprenticeship Initiative – State Funded Contracts

REVISED INDEX

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

<u>Standard Spec. No.</u>	<u>PC No.</u>	<u>Item</u>
406.00f	40600f	Material Transfer Device
1032.05	103205	Performance Graded Asphalt Binder
107.11	10711a	Railroad Protective Liability Insurance
250.07	25007	Seeding
701.15	70115	Speed Display Trailer
109.00	10900a	Steel Cost Adjustment
109.14	10914	Subcontractor and DBE Payment Reporting
109.12	10912	Subcontractor Mobilization Payments
109.13	10913	Submission of Payroll Records
406.11	40611	Surface Testing of Pavements – IRI
701.13	70113	Traffic Spotters
108.06	10806	Training Special Provision
405.50	40550	Ultra-Thin Bonded Wearing Course
701.08	70108	Vehicle and Equipment Warning Lights
1061.05	106105	Waterproofing Membrane System
108.06b	10806b	Weekly DBE Trucking Reports
108.05	10805	Working Days
701.03	70103	Work Zone Traffic Control Devices

BDE Special Provisions

21403

214.03

Designer Note: Insert into any contracts using the pay item GRADING AND SHAPING DITCHES.

GRADING AND SHAPING DITCHES (BDE)

Effective: January 1, 2023

Delete the second paragraph of Article 214.03 of the Standard Specifications.

Delete the second paragraph of Article 214.04 of the Standard Specifications.

Designer Note: This special provision should be inserted with contracts involving Portland cement concrete pavement, hot-mix asphalt pavement (full-depth), or HMA overlays with a minimum of 2.00 inches total thickness of new HMA material and at least two activities. An activity is defined as either milling or a lift of HMA (binder or surface).

SURFACE TESTING OF PAVEMENTS – IRI (BDE)

Effective: January 1, 2021

Revised: January 1, 2023

Description. This work shall consist of testing the ride quality of the finished surface of pavement sections with new concrete pavement, PCC overlays, full-depth HMA, and HMA overlays with at least 2.25 in. (57 mm) total thickness of new HMA combined with either HMA binder or HMA surface removal, according to Illinois Test Procedure 701, "Ride Quality Testing Using the International Roughness Index (IRI)". Work shall be according to Sections 406, 407, or 420 of the Standard Specifications, except as modified herein.

Hot-Mix Asphalt (HMA) Overlays

Add the following to Article 406.03 of the Standard Specifications:

"(n) Pavement Surface Grinding Equipment 1101.04"

Revise Article 406.11 of the Standard Specifications to read:

"406.11 Surface Tests. Prior to HMA overlay pavement improvements, the Engineer will measure the smoothness of the existing high-speed mainline pavement. The Contractor shall measure the smoothness of the finished high-speed mainline, low-speed mainline, and miscellaneous pavements after the pavement improvement is complete but within the same construction season. Testing shall be performed in the presence of the Engineer and according to Illinois Test Procedure 701. The pavement will be identified as high-speed mainline, low-speed mainline, or miscellaneous as follows.

(a) Test Sections.

- (1) High-Speed Mainline Pavement. High-speed mainline pavement consists of pavements, ramps, and loops with a posted speed limit greater than 45 mph. These sections shall be tested with an inertial profiling system (IPS).
- (2) Low-Speed Mainline Pavement. Low-speed mainline pavement consists of pavements, ramps, and loops with a posted speed limit of 45 mph or less. These sections shall be tested using a 16 ft. (5 m) straightedge or with an IPS analyzed using the rolling 16 ft. (5 m) straightedge simulation in ProVAL.
- (3) Miscellaneous Pavement. Miscellaneous pavement are segments that either cannot readily be tested by an IPS or conditions beyond the control of the Contractor preclude the achievement of smoothness levels typically achievable with mainline pavement construction. This may include the following examples or as determined by the Engineer.

- a. Pavement on horizontal curves with a centerline radius of curvature of less than or equal to 1,000 ft. (300 m) and the pavement within the superelevation transition of such curves;
- b. Pavement on vertical curves having a length less than or equal to 200 ft. (60 m) in combination with an algebraic change in tangent grade greater than or equal to 3 percent as may occur on urban ramps or other constricted-space facilities;
- c. The first and last 50 ft. (15 m) of a pavement section where the Contractor is not responsible for the adjoining surface;
- d. Intersections and the 25 ft. (7.6 m) before and after an intersection or end of radius return;
- e. Variable width pavements;
- f. Side street returns, to the end of radius return;
- g. Crossovers;
- h. Pavement connector for bridge approach slab;
- i. Bridge approach slab;
- j. Pavement that must be constructed in segments of 600 ft. (180 m) or less;
- k. Pavement within 25 ft. (7.6 m) of manholes, utility structures, at-grade railroad crossings, or other appurtenances;
- l. Turn lanes; and
- m. Pavement within 5 ft. (1.5 m) of jobsite sampling locations for HMA volumetric testing that fall within the wheel path.

Miscellaneous pavement shall be tested using a 16 ft. (5 m) straightedge.

- (4) International Roughness Index (IRI). An index computed from a longitudinal profile measurement using a quarter-car simulation at a simulation speed of 50 mph (80 km/h).
- (5) Mean Roughness Index (MRI). The average of the IRI values for the right and left wheel tracks.
 - a. MRI_o. The MRI of the existing pavement prior to construction.
 - b. MRI_i. The MRI value that warrants an incentive payment.
 - c. MRI_F. The MRI value that warrants full payment.
 - d. MRI_D. The MRI value that warrants a financial disincentive.
- (6) Areas of Localized Roughness (ALR). Isolated areas of roughness, which can cause significant increase in the calculated MRI for a given subplot.

(7) Sublot. A continuous strip of pavement 0.1 mile (160 m) long and one lane wide. A partial sublot greater than or equal to 264 ft. (80 m) will be subject to the same evaluation as a whole sublot. Partial sublots less than 264 ft. (80 m) shall be included with the previous sublot for evaluation purposes.

(b) Corrective Work. Corrective work shall be completed according to the following.

(1) High-Speed Mainline Pavement. For high-speed mainline pavement, any 25 ft. (7.6 m) interval with an ALR in excess of 200 in./mile (3,200 mm/km) will be identified by the Engineer and shall be corrected by the Contractor. Any sublot having a MRI greater than MRI_D , including ALR, shall be corrected to reduce the MRI to the MRI_F , or replaced at the Contractor's option.

(2) Low-Speed Mainline Pavement. Surface variations in low-speed mainline pavement which exceed the 5/16 in. (8 mm) tolerance will be identified by the Engineer and shall be corrected by the Contractor.

(3) Miscellaneous Pavements. Surface variations in miscellaneous pavement which exceed the 5/16 in. (8 mm) tolerance will be identified by the Engineer and shall be corrected by the Contractor.

Corrective work shall be completed with pavement surface grinding equipment or by removing and replacing the pavement. Corrective work shall be applied to the full lane width. When completed, the corrected area shall have uniform texture and appearance, with the beginning and ending of the corrected area perpendicular to the centerline of the paved surface.

Upon completion of the corrective work, the surface of the sublot(s) shall be retested. The Contractor shall furnish the data and reports to the Engineer within 2 working days after corrections are made. If the MRI and/or ALR still do not meet the requirements, additional corrective work shall be performed.

Corrective work shall be at no additional cost to the Department.

(c) Smoothness Assessments. Assessments will be paid to or deducted from the Contractor for each sublot of high-speed mainline pavement per the Smoothness Assessment Schedule. Assessments will be based on the MRI of each sublot prior to performing any corrective work unless the Contractor has chosen to remove and replace the pavement. For pavement that is replaced, assessments will be based on the MRI determined after replacement.

The upper MRI thresholds for high-speed mainline pavement are dependent on the MRI of the existing pavement before construction (MRI_0) and shall be determined as follows.

Upper MRI Thresholds ^{1/}	MRI Thresholds (High-Speed, HMA Overlay)	
	$MRI_0 \leq 125.0$ in./mile ($\leq 1,975$ mm/km)	$MRI_0 > 125.0$ in./mile ^{1/} ($> 1,975$ mm/km)
Incentive (MRI_I)	45.0 in./mile (710 mm/km)	$0.2 \times MRI_0 + 20$
Full Pay (MRI_F)	75.0 in./mile (1,190 mm/km)	$0.2 \times MRI_0 + 50$
Disincentive (MRI_D)	100.0 in./mile (1,975 mm/km)	$0.2 \times MRI_0 + 75$

1/ MRI_0 , MRI_I , MRI_F , and MRI_D shall be in in./mile for calculation.

Smoothness assessments for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, HMA Overlay)	
Mainline Pavement MRI Range	Assessment Per Sublot ^{1/}
$MRI \leq MRI_I$	$+ (MRI_I - MRI) \times \$20.00$ ^{2/}
$MRI_I < MRI \leq MRI_F$	+ \$0.00
$MRI_F < MRI \leq MRI_D$	$- (MRI - MRI_F) \times \$8.00$
$MRI > MRI_D$	- \$200.00

1/ MRI, MRI_I, MRI_F, and MRI_D shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed \$300.00.

Smoothness assessments will not be paid or deducted until all other contract requirements for the pavement are satisfied. Pavement that is corrected or replaced for reasons other than smoothness, shall be retested as stated herein."

Hot-Mix Asphalt (HMA) Pavement (Full-Depth)

Revise the first paragraph of Article 407.03 of the Standard Specifications to read:

"407.03 Equipment. Equipment shall be according to Article 406.03."

Revise Article 407.09 of the Standard Specifications to read:

"407.09 Surface Tests. The finished surface of the pavement shall be tested for smoothness according to Article 406.11, except as follows:

The testing of the existing pavement prior to improvements shall not apply and the smoothness assessment for high-speed mainline pavement shall be determined according to the following table.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, Full-Depth HMA)	
Mainline Pavement MRI, in./mile (mm/km)	Assessment Per Sublot ^{1/}
≤ 45.0 (710)	$+ (45 - MRI) \times \$45.00$ ^{2/}
> 45.0 (710) to 75.0 (1,190)	+ \$0.00
> 75.0 (1,190) to 100.0 (1,580)	$- (MRI - 75) \times \$20.00$
> 100.0 (1,580)	- \$500.00

1/ MRI shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed \$800.00."

Portland Cement Concrete Pavement

Delete Article 420.03(i) of the Standard Specifications.

Revise Article 420.10 of the Standard Specifications to read:

"420.10 Surface Tests. The finished surface of the pavement shall be tested for smoothness

according to Article 406.11, except as follows.

The testing of the existing pavement prior to improvements shall not apply. The Contractor shall measure the smoothness of the finished surface of the pavement after the pavement has attained a flexural strength of 250 psi (3,800 kPa) or a compressive strength of 1,600 psi (20,700 kPa).

Membrane curing damaged during testing shall be repaired as directed by the Engineer at no additional cost to the Department.

- (a) Corrective Work. No further texturing for skid resistance will be required for areas corrected by grinding. Protective coat shall be reapplied to areas ground according to Article 420.18 at no additional cost to the Department.

Jointed Portland cement concrete pavement corrected by removal and replacement, shall be corrected in full panel sizes.

- (b) Smoothness Assessments. Smoothness assessment for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, PCC)	
Mainline Pavement MRI, in./mile (mm/km) ^{3/}	Assessment Per Sublot ^{1/}
≤ 45.0 (710)	+ (45 – MRI) × \$60.00 ^{2/}
> 45.0 (710) to 75.0 (1,190)	+ \$0.00
> 75.0 (1,190) to 100.0 (1,580)	– (MRI – 75) × \$37.50
> 100.0 (1,580)	– \$750.00

1/ MRI shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed \$1200.00.

3/ If pavement is constructed with traffic in the lane next to it, then an additional 10 in./mile will be added to the upper thresholds."

Removal of Existing Pavement and Appurtenances

Revise the first paragraph of Article 440.04 of the Standard Specifications to read:

"440.04 HMA Surface Removal for Subsequent Resurfacing. The existing HMA surface shall be removed to the depth specified on the plans with a self-propelled milling machine. The removal depth may be varied slightly at the discretion of the Engineer to satisfy the smoothness requirements of the finished pavement. The temperature at which the work is performed, the nature and condition of the equipment, and the manner of performing the work shall be such that the milled surface is not torn, gouged, shoved or otherwise damaged by the milling operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated to the satisfaction of the Engineer. When tested with a 16 ft. (5 m) straightedge, the milled surface shall have no surface variations in excess of 3/16 in. (5 mm)."

General Equipment

Revise Article 1101.04 of the Standard Specifications to read:

"1101.04 Pavement Surface Grinding Equipment. The pavement surface grinding device shall have a minimum effective head width of 3 ft. (0.9 m).

- (a) Diamond Saw Blade Machine. The machine shall be self-propelled with multiple diamond saw blades.
- (b) Profile Milling Machine. The profile milling machine shall be a drum device with carbide or diamond teeth with spacing of 0.315 in. (8 mm) or less and maintain proper forward speed for surface texture according to the manufacturer's specifications."

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

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

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77°F (25 C), 100 mm elongation, %	60 min.	70 min.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
Toughness ASTM D 5801, 77°F (25°C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77°F (25°C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.

TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77°F (25°C), 100 mm elongation, %	40 min.	50 min.

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

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

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

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

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 F (25 C), 100 mm elongation, %	60 min.	70 min.

- (3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder

with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

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

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

Test	Asphalt Grade	
	SM PG 46-28	SM PG 46-34
	SM PG 52-28	SM PG 52-34
	SM PG 58-22	SM PG 58-28
	SM PG 64-22	
Small Strain Parameter (AASHTO PP 113) BBR, ΔT_c , 40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs)	-5°C min.	
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, $\Delta G^* _{peak}$, 40 hrs. PAV (40 hrs. continuous or 2 PAV at 20 hrs.)	≥ 54 %	

The following grades may be specified as tack coats.

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

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

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

Ndesign	Binder	Surface	Polymer Modified Binder or Surface ^{3/}
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

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

- 2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- 3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.
- (2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

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

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.
- 2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- 3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes."

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

"A dedicated storage tank for the ground tire rubber (GTR) modified asphalt binder shall be provided. This tank shall be capable of providing continuous mechanical mixing throughout and/or recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300°F to 350°F (149°C to 177°C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ±0.40 percent."

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602.00m	INLETS, TYPE G-1, DOUBLE	60200m
602.00n	INLETS, TYPE "A", WITH SPECIAL FRAME AND GRATE	60200n
602.00o	MANHOLE, TYPE A, OF THE DIAMETER SPECIFIED WITH SPECIAL FRAME AND GRATE	60200o
605.04	FILLING EXISTING INLETS	60504
605.04a	FILLING EXISTING CULVERTS	60504a
605.04b	FILLING DRAINAGE STRUCTURES	60504b
606.08	ISLAND PAVEMENT CONSTRUCTED ON EXISTING PAVEMENT	60608
606.12	DRAINAGE HOLES	60612

SECTION 600

District Special Provisions

<u>Standard Specifications</u>	<u>Item/Description</u>	<u>Doc. #</u>
630.01	GUARDRAIL AGGREGATE EROSION CONTROL	63001
631.11c	TRAFFIC BARRIER TERMINALS	63111c
632.00	GUARD POST REMOVAL	63200
635.00	FLEXIBLE DELINEATOR MAINTENANCE	63500
635.01	FLEXIBLE DELINEATORS	63501
635.02	RECOVERABLE DELINEATORS	63502
667.04	PERMANENT SURVEY MARKER, TYPE I, BRIDGE PLACEMENT	66704
668.02	PERMANENT SURVEY TIES	66802
670.05	EQUIPMENT VAULT FOR NUCLEAR TESTING EQUIPMENT	67005
680.00a	RAILROAD TIES REMOVAL AND DISPOSAL	68000a
680.00	RAILROAD TRACK RAIL REMOVAL	68000
683.00	MORTARED STONE WALL	68300

SECTION 700

District Special Provisions

<u>Standard Specifications</u>	<u>Item/Description</u>	<u>Doc. #</u>
701.00	TRAFFIC CONTROL PLAN	70100
701.01	FLAGGERS	70101
701.08b	TRAFFIC CONTROL AND PROTECTION STANDARD 701331 (SPECIAL)	70108b
701.14	WIDTH RESTRICTION SIGNING	70114
701.20	TRAFFIC CONTROL AND PROTECTION STANDARD BLR 21 AND BLR 21 (SPECIAL)	70120
701.21	TRAFFIC CONTROL AND PROTECTION STANDARD BLR 22 AND BLR 22 (SPECIAL)	70121
704.00a	TEMPORARY CONCRETE BARRIER REFLECTORS	70400a
704.00	TEMPORARY CONCRETE BARRIER, STATE OWNED AND TEMPORARY CONCRETE BARRIER TERMINAL SECTIONS, STATE OWNED	70400
733.00	RE-TIGHTENING ANCHOR BOLTS FOR CANTILEVER SIGN STRUCTURES	73300
782.01	LINEAR DELINEATOR PANELS, 4 INCH	78201

SECTION 800

District Special Provisions

<u>Standard Specifications</u>	<u>Item/Description</u>	<u>Doc. #</u>
815.00	TRENCH & BACKFILL, SPECIAL FOR CONDUIT INSTALLATION BENEATH BITUMINOUS SHOULDERS	81500
886.00a	DETECTOR LOOPS, TYPE 1	88600a
886.01	ADJUST EXISTING DETECTOR LOOP RISER	88601
886.02	MISCELLANEOUS ELECTRICAL WORK	88602

SECTION 900

District Special Provisions

Standard
Specifications

Item/Description

Doc. #

SECTION 1000

District Special Provisions

<u>Standard Specifications</u>	<u>Item/Description</u>	<u>Doc. #</u>
1004.00	PCC SLIPFORM PAVING AGGREGATE OPTIMIZATION	100400
1004.02	PCC SUPERSTRUCTURE AGGREGATE OPTIMIZATION	100402
1004.03b	COARSE AGGREGATE FOR BITUMINOUS COURSES, CLASS A	d100403b
1004.04	AGGREGATE QUALITY	d100404
1020.13	MEMBRANE CURING METHOD	102013
1103.00	PCC QMP ELECTRONIC REPORTS SUBMITTAL	110300
1103.03	PCC AUTOMATIC BATCHING EQUIPMENT	110303

District Special Provisions

Designer Note: Use on projects requiring work over the Illinois River that may impact the use of the river below the structure. This special provision may require revision on a project-by-project basis depending on the Coast Guard's response to the final plans.

PROTECTION OF THE ILLINOIS RIVER

Effective: August 1, 2022 Revised: October 1, 2022

This work shall consist of preventing debris, equipment, tools, or any other construction-related materials from falling into the Illinois River. This work shall also include closing spans, except the main span over the navigation channel, to all river traffic.

Protective Shield is required in the main span of the bridge. The Contractor shall propose a system and/or method of construction to prevent any materials from falling into the river in the other spans of the bridge. The Contractor shall submit a written plan for the system and/or method of construction to the Engineer for approval.

The Contractor shall close spans outside the main span to all river traffic in a manner approved by the U.S. Coast Guard. The Contractor may leave the spans open to river traffic, if the Contractor elects to use protective shield in these spans at the Contractor's expense.

This work shall be included in the Plan of Operations (see special provision titled, (Maintenance of Navigation) for Coast Guard review. Coast Guard contact Person: Peter Sambor, M.P.A., USCG Bridge Management Specialist, 1222 Spruce Street, Suite 2.102D, St. Louis, MO 63103; Telephone number: (314) 269-2380.

This work will not be paid for separately, but It shall be considered included in the cost of the various structure-related pay items in the plans.

Protective Shield installed at the locations noted in the plans will be paid for separately.

Designer Note: There is a fill-in for the title of correspondence going to the Coast Guard the designer will fill in. Use on Projects over the Illinois River. This special provision may require revision on a project-by-project basis depending on the Coast Guard's response to the final plans. The manned vessel requirement is at the Department's discretion. It is not a Coast Guard requirement.

MAINTENANCE OF NAVIGATION

Effective: August 1, 2022 Revised: October 1, 2022

This work shall consist of setting up work procedures, methods of protection, and scheduling work so as to maintain navigation during construction to the satisfaction of the United States Coast Guard (USCG) and the Engineer.

The Contractor shall submit four (4) weeks prior to start of work, a "PLAN of OPERATIONS" that will be forwarded to the USCG by the Engineer. The "PLAN of OPERATIONS" shall be reviewed and approved by the USCG before work associated with their jurisdiction begins.

The PLAN OF OPERATIONS (the PLAN) shall outline all of the operations affecting the waterway, including but not limited to, Contractor activities to facilitate bridge rehabilitation, which may include replacing or repairing existing structural and non-structural items, cleaning and painting of the existing superstructure, repair of the existing substructure elements, installation of scour countermeasures, and navigation lighting work. The use of falsework, other obstructions or other temporary construction activities, which will encroach upon navigation clearances, must be approved by the USCG.

The Contractor shall conduct work so that the free navigation of the waterway shall not be interfered with at any time; that the present navigation depths shall not be impaired; and that the channel through the structure shall be promptly cleared of any obstructions placed therein or caused by the bridge rehabilitation work, to the satisfaction of the USCG. The PLAN shall also include details of all floating equipment and/or vessels that will be utilized, including size (dimensions), location, and length of time, including calendar dates that such equipment will be on the waterway. Location shall be interpreted to mean the positioning of any and all vessels or temporary obstructions in the waterway with respect to the bridge and the navigable channel. Method of anchorage or stabilization of all floating equipment, and location of mooring sites if applicable, shall be specified in the PLAN OF OPERATIONS.

A manned safety vessel shall be in the river near the structure during work hours when any work is being performed over the river. The operator must have a VHF marine radio at all times and continually monitor the channel(s) designated by the U.S. Coast Guard for vessel contact during work hours. The operator must also have a cell phone at all times.

All correspondence with the USCG shall be coordinated through the Engineer who will forward the material to the United States Coast Guard. Contact person: Peter Sambor, M.P.A., USCG Bridge Management Specialist, 1222 Spruce Street, Suite 2.102D, St. Louis, MO 63103; Telephone number: (314) 269-2380.

All correspondence should reference the construction site as " _____ "

Activities in the Navigation Channel: Channel traffic at this location cannot be detoured to another span. The amount of time allowed for work in the navigation channel for the Contractor's activities will be determined by the USCG after their review of the PLAN OF OPERATIONS. If the USCG requires revisions or additional information to the PLAN, the Engineer will direct the Contractor to furnish the additional information for re-submittal (by the Engineer) to the USCG. Notification of Commencement of Work: The Contractor shall notify the Coast Guard two weeks prior to commencing any work that includes any of the activities in the PLAN OF OPERATIONS approved by the USCG. Upon notification of schedule of work, the USCG will issue a NAVIGATIONAL ALERT for the _____ over the Illinois River. The USCG and the Engineer must be notified immediately of any change in anticipated means and methods or work schedules. The USCG and the Engineer shall be promptly notified when work described in the PLAN is completed and all equipment has been withdrawn from the waterway.

The PLAN OF OPERATIONS for the execution of work over the Illinois River should comply with the following United States Coast Guard Requirements:

- a. Work shall be conducted in a manner that does not interfere with the free flow of navigation. No temporary construction will be permitted within the clear navigation channel without USCG approval.
- b. The existing navigational clearances shall be maintained at all times, unless otherwise approved by the USCG.
- c. Navigable depths shall not be impaired at any time. The channel or channels through the structure shall be promptly cleared of all falsework or all other obstructions placed therein or caused by the construction of the bridge.
- d. Safety measures shall be implemented and exercised at all times to prevent accidental dropping of spark producing and/or flame producing particles or objects onto barges and vessels. All welding, flame cutting, and any other tasks having spark-producing potential shall cease when vessels are passing beneath the bridge.
- e. A contingency plan in the event of personnel absences or failure of equipment, and provisions for back up equipment and qualified personnel to operate the equipment shall be included when requested by the USCG.
- f. Radio communication shall be provided to assure coordination and adjustment of work activities with the approach and passing of commercial vessels, and any other maritime vessels.
- g. The Contractor shall furnish and display such lights and danger signals upon all of his floating plant, buoys, and temporary construction as may be required for guiding and warning boats.
- h. Floating equipment must yield the right of way to commercial vessels. Floating equipment shall display lights and signals as specified by INLAND NAVIGATIONAL RULES of 1980, copies of which are available from the United States Coast Guard.
- i. The Coast Guard shall be notified two weeks prior to the proposed navigation lighting system going active.

In addition to the above listed requirements the Contractor should comply with any other project-specific requirements as set forth by the USCG.

This item, including the preparation, submittal and review process of the PLAN OF OPERATIONS and including the manned safety vessel, will not be paid for separately but shall be considered included in the cost of the various structure-related pay items in the plans.

Designer Note: Use on projects with proposed guardrail in place of the Type A or B guardrail reflectors. These panels are more visible in poor light conditions.

LINEAR DELINEATOR PANELS, 4 INCH

Effective: October 1, 2022

Description. This work shall consist of furnishing and installing linear delineators on steel plate beam guardrail at locations shown on plan details.

CONSTRUCTION REQUIREMENTS

General. Linear delineator panels shall be attached to steel plate beam guardrail as shown on plan details and as directed by the Engineer. These panels shall be either white or yellow, matching the color of the adjacent pavement marking edge line. They should be spaced at a minimum of 80-foot centers horizontally, with a minimum of two linear delineator per guardrail run. Linear delineators shall not be placed on guardrail terminal sections. Linear delineator spacing through horizontal curves where the normal speed limit is reduced, the spacing of the linear delineators shall be reduced to 40-foot centers. Existing steel plate beam guardrail that contain existing linear delineator panels shall have any damaged or missing panels removed and replaced as directed by the Engineer.

When securing the linear delineator panels to steel plate beam guardrail, the Contractor may use a linear delineation system panel and bracket mounting method approved by the Engineer. Linear delineation system panel and bracket including installation methods shall be according to the manufacturer's recommendations.

The Contractor shall be responsible for testing the durability and strength of the method used to ensure permanent adhesion of the linear delineator panel to the bridge rail. Drilling into metal bridge rail or other metal surfaces to secure the linear delineator panels will not be permitted.

When removing and replacing missing or damaged linear delineator panels, the existing linear delineator panels and any adhesive or bracket when used to secure the existing linear delineator panels shall be removed to the satisfaction of the Engineer. All cost and labor associated with the removal and cleanup of the existing linear delineator panels shall not be paid for separately but shall be included in the cost of this work.

Each panel shall not be less than 34 inches in length and 4.00 inches in width. The panels shall be constructed of cube-corner retroreflective material in standard highway colors permanently bonded to an aluminum substrate. The lateral edges of each panel shall be hemmed. The panel assembly shall have a repeating raised lateral ridge every 2.25 inches. Each ridge shall be 0.34 inches high with a 45° profile and a 0.28-inch radius top.

Daytime color requirements shall be determined from measurement of the retroreflective sheeting applied to aluminum test panels. Daytime color shall be measured instrumentally using a spectrophotometer employing annular 45/0 (or equivalent 0/45) illuminating and viewing geometry. Measurements shall be made in accordance with ASTM E1164 for ordinary colors or ASTM E2153 for fluorescent colors. Chromaticity coordinates shall be calculated for CIE Illuminant D65 and the CIE 1931 (2°) Standard Colorimetric Observer in accordance with ASTM E308 for ordinary colors or ASTM E2152 for fluorescent colors.

Chromaticity Limits for White

	x	y	x	y	x	y	x	y	Limit Y (%)	
									Min	Max
White	0.303	0.287	0.368	0.353	0.340	0.380	0.274	0.316	40	-

Chromaticity Limits for Fluorescent Yellow

	x	Y	x	Y	x	y	x	y	Total Luminance Factor YT (%)
									Min
Fluor. Yellow	0.521	0.424	0.557	0.442	0.479	0.520	0.454	0.491	40

Inspection of Linear Delineator Panels

The linear delineator panels installed under this contract will be inspected following installation, in addition, they will be inspected following a winter performance period that extends 180 days from December 30th.

Within 15 calendar days after the end of the winter performance period, a final performance inspection will be made. If this inspection discloses any work which is not visibly intact and serviceable, the Contractor shall, within 30 calendar days, completely repair or replace such work to the satisfaction of the Engineer.

Measured in its entirety, the work shall be 97 percent intact.

Upon completion of the final performance inspection, or after satisfactory completion of any necessary corrections, the Engineer shall notify the Contractor in writing of the date of such final performance inspection and release him/her from further performance responsibility.

This delay in performance inspection and performance acceptance of the linear delineator panels 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 linear delineator panels listed in the contract, multiplied by the contract unit price. The bond shall be executed prior to acceptance and final payment of the non-linear delineator panel items and shall be in full force and effect until final performance inspection and performance acceptance of the linear delineator panels. Execution of the third-party bond shall be the option of the Contractor.

Basis of Payment: This work, including all materials, equipment, and labor necessary to complete the work as described will be paid for at the contract unit price per Each for LINEAR DELINEATOR PANELS, 4 INCH.