

Designer Note:

1. In order to facilitate the use of available local crushed stone aggregates, which do not meet the Standard Specifications, the following Special Provision should be considered when you have the following pay items:
 - A. Granular Embankment, Special
 - B. Sub-base Granular Material
 - C. Aggregate Shoulders
 - D. Aggregate Surface Course
 - E. Aggregate Base Course
 - F. Erosion Control Aggregate
2. Check with the District Bureau of Materials to see if this Special Provision should be used. Intended for the Western area of District - approximate dividing line is IL 97.
3. Be sure to include this Special Provision when you have incidental aggregate items, such as the granular sub-base under approach slabs when in the areas as specified in E. above.
4. When constructing large quantities of new roadway pavement, consider modifying the first paragraph of the special and removing items, such as, Granular Embankment, Special and Sub-base Granular Material. This will allow the local aggregates to be used where they won't impact the long-term pavement support.

9-23-96 – Revised Article.

AGGREGATE QUALITY

Effective: July 1, 1990

Revised: April 26, 2013

Coarse aggregate for Granular Embankment Special, Sub-base Granular Material, Aggregate Shoulders, Aggregate Surface and Base Courses, and Erosion Control Aggregate shall conform to Article 1004.04 of the Standard Specifications for Road and Bridge Construction except that all of the following revisions to Article 1004.04(b) shall apply unless the Contractor chooses to use RAP for aggregate shoulders:

1. Revise the maximum allowable percentage of weighted average loss when the material is subjected to five (5) cycles of sodium sulfate soundness test from 25%, as shown under the Class D of the Quality Chart in Article 1004.01(b) of the Standard Specifications, to 40%; and
2. Revise the maximum allowable percentage of wear as determined by the Los Angeles Abrasion Method from 45%, as shown under Class D of the Quality Chart in Article 1004.01(b) of the Standard Specifications, to 65%; and

3. The sum of the percentages of weighted average loss when the material is subjected to 5 cycles of the sodium sulfate soundness test and the percentage of wear as determined by the Los Angeles Abrasion Method shall not exceed 95%.