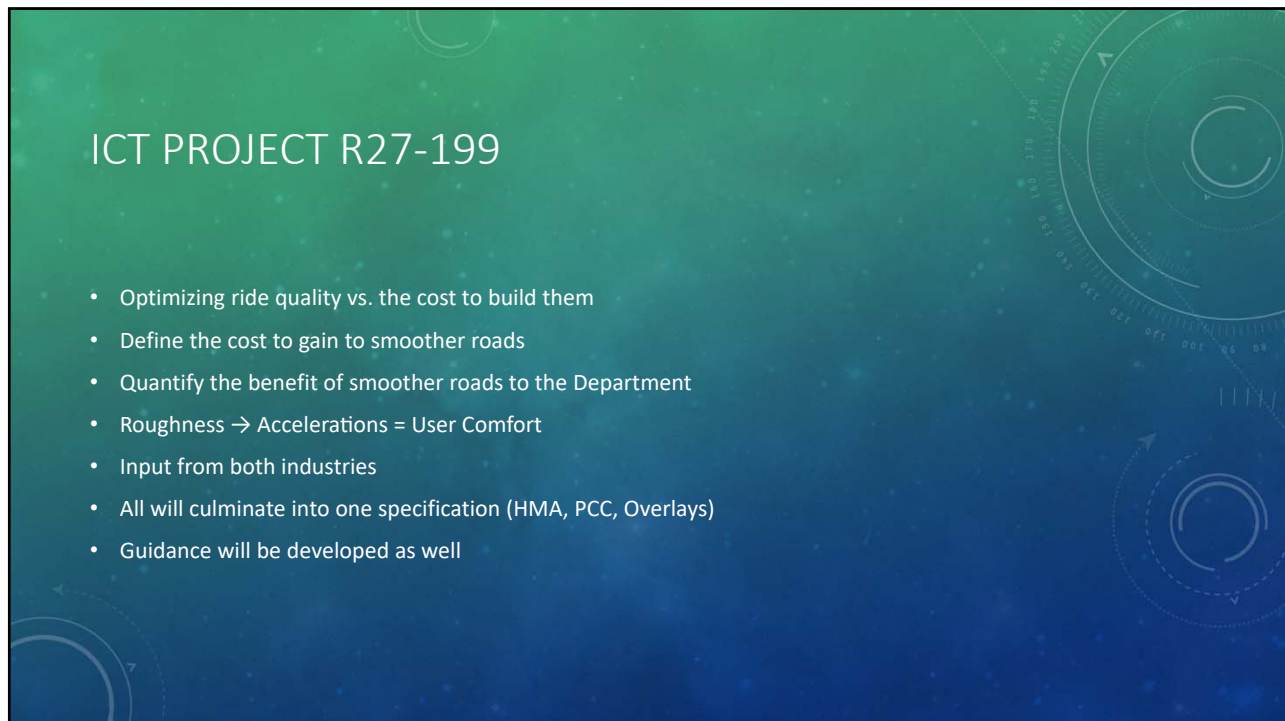




1



2

FULL DEPTH PAVEMENT – HIGH SPEED (>45 MPH)

Mainline Pavement MRI, in./mile (mm/km)	Assessment per subplot
45.0 or less	$+(MRI-45) \times \$20.00$
>45.0 to 75.0	+ \$0.00
>75.0 to 100	$-(MRI - 75) \times \$20.00$
>100.0	-\$500.00

3

FULL-DEPTH PAVEMENT – LOW SPEED (≤ 45 MPH)

Mainline Pavement MRI, in./mile (mm/km)	Assessment per subplot
65.0 or less	$+(65-MRI) \times \$14.00$
>65.0 to 110.0	+0.00
>110.0 to 145.0	$-(MRI-110) \times \$14.00$
>145.0	-\$500.00

4

HMA OVERLAY– HIGH SPEED (>45 MPH)

Upper MRI Thresholds	$MRI_o \leq 125.0$ in./mile	$MRI_o > 125.0$ in./mile
Incentive (MRI_i)	45	$0.2 \times MRI_o + 19$
Full Pay (MRI_f)	75	$0.2 \times MRI_o + 50$
Disincentive (MRI_d)	100	$0.2 \times MRI_o + 75$

Mainline Pavement MRI Range	Assessment per subplot
$MRI \leq MRI_i$	$+(MRI_i - MRI) \times \$20.00$
$MRI_i \leq MRI \leq MRI_f$	+\$0.00
$MRI_f \leq MRI \leq MRI_d$	$-(MRI - MRI_f) \times \$20.00$
$MRI > MRI_d$	-\$500.00

5

EXAMPLE

- MRI_o – Existing roughness – measured prior to letting and reported on plans
- $MRI_o = 210$ in./mile
- High speed mainline pavement

Upper MRI Thresholds	$MRI_o > 125.0$ in./mile
Incentive (MRI_i)	$0.2 \times 210 + 19 = 61$
Full Pay (MRI_f)	$0.2 \times 210 + 50 = 92$
Disincentive (MRI_d)	$0.2 \times 210 + 75 = 117$

Mainline Pavement MRI Range	Assessment per subplot
$MRI \leq 61$	$+(61 - MRI) \times \$20.00$
$61 \leq MRI \leq 92$	+\$0.00
$92 \leq MRI \leq 117$	$-(MRI - 92) \times \$20.00$
$MRI > 117$	-\$500.00

6

HMA OVERLAY – OPTION 2

- MRI_o less than or equal to 100 in./mi. will be subjected to Full-Depth Mainline Pavement Requirements
- MRI_o greater than 100 in./mi. will be subjected to percent improvement

Percent Improvement per sublot	Assessment per sublot
Less than 31%	-\$550
32% - 49%	-\$350
50% - 70%	\$0
71%-85%	+\$350
Greater than 85%	+\$550

7

ODDS AND ENDS

- Department is looking to build new certification track
- Equipment will be certified according to AASHTO R56
- Verification/Certification letters will be posted online as early as 2020
- Will work with other states to accept our certification
- Testing will be completed after the paving is complete
- Actual testing method and equipment will be moved to Illinois Test Procedure
- Assessments will be in specifications
- Contractor will be required to turn in raw data from inertial profiler

8