

McHENRY  
COUNTY

**AN AGENCY'S *SUCCESS*  
IS DIRECTLY RELATED  
TO THEIR **PLANNING**  
AND **PREPARATION****

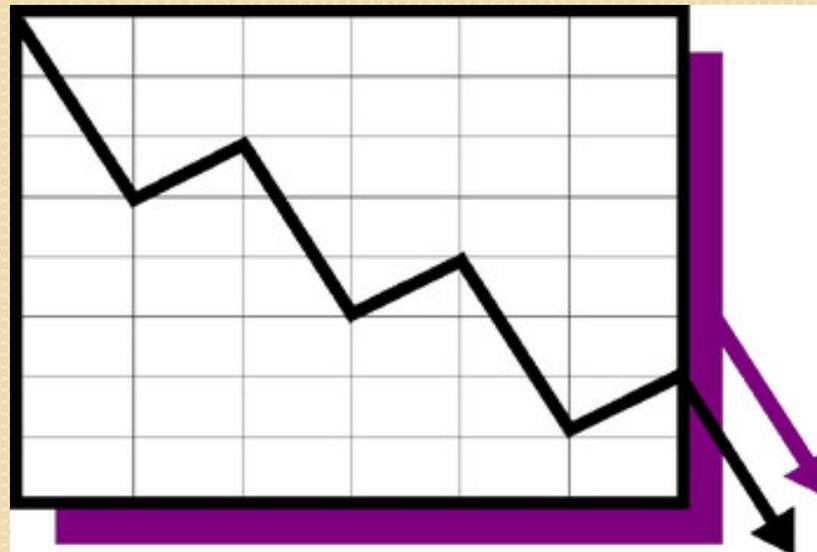
# McHENRY COUNTY DOT PLANNING

- 2002 - Paser Road Rating system
- In house rating of roads, completed every year until 2013
- Paser Rating – 1 to 10
- 2009 - CRS Rating System
- *Consultant* started rating the roads, performed every other year
- CRS Rating – 0 to 9

# ROAD RATING FOR PAVEMENT PRESERVATION OF COUNTY ROADS

PASER RATINGS 1 = Worst and 10 = Best

Road Name	To / From	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Coral	IL 23 to South Union Rd	3.75	3.00	10.00	9.75	9.00	8.50	8.25	7.50	8.00	8.00	7.50
Country Club	Ridgefield Rd to Fleming Rd	4.00	3.75	3.75	3.50	10.00	9.25	9.00	8.75	8.00	7.75	7.25
Genoa	County Line to Harmony Rd	10.00	9.50	9.50	8.50	8.00	6.75	6.00	5.00	4.75	4.00	4.00
White Oaks	IL 173 to Hunter Rd	9.50	9.50	9.00	8.50	8.00	7.75	7.25	6.25	6.00	6.25	6.25



## Road Rating for Pavement Preservation of County Roads

### PASER RATINGS - 1 = Worst and 10 = Best

Road	To / From	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Ackman	Haligus Rd. to Randall Rd	3.75	3.50	3.25	3.25	3.00/6.00	6.00/2.75	6.50	8.25	7.75	7.25	7.50	
Airport	Flat Iron Rd. to US 14	10.00	8.75	8.00	8.00	6.75	5.50	7.00	6.50	6.25	6.00	5.75	
Alden	Nelson Rd. to State Line Rd	4.00	4.00	4.50	6.00	5.00	4.75	4.25	4.00	3.75	3.50	4.00	
Algonquin	IL 47 to IL 31	Under Construction							9.75	9.50	9.00	8.00	7.50
Altenberg	IL 173 to Alden Rd	8.50	8.50	8.50	8.00	8.00	7.00	6.50	7.25	7.00	6.00	5.25	
Bay	Chapel Hill Rd. to County Line	4.00	3.75	3.75	3.75	3.75	3.75	10.00	9.00	8.75	8.25	8.25	
Bull Valley	Crystal Lake Rd. to IL 31	4.50	4.25	4.50	4.00	5.50	6.00	9.00/4.00	5.00	5.00	4.75	5.00	
Cary	US 14 to IL 31	4.75	4.50	4.25	4.25	4.25	4.00	4.00	3.75	9.00	9.00	8.75	
Chapel Hill	River Rd. to Johnsburg Rd	4.00	4.00	4.00	4.00	4.00	10.00/3.50	9.50/3.25	9.00	8.50	7.25	7.50	
Charles	Nelson Rd. to IL 120	3.75	3.00	5.00	10.00	8.50	8.25	8.50	8.25	8.00	8.50	8.25	
Coral	IL 23 to South Union Rd	3.75	3.00	10.00	9.75	9.00	8.50	8.25	7.50	8.00	8.00	7.50	
Country Club	Ridgefield Rd. to Fleming R	4.00	3.75	3.75	3.50	10.00	9.25	9.00	8.75	8.00	7.75	7.25	
Lake Cook	IL 62 to Church St	5.00	5.00	5.00	5.00	5.00	4.75	4.50	4.50	4.50	4.25	4.25	
Crystal Lake/Walk	IL 176 to Bull Valley Rd	4.00	4.00	4.00	4.00	4.50	4.00	3.75	U.C.	U.C.	U.C.	9.50	
DeepCut/Nelson	US 14 to Alden Rd	6.00	5.00		4.50	4.00	3.50	3.25	9.00	9.25	8.50	8.00	
Deerpas	IL 176 to Kish. Vall. Rd	10.00	9.25	8.50	8.00	7.50	7.00	6.50	5.50	4.75	4.00	7.75	
Dunham	IL 23 to US 14	6.50	6.00	6.00	5.75	5.50	7.00	6.75	6.50	6.00	5.50	5.00	
Durkee	Alden Rd. to Johnson Rd.	6.00	5.25	4.75	3.50	6.00	6.00	5.25	4.50	4.00	9.00	9.00	
Flat Iron	County Line to IL 173	5.50	5.25	5.25	5.00	4.75	4.00	4.00	3.75	3.75	3.75	3.50	
Fleming	Country Club Rd to IL 120	8.50	7.50	7.00	5.50	4.50	3.00	2.50	2.25	2.00	2.00	9.00	
Franklinville	IL 176 to South St	4.25	4.25	4.25	4.00	4.00	6.75/3.25	5.00	4.50	4.00	3.25	6.00	
Garden Valley	Millstream Rd to N.Union Rd	5.25	5.25	5.00	5.00	5.00	10.00	9.50	9.00	8.50	8.00	7.75	
Genoa	County Line to Harmony Rd	10.00	9.50	9.50	8.50	8.00	6.75	6.00	5.00	4.75	4.00	4.00	
Greenwood	Charles Rd. to IL 173	3.75	3.25	7.50	7.50	9.00/4.00	8.25/3.25	9.00	8.75	8.00	7.00	6.75	
Haegers Bend	IL 62 to County Line	5.25	5.25	5.25	5.25	5.25	5.00	5.00	5.00	6.00	5.50	5.00	
Hampshire	County Line to Harmony Rd	5.00	4.75	4.75	4.50	4.00	3.50	3.00	2.75	2.75	9.00	8.75	
Harmony	County Line to Hemmer Rd	5.00	3.00	6.00	6.00	7.00	8.25/5.00	8.00/4.00	6.75	6.00	6.00	6.00	
Hartland	US 14 to Nelson Rd	9.50	8.00	8.00	6.50	5.00	4.50	3.25	9.00	8.25	8.50	8.00	
Hobe	South St to Kish. Vall. Rd	5.00	5.00	4.50	4.00	3.75	3.25	3.25	9.00	8.75	8.25	7.75	
Hughes	Kishwaukee Vall. Rd to US 14	9.50	9.50	9.00	8.00	6.00	5.50	5.00	4.75	4.25	9.00	9.00	
Hunter	County Line to White Oaks F	9.50	9.50	9.00	8.00	7.50	6.25	5.50	5.25	5.00	5.50	5.50	
Johnsburg	IL 31 to Chapel Hill Rd	4.25	4.25	4.25	4.25	3.75	3.50	3.50	3.50	3.50	3.00	U.C.	
Johnson	Durkee Rd. to O'Brien Rd	9.50	9.50	9.00	8.50	6.00	5.75	5.50	5.00	5.00	9.00	9.00	
Keystone	Tryon Grove Rd to Stateline	9.50	9.50	9.00	8.00	7.75	7.00	6.75	5.75	5.25	4.75	4.25	
Kishwaukee	County Line to US 14	2.50	10.00	10.00	9.50	9.00	8.50	8.25	8.00	7.25	7.00	7.50	
Lakewood	Algonquin Rd to Ackman Rd	3.75	3.25	3.00	10.00	9.00	8.50	7.75	7.25	7.25	7.00	7.00	
Lawrence	Ramer Rd to State Line Rd	4.25	4.50	4.50	4.00	4.00	4.00	3.75	3.75	3.50	3.25	3.00	
Main	Richardson Rd to County Line	3.75	3.75	3.50	3.50	3.50	3.00	10.00	9.00	8.75	8.50	8.25	
Maple	Harmony Rd to City of Mare	4.50	4.00	4.00	4.00	4.00	3.75	3.50	3.50	9.00	9.00	8.75	
Marengo	US 20 to Huntley	5.50	5.50	5.25	5.00	5.25	4.50	4.25	4.25	3.75	9.00	9.00	
McGuire	US 14 to Alden Road	10.00	9.50	9.00	8.50	7.50	7.50	8.00	7.75	7.00	6.50	6.00	
Menge	Kishwaukee Val. to Dunham	6.50	6.60	6.25	6.25	6.00	7.50	6.75	6.25	5.50	5.00	4.75	
Miller	IL 31 to River Rd	6.00	5.50	5.50	5.50	5.00	5.00	4.50	4.50	4.50	4.50	6.00	
Millstream	IL 176 to Garden Valley Rd.	5.00	5.00	5.00	5.00	4.75	10.00	9.75	9.25	8.75	8.25	8.00	
N. Union	West Union Rd to Garden V	4.25	4.00	4.00	7.00	5.75	9.25	9.50	9.25	8.50	8.00	7.75	
Oak Grove	US 14 to IL 173	9.50	9.25	9.00	7.00	8.00	7.00	8.00	8.00	7.75	7.25	6.75	
Oak Grove	IL 173 to Ramer Rd.		5.75	5.50	5.00	4.50	4.00	4.00	9.00	9.00	8.75	8.75	
O'Brien	Johnson Rd. to IL 47	9.50	7.50	7.00	7.00	6.75	6.00	5.00	4.25	4.00	9.00	9.00	
Pyott	Algonquin Rd. to Virginia Rd	3.25	4.00	3.75	3.75	3.50/9.50	9.25/3.25	9.50/3.00	5.00	6.00	8.00	8.00	
Rakow	McHenry Ave. to IL 31	6.25	5.75	5.50	5.50	5.50	5.25	5.00	4.75	U.C.	U.C.	10.00	
Ramer	Oak Grove Rd. to Harvard C	4.25	4.75	4.50	4.40	4.00/7.50	6.50/3.25	6.50/2.75	8.00	8.75	8.50	8.50	
Randall	County Line to McHenry Av.	6.00	5.75	5.75	5.75	5.75	5.25	5.25	5.00	5.00	4.50	4.50	
Richardson	US 12 to IL 173	4.25	4.00	4.00	3.75	3.25	3.00	10.00	9.00	8.75	8.50	8.00	
Ridgefield	US 14 to US 14	5.00	4.75	4.75	4.50	10.00	9.50	9.00	8.75	7.75	7.25	7.25	
River	IL 176 to Chapell Hill Rd.	7.00	6.00	6.00	6.00	6.00	8.50/4.50	8.25/4.00	8.50	7.75	7.00	6.25	
Roberts	County Line to IL 176	3.50	3.50	3.50	3.25	6.00	5.00	4.50	4.00	9.00	8.75	8.50	
S. Union	US 20 to W. Union Rd.	4.50	4.25	3.50	10.00	9.75	9.00	9.00	8.50	8.00	7.75	7.25	
Spring Grove	Johnsburg Rd. to US 12	4.00	4.00	4.00	4.00	3.75	10.00	9.50	9.00	8.50	7.75	7.50	
Tryon Grove	Greenwood Rd. to US 12	5.00	4.75	4.75	4.75	4.25	3.75	10.00	9.00	8.75	8.00	8.00	
Vermont	Garden Va. Rd to Kish. Val.	4.25	4.00	3.75	10.00	9.75	9.25	8.75	8.25	8.25	7.50	7.25	
Virginia	IL 31 to US 14	5.50	5.50	5.25	5.25	5.00	4.50	U.C.	7.00	7.00	7.50	8.00	
West Union	US 20 to Union	3.75	3.50	3.25	10.00	9.75	9.25	9.25	9.00	8.50	7.75	7.00	
White Oaks	IL 173 to Hunter Rd	9.50	9.50	9.00	8.50	8.00	7.75	7.25	6.25	6.00	6.25	6.25	
Wilmot	US 12 to State Line	4.75	4.75	4.25	4.00	3.50	10.00	9.75	9.00	8.00	7.75	7.50	

# MCDOT's PPP

- Before 2004
  - 1.75" HMA overlays & paving portions of many roads
  - Paving 25 centerline miles every year; 10 year cycle
- 2004 and beyond - paving program changed
  - Started milling and paving roads 3.75"
  - Paving an entire road instead of partial paving of many roads » create a base line to monitor deterioration of complete road
  - Attempt to pave 12 centerline miles every year, to both complete the cycle and expand life of the roads to 20 (twenty) years
- Started looking at other pavement treatment options

# 2005 RESEARCH & DEVELOPMENT

- Joined Midwest Pavement Preservation Partners - MPPP
- Network with other agencies
- Identify techniques to extend the life of county roads
- Start a schedule of pavement preservation techniques
- Identified *crack sealing* as starting point in extending life of road
- Researched different types of wearing surfaces to use on paved roads that will extend the life of the HMA surface.
- The two emulsion based options with promise:  
(Slurry Seal & Microsurfacing) and HMA wearing surfaces



# 2006 – BEGAN CRACK SEALING



- Crack sealing *not* crack filling
- Crack sealing consists of cutting a groove  $\frac{3}{4}$ " wide by  $\frac{3}{4}$ " deep in existing crack
- Crack filling just fills the existing crack with material
- Since PPP just started, we looked at roads that were paved with 1.75" of HMA to extend the life of those roads
- Future crack sealing will be placed on roads that were paved 3 to 5 years previously or when needed
- Started looking at emulsion based wearing surfaces

# 2007 THRU 2010 MCDOT INSTALLED EMULSION WEARING SURFACES

- In 2007 placed slurry seal on 2 (two) roads
- From 2008 thru 2010 installed micro-surfacing on 3 (three) roads
- Created an in-house QA program for testing the micro-surfacing materials and end product



- Performed internal review and analysis of product
- 2010 stopped using emulsion based materials

# McHenry County Treatment Matrix

CRS Value	CRS Rating	Low Traffic (ESALs < 15,000)	Mid-Range Traffic (ESALs 15,000-50,000)	High Traffic (ESALs > 50,000)
9	Excellent	Defer		
8				
7	V. Good	Maintenance		
6	Good			
5	Fair	Thin Lift Overlay		
2.5		Major Rehabilitation		
1	Failed	Reconstruction		

# RESEARCHING HMA Thin Lift Overlay (TLO)

- Gather information at MPPP – very little information from member agencies
- Looked for information from other state Local Agencies
- Internal discussions on what McDOT goals should be for the HMA TLO
  - › CRS Rating of **5.0** or above
  - › Apply HMA TLO 8 to 10 Years after the 3 ¾” Mill & Fill
  - › Establish internal protocols – RIGHT ROAD, RIGHT TREATMENT, AT RIGHT TIME
- Talked to HMA Producers about TLO’s

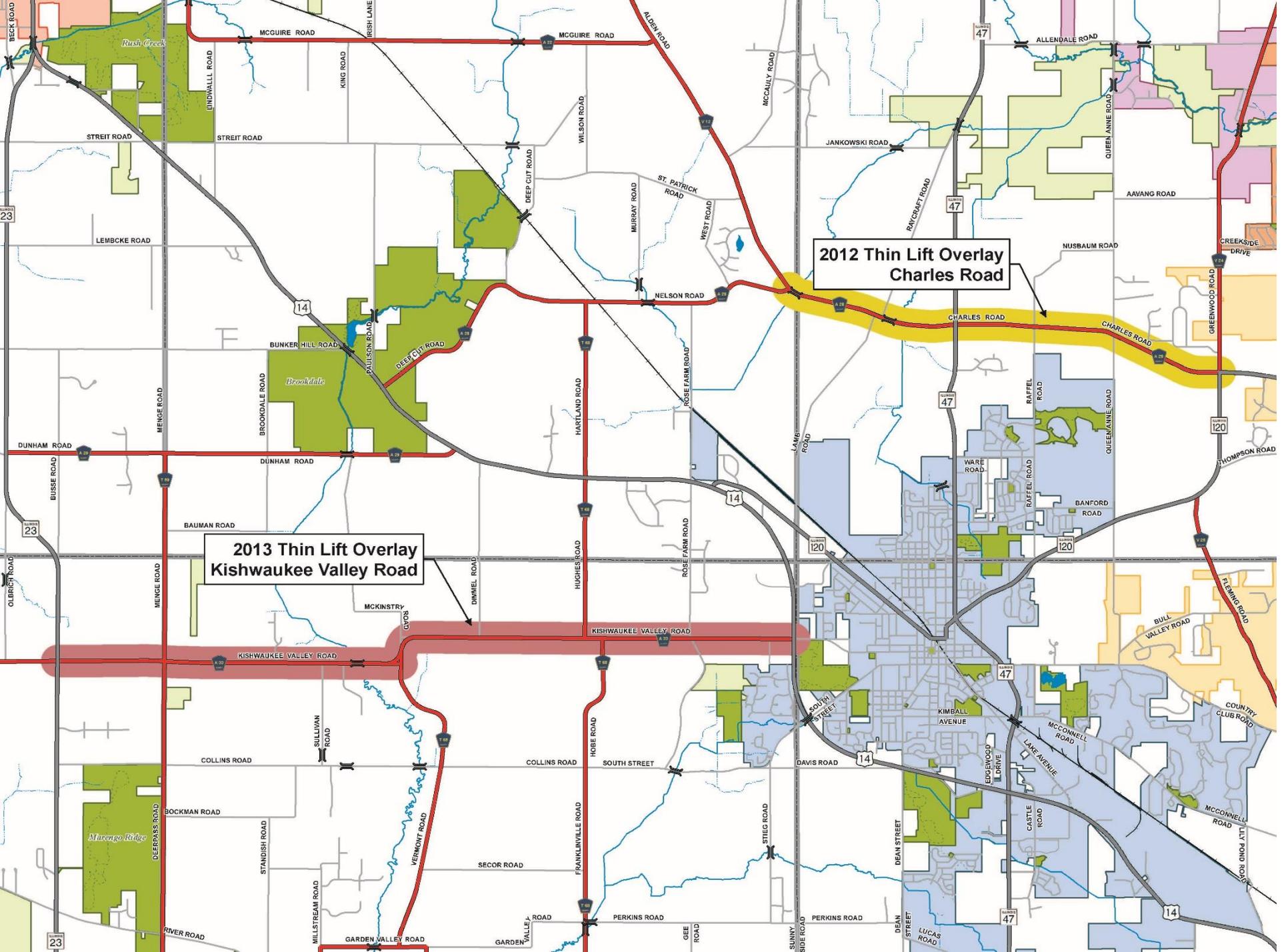


# AGENCY/CONTRACTOR PARTNERSHIP



- Make it work for Agency and Contractors
- Use readily available materials
- Use existing contractor equipment
- Easy mix design
- Incorporate into Agency Pavement Preservation Program
- Share results with other Agencies





2012 Thin Lift Overlay  
Charles Road

2013 Thin Lift Overlay  
Kishwaukee Valley Road

# 2012 & 2013 HMA TLO (3/4") PROJECTS

## 2012

**Charles Road**, Paved 2005-'06, Milled and filled 3 3/4"

- › IDOT 4.75" HMA mix
- › CRS rating of 5.5 with ESAL's of 28,241
- › Mix: PG 58-28
- › Crack Sealed in 2009

## 2013

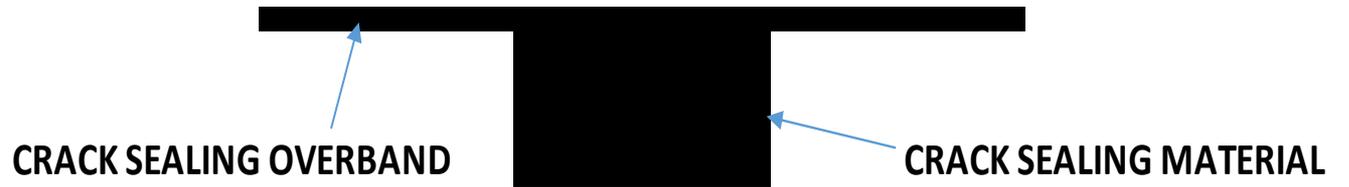
**Kishwaukee Valley Road**, Paved 2004, Milled and filled 3 3/4"

- › McDOT mix design, more 3/8" stone
- › CRS rating of 5.9 with ESAL's of 20,354
- › *Polymer mix*: PG 70-28
- › Crack Sealed in 2007

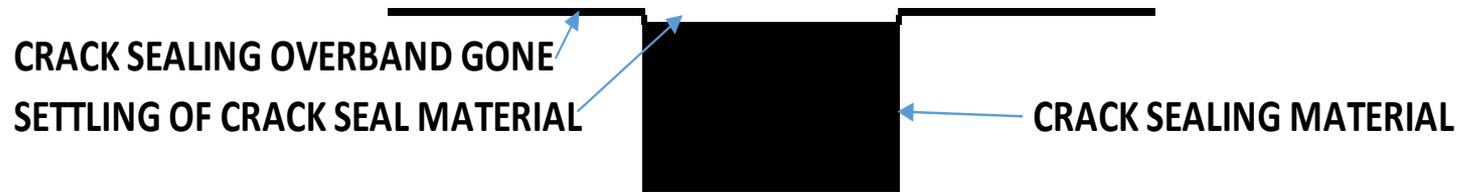




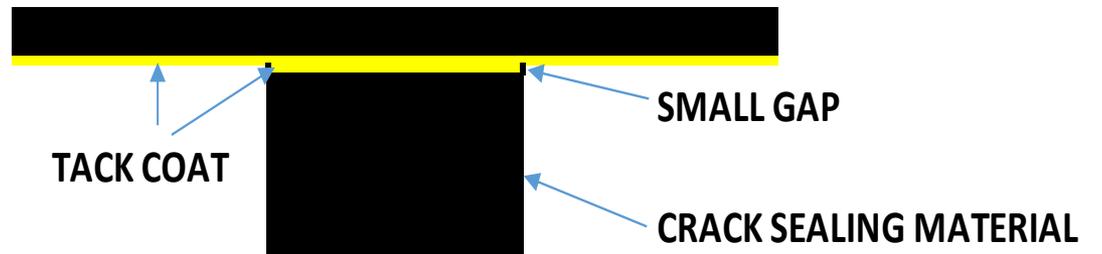
### RIGHT AFTER CRACK SEALING



### AFTER FOUR YEARS OF SNOW PLOWING



### HMA LAID DOWN BY PAVER





State Street & Co.

120

SAKAI

COUNTRY FOR ROAD SLIP DOWN

# PATCHING DETAILS

- Patching was performed on both roads where there was structural damage
- 6” inch deep patch from the existing road surface
- Only surface HMA mix was used
- Placed in two lifts
- Match the existing surface conditions

Charles Rd.

2012 Before TLO



2018 Charles Rd. same area



Charles Rd. 2012 Patch Before TLO



2018 Charles Rd. same area



# HMA BUTT JOINTS

## Charles Road

Milled Areas at:

- › Butt Joints at Beginning and End
- › All side roads

## Kishwaukee Valley Road

Milled Areas at:

- › Butt Joints at Beginning and End
- › All side roads
- › All driveways







State Street & Co.

120

SAKAI

COUNTRY FOR ROAD SLIP DOWN



# TACK COATING

## Charles Road

- Tack coated with RC-70
- Tack coated the day before
- Up to 1.5 hours to break
- Only tack coated what was going to be paved that day
- Applied Tack Coat according to specs

# TACK COATING

## Kishwaukee Valley Road

- Tack coated with Trackless Tack
- Tack coated one hour before paving
- Cured in 1/2 hour
- Only tacked what was paved that day
- Applied Tack Coat according to specs

Charles Rd. RC-70 Jack Coat



# HMA TLO Paving Basics

- Placed at 110 lbs. per square yard (Compacted)
- 25 ft/min paver speed
- 3 Static Rollers used
- 95% avg. min specified density

# ROLLING PATTERNS

## Charles Road

- 6 breakdown passes
- 4 intermediate passes
- 1 finish pass

## Kishwaukee Valley Road

- 7 breakdown passes
- 5 intermediate passes
- 1 finish pass

Charles Rd.





# RANDOM PLANT REPORT GRADATIONS

## Charles Road

	Corr.	% PASS	AJMF
1.5		100	100
1		100	100
3/4		100	100
1/2		100	100
3/8		100	100
#4		84	82
#8		62	63
#16		43	44
#30		30	29
#50		17	17
#100		10	9
#200		6.3	6.0
AB	1.05	6.5	6.4

## Kishwaukee Valley Road

	Corr.	% PASS	AJMF
1.5		100	100
1		100	100
3/4		100	100
1/2		100	100
3/8		95	100
#4		66	69
#8		47	50
#16		32	35
#30		20	23
#50		12	13
#100		8	7
#200		5.2	5.5
AB	1.30	6.0	6.3

# PLANT REPORT FOR CHARLES & KISHWAUKEE VALLEY ROADS N50 Mix

## GYRATORY RESULTS

$N_{\text{Design}}$ 50	<u>CH</u>	<u>KW</u>
Air Voids	2.7	3.3
FVMA	15.6	14.8
$G_{\text{mb}}$	2.404	2.404
$G_{\text{mm}}$	2.471	2.484
ABR	20%	40%

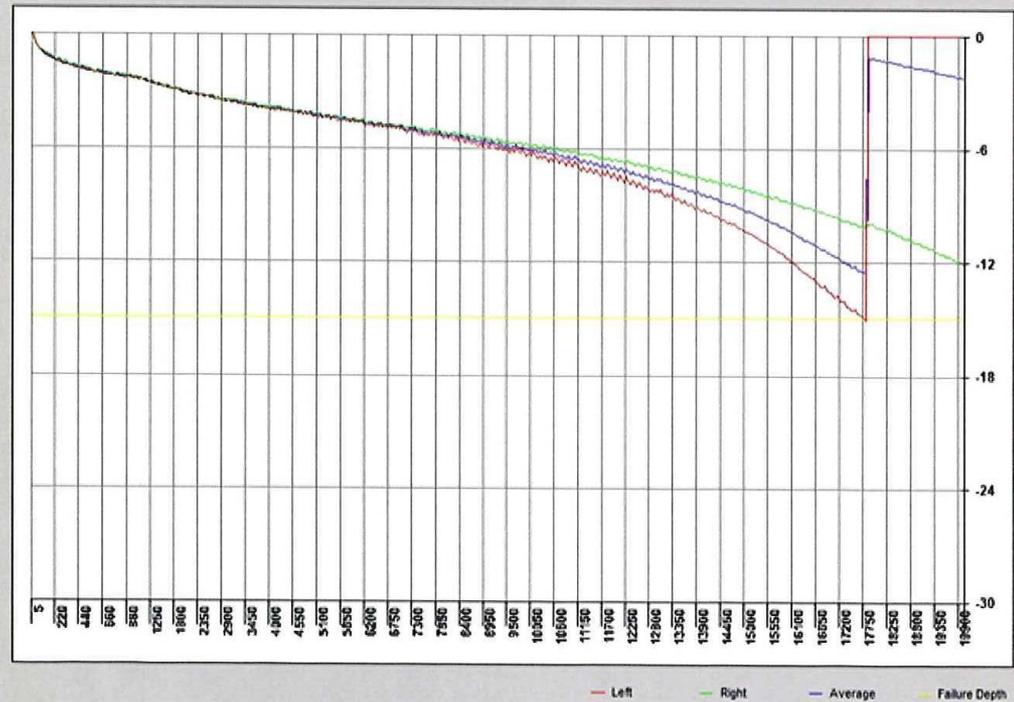
# Charles Road

## WheelTracker Report

Project Name:	N50 4.75 REC Surface	Date:	8/2/2012
Project Number:	90BITMC01	Date Sampled:	8/1/2012
Job Number:		Lab Number:	HWT12-120
Project Engineer:		Mix Type:	19524R
Submitted By:	PETER BAKER	Asphalt Grade:	PG58-28
Temperature:	50	Pit Source:	
Comments:			

	Left	Right	Average
Max Impression:	-15.02 mm	-12.14 mm	-13.58 mm
Pass #: 17768 / Pt: 5		Pass #: 20000 / Pt: 8	
Fail Depth: 15mm	FAIL	PASS	PASS

PMW WheelTracking Test



# CHARLES ROAD

## RUT DATA

### Rut Data Report

Performed 8/1/2012	Test #60		Fail Depth: -12.5mm
PASS #	Left Wheel	Right Wheel	PASS #
<b>5,000</b>	-4.23	-4.21	<b>5,000</b>
<b>10,000</b>	-6.2	-5.83	<b>10,000</b>
<b>15,000</b>	-10.23	-8.04	<b>15,000</b>
<b>16,550</b>	-12.71	-11.92	<b>16,550</b>
Tested	4,5,6	7,8,9	Tested

# Kishwaukee Valley Road

## WheelTracker Report

Curran Asphalt (Crystal Lake) 477-09  
19514 HMA N50 D REC SURFACE 9.5mm  
McHenry County 13-00416-00-PP

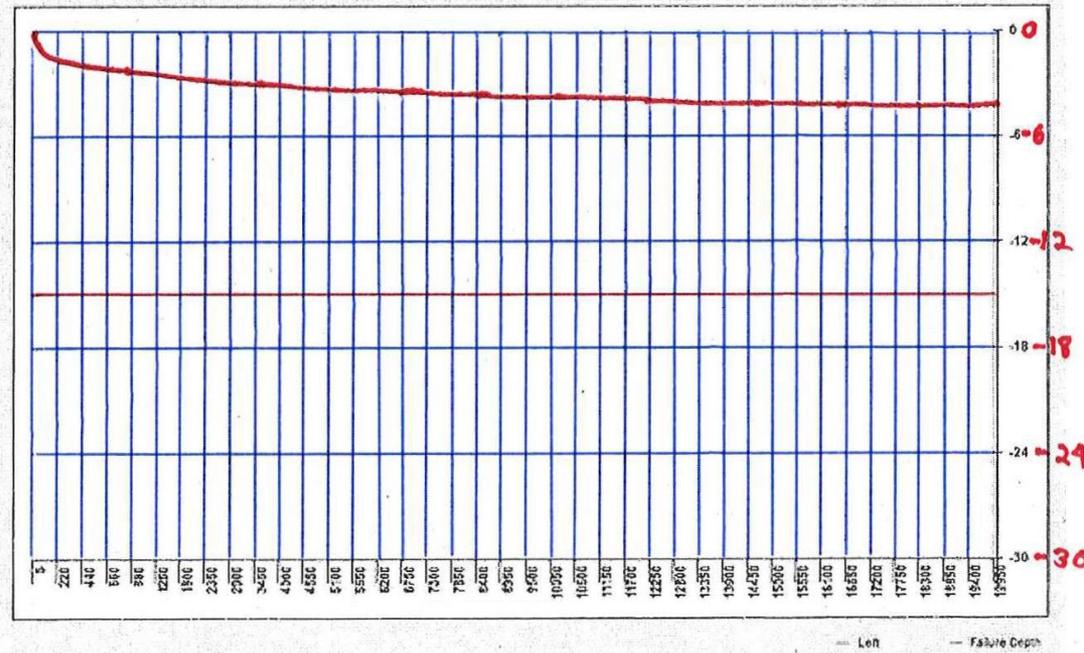
Project Name:	HMA N50 D REC SURFACE	Date:	8/14/2013
Project Number:	13BITCLFG	Date Sampled:	8/7/2013
Job Number:	8011	Lab Number:	13-087-K
Project Engineer:	MCDOT	Mix Type:	19514R
Submitted By:	Curran Asphalt Crystal Lake	Asphalt Grade:	SBS PG70-28
Temperature:	50°C	Pit Source:	
Comments:			

Max Impression:

Left  
-4.41 mm  
Pass #: 20000 / Pt: 11  
PASS

Fail Depth: 15.00mm

PMW WheelTracking Test



# KISHWAUKEE VALLEY ROAD

## RUT DATA

Rut Data Report		
Performed 8/9/2013	Test #10	Fail Depth: -12.5mm
Pass #	Left Wheel	
<b>5,000</b>	<b>-3.3</b>	
<b>10,000</b>	<b>-3.79</b>	
<b>15,000</b>	<b>-4.1</b>	
<b>20,000</b>	<b>-4.34</b>	
Tested	9,10,11	

Me!

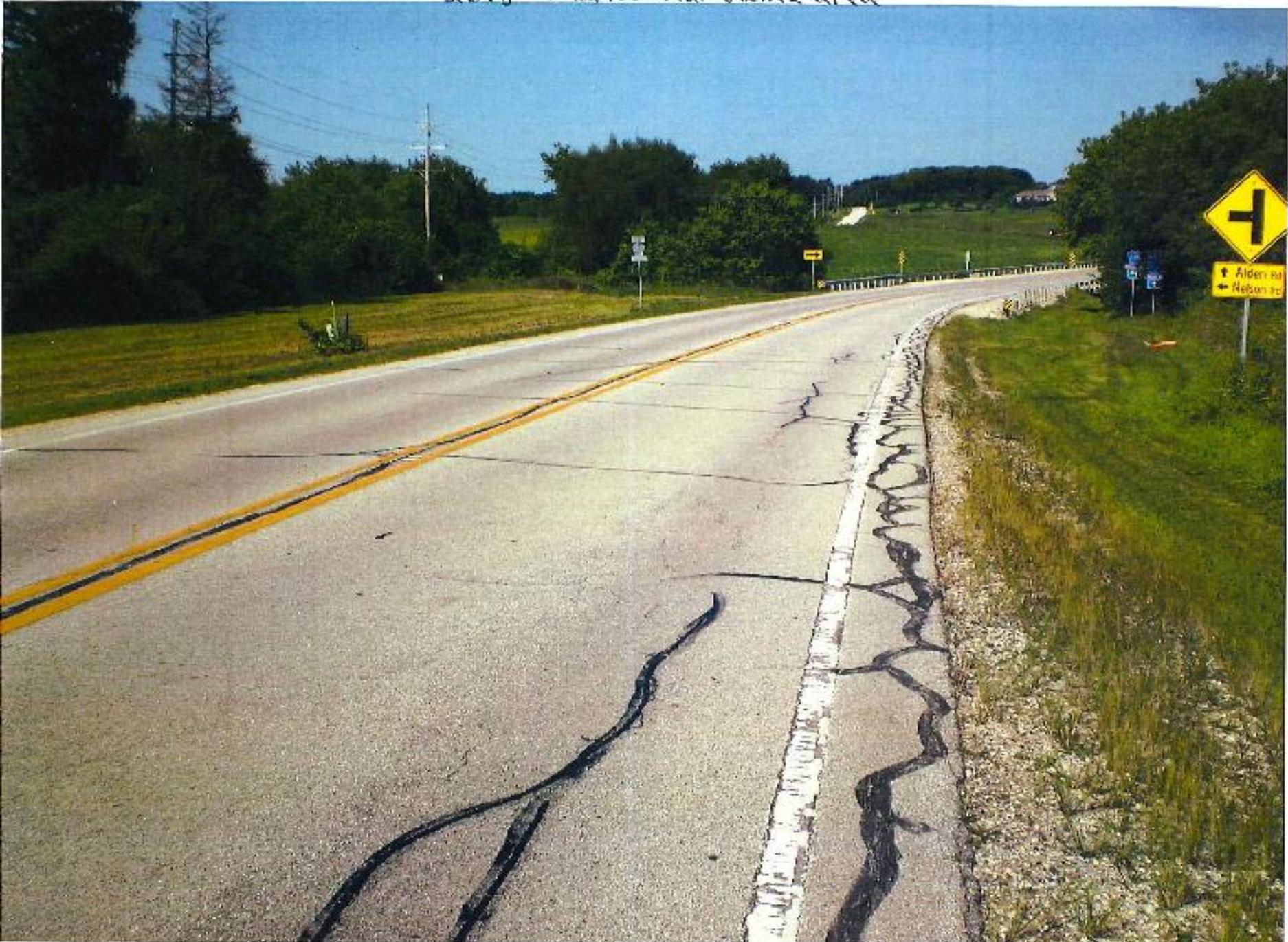




Charles Rd. 2012 Before TLO



2018 Charles Rd. same area











# QUICK FACTS

McHenry County Treatment Matrix				
CRS Value	CRS Rating	Low Traffic (ESALs < 15,000)	Mid-Range Traffic (ESALs 15,000-50,000)	High Traffic (ESALs > 50,000)
9	Excellent	Defer		
8				
7	V. Good	Maintenance		
6	Good			
5	Fair	Thin Lift Overlay		
2.5	Poor			
1	Failed	Reconstruction		

Rutting Severity	Average Rut Depth ( $D_r$ )	Quartile	IRI Value (in/mi)
LOW	$D_r < 0.15\text{in.}$	FIRST (SMOOTHEST)	$IRI < 60$
MEDIUM	$0.15 \leq D_r \leq 0.35\text{in.}$	SECOND	$60 \leq IRI \leq 75$
HIGH	$D_r > 0.35\text{in.}$	THIRD	$76 \leq IRI \leq 100$
		FOURTH (ROUGHEST)	$IRI > 100$

CHARLES ROAD				KISHWAUKEE VALLEY ROAD		
CRS ROAD RATING	RUTTING		IRI	CRS ROAD RATING	RUTTING	IRI
2011	5.5		89	5.9		68.5
2017	5.9	0.11	80	6.5	0.09	70.1

# BID DATA

## CHARLES ROAD

Low bid was **\$340,814** the final cost was **\$363,900** for four miles of road

**\$45,487** per lane mile

Engineering Estimate was **\$362,236**

4 (four) bidders for project

High bid was **\$458,953**

## CHARLES ROAD, cont'd

A total of **3,062** HMA tons laid at a cost of **\$82.40** a ton

Shoulder material was added

Completion time: 1 month+

# BID DATA

## **KISHWAUKEE VALLEY ROAD**

Low bid was **\$799,913** the final cost was **\$693,197** for seven miles of road

**\$49,514** per lane mile

Engineering Estimate was **\$961,836**

2 (two) bidders on project

High bid was **\$973,879**

# KISHWAUKEE VALLEY ROAD, cont'd

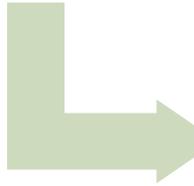
A total of **7,243** HMA tons laid at a cost of **\$68.00** a ton

Shoulder material was added

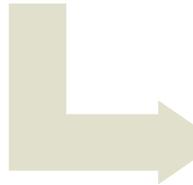
Completion time: 1 ½ months

# STUDY RESULT

**For 7 years  
McHenry County  
evaluated the TLO  
roads...**



**HMA TLO and  
Tack Coat have  
performed well**



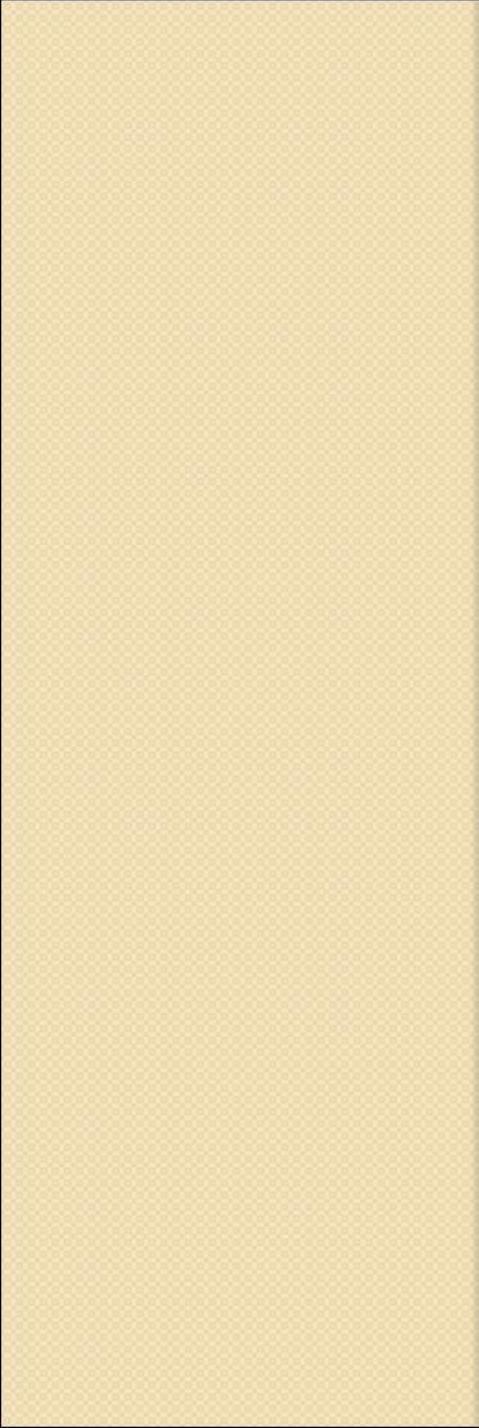
**IDOT friction  
testing soon**



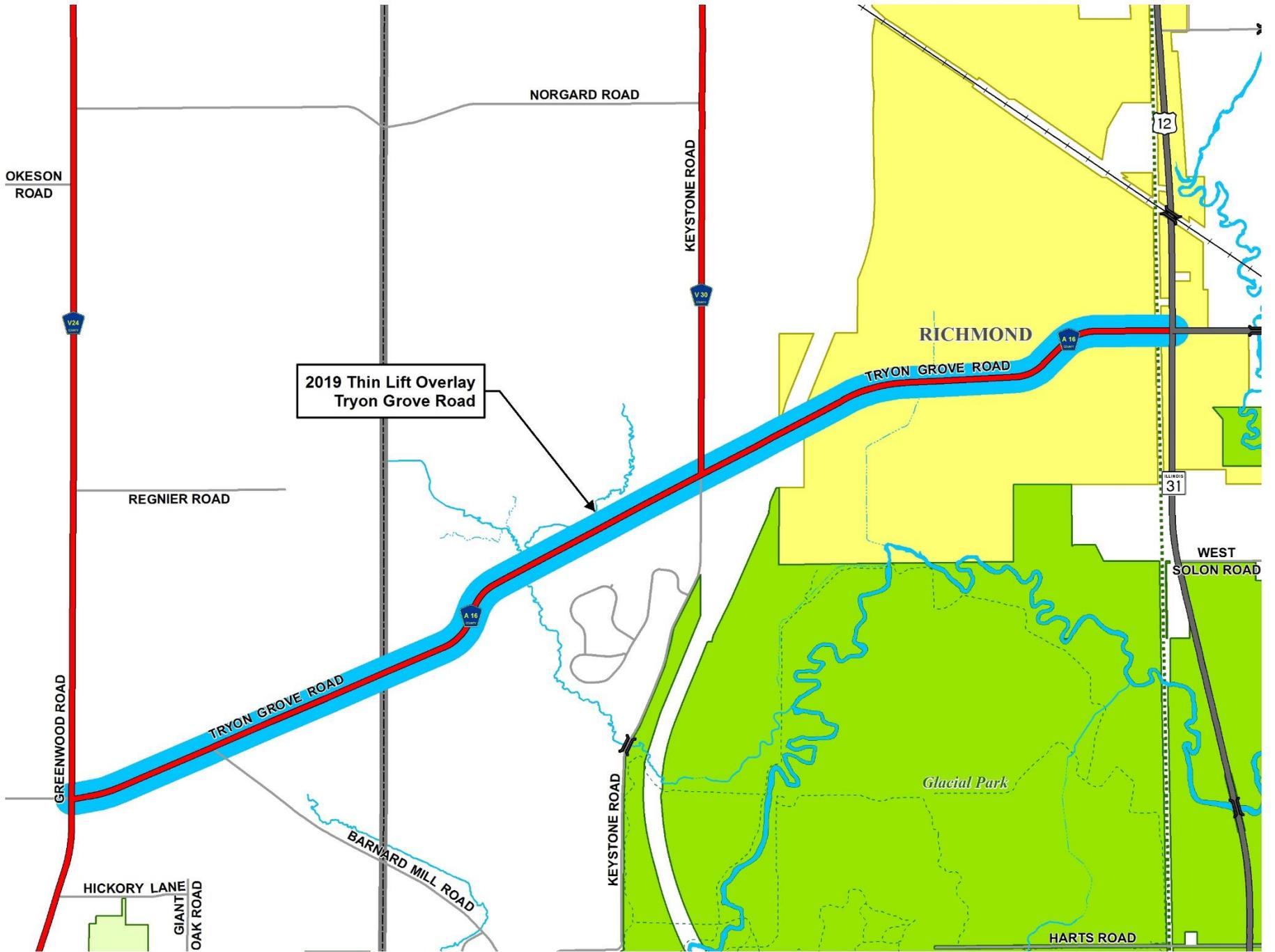
**Identified future  
TLO projects**



**Review the  
construction  
process**



**WHAT'S NEXT?**



# Tryon Grove Road TLO, cont'd

## Paving History

- 4 miles, milled and paved in 2009 – entering its 10th year
- Milled 3.75” - paved 2.25” of N70 binder and 1.5” of N70 surface



# Tryon Grove Road TLO, cont'd

## Road Condition Data

- › 18,146 ESAL's
- › CRS rating of 6.4
- › IRI rating of 79
- › Rutting rating of 0.12
- › No structural deterioration
- › Crack Sealed in 2015



# Tryon Grove Road TLO, cont'd

## PROJECT SUMMARY

Approximately 3,735 tons of HMA

Butt Joints = 2,432 sq yds

Over 8,000 lineal feet of rumble strips

3 side roads

2,250 feet of concrete curb

Approximately 60 driveways

Grooving our Thermo Striping

Placing Recessed Pavement Reflectors

Bid letting: *March 13, 2019*















# Tryon Grove Road TLO

- Working with IDOT - This will be an EXPERIMENTAL FEATURE project
- IDOT & McDOT shall perform testing over the next five years to evaluate the performance
- Testing will include IRI, Rutting, Crack Expansion and Structural Evaluation
- McDOT will make all testing results available for review by all
- Anticipating extending the pavement life by 10 yrs

# CONCLUSIONS

1. Preparation and Planning worked this time
2. Partnering with the Contractor to keep costs down was a success
3. Don't get locked into one rehabilitation solution
4. Understand what your roads need and what they are telling you

# TASK FORCE DETAILS

2018 – Construction And Materials Asset Management



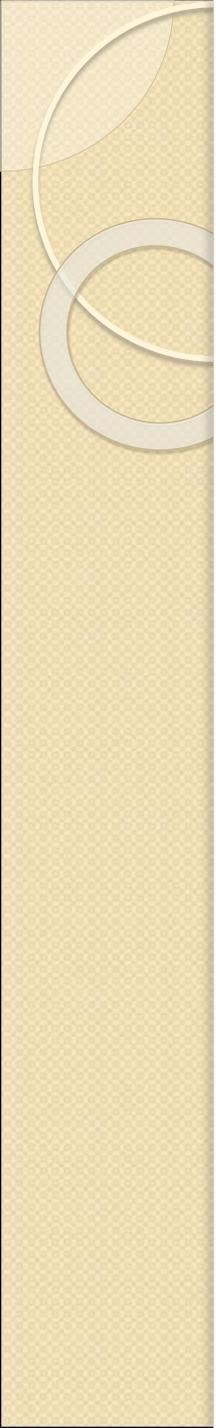
## MEMBERS:

IDOT, Illinois Tollway, City of Chicago and the following counties – Cook, Lake, DuPage, Will, Kane and McHenry

3 Standing committees:

1) **Pavement Preservation**, 2) **PCC** & 3) **HMA**

› *IDOT is involved in ALL committees to utilize results of each committee & benefit the whole state*



**THANK YOU / QUESTIONS**