



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 26, 2010

SUBJECT: FAP Route 301 (US 20)
Project NHF-0301 (064)
Section 31T
Jo Daviess County
Contract No. 64D92
Item No. 32, March 5, 2010 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised page ii of the Table of Contents to the Special Provisions.
2. Added pages 135 - 148 to the Special Provisions.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Scott E. Stitt, P.E.
Acting Engineer of Design and Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger P.E." with a stylized flourish at the end.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: George F. Ryan, Region 2, District 2; Mike Renner; R. E. Anderson;
Estimates

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Revised 02/26/2010

SOILS REPORT



Illinois Department of Transportation

Memorandum

COPY

To: Program Development Attn: Jay P. Howell
From: John H. Wegmeyer By: Patrick F. Warkins
Subject: Soils Report
Date: September 9, 2009

A handwritten signature in black ink, appearing to read 'Patrick F. Warkins', written over a horizontal line.

Route: FAP 301
Section: 31T
County: JoDaviess

Project Description & Physiography:

The subsurface investigation for this project was completed between the months of March and August, 2009. Precipitation totals during this period were above normal.

This project is located in the unglaciated area of northwest Illinois and is deeply dissected by the local drainage patterns, creating a relatively steep topographic relief. Figure 1 depicts the project area. Figure 2 illustrates a likely scenario that produced the present-day landforms.

In order to improve a deficient horizontal alignment, the proposed alignment commences with a gradual vertical adjustment at the west terminus, which allows for an improved horizontal shift where the roadway is now squeezed as it ascends easterly through a narrow ravine. Figure 3 depicts the existing and proposed gradelines of the roadway.

Subsurface Investigation & Analysis:

Borings were completed at 100-foot intervals where the proposed gradeline remains virtually unchanged from existing, and at 300-foot intervals where the proposed gradeline constitutes a fill. Borings were extended to a 6-foot depth, minimally, or to a depth equivalent to the height of the proposed fill where auger refusal wasn't a factor.

Figure 4, Subsoil Analysis, depicts the condition of the in-situ soil mass that will support the proposed roadway and fill.

Additional borings completed in March were done west and east of the culvert found at Station 249+65, north and south, respectively of the existing centerline. Those borings better define the competent rock surface where the roadway becomes constricted as it enters the ravine progressing upgrade. The following tables can be used to plot and define the rock surface:

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<u>*Station</u>	<u>*Offset</u>	<u>Elevation @ Auger-Ground Contact</u>	<u>*Penetration Angle from Horizontal</u>	<u>*Distance to Rock</u>
246+50	49.0' Rt	618.4	25°	3' 3"
247+00	41.5' Rt	620.7	25°	3' 5"
247+25	38.5' Rt	622.5	20°	3' 0"
247+50	35.5' Rt	624.4	-	at surface
247+75	33.0' Rt	625.7	15°	1' 0"
248+00	30.5' Rt	627.1	20°	7' 9"
248+25	28.5' Rt	627.8	20°	4' 0"
250+00	30.5' Lt	637.8	20°	5' 6"
250+25	31.2' Lt	640.3	27°	4' 0"
250+50	32.0' Lt	642.8	15°	1' 4"
250+75	32.0' Lt	645.2	15°	2' 0"
251+00	32.0' Lt	647.6	0°	4' 0"
251+25	31.5' Lt	648.9	0°	3' 5"
251+50	31.5' Lt	650.2	0°	3' 0"
251+75	33.5' Lt	653.2	0°	4' 0"

<u>Station</u>	<u>Offset</u>	<u>Elevation @ Auger-Ground Contact</u>	<u>Depth to 1st Encounter</u>	<u>Depth to Auger Refusal</u>
246+50	45.5' Rt	616.1	None	None to 10'
246+75	38.7' Rt	616.8	10'	None to 10'
247+00	32.0' Rt	617.5	9'	None to 10'
247+25	29.7' Rt	619.2	None	None to 10'
247+50	27.5' Rt	621.0	None	None to 10'
247+75	24.8' Rt	622.7	10'	None to 10'
248+00	22.0' Rt	624.4	None	None to 10'
248+25	21.0' Rt	626.1	None	None to 10'
250+00	19.0' Lt	637.0	None	None to 10'
250+25	20.0' Lt	638.6	None	None to 10'
250+50	21.0' Lt	640.2	8.0'	None to 10'
250+75	21.7' Lt	641.6	4.5'	6.5'
251+00	22.5' Lt	643.1	3.0'	3.0'
251+25	24.2' Lt	644.8	4.0'	4.5'
251+50	26.0' Lt	646.6	None	None to 10'
251+75	26.5' Lt	647.9	9.5'	None to 10'

* All stations and offsets are referenced from proposed cross sections supplied to the Geotechnical Unit, Contract No. 64D92.

Figure 5, Form BBS2640, enumerates the laboratory results of the soils sampled.

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Design Recommendations:

Based on the data presented, the following recommendations are made:

- Station 232+00 to Station 236+00: The proposed pavement should be supported with 30-inches of subbase aggregate, both to adequately support the pavement structure and preclude the construction of a shallow embankment on extremely unstable subgrade soil.

Station 273+00 to Station 275+00: 18 inches of subbase aggregate will be required for the same reason cited above.

Both areas should be laterally drained per District Standard and also be treated as depicted in Figure 6, Old to New Pavement Transition.

- The core of the existing fill sampled between Station 250+00 and Station 272+00 was found to consist primarily of very soft, moisture sensitive Loam A-4(3). Rather than construct a widened embankment adjacent to the existing one, composed of off-site borrow material, it is recommended that the existing fill be used to begin the new embankment across the bottom of the ravine, as shown in Figure 7.
- Additional borings were advanced left of existing centerline along the exposed rock face in order to determine if bedrock was present and, if so, at what depth. The results of those borings are as follows:

<u>Station</u>	<u>Offset</u>	<u>Depth to 1st Encounter</u>	<u>Depth to Ref.</u>
254+15	15.0' Lt	1.0'	4.0'
255+00	16.0' Lt	2.0'	None to 10.0'
256+00	17.0' Lt	3.5'	8.0'
258+00	16.0' Lt	8.0'	None to 10.0'
259+00	15.0' Lt	2.0'	None to 10.0'
260+00	15.0' Lt	0.5'	2.0'
262+00	15.0' Lt	1.0'	7.0'
263+00	15.0' Lt	1.0'	4.0'
264+00	15.0' Lt	None	None to 10.0'
266+00	15.0' Lt	9.5'	None to 10.0'
267+00	15.0' Lt	None	None to 10.0'
268+00	15.0' Lt	None	None to 10.0'
269+00	15.0' Lt	None	None to 10.0'
270+00	15.0' Lt	None	None to 10.0'

These borings were requested by the Hydraulics Unit for ditch design purposes.

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- Contract Special Provisions for Embankment Moisture Control should be cited in order that moisture content not exceed 110% of optimum during embankment construction.
- All existing AR culverts should be removed rather than plugged and left in place in order to promote the construction of a more uniform embankment soil mass.
- During preparations for the subsurface investigation, a concerned property owner requested that turn lanes be provided at all access points within the project corridor to mitigate accidents.

If you have any questions or require additional information, please contact Jan Twardowski at extension 429 or Tim Bratt at extension 435.

Jt9-3-09-3

c: Soils File
Brad Cushman
Bill McWethy

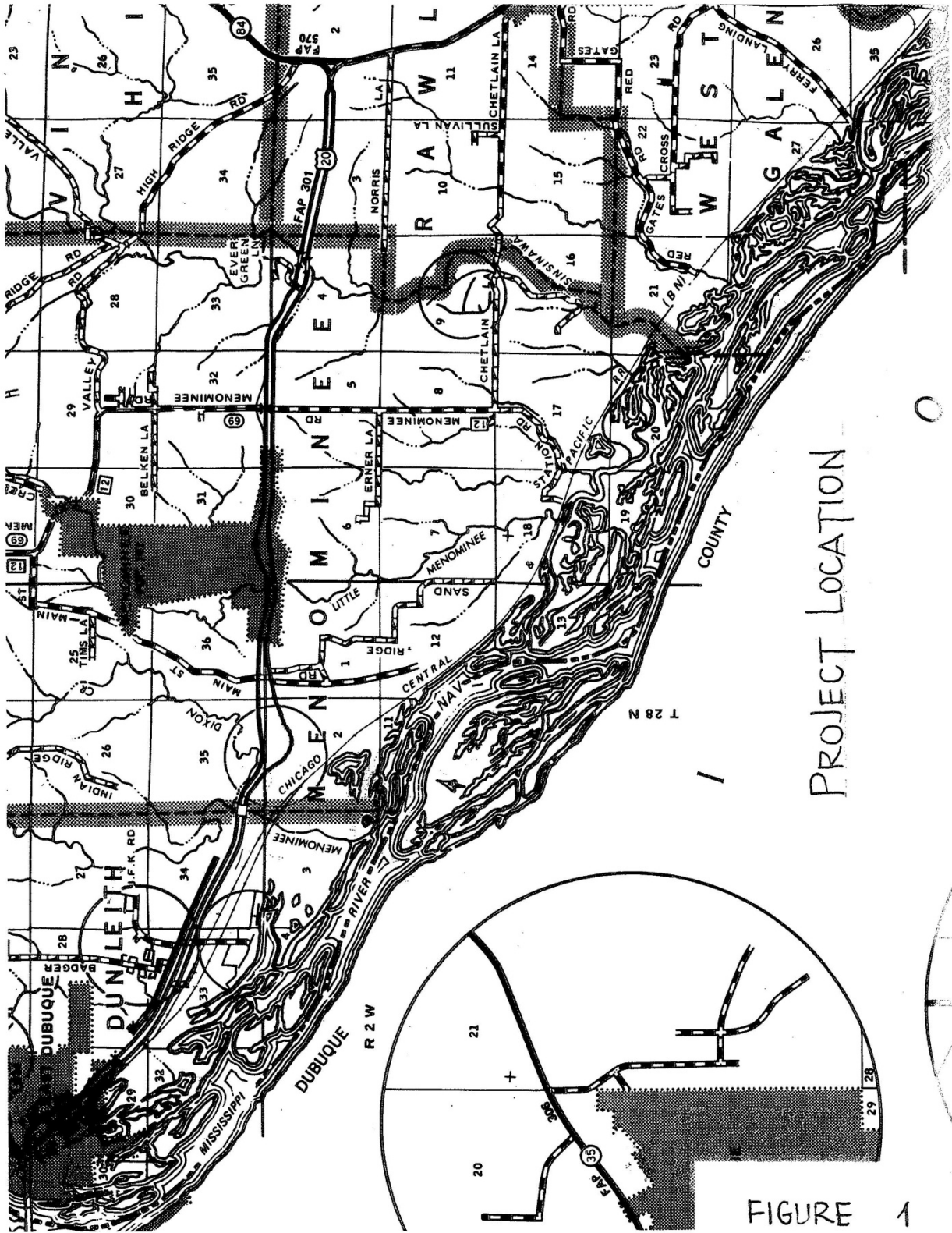


FIGURE 1

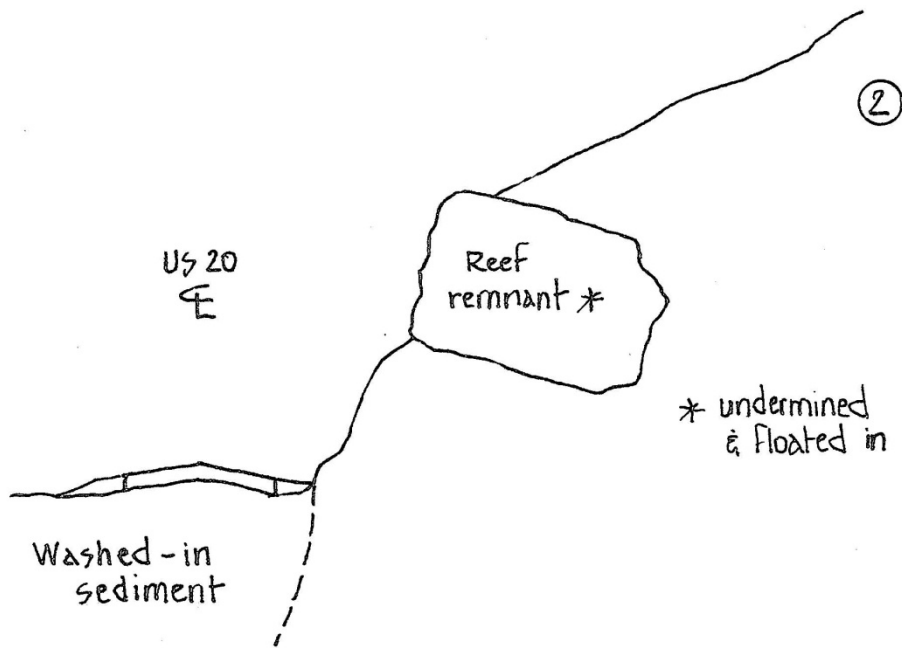
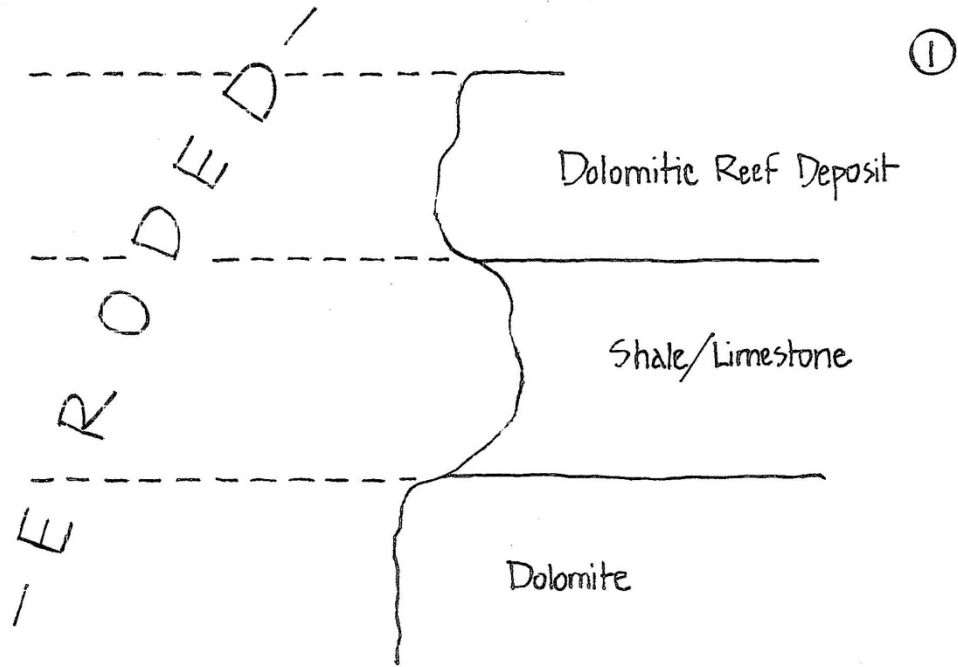


FIGURE 2

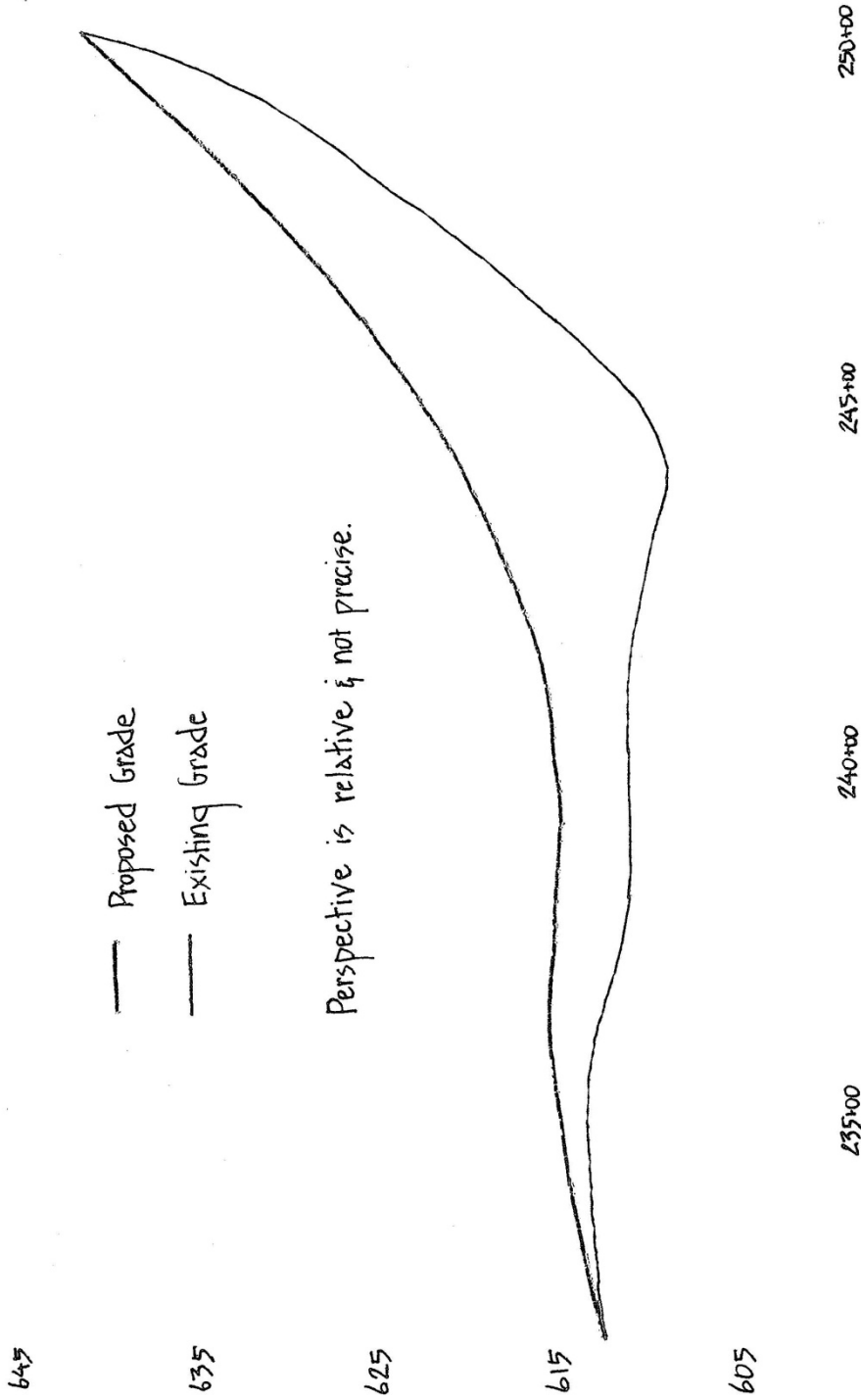


FIGURE 3-1

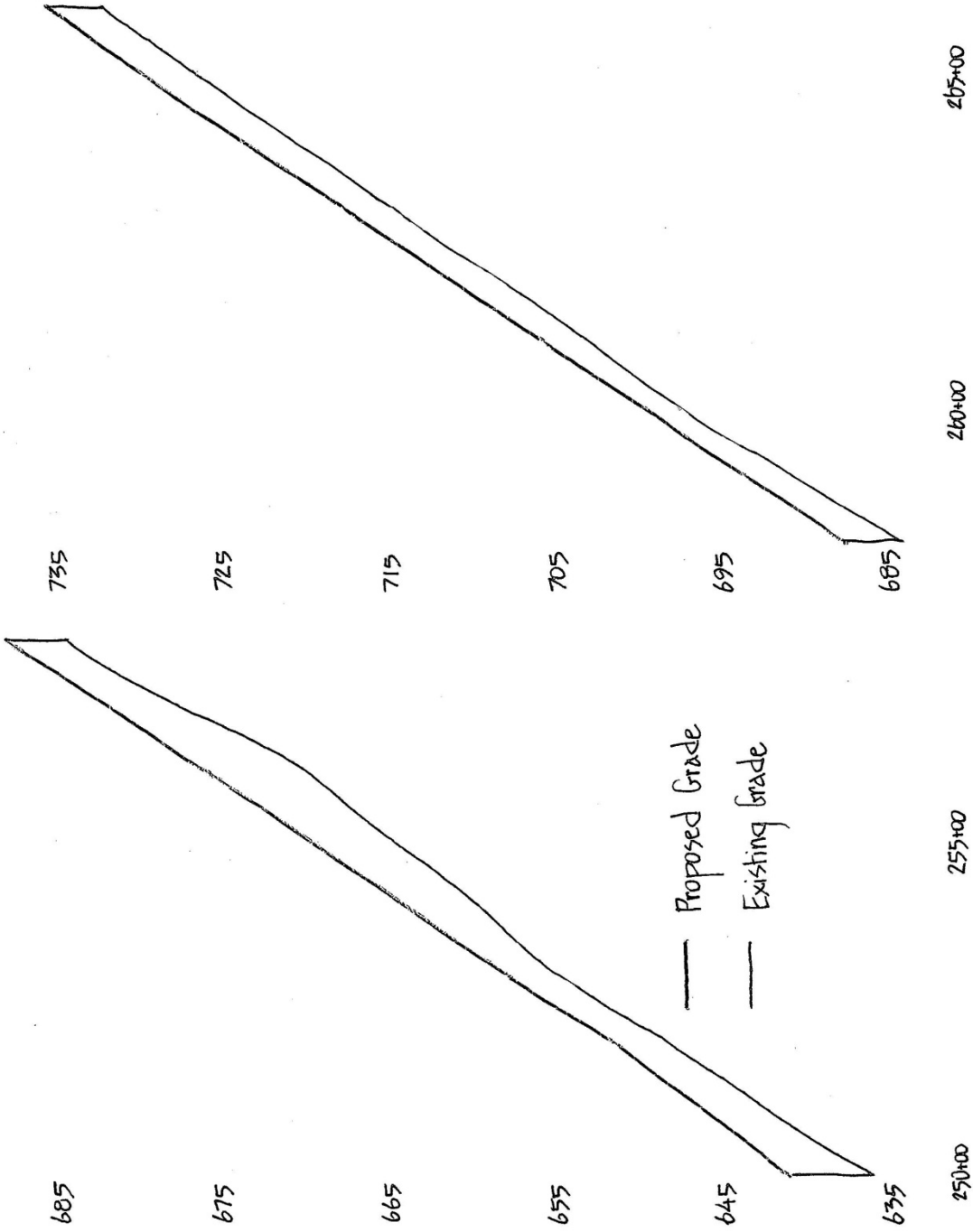


FIGURE 3-2

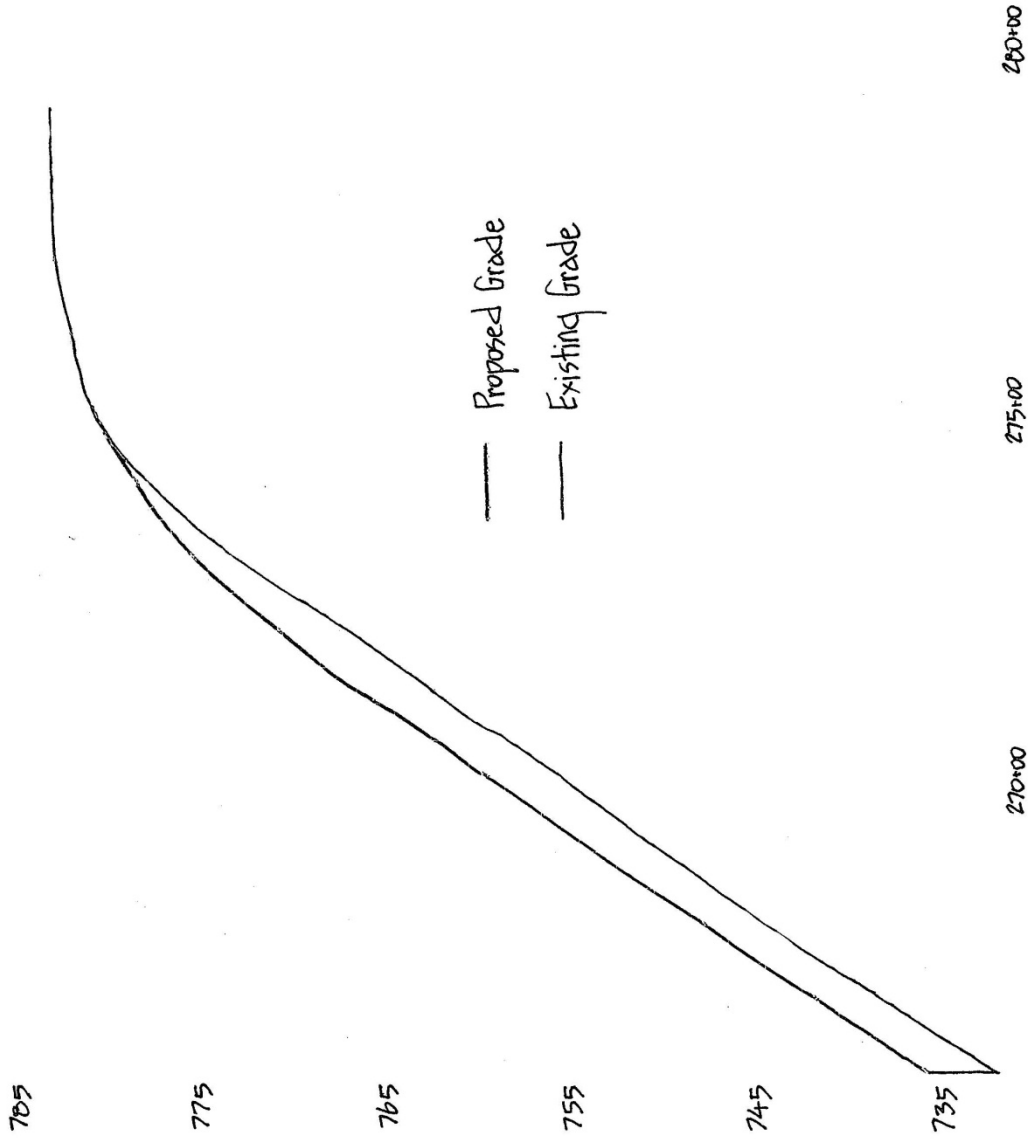


FIGURE 3-3

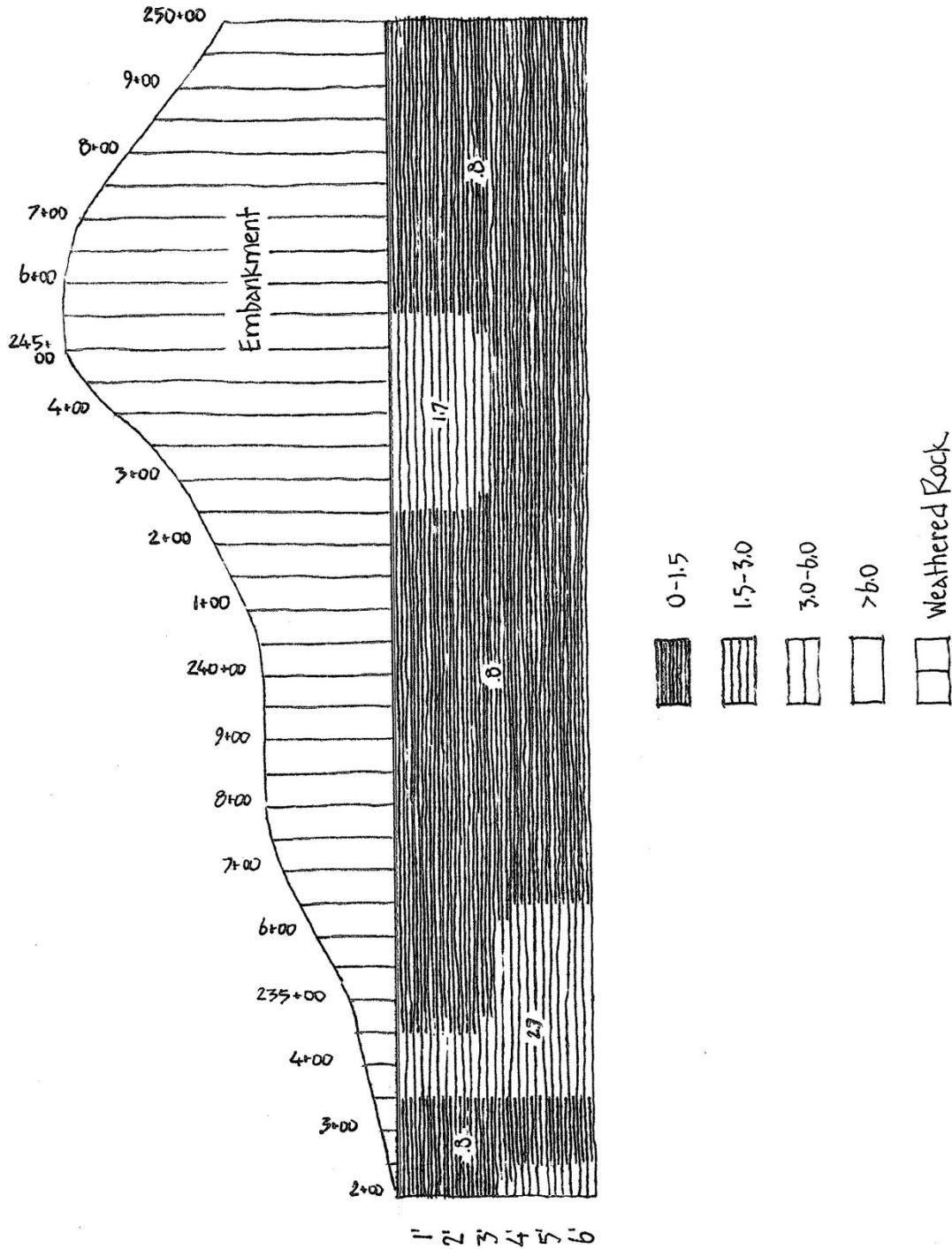


FIGURE 4-1

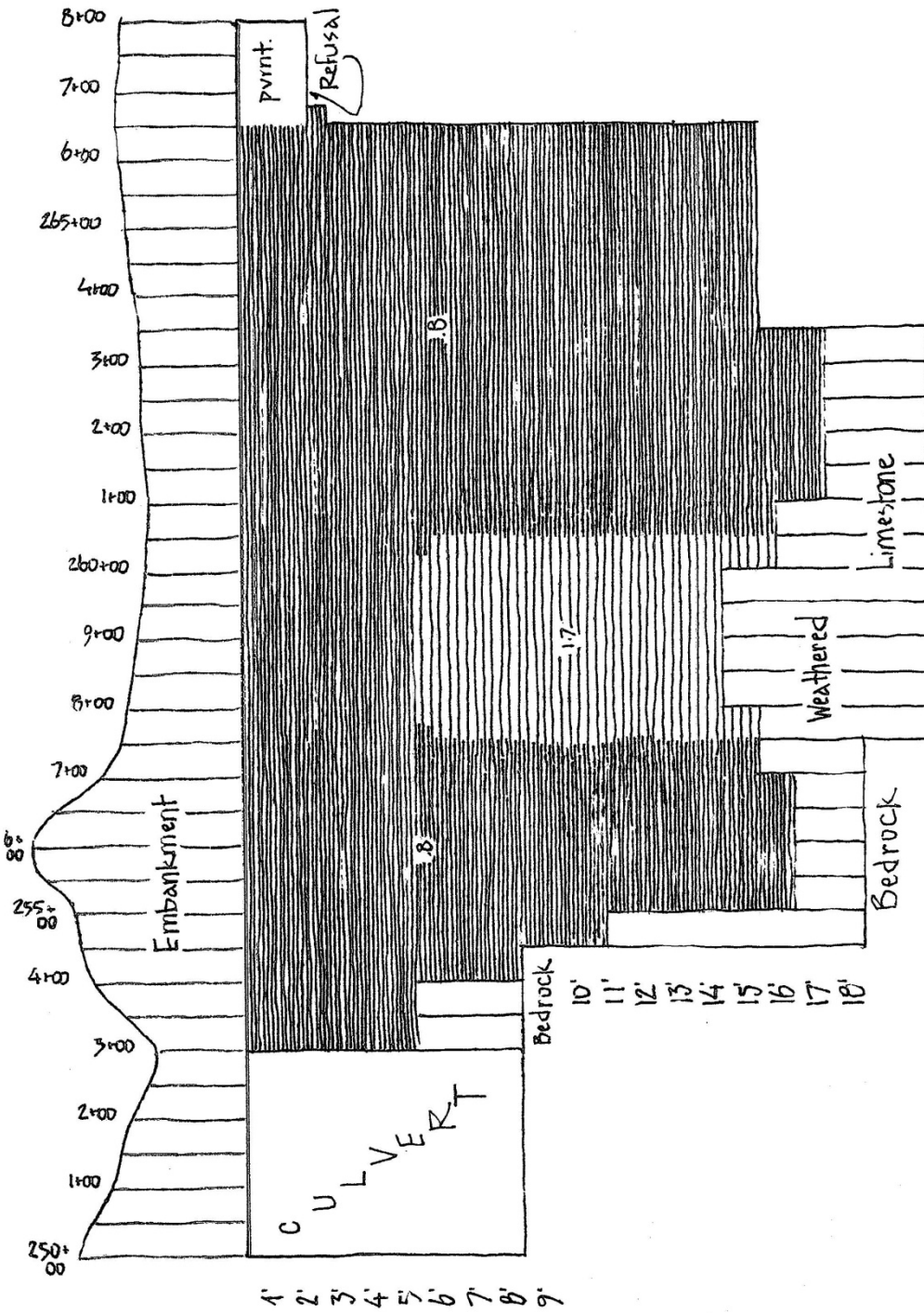


FIGURE 4-2

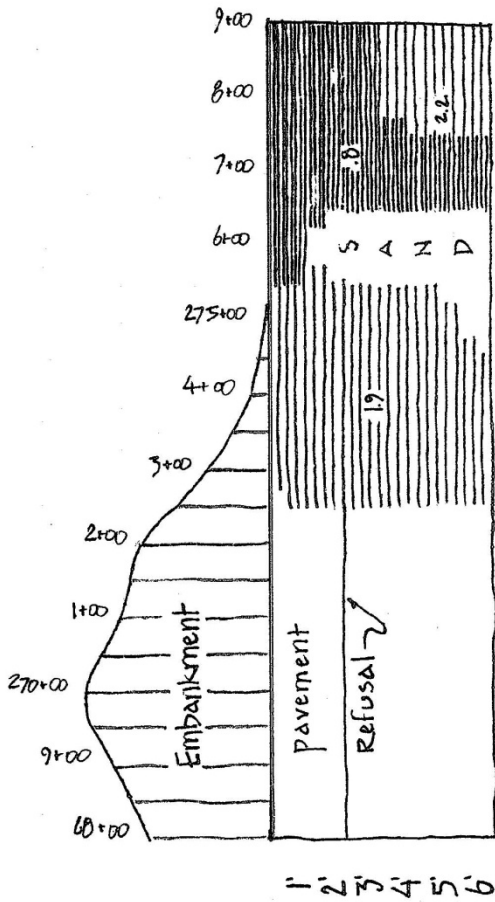


FIGURE 4-3

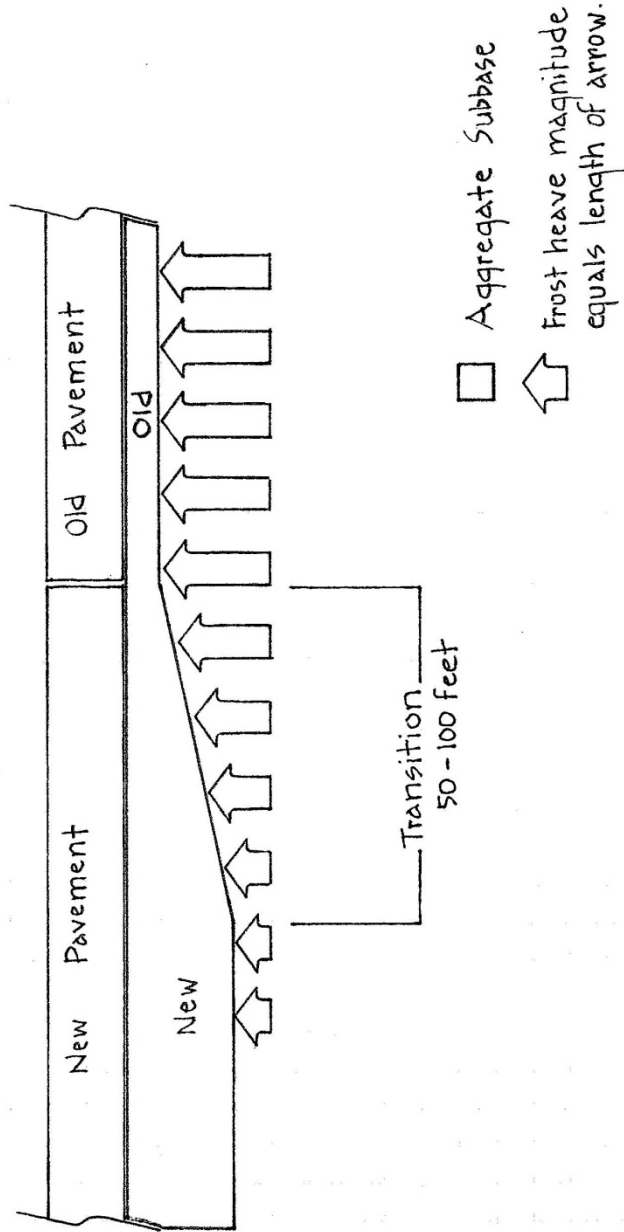


FIGURE 6

