

**DISPOSITION OF COMMENTS**  
**September 16, 2015**

<b>Circle Interchange, Contract No. 60x77</b> <b>IDOT No. D-91-277-13</b> <b>Wang Engineering, Inc.</b> <b>Roadway Geotechnical Report, dated</b> <b>September 16, 2015</b>		<b>AGENCY:</b> <b>IDOT District</b> <b>One</b>	<b>REVIEWER:</b> <b>Robert Claussen, PE and</b> <b>James Stewart, PE</b> <b>(Memorandum dated</b> <b>September 4, 2015)</b>
<b>Item</b>	<b>Comments</b>	<b>Section</b>	<b>Response</b>
1.	The report recommends using a topsoil stripping depth of 9 inches. We recommend that all topsoil that is stripped should be stockpiled and reused onsite for landscaping applications once construction is completed.	5.1	No comments
2.a	Interstate 290 EB - The borings used to evaluate the recommended undercut from STA 5129+50 to 5133+00 were located on Congress Parkway, to the south of Interstate 290. The weak soils may not be encountered within the new pavement area, and the need for the undercut in this area should be verified in the field during construction.	5.2	Conservatively we included this section on the EB lanes due to lack of subsurface information at this location
2.b	SW Ramp - Based on our review of the soils within the vicinity, we recommend removing the planned undercut from STA 1320+60 to 1321+60.	5.2	We chose to include this section in the undercuts table because Bridge Boring 1715-B-04 (Ramp WS) and retaining wall Boring 39-RWB-01 (RW 39) show very soft to medium stiff clay at and above the proposed subgrade elevation.
2.c	SW Ramp- Based on the soils within the vicinity, an undercut is recommended from STA 1324+50 to 1326+00. The undercut and replacement should be to 12 inches below the bottom of the aggregate subgrade improvement that is already part of the pavement design, and should be the full width of the ramp.	5.2	No comments.

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2.d	ES Ramp and Taylor Street Exit Ramp —We recommend the undercut be increased to 24 inches to aid in bridging over the soft unsuitable soils.	5.2	IDOT recommends 36 inches total aggregate (12 inches ASI plus 24 inches undercut) to bridge over the soft clay. We would like to know the reason for special treatment at this location.
3.	The report states that the replacement material used in the undercut areas should be in accordance with the central office Bureau of Design and Environment Aggregate Subgrade Improvement special provision. We recommended that the material used in subgrade improvement shall meet the requirements set forth in the District One Aggregate Subgrade Improvement special provision (effective March 3, 2015).		This is correct. It should have been the District One ASI special provisions referenced in the report.
4.	The District Geotechnical Unit does not recommend using geogrid as an alternate to a 12 inch undercut and replacement of unsuitable soil.		No comment
5.	It is recommended that transverse pipe underdrains be installed at 300 foot intervals for areas where full width pavement will be constructed. In areas where only widening is proposed, we recommend that longitudinal pipe underdrains be installed underneath the outside edge of new pavement. Pipe underdrains shall be installed according to Check Sheet #19 of the Supplemental Specifications and Recurring Special Provisions, effective January 1, 2015.	5.4	We agree. Transversal pipe underdrains at 300-foot intervals where full width pavement will be constructed and longitudinal pipe underdrains underneath the outside edge of new pavements and only longitudinal pipe underdrains on the widening sections.  We agree with the updated reference.

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6.	We recommend that any new embankment construction meet the requirements of the District One Embankment One Special Provision (effective November 1, 2013). This special provision needs to be inserted into the contract documents.	5.5	We agree. The new embankment should be constructed according to District One Special Provisions.