



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 29, 2011

SUBJECT: TR 55 (Renwick Road)  
Project BROS-0197(106)  
Section 90-16103-01-BR  
Will County  
Contract No. 83126  
Item 092  
August 5, 2011 Letting  
Addendum (B)

TO PROSPECTIVE BIDDERS:

Due to clarify information necessary to revise the following:

**Proposal**

1. Page iv of the Table of Contents
2. Added Report of Additional Rock Coring

**Plans**

1. Revised sheet 171

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,

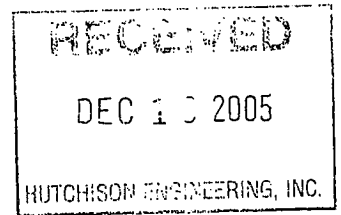
Scott Stitt  
Acting Engineer of Design and Environment

A handwritten signature in black ink, reading "Ted B. Walschleger" followed by "A.E." in a smaller font.

By: Ted B. Walschleger  
Engineer of Project Development  
and Implementation

Storm Water Pollution and Prevention Plan (SWPPP)/NOI	95
U.S. Army Corps of Engineers Permit	104
Illinois Department of Natural Resources – Office of Water Resources Permit	107
Geotechnical Report	245
Setting Piles in Rock	292
Additional Rock Casing	293

Revised 7-29-11



Report of Additional Rock Coring Services  
Renwick Road (T.R. 55) Over Du Page River Project  
Section 90-16103-01-BR – Section 20: T36N; R9E  
Plainfield Township, Will County, Illinois

**SAM-2005-GT-003-1 – December 14, 2005**

*Prepared for:*

*Mr. Roger Wright, P.E.  
Huchison Engineering, Inc.  
339 West Jefferson  
Joliet, Illinois 60435*

Prepared By:

**S. A. M. Consultants, Inc.**  
500 East 22<sup>nd</sup> Street, Suite 'C', Lombard, Illinois 60148

*Added 7-29-11*



# S. A. M. Consultants, Inc.

*Geotechnical Engineering & Materials Testing*

December 14, 2005

Mr. R.W. Wright, P.E.  
Hutchison Engineering, Inc.  
339 West Jefferson Street  
Joliet, Illinois 60435-7413

815-722-5272- Phone  
815-722-6522 - Fax

Subject: Report of Additional Rock Coring - T.R. 55 (Renwick Road) Over DuPage River & E. J. & E. Railroads, Plainfield Township - Will County, Illinois SAM-2005-GT-003-1 (Per Proposal No. SAM-2005-GT-051)

Dear Mr. Wright:

In accordance with your office per letter dated September 26, 2005, and as per details provided in our proposal no. SAM-2005-GT-051 dated September 15, 2005; we have performed the following additional rock coring services at the subject project site.

1. At Pier 1 (where B-1 was made – at station 115+10.00, 20.00’ right) -----Cored the rock for 10 feet between 25’ and 35’ depth below the surface grade – labelled B-1A.
2. At Pier 2 (Proposed fixed pier where B-2 was made – at station 116+30.00’, 25’ left) -----Cored rock for 26.5 feet between 20’ and 46.5’ depths below grade – Labelled B-2A
3. At Pier 6 (Proposed fixed pier where B-6 was made – at station 124+30.00’, 23’ right) -----Cored rock for 25 feet between 14’-3” to 39’-3” depths below grade – labelled B-6A.

The logs of these three additional borings, B-1A, B-2A, and B-6A, graphically depicting the various formations encountered as well as their nature and physical characteristics, are enclosed with this letter report. The ground surface elevation at the above listed three locations, are listed on the boring logs.

On October 25, 2005, the surface of water in the Du Page River along the proposed bridge alignment was measured to be at approximate elevation 588.50 feet and at the same location, the river bed was estimated to be at elevation 580.00(+/-).

The surface of competent rock in the recent three borings was noted to be at similar elevations as was measured in our March/April 2005 borings with small variations. In the table on the next page, we are presenting elevations and depths of rock surface at the various bridge support locations.

The hard rock formation encountered in the six borings B-1 through B-6 appears to be a “dolomitic” limestone, which is laminar and broken and has some very thin horizontal inclusions of shale. In the recently made three additional borings, the recovery of rock was fairly high, (mostly 100%), yet the Rock Quality Designation “RQD” was relatively low for its upper depths but progressed to be fairly good, (50 to 80%), for its lower cored depths. Elevations of the surface of the rock formation as encountered in the six borings as well as the elevations of solid competent rock in the three recent borings are listed in Table No. 1 provided on the next page.

**Table No. 1 Structure Borings Locations & Elevations**

<b>BOR ING NO.</b>	<b>LOCATION</b>	<b>ESTIMATED ELEVATIONS (AMSL)</b>			
		<i>SURFACE</i>	<i>Groundwater</i>	<i>Rock Surface</i>	<i>Surface of Solid Rock</i>
<b>B-1A</b>	<b>Sta:115+10 20' S</b>	<b>605.20</b>	<b>586.70</b>	<b>580.20</b>	<b>574.40</b>
<b>B-2A</b>	<b>Sta:116+30 25'N</b>	<b>602.22</b>	<b>591.2</b>	<b>582.22</b>	<b>567.82</b>
<b>B-3</b>	<b>Sta:118+52: 22'N</b>	<b>593.52</b>	<b>582.5</b>	<b>583.92</b>	<b>574.50</b>
<b>B-4</b>	<b>Sta:119+58: 22' S</b>	<b>592.55</b>	<b>583.6</b>	<b>584.05</b>	<b>577.00</b>
<b>B-5</b>	<b>Sta:123+06: 22' N</b>	<b>595.50</b>	<b>584.5</b>	<b>580.50</b>	<b>575.50</b>
<b>B-6A</b>	<b>Sta:124+30: 23'S</b>	<b>597.00</b>	<b>590.0</b>	<b>582.75</b>	<b>576.75</b>

The recommendations presented in our June 7, 2005 report for the foundation recommendations for the bridge structure, are still valid. It is still maintained that driven pile foundation system driven to refusal into the underlying dolomite limestone bedrock is considered the most feasible foundation support for the new bridge structure. Steel H- piles driven to refusal into the underlying dolomite limestone bedrock would develop a very high capacity which is dependent upon the cross sectional area of steel of the pile. For steel pile driven to refusal, a pile capacity on the order of (1.5 x area of steel pile x 9 ksi) could be used. The depth estimates for the pile elements presented in our earlier report should still be considered as estimates for preliminary bridge foundation design.

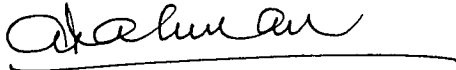
In as far as the elevation of rock surface at Pier #5 location within the DuPage River channel, based on extrapolation from the results of all of the data collected thus far, it is our estimate that the surface of rock at the center of the DuPage River channel at the bridge alignment is estimated to be at 570.00.

Addendum to Geotechnical Exploration Service Report  
Kenwick Road Over DuPage River Project  
Plainfield Township, Will County, Illinois  
Job No. SAM-GT-2005-003-A – December 14, 2005  
Page 3 of 3

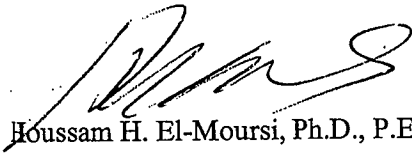
S.A.M. Consultants, Inc. appreciates the opportunity of completing this exploratory work and look forward for providing inspection testing services during the construction phase of this project.

Submitted by:

S. A. M. Consultants, Inc.



Altaf Rahman, Ph.D., P.E. (IL Reg # 062-054163)  
Principal Engineer



Houssam H. El-Moursi, Ph.D., P.E. (IL Reg # 062-046402)  
Principal Engineer

Enclosures:

Logs of Borings: B-1A, B-2A and B-3A ----(6 pages).



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 Geotechnical Engineering & Materials Testing  
 DBE/MBE Firm Lombard, IL 60148  
 Telephone: 630-424-1200  
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CLIENT Hutchison Engineering, Inc. PROJECT NAME Renwick Road Over DuPage River Project  
 PROJECT NUMBER SAM-2005-GT-003 PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL  
 DATE STARTED 10/24/05 COMPLETED 10/24/05 GROUND ELEVATION 605.20 ft Plans HOLE SIZE 8" diameter  
 DRILLING CONTRACTOR C.S. Drilling / Hollow Stem Augers & Mud Rotary GROUND WATER LEVELS:  
 DRILLING METHOD \_\_\_\_\_ ▽ AT TIME OF DRILLING 19.0 ft / Elev 586.2 ft  
 LOGGED BY Mark CHECKED BY AR ▽ AT END OF DRILLING 18.5 ft / Elev 586.7 ft  
 NOTES Renwick Road - Station 115+10.00: 20.00' Right / south AFTER DRILLING —

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)	
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0		(Drilled down to 25 feet & then set casing & cored) CLAY LOAM with traces of gravel, gray; moist											
5													
10													
13			SILTY CLAY LOAM: gray; moist to very moist										
15													
18.5													
20			Pieces of broken limestone abundant starting at 22 feet										
22													
25													

GEO TECH BH COLUMNS 2005003-RENWICK ROAD BRIDGE IMPROVEMENT.GPJ GINT US LAB.GDT 12/13/05

(Continued Next Page)

297

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CLIENT Hutchison Engineering, Inc.

PROJECT NAME Renwick Road Over DuPage River Project

PROJECT NUMBER SAM-2005-GT-003

PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
25		LIMESTONE: some fractures; light gray with dark gray seams	RC 1	100 (42)								
		SHALE: gray; laminar;	RC 2	100 (44)								
30		Alternating thin layers of Shale & Limestone: shades of gray, light to very dark	RC 3	100 (48)								
		LIMESTONE: very few fractures; light gray; a few dark gray seams; good solid rock	RC 4	100 (64)								
35		Bottom of hole at 35.0 feet.										

GEO TECH BH COLUMNS 2005003-RENWICK ROAD BRIDGE IMPROVEMENT.GPJ GINT US LAB.GDT 12/13/05



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CLIENT Hutchison Engineering, Inc. PROJECT NAME Renwick Road Over DuPage River Project  
 PROJECT NUMBER SAM-2005-GT-003 PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL  
 DATE STARTED 10/25/05 COMPLETED 10/25/05 GROUND ELEVATION 602.22 ft Plans HOLE SIZE 8" diameter  
 DRILLING CONTRACTOR C.S. Drilling / Hollow Stem Augers & Mud Rotary GROUND WATER LEVELS:  
 DRILLING METHOD \_\_\_\_\_  AT TIME OF DRILLING 12.0 ft / Elev 590.2 ft  
 LOGGED BY Mark CHECKED BY AR  AT END OF DRILLING 11.0 ft / Elev 591.2 ft  
 NOTES Renwick Road - Station 116+30.00: 25' Left / North AFTER DRILLING --




DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0		(Drilled to 20 feet & then set casing and then cored) CLAY LOAM: brown; moist; stiff										
5		SANDY LOAM: brown; very moist										
10		SAND with gravel: brown; saturated										
15		Gravel & Broken Limestone; Hard drilling										
20		LIMESTONE with laminations: light gray with dark gray seams;	RC 1	100 (35)								
25		Broken Limestone pieces with sand, gravel & sand	RC 2	100 (17)								
		SHALE: gray brown; hard; laminar	RC 3	100 (40)								
		LIMESTONE: light gray with darker seams; hard	RC 4	100 (33)								
		Alternating thin layers of limestone & shale; gray light to dark	RC 5	100 (33)								
30												

GEOTECH BH COLUMNS 2005003-RENNICK ROAD BRIDGE IMPROVEMENT.GPJ GINT.US LAB.GDT 12/13/05

(Continued Next Page)

299

CLIENT Hutchison Engineering, Inc. PROJECT NAME Renwick Road Over DuPage River Project  
 PROJECT NUMBER SAM-2005-GT-003 PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
30		CLAYEY SAND; sample mostly washed out of barrel <i>(continued)</i>	RC 6	50 (0)								
35		LIMESTONE: weathered; light gray with darker seams; hard	RC 7	100 (25)								
40		LIMESTONE: no seams; light gray; hard and homogeneous	RC 8	100 (80)								
45		Bottom of hole at 46.5 feet.										

GEO TECH BH COLUMNS 2005003-RENNICK ROAD BRIDGE IMPROVEMENT.GPJ GINT US LAB.GDT 12/13/05

CLIENT Hutchison Engineering, Inc. PROJECT NAME Renwick Road Over DuPage River Project  
 PROJECT NUMBER SAM-2005-GT-003 PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL  
 DATE STARTED 10/20/05 COMPLETED 10/21/05 GROUND ELEVATION 597.00 ft Plans HOLE SIZE 8" diameter  
 DRILLING CONTRACTOR C.S. Drilling / Hollow Stem Augers & Mud Rotary GROUND WATER LEVELS:  
 DRILLING METHOD \_\_\_\_\_  AT TIME OF DRILLING 7.0 ft / Elev 590.0 ft  
 LOGGED BY Mark CHECKED BY AR  AT END OF DRILLING 7.0 ft / Elev 590.0 ft  
 NOTES Renwick Road - Station 124+30.00: 23.00' Right / South AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0		(Drilled down to 14'-3" & then set casing & cored) SILTY CLAY LOAM; brown; very moist to wet; medium stiff										
5		SAND with Gravel; brown; very dense										
15		LIMESTONE; broken, many fractures, light gray with dark gray seams; laminar;	RC 1	100 (10)								
			RC 2	100 (22)								
			MC 3	100 (44)								
20		SHALE seam in limestone LIMESTONE; light gray; few fissures; good solid rock; very hard	RC 4	100 (0)								
			RC 5	100 (29)								
25		LIMESTONE; very few fissures and seams; very hard; light gray	RC 6	100 (67)								
			RC 7	100 (25)								

GEOTECH BH COLUMNS 2005003-RENWICK ROAD BRIDGE IMPROVEMENT.GPJ GINT US LAB.GDT 12/13/05

(Continued Next Page)

301

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CLIENT Hutchison Engineering, Inc.

PROJECT NAME Renwick Road Over DuPage River Project

PROJECT NUMBER SAM-2005-GT-003

PROJECT LOCATION Renwick & River Roads, Plainfield, Will County, IL

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
30		LIMESTONE; very few fissures and seams; very hard; light gray <i>(continued)</i>	RC 8	100 (41)								
			RC 9	100 (33)								
35		LIMESTONE; few separations and seams; light gray; very hard	RC 10	100 (67)								
		Bottom of hole at 39.3 feet.										

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