

11/02/2015

FAP 698 (IL 89)
Section (1)BR
Bureau & Putnam Counties
Contract No. 66A69

Meeting: Pre-bid Meeting
Meeting Location: Illinois DOT District 3, Ottawa, IL
Meeting Time: October 29, 2015, 9:30 AM
Distribution: All Attendees
Attendees: See attached sign-in

Item	Description
1	<p>Introductory remarks:</p> <ul style="list-style-type: none">• Illinois DOT stated that these meeting minutes are the official record of the pre-bid meeting. The DOT needs to be notified in writing if the attendee's interpretation of discussions during the meeting is different than presented here.• Contractors are allowed to ask questions or submit questions in writing at the pre-bid meeting. Responses will be posted to IDOT letting website. No questions will be accepted following the pre-bid.• Letting is November 6, 2015• Geotechnical Reports are available on the Letting Website• Geotech cores were available for inspection at the District after the meeting and following the meeting by appointment only.• Contractors were requested to refrain from any side discussions and ask questions directly to the speakers
2	<p>PowerPoint:</p> <ul style="list-style-type: none">• Please email Pat Braboy at Patrick.Braboy@illinois.gov if you'd like a copy of the PowerPoint presentation. The PowerPoint slides will be posted on the letting web site.
3	<p>Key Features:</p> <ul style="list-style-type: none">• Some of the key features of the project on the north side of the Illinois River and south side of the River were discussed.
4	<p>Wetlands:</p> <ul style="list-style-type: none">• There were 11 jurisdictional wetland sites identified in the Wetland Impact Evaluation Study. There were 0.8 acres of temporary wetland impacts. The areas shown in blue on slide 4 have been mitigated as temporary wetland impacts using wetland crossing devices. The areas shown in orange on slide 4 have been mitigated as temporary impacts for a haul road without using wetland crossing devices, but must be disked and seeded upon completion. There were 1.7 acres of permanent wetlands identified which have been mitigated shown in purple on slide 4. The contractor is required to install 4' high orange snow fence with slit fence around the protected areas including signs as described in the special provision "Wetland Areas" and shown on plan sheets 99-123.

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5	<p>Temporary Wetland Crossing Devices:</p> <ul style="list-style-type: none"> • The purple highlighted areas (depicted as stone rip-rap A-3 symbol) shown on slide 6 are the wetland areas which have been mitigated and can be used as a haul road and no wetland crossing devices are required as shown on note 3. • Temporary wetland crossing devices shall be used for accessing wetland areas outside of the temporary haul road (outside the purple area) and for removal of existing bridge identified in stages 2A & 2B within the wetland sites. • The blue highlighted area shown in the key on slide 6 with lines is the area denoted as Temporary Wetlands requiring “Wetland Crossing Devices” per note 4. Temporary wetland crossing devices are intended to be used for removal of the existing structure in stages 2A and 2B. Temporary wetland crossing devices must be Timber Crane Mat or equivalent. Filter fabric with stone will not be allowed for temporary wetland crossing device. • The red highlighted area on slide 6 show the existing wetlands per note 2. If the contractor wishes to use this area they must get approval from the engineer. Note: this may create significant delays since the new wetland areas will need to be investigated by environmental agencies to determine wetland impacts and mitigated. The contractor must use Temporary Wetland Crossing Devices in this area if approved by the Engineer and they will not be measured for payment. • The green area shown on slide 6 is the wetland areas outside the right of way limits. The green areas cannot be entered upon by the contractor at any time nor can they be used for lay-down, material storage, etc. due to Federally Protected Plant Species and environmental commitments for wetlands.
6	<p>Endangered Plant Species:</p> <ul style="list-style-type: none"> • Commitment Number 2 on plan sheet 3 describes the federally protected plant. The Blotonia Decurrens is located on the south side of the Illinois River on the east side of IL 89 by the Spring Valley Boat Club and along the west side of IL 89 by the Grain Elevator. • Areas of plant colonies to be protected are delineated with fence on the erosion control plan on sheets 99-123. A commitment was made that the areas will be disked to de-compact the soil and seeded with non-permanent cover to allow seeds within the soil to re-establish with Class 4B Seed. The contractor cannot disturb or store equipment in colony areas even off right of way.
7	<p>Barto’s Boat Landing:</p> <ul style="list-style-type: none"> • The boat landing used IDNR Funds to construct the Boat Landing and therefore, the area within the asphalt area cannot be used by the contractor for material storage or equipment storage. The boat landing must be open to the public at all times along with access to the Spring Valley Waste Water Treatment Plant.

Item	Description
8	<p>Spring Valley Boat Club:</p> <ul style="list-style-type: none"> Commitment number 14 – Access will be maintained along the Spring Valley Boat Club Entrance Road from IL 89 extending to the boat docks and retail gas pumps. Access to the Spring Valley Boat Club is to be provided at all times. The contractor is to comply with Dust Abatement measures along the Spring Valley Boat Club entrance road as spelled out in the “Dust Control” special provision.
9	<p>Historic Bridge:</p> <ul style="list-style-type: none"> The existing bridge was listed on the Historic Bridge List and was identified as an adverse effect under section 106/4F. The Historic American Engineering Record was approved on July 29, 2015. A commitment was made to provide the Resident Engineer with the bridge plaque from the old bridge.
10	<p>Tree Removal Restriction:</p> <ul style="list-style-type: none"> Trees cannot be cleared from April 1st thru November 15th due to the Indiana Bat and Northern Long Eared Bat.
11	<p>Migratory Bird Treaty Act:</p> <ul style="list-style-type: none"> A commitment was made to USCG that migratory nests attached to the current bridge should be removed outside the breeding season defined as mid-April through mid-August. Efforts should be made to prevent birds from re-nesting if the bridge will be removed during the breeding season.
12	<p>Keeping Roads Open to Traffic:</p> <ul style="list-style-type: none"> Closing one lane of traffic using temporary traffic signals as shown on the Maintenance of Traffic sheets from stages 1B, 1C and 2A will not be allowed from September 15th to October 31st of any year due to high volume of trucks during harvest season using the grain terminals. Traffic shown in stages 1B and 1C shall be in use no more than 30 consecutive days. No work will be allowed during the Walleye Fishing Tournament unless it can be demonstrated to the Engineer that the work will have no effect to the traveling public. The Walleye Tournament typically fall on the 2nd or 3rd weekend in March of each year. The duration of the tournament will be from 5 pm Friday before the tournament to 8 pm the Sunday the tournament ends, a time of 51 consecutive hours. No temporary or overnight lane closures will be permitted during this time period.
13	<p>Geotechnical Reports:</p> <ul style="list-style-type: none"> A Roadway Geotechnical Report and a Structure Geotechnical Report have been prepared for this project. Copies of these reports can be obtained on the IDOT letting web site or by contacting Mike Short, District Geotechnical Engineer, at 1-815-433-7085 or Michael.Short@Illinois.gov

Item	Description
14	<p>Settlement:</p> <ul style="list-style-type: none"> • Due to the soil conditions and the size of the proposed embankment, significant settlement is expected. In addition, it will take a significant amount of time for the settlement to be complete. • North abutment: 20.7 inches and 7391 days to be 98% complete. • South abutment: 12.1 inches and 390 days to be 99% complete.
15	<p>Plan Details:</p> <ul style="list-style-type: none"> • Copies of the three sheets showing the ground improvement details were provided.
16	<p>Wick Drains:</p> <ul style="list-style-type: none"> • Aggregate columns were considered. They were eliminated from consideration because we do not believe they are an economical option. • Wick drains are specified to accelerate the settlement process. • On the north approach there are three areas of wick drains: <ol style="list-style-type: none"> 1. Prestage construction with a 24" sand blanket 2. Stage 1a construction with a 24" sand blanket 3. Stage 1a construction with a 36" sand blanket • On the south approach there is one area of wick drains: <ol style="list-style-type: none"> 1. Stage 1a construction with a 24" sand blanket • Submittals two weeks after preconstruction conference, four weeks prior to installation, two weeks prior to installation, and at the end of each work day are required as indicated in the special provision. • Quality assurance is required. Six trial wick drains at production locations are required. The contractor must provide a method to measure the quantity of wick drain installed at each location. • Wick drains will be measured from the tip of the wick drain to the middle of the sand drainage blanket and paid per linear foot. Work platforms needed to support installation equipment will not be measured for payment.
17	<p>Sand Drainage Blanket:</p> <ul style="list-style-type: none"> • The purpose of the sand drainage blanket is to allow the water to be transferred from the wick drains to the ditch adjacent to the embankment. • The sand drainage blanket shall consist of sand according to Article 1003.01. Stone sand is not permitted. The gradation shall be FA 1, FA 2, FA 6, or FA 20, with a maximum of 4% passing the No. 200 sieve. Class A quality is required. The source and gradation of the material shall be submitted 60 days prior to placement. • The drainage blanket protection shall consist of crushed stone riprap according to Article 1005.01. The gradation shall be RR1 and RR 3. Class A quality is required. • The filter fabric shall be according to Article 1080.03 and meet the requirements for gradation 4 and 5. • The aggregate will be measured and paid for by volume. The drainage blanket protection will be included in the measured volume. The filter fabric will be measured and paid for by square yards.

Item	Description
18	<p>Surcharge:</p> <ul style="list-style-type: none"> • After the new roadway is opened to traffic, placement of embankment on top of the existing roadway is expected to cause additional settlement of the new roadway. To prevent this, a surcharge is required prior to completion of the new roadway. • Without the surcharge, 0.7 inches of differential settlement is expected across the new travel lanes at the north approach while the triangle of embankment is placed on the existing roadway. • Without the surcharge, 1.9 inches of differential settlement is expected across the new travel lanes at the south abutment while the triangle of embankment is placed on the existing roadway. • A submittal is required 30 days prior to construction. The submittal shall include the material to be used for the surcharge, the unit weight of the material and compaction criteria needed to achieve the unit weight, drawings showing the plan, profile, and typical section, the method of placement, quality control (if necessary), and how the material will be removed and disposed. • The material used for the surcharge can be soil, aggregate, barrier wall or any other material that uniformly applies the surcharge material over the surcharge area. • The location of the surcharge, the surcharge area, the surcharge pressure, the minimum surcharge duration, and the estimated settlement are in the special provision. • The rate of placement of the surcharge shall be based on the settlement plate, slope inclinometer, and piezometer readings. Construction shall stop if slope stability problems are encountered. • The surcharge shall not exceed the load shown in the plans. Stockpiles of material and excess loads on the embankment are not permitted. The surcharge shall remain in place until the Minimum Surcharge Duration has elapsed and the estimated remaining settlement is a maximum of 0.4 inch. Piling for the bridge abutments and the pavement subgrade shall not be constructed until after the surcharge is removed. • The surcharge will be measured and paid for by the area covered by the surcharge in square yards.
19	<p>Sheet Piling:</p> <ul style="list-style-type: none"> • Even with the surcharge, settlement on the open lanes ranges from 7.5 inches to 2.3 inches at the north abutment and 3.5 inches to 0.4 inches at the south abutment. The existing abutments and their foundations cannot accommodate this much settlement. • The purpose of the deep sheet piling is to protect the existing abutments from this settlement. This sheet piling is approximately 90 feet long. • The deep temporary sheet is only in the area of the abutments as shown on the plans. This deep temporary sheet piling extends to the top of the bedrock. Splices shall be below the splice location shown on the plans. The yield stress, section modulus, and moment of inertia of the sheet piling are shown on the plans.

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20	<p>Settlement of Existing Pavement:</p> <ul style="list-style-type: none"> • Settlement of the north approach roadway is expected to range between 7.5 and 2.3 inches. Settlement of the south approach roadway is expected to range between 3.5 and 0.4 inches. • There is a special provision that discusses maintaining the roadway while the settlement occurs. Work may include HMA surface removal (variable depth), HMA surface mixture "D" N50, tack coat, pavement striping, and traffic control. Pay items will be used to measure and pay for this work.
21	<p>Piezometer:</p> <ul style="list-style-type: none"> • One piezometer is needed at the north approach and one is needed on the south approach to monitor pore pressures during embankment construction. • There is a table in the plans that shows maximum allowable piezometer readings for various embankment fill heights. If the piezometer reading exceeds the values in the table, construction shall stop until the pore water pressures dissipate. • Piezometers shall be the vibrating wire type and have automatic data collection and storage. A submittal with technical data and catalog cuts shall be provided 45 days prior to piezometer installation. • The piezometers shall be installed by a consulting engineer prequalified by IDOT in the category "Geotechnical Services – Subsurface Explorations". • Piezometers shall be functional 14 days prior to embankment construction. Training on their use shall be provided to the engineer. The engineer will perform data collection and analysis. The contractor shall protect and maintain the piezometers throughout construction. • If pore pressures exceed those in the plans, embankment construction shall stop until pore pressures dissipate. • Final grading and shaping shall occur after pore pressures reach their initial (pre-construction) values. • Piezometers will be measured and paid for in units of each. <p>Q. <i>There is licensing associated with software; can the consultant that is purchasing the software submit the license to us or does the license go directly to us?</i></p> <p>A. <i>We expect that the license would be ours so we can rightfully own the software; we own throughout the construction project and afterwards. If that is what it takes to make it legal, then yes.</i></p>

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22	<p>Slope Inclinometer:</p> <ul style="list-style-type: none"> • Two slope inclinometers are needed at the north approach and one is needed on the south approach to monitor the slopes for movement during embankment construction. • The contractor shall provide the instrument with carrying cases and computer software to the engineer. The contractor shall install the guide casing and the necessary covers and protective devices. • A submittal with technical data and catalog cuts shall be provided 45 days prior to installation. • The slope inclinometers shall be installed by a consulting engineer prequalified by IDOT in the category “Geotechnical Services – Subsurface Explorations”. • The slope inclinometers shall be functional 14 days prior to embankment construction. Training on use of the equipment and software shall be provided to the Engineer. The Engineer will perform measurements with the inclinometer equipment throughout construction. The Contractor shall protect and maintain the slope inclinometers throughout construction. • If slope movement is detected, embankment construction shall stop until pore pressures dissipate. • Slope inclinometers shall be preserved for long term use after the project is complete. All equipment and software becomes property of IDOT. • Slope inclinometers will be paid for in units of each. The price per each shall include the measuring equipment and computer software.
23	<p>Settlement Platforms:</p> <ul style="list-style-type: none"> • One settlement platform shall be installed on the north approach and one shall be installed on the south approach. • District 3’s standard settlement platform detail shall be used. Note 2 of this detail states “settlement platforms will not be measured for payment.” • <u>After the meeting it was discovered that an error was made in the presentation: there are two settlement platforms on the north approach, not one.</u>

Item	Description
24	<p data-bbox="318 296 493 321">Embankment:</p> <ul data-bbox="367 359 1425 821" style="list-style-type: none"><li data-bbox="367 359 1425 478">• Benching into the existing slope is required. Materials with a liquid limit greater than 60 are not permitted. Materials with less than 35% passing the #200 sieve, a liquid limit between 50 and 60, or a plasticity index less than 12 shall only be used in the interior of the embankment.<li data-bbox="367 485 1425 541">• Geotechnical instrumentation (settlement plates, piezometers, slope inclinometers) shall be installed prior to embankment construction.<li data-bbox="367 548 1425 632">• The moisture of the embankment material shall not exceed 110% of the optimum moisture. If necessary to achieve stability, the allowable moisture content may be reduced further.<li data-bbox="367 638 1425 665">• The embankment shall have an Immediate Bearing Value of 4.0 or greater.<li data-bbox="367 672 1425 791">• The rate of placement of the embankment shall be based on the readings from the geotechnical instrumentation. If signs of slope instability are observed, construction of the embankment shall stop. It may be necessary to remove previously placed material to achieve stability of the embankment.<li data-bbox="367 798 1425 821">• This work will not be measured for payment.
25	<p data-bbox="318 905 727 930">Drilled Shafts Special Provision:</p> <ul data-bbox="367 968 1328 1024" style="list-style-type: none"><li data-bbox="367 968 1328 1024">• Section 516 of the Standard Specifications has been replaced with the special provision in the contract. Many significant changes were made.

Item	Description
26	<p>Thermal Integrity Profile Sensors for Drilled Shafts Special Provision:</p> <ul style="list-style-type: none"> • The Contractor shall furnish and install the embedded thermal sensors for TIP testing. The Engineer will supply the data recording device, download the data, and interpret the data. The Contractor will investigate anomalies and design repairs if needed. • The thermal wires must be purchased from GRL Engineers. The number of wires required is based on the diameter of the reinforcing cage as shown in the special provision. Enough lead in wire shall be provided for the wire to terminate above the water surface elevation of the river at the time of concrete placement. The Engineer will check the thermal wires after the reinforcing cage is set and before concrete placement begins. • Anomalies shall be verified by coring or other methods. Defects will require the Contractor's SE to submit a repair proposal which shall include calculations, drawings, and the repair procedure. The repair procedure shall include information on the equipment, materials, and quality control methods to be used during the repair. • This work will be measured by the linear foot of drilled shaft foundation tested. Extra wire needed for access at the top of the shaft will not be measured for payment. For example, if a drilled shaft foundation is 60 feet long and requires six 75 foot long thermal wires, the payment length will be 60 feet. • The TIP data collector and analysis of the TIP data will be paid for according to Article 109.05. The contractor will pay the bills on behalf of IDOT, and IDOT will reimburse the contractor and pay the contractor an administrative fee. • If the shaft is unacceptable, confirmation of anomalies will not be measured for payment. If the shaft is acceptable, confirmation of anomalies will be measured for payment according to Article 109.04. Designing and implementing repairs will not be measured for payment. <p><i>Q. Does GRL charge the contractor and then bill comes to IDOT?</i> <i>A. The contractor has to buy and install the wires. For the Data Acquisition Units (TAP Boxes) and analysis, GRL would send the bill to the contractor. The contractor will pay the bill and IDOT will reimburse the contractor plus administrative fees pursuant to the specifications.</i></p> <p><i>Q. If there is an anomaly and it is repaired, is another TIP test required?</i> <i>A. No. We will expect Quality Control through the repair. The thermal wires cannot be used a second time.</i></p> <p><i>Q. How long is the rental period for the TAP Boxes?</i> <i>A. We will have to figure that out once we get a progress schedule from the contractor.</i></p>
27	<p>Osterberg Load Cell:</p> <ul style="list-style-type: none"> • The location of the Osterberg Load Cell is indicated on the plans as the "Test Shaft Location" at STA 150+94.78. The test shaft is a full size drilled shaft foundation that was constructed, instrumented, and tested to failure. The Osterberg Load Cell is a design tool, not a construction tool. The complete Osterberg Load Cell report is included within the Structure Geotechnical Report. Be aware the shaft is buried in the ground at the location shown on the plans.

Item	Description
28	<p>Rock Cores:</p> <ul style="list-style-type: none"> • Rock Cores are available for inspection today. • Photos of the rock cores are in the Structure Geotechnical Report. <p>Q. <i>Will the cores be available to view after today?</i> A. <i>They will be available for inspection by appointment after today. Contact Mike Short by email or call to schedule a viewing.</i></p>
29	<p>404 Permit:</p> <ul style="list-style-type: none"> • The US Army Corp Nationwide Permit #23 was approved on February 3, 2015. Please be aware of and observe the special conditions 1-9 in Nationwide Permit #23. • Prior to starting any in-stream work, the Contractor shall coordinate with the Resident Engineer for notification to the Army Corps of Engineers 45 days prior to commencement. • No in-stream work may begin until such notification has been done. • The contact person for the notification is Gene Wessenhove. • Contractor shall submit a Causeway or Instream work pad plan to the Resident Engineer for review 30 days prior to Army Corps Notification requirement for any in-stream work. The Army Corp permitted a temporary causeway/work platform for the construction of the bridge and removal of the existing bridge. • If the contractor desires to significantly deviate from the plan that was permitted, the Contractor will submit a revised plan, and material specifications to the Army Corps for review and approval <p>Q. <i>Regarding the 404 Permit, did you say it expires on March 18, 2017?</i> A. <i>Yes, it does expire on March 18, 2017.</i></p> <p>Q. <i>Will the in-stream work have to be removed by then?</i> A. <i>Historically, no. If you are in the water already, you are (historically) allowed to finish. Whether grandfathered or not, we will monitor that and will deal with it when we are closer to March, 2017.</i></p>

Item	Description
30	<p>IDNR Permit:</p> <ul style="list-style-type: none"> • The DNR Permit, allows for the removal and replacement of the bridge and allows for a temporary causeway at the south bank. A Temporary Causeway consisting of clean coarse aggregates may be constructed to facilitate removal and replacement of the existing structure • See page 146 of the plans showing approved temporary causeway details • The causeway was hydraulically designed to prevent no increase in water surface elevation. The sensitive flood receptor was the Spring Valley Boat Club and the only allowable causeway that would work was from south bank to Pier # 4 at an elevation of 445.2. No causeway will be permitted from the north shoreline • If the contractor wishes to deviate from the design, the Contractor will need to submit the plan and Hydraulic analyses to Mike Diedrichsen at IDNR. • The hydraulic model is available upon request <p><u>Standard DNR Permit jargon:</u></p> <ul style="list-style-type: none"> • Disturbance of stream side vegetation shall be kept to a minimum during construction to prevent erosion and sedimentation • All disturbed areas shall be seeded or otherwise stabilized upon completion of construction activities (restored) • Warning signs shall be installed upstream and downstream of the causeway to notify boaters of presence of the causeway and to direct boaters around the causeway. • It will be contractor's responsibility to maintain adequate river depths to allow recreational boaters to pass under the bridge during construction.
31	<p>Illinois EPA Permit:</p> <ul style="list-style-type: none"> • An Illinois EPA Permit was approved on March 13, 2015 for this project and has 9 items identified on pages 226-228 of the special provisions which are standard permit language for EPA. <p>Some highlights we would like to point out</p> <ul style="list-style-type: none"> • Item No. 3 - Any spoil material excavated, dredged or otherwise produced may not be returned to the waterway • Items 4 & 5 - The contractor should follow the erosion control measures in the contract plans and items identified in the approved EPA permit. • Item 7 – adequate erosion control measures to be in place to prevent transport of sediment and material downstream.

Item	Description
32	<p>US Coast Guard Permit:</p> <ul style="list-style-type: none"> • The US Coast Guard Permit was approved on June 7, 2015 and is included in the special provisions. <p><u>Some highlights of the Coast Guard Permit:</u></p> <ul style="list-style-type: none"> • Within 4 weeks of award of contract, the contractor shall submit a “<u>Plan of Operations</u>”. <ul style="list-style-type: none"> ▪ Keep the Coast Guard informed of any events affecting navigation ▪ The plan will outline all operations affecting the waterway, including schedule, plans for erection, demolition, cofferdams, etc. • Submit plans for cofferdams, causeways or other temporary structures placed into the water for approval by the US Coast Guard • All work shall be conducted so the free navigation of the waterway is not unreasonably interfered with and present navigable depths are not impaired.
33	<p>Erection of Complex Steel Structures:</p> <ul style="list-style-type: none"> • The special provision for Erection of Complex Steel Structures is on <u>page 58</u> of the special provisions. Erection Engineer must be IDOT prequalified in Complex or Major-River Bridge design work. The special provision also requires the Erector to be ACSE certified as an “Advanced Certified Steel Erector” before doing the steel erection. This provides a higher standard of skill, experience, and commitment on the erector as well. <p><i>Q. Regarding AISC certification, can you bid prior to having the ACSE certification or do you need it before the November 6th Letting?</i></p> <p><i>A. AISC certification is needed for the submittals and when you do the work.</i></p>
34	<p>New Mass Concrete Specification</p> <ul style="list-style-type: none"> • This is the first large structure in District 3 with these highlighted specifications shown in New Mass Concrete Specifications • The revised Section 1020.15 is located in the Supplemental Specifications and Recurring Special Provisions • The contractors and the concrete producers need to work together to develop a mix design or designs to control the heat of hydration. • Trial batches are highly recommended • The District has made local ready mix producers aware of the project and this special provision.

Item	Description
35	<p>Hot Weather Deck Pour Specifications</p> <ul style="list-style-type: none"> • The Hot Weather Deck Pour Special Provision is a portion of the Bridge Deck Construction located in the Guide Bridge Special Provision of this contract. The highlighted areas need to be looked at closely. In order to meet the requirements for this contract and this special provision, the contractor and ready mix supplier must work together. • Concrete and ambient temperature restrictions • Concrete temperature restrictions when placing with a pump • Fogging equipment to be handheld power washer and not to be mounted on finishing machine
36	<p>Miscellaneous Questions/Comments</p> <p><i>Q. How do you find out the approved list of laboratories to perform the freeze/thaw testing of the concrete mix design?</i></p> <p><i>A. This can be answered at a later time.</i></p> <p><i>Q. Regarding the temporary wetland crossing device, can we disturb the area before the mats are placed?</i></p> <p><i>A. The intent is not to disturb. The area is relatively flat and should not need much grading.</i></p> <p>Concrete</p> <p><i>Discussion on mass concrete specifications. Contractors were encouraged to work with suppliers to develop mix designs that can be utilized on this project. Nearly all the substructure concrete falls under the mass concrete specifications.</i></p>

IL 89 at Spring Valley over IL River
Pre-bid Meeting
November 2, 2015

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