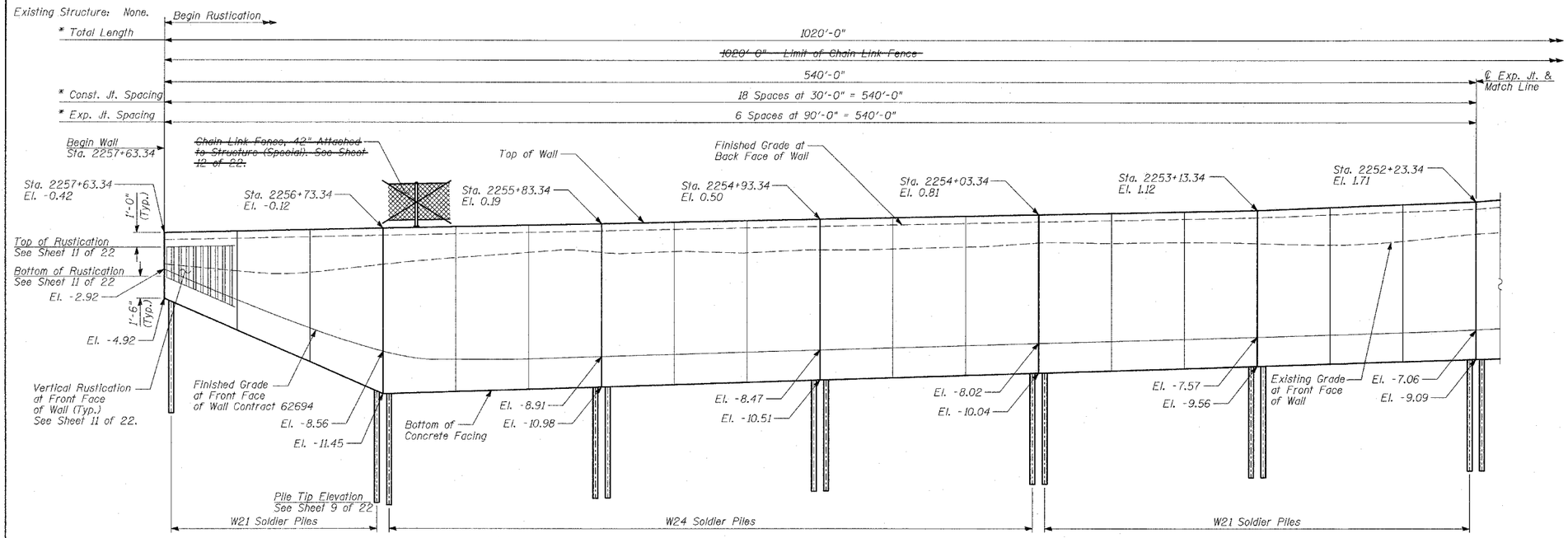
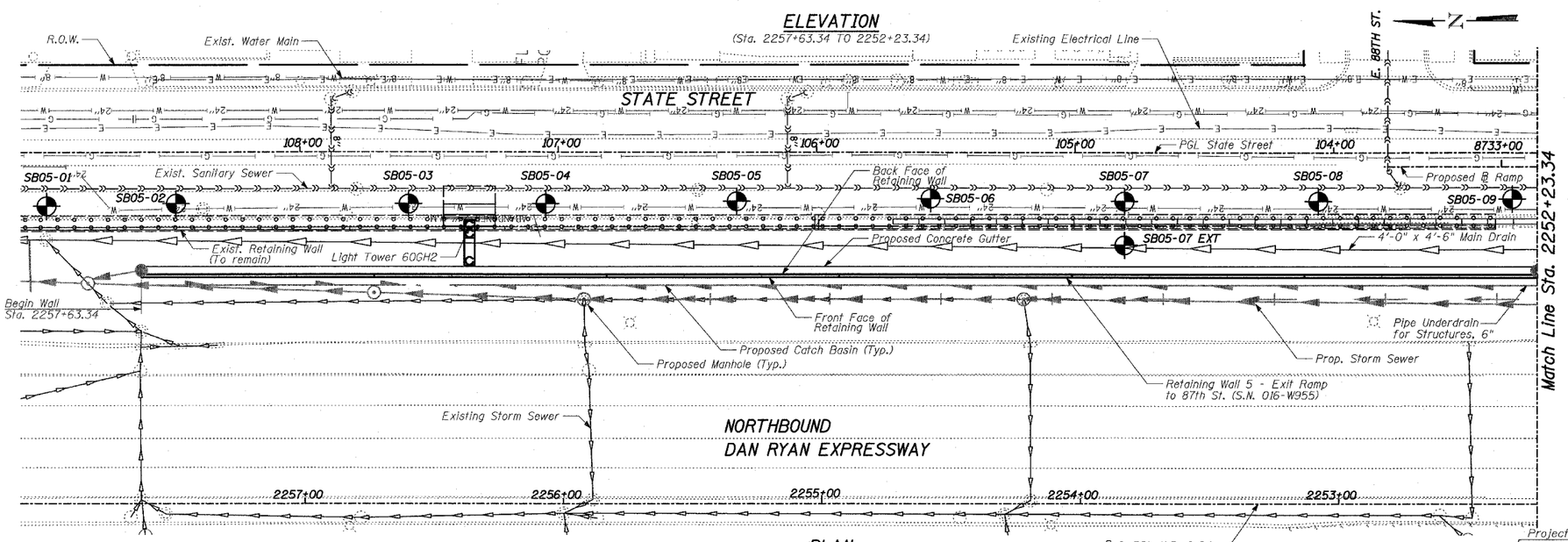
Benchmarks: BM 3553 Set "+" northwest bolt of traffic signal/light base at northeast intersection of 87th St. and State St. El. 8.47

Existing Structure: None.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	860	518
STA. 2200+00.00	TO STA. 2362+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717 & 1818) R-8				62694



ELEVATION
(Sta. 2257+63.34 TO 2252+23.34)



PLAN
(Sta. 2257+63.34 TO 2252+23.34)

℄ & PGL N.B. I-94 (Dan Ryan Expressway)

TOTAL BILL OF MATERIAL

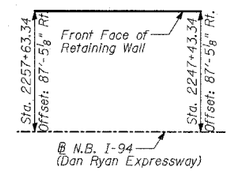
ITEM	UNIT	TOTAL
Structure Excavation	CU YD	966
Concrete Structures	CU YD	429
Protective Coat	SQ YD	1,125
Rustication Finish	SQ FT	7,737
Stud Shear Connectors	EACH	1,738
Untreated Timber Lagging	SQ FT	8,253
Furnishing Soldier Piles (HP Section)	FOOT	444
Furnishing Soldier Piles (W Section)	FOOT	4,275
Reinforcement Bars, Epoxy Coated	POUND	39,030
Geocomposite Wall Drain	SQ YD	974
Pipe Underdrains for Structures, 6"	FOOT	1,020
Drilling and Setting Soldier Piles (in Soil)	CU FT	27,959
~~Chain Link Fence, 42" Attached to Structure (Special)~~	~~FOOT~~	~~1,020~~

DESIGN SPECIFICATION
AASHTO 2002 Standard Specifications for Highway Bridges

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36) Soldier Piles

INDEX OF SHEETS

1. GENERAL PLAN
2. GENERAL PLAN
3. PLAN AND ELEVATION STA. 2257+63.34 TO STA. 2255+83.34
4. PLAN AND ELEVATION STA. 2255+83.34 TO STA. 2254+03.34
5. PLAN AND ELEVATION STA. 2254+03.34 TO STA. 2252+23.34
6. PLAN AND ELEVATION STA. 2252+23.34 TO STA. 2250+43.34
7. PLAN AND ELEVATION STA. 2250+43.34 TO STA. 2248+63.34
8. PLAN AND ELEVATION STA. 2248+63.34 TO STA. 2247+43.34
9. PILE LAYOUT, DETAILS & BILL OF MATERIAL
10. WALL CROSS SECTIONS & DETAILS
11. RUSTICATION DETAILS
12. ~~CHAIN LINK FENCE 42" ATTACHED TO STRUCTURE (SPECIAL)~~
13. BORING LOGS SB05-01 & SB05-02
14. BORING LOGS SB05-03 & SB05-04
15. BORING LOGS SB05-05 & SB05-06
16. BORING LOG SB05-07 & SB05-07EXT
17. BORING LOGS SB05-08 & SB05-09
18. BORING LOG SB05-10 & SB05-10EXT
19. BORING LOGS SB05-11 & SB05-12
20. BORING LOGS SB05-12EXT & SB05-13A
21. BORING LOGS SB05-14A & SB05-15
22. BORING LOG SB05-16



OFFSET SKETCH

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

PHILLIP D. FREY 081-004826 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

Signed Phillip D. Frey
Phillip D. Frey, S.E. Il. Lic. No. 081-004826 Expires 11-30-2006.
For drawings 1 thru 22 of 22

Date 3/18/05

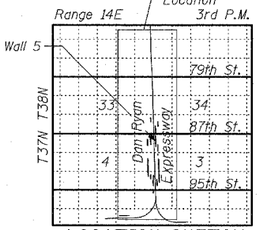
LEGEND

- Boring Location
- * Measured along Front Face of Wall.

GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. The Contractor is responsible for the design and performance of the lagging using no less than 3" nominal rough-sawn thickness and the minimum tabulated unit stress in bending (f_b), used in the design of timber lagging shall be 1000 psi.
3. The soldier piles shall be cleaned and given one shop coat of Inorganic Zinc-Rich primer.
4. All exposed concrete edges shall be chamfered ¾" except as noted.
5. Protective coat shall be applied to exposed surfaces of the concrete facing.
6. Existing utilities in conflict with soldier pile wall construction shall be abandoned or relocated according to directions given on the roadway plans.
7. All construction joints shall be bonded.
8. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
9. The wall shall be backfilled (where applicable) prior to placing the concrete facing.
10. The Contractor is responsible to coordinate all electrical crossings with this Contract and with Contract 62583.

TY·LIN INTERNATIONAL



LOCATION SKETCH

SHEET 1 OF 22

REVISIONS NAME	DATE
REVISED	04/15/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
RETAINING WALL ALONG STATE ST.
EXIT RAMP TO 87TH ST.
WALL 5 - GENERAL PLAN
STA. 2257+63.34 TO STA. 2247+43.34

S.N. 016-W955 DESIGNED BY: MI, TB
SCALE: N.T.S. DRAWN BY: TB, DJR
DATE: MARCH 18, 2005 CHECKED BY: TD, MI