

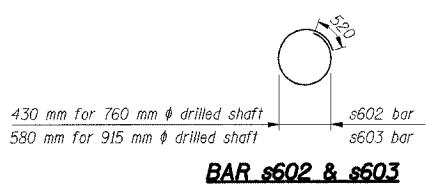
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2626.2-R-2	COOK	1207	532
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62114

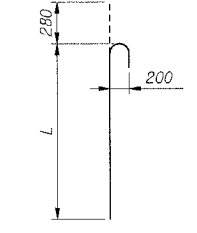
PILASTER AND DRILLED SHAFT SCHEDULE												QUANTITY	
Pilaster Mark	Drilled Shaft Mark	CD Road EB Station	Drilled Shaft Offset from CD Road EB (m)	Drilled Shaft Diameter (mm)	T/Pilaster Elevation	T/Barrier Elevation	T/Drilled Shaft Elevation	B/Drilled Shaft Elevation	Vertical Bar	Spiral Bar	S Bar	Drilled Shaft Length (m)	Reinforcement Bars (kg)
NW-1	NW-1	190+291.087	3.46	760	185.516	185.691	184.191	180.191	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-2	NW-2	190+294.680	3.46	760	185.486	185.661	184.161	180.161	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-3	NW-3	190+298.273	3.537	915	185.456	185.631	183.631	180.131	12- #25v602	1- #15sp603	1- #15s603	3.5	319
NW-4		190+301.866			185.426	185.601							
NW-5	NW-5	190+305.459	3.537	915	185.395	185.570	183.570	180.070	12- #25v602	1- #15sp603	1- #15s603	3.5	319
NW-6	NW-6	190+308.027	3.46	760	185.374	185.549	184.049	180.049	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-7	NW-7	190+311.620	3.46	760	185.344	185.519	184.019	180.019	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-8	NW-8	190+315.212	3.46	760	185.314	185.489	183.989	179.989	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-9	NW-9	190+318.805	3.46	760	185.284	185.459	183.959	179.959	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-10	NW-10	190+322.398	3.46	760	185.254	185.429	183.929	179.929	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-11	NW-11	190+325.991	3.46	760	185.223	185.398	183.898	179.898	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-12	NW-12	190+329.584	3.46	760	185.193	185.368	183.868	179.868	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-13	NW-13	190+333.176	3.46	760	185.163	185.338	183.838	179.838	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-14	NW-14	190+336.769	3.46	760	185.133	185.308	183.808	179.808	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-15	NW-15	190+340.362	3.46	760	185.103	185.278	183.778	179.778	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-16	NW-16	190+343.955	3.46	760	185.073	185.248	183.748	179.748	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-17	NW-17	190+347.548	3.46	760	185.043	185.218	183.718	180.718	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-18	NW-18	190+351.140	3.46	760	185.013	185.188	183.688	180.688	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-19	NW-19	190+354.733	3.46	760	184.983	185.158	183.658	180.658	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-20	NW-20	190+358.326	3.46	760	184.952	185.127	183.627	180.627	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-21	NW-21	190+361.919	3.46	760	184.922	185.097	183.597	180.597	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-22	NW-22	190+365.512	3.46	760	184.892	185.067	183.567	180.567	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-23	NW-23	190+369.105	3.46	760	184.862	185.037	183.537	180.537	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-24	NW-24	190+372.698	3.46	760	184.832	185.007	183.507	180.507	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-25	NW-25	190+376.291	3.46	760	184.802	184.977	183.477	180.477	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-26	NW-26	190+379.884	3.46	760	184.772	184.947	183.447	180.447	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-27	NW-27	190+383.477	3.46	760	184.742	184.916	183.416	180.416	9- #25v601	1- #15sp601	1- #15s602	3.0	199
NW-28	NW-28	190+387.070	3.46	760	184.712	184.886	183.386	179.386	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-29	NW-29	190+390.663	3.46	760	184.682	184.856	183.356	179.356	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-30	NW-30	190+394.256	3.46	760	184.651	184.826	183.326	179.326	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-31	NW-31	190+397.849	3.537	915	184.621	184.796	181.696	177.696	12- #25v602	1- #15sp604	1- #15s603	4.0	331
NW-32	NW-32	190+400.442	6.2	915	184.600	184.775 *	181.675	177.675	12- #25v602	1- #15sp604	1- #15s603	4.0	331
NW-33	NW-33	190+402.622	6.2	915	184.585	184.760 *	181.660	177.660	12- #25v602	1- #15sp604	1- #15s603	4.0	331
NW-34	NW-34	190+404.672	3.537	915	184.564	184.739	181.639	177.639	12- #25v602	1- #15sp604	1- #15s603	4.0	331
NW-35	NW-35	190+408.272	3.46	760	184.534	184.709	183.209	179.209	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-36	NW-36	190+411.872	3.46	760	184.504	184.679	183.179	179.179	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-37	NW-37	190+415.472	3.46	760	184.474	184.649	183.149	179.149	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-38	NW-38	190+419.072	3.46	760	184.444	184.619	183.119	179.119	9- #25v602	1- #15sp602	1- #15s602	4.0	254
NW-39	NW-39	190+422.672	3.46	760	184.413	184.588	183.088	179.088	9- #25v602	1- #15sp602	1- #15s602	4.0	254

* Top of Wall Elevation

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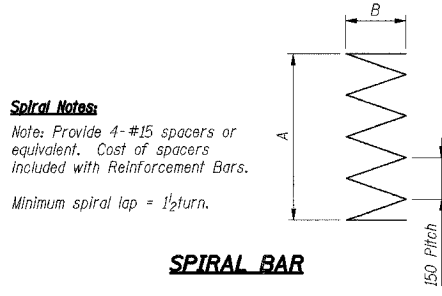
BAR #602 & #603



VERTICAL BAR

Vertical Bar Schedule

Mark	L (m)
v601	3.35
v602	4.35



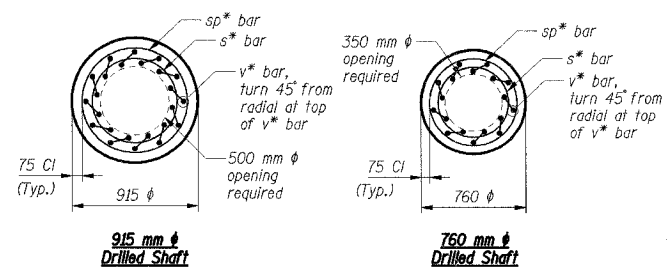
SPIRAL BAR

Spiral Bar Schedule

Mark	A (m)	B (mm)
sp601	2.9	610
sp602	3.9	610
sp603	3.4	765
sp604	3.9	765

BILL OF MATERIAL FOR DRILLED SHAFTS

Item	Unit	Total
Drilled Shaft in Soil 915 mm	m	23.0
Drilled Shaft in Soil 760 mm	m	116.0
Reinforcement Bars	kg	9,430

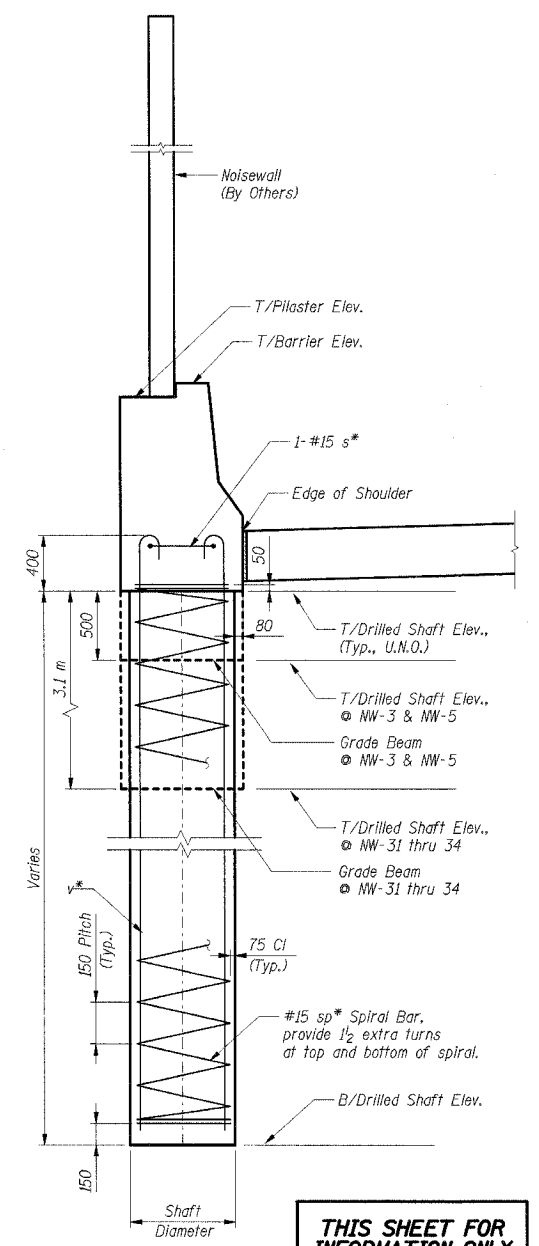


DRILLED SHAFT DETAILS

* See schedule for bar designation

Drilled Shaft Notes:

- B/Drilled Shaft elevations shall not be raised or lowered more than 300 mm unless approved by the Engineer.
- The maximum applied soil bearing pressure at the bottom of the drilled shaft is 330 kPa, except at drilled shafts marked NW-3 & NW-5 the maximum applied soil bearing pressure at the bottom of the drilled shaft is 410 kPa.
- The bottom of the drilled shaft is located near the end of the soil boring logs. The Contractor shall be required to test the soil at the bottom of the shaft excavation to ensure that it has the capacity to withstand the maximum applied soil bearing pressure indicated in the plans. The testing method shall be subject to approval of the Engineer. Soil that is inadequate for the specified loads shall be reported to the Bureau of Bridges and Structures for further disposition. Cost of the testing is included with Drilled Shaft of the type and size specified in the plans.
- Soil and groundwater conditions may necessitate the use of wet or cased construction techniques. See boring logs Sht. 9 and refer to special provision for Drilled Shafts.
- In constructing the Drilled Shafts, the Contractor may encounter pavements, fill, foundations, abandoned utilities, boulders, and other obstructions. No separate payment will be made for removal of any such obstructions and the cost for removing any such obstructions shall be included in the Contract unit price for Drilled Shafts.
- Adjacent drilled shafts may be constructed simultaneously providing they are not closer than 5 meters on centers. At least 36 hours shall have elapsed after the completion of a drilled shaft before excavation for adjacent drilled shaft closer than 5 meters on center is started. If approved by the Engineer, the Contractor has the option of using high early strength concrete, in which case, adjacent drilled shafts closer than 5 meters on centers can be constructed after an elapsed time of 18 hours.



ELEVATION

* See schedule for bar designation

THIS SHEET FOR INFORMATION ONLY

Notes:

- All dimensions are in millimeters (mm) except as noted.

SHT. 8 OF 9

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 IL ROUTE 83 RECONSTRUCTION
 COOK COUNTY
**TRAFFIC BARRIER AT NOISEWALL
 DRILLED SHAFT
 FOUNDATION DETAILS**

SCALE: DATE: 02/20/04 DRAWN BY: NK CHECKED BY: VCP

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS