|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **ILLINOIS TOLLWAY**  **Production Pile Driving Summary** | | | | | | | | | | | | | | | | | **A-13** | | | | | | | | | | | | | | | | | | | | | | | |
| Structure Number | | |  | | | | | | | | | Date Driving Started | | | | | | | |  | | | | | Date Completed | | | | | |  | | | Sheet | |  | | | of |  |
| Abutment/Pier No. | | |  | | | | | | | | | | |  | | | | | |  | | | | | Contract | | | |  | | | | | | | | | | | |
| Pile Type & Size | | |  | | | | | | | | | | | | |  | | | |  | | | | | Location | | | |  | | | | | | | | | | | |
| Nominal Required Bearing | | | | | | | |  | | | Estimated Plan Length | | | | | | | | |  | | | | | Milepost | | | |  | | | | | | | | | | | |
| Pile Cutoff Elevation | | | |  | | | | | | Authorized Furnished Length | | | | | | | | | |  | | | | |  | | | |  | | | | | | | | | | | |
| Ground Surface Elev. At Pile While Driving | | | | | | | | | | | | |  | | | | Closest Boring(s) | | | | | | |  | | | | | Driven Bearing Verification | | | | | | | |  | | | |
| Hammer Make & Model | | | | | | |  | | | | | | | | | | Hammer Cushion Material & Thickness | | | | | | | | | | | | | | |  | | | | | | | | |
| Max. Operating Energy | | | | | |  | | | | | | Min. Operating Energy | | | | | | | | |  | | | | | | | Pile Hammer Weight | | | | | | |  | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| As driven pile layout sketch with piles numbered, north arrow included, and any significant deviations from plan locations noted | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Indicate (B) at battered piles and (T) at test piles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pile No. | Delivered  Length | Added Splice Length | | | Final Cutoff Length | | | | Paid Driven Length | | Paid Furnished Length | | | | Blows Per | | | Hammer Energy Developed | | | | | Nominal Driven Bearing | | | | Driving Observations & Comments | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  |  |  | | |  | | | |  | |  | | | |  | | |  | | | | |  | | | |  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | Measured By | | |  | | | | Calculated By | | | |  | | | Checked By | | | | |  | | |

October 2013

Revised March 2017