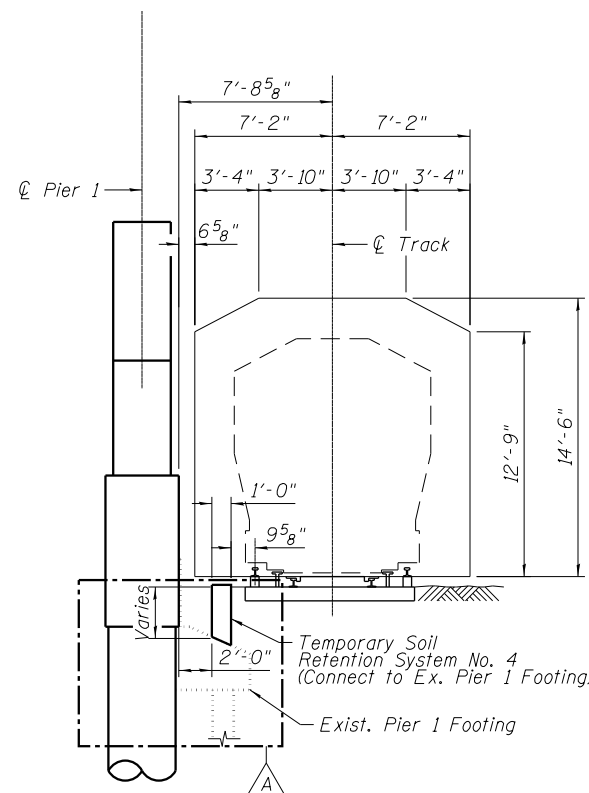
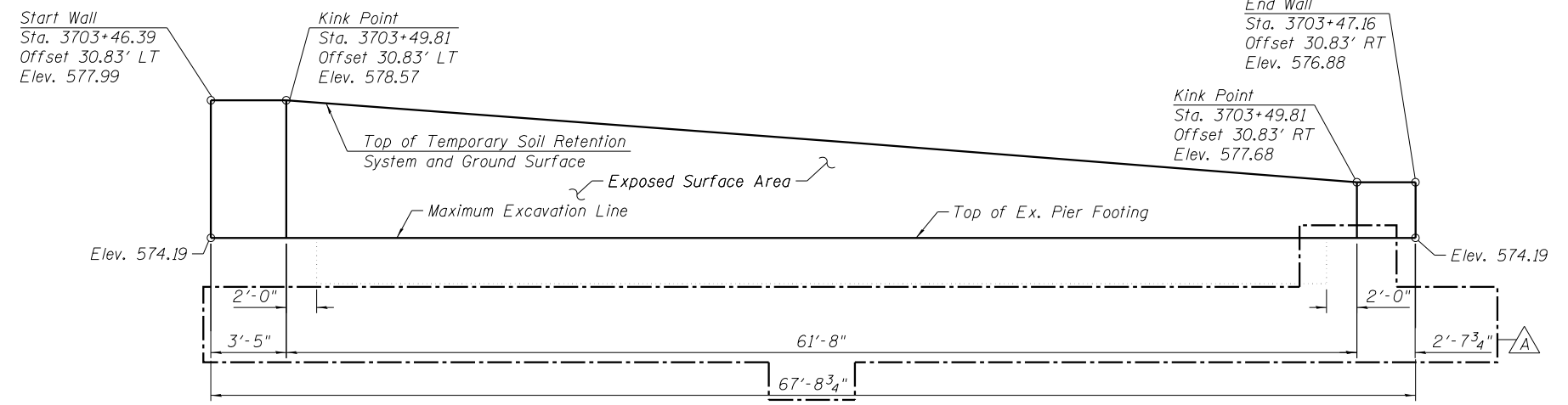


TEMPORARY SOIL RETENTION SYSTEM NO. 3
(At South Abutment)



SECTION THRU CTA TRACKS
(At Pier 1)



TEMPORARY SOIL RETENTION SYSTEM NO. 4
(At Pier 1)

Notes:
 Driving piles and temporary sheet piling is not allowed.
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a soil retention system design including plan details and calculations for review and acceptance by the Engineer and the CTA.
 The maximum allowable excavation slope is 1:2 (V:H).
 CTA EB Blue Line is to be shutdown during installation of Temporary Soil Retention System No. 4. Closure to be coordinated with the CTA. See Special Provision for CTA Flagging and Coordination.
 To maintain stability of Temporary Soil Retention 4, the temporary soil retention system shall be installed at 10'-0" increments. Existing Pier 1 footing shall be removed in 10'-0" increments and backfilled with compacted material to the top of existing footing.
 Temporary Soil Retention Systems exposed to railroad surcharge shall follow the design criteria per: CTA Infrastructure Design Criteria Manual, Rev. 04 March 2013, Structural - Chapter 7.

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	902

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USER NAME = kahastings	DESIGNED KAH	REVISED A 12/18/2013 KAH
PLOT SCALE = 10:8,0000 ' : ' / in.	CHECKED MDS	REVISED
PLOT DATE = 1/10/2014	DRAWN AJP	REVISED
	CHECKED MDS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION DETAILS 1
STRUCTURE NO. 016-1708

SHEET NO. 5 OF 55 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2090	2013-011R	COOK	356	137
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W29	