



- LEGEND**
- PROPOSED FOUNDATION WITH FOOTING
 - PROPOSED FOUNDATION WITH STEEL H-PILES
 - EXISTING FOUNDATION WITH FOOTING
 - EXISTING FOUNDATION WITH FOOTING & PILES (TIMBER OR CONCRETE)
 - TEMPORARY SHEET PILING
 - TEMPORARY SOIL RETENTION SYSTEM TO BE DESIGNED BY CONTRACTOR
 - BRACED EXCAVATION SYSTEM TO BE DESIGNED BY CONTRACTOR

- NOTES:**
- See Sheet S32 for Details 1, 2, & 3.
 - The location of existing piles may vary from those shown which were taken from existing design plans (not as-built drawings). Existing timber piles are timber unless otherwise noted. Existing timber piles to be cut off at the proposed bottom of footing elevations with the work being included with "Removal of Existing Structures".
 - According to Std. Spec. 512.12, the proposed steel H-piles shall be driven to an accuracy where no portion of the visible pile is out of plan position by more than 6" in any direction. This tolerance may be increased to 12" along the centerline of the longitudinal axis of the piles only for "select" steel H-piles in conflict with the existing concrete piles (see Details 1, 2, & 3 for locations of "select" piles).
 - The Contractor shall verify the location of all utilities including the 12" gas main west of the proposed footings at Piers 6 thru 9 prior to excavating footings or driving piles. It is recommended that the Contractor predrill the west row of piles at Piers 6 thru 9 to a safe elevation below the 12" gas main to avoid any harmful vibrations. Do not batter the west row of piles adjacent to the 12" gas main for skewed Piers 7 & 8 (all piles to be battered for normal Piers 6 & 9).
 - See roadway sheets UTIL-1 thru UTIL-3 for additional information on the type, size, & location of existing utilities beneath the structure.
 - See Sheet S2 for temporary sheet piling details for Piers 1, 2, & 13 and temporary soil retention system details for Pier 6.
 - Due to heavy RR surcharge loads at Piers 6, 7, & 8, a cantilevered sheet piling design does not appear feasible & additional members or other retention systems may be necessary. The Contractor shall submit both a temporary soil retention system design for Pier 6 and a braced excavation system design for Piers 7 & 8 including plan details & calculations for review & acceptance by the Engineer.
 - Quantities for both "Temporary Soil Retention System" & "Braced Excavation" are based on sheeting 2-ft around the footing perimeter to the bottom of existing or proposed footings (whichever is deeper). Actual quantities will vary depending on the system chosen by the Contractor & approved by the RR. For additional guidance, please contact Jim Krieger of the Canadian Pacific Rail at (612) 904-5994.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		FOUNDATION PLAN FAP 330 US 12/45 (MANNHEIM RD.) OVER 500 LINE RR & FRANKLIN AVE. STRUCTURE NO. 016-2815 SECTION 465 VB-R-1 STA. 183+33.30 DATE 7/2009

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