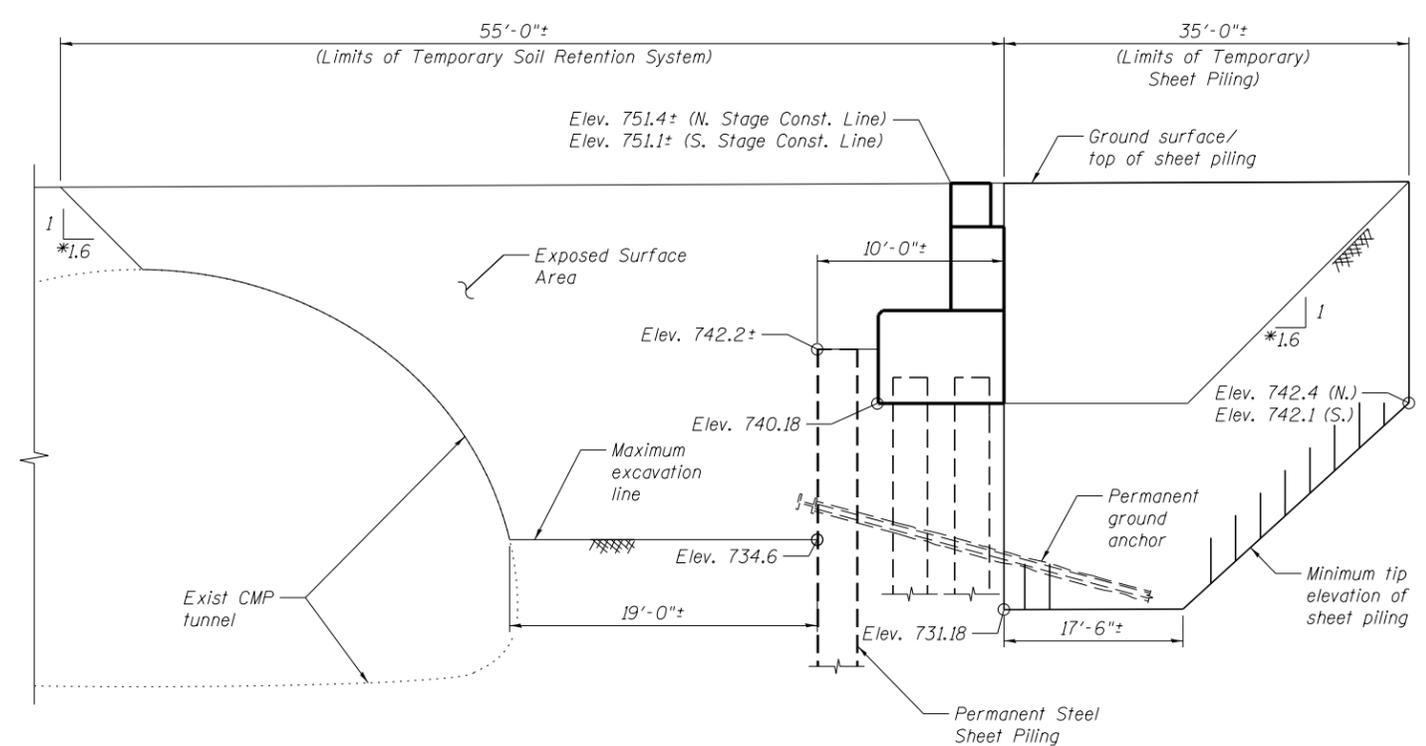


**TEMPORARY WALL ELEVATION AT WEST ABUTMENT**

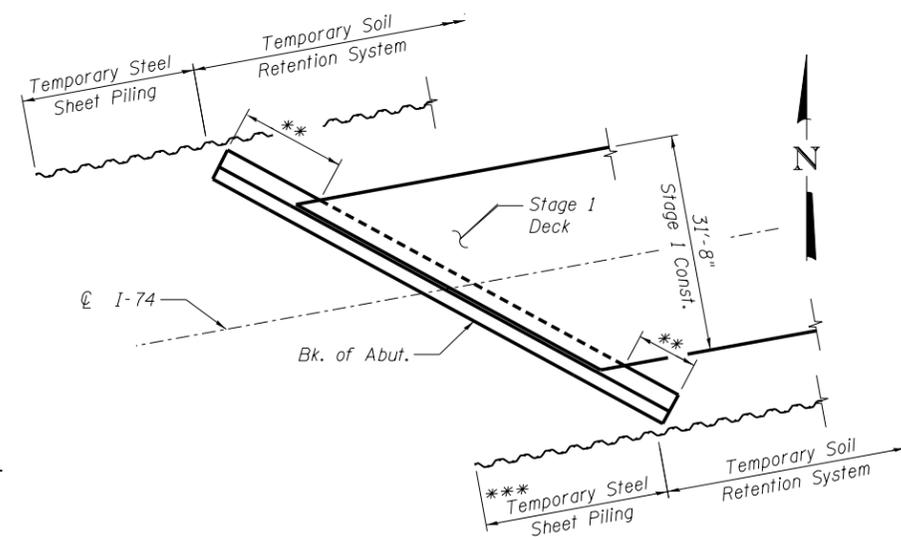
(Walls at North and South Stage Construction Lines are shown)  
(Minimum Section Modulus for Temporary Sheet Piling = 10 in<sup>3</sup>/ft)

\*Slope measured along  $\varnothing$  I-74  
(Slope is 1:1 perpendicular to abutments)



**TEMPORARY WALL ELEVATION AT EAST ABUTMENT**

(Walls at North and South Stage Construction Lines are shown)  
(Minimum Section Modulus for Temporary Sheet Piling = 10 in<sup>3</sup>/ft)

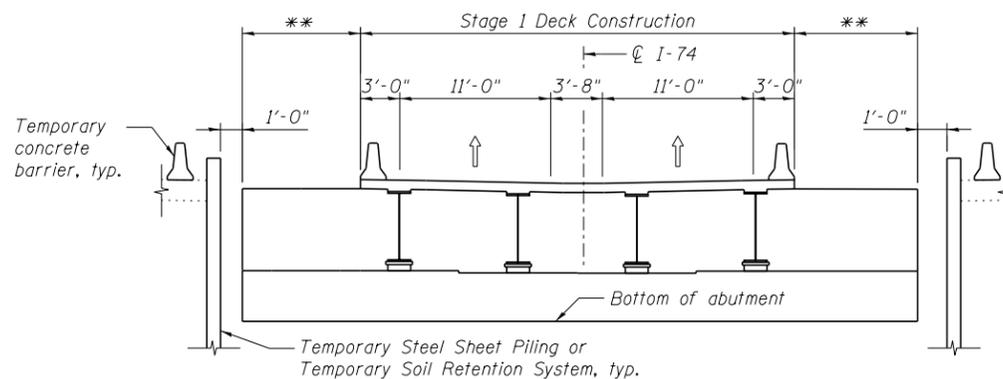


**STAGE 1 CONSTRUCTION AT ABUTMENT**

(West Abutment shown, East Abutment similar)

\*\* Stage 1 Abutment construction limits shall extend beyond the limits of Stage 1 Deck construction limits to minimize work to be completed in subsequent stages. See Abutment sheets for construction width for each stage.

\*\*\* Temporary steel sheet piling behind the abutments shall be removed after the abutment cap and backwall have been cured to allow for permanent ground anchor installation at the south end of the west abutment and the north end of the east abutment. The constructed abutment cap and backwall shall act with the temporary soil retention system in front of the abutments to retain embankment. During Stages 2 and 3, sheeting will be replaced in order to build the Stage 2 and 3 abutments. This sheeting shall be driven perpendicular to the abutment to avoid Stage 1 anchors.



**STAGE 1 CONSTRUCTION AT ABUTMENT**

(West Abutment looking west, East Abutment opposite hand)

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	2,425
Temporary Soil Retention System	Sq. Ft.	2,492

**NOTES:**

- All dimensions on Temporary Wall Elevations are measured along  $\varnothing$  I-74. All temporary construction works shall be installed parallel to  $\varnothing$  I-74.
- See Sheet SB3 for location of Temporary Sheet Piling and Temporary Soil Retention System.
- If the Contractor chooses to alter the temporary cantilever sheet piling design requirement shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- The existing arch tunnels shall be internally braced if any portions of the tunnels are removed or if embankment is removed from around the tunnels creating an unbalanced loading condition. Any internal bracing design shall be reviewed and approved by the Engineer.
- Cost of removing and replacing sheeting behind the south end of the west abutment and the north end of the east abutment shall be included in the cost of Temporary Sheet Piling.

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Alfred Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10056

FILE NAME =	USER NAME = mbecker	DESIGNED - JDC	REVISÉD -
0900167.68620.05.sht.dgn		CHECKED - MFB	REVISÉD -
	PLOT SCALE =	DRAWN - JDC	REVISÉD -
	PLOT DATE = 7/16/2012	CHECKED - MRB	REVISÉD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEETING DETAILS  
STRUCTURE NO. 090-0167**

SHEET NO. SB5 OF SB65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90-[14R(14HB-4,14,14HVB)BR]	TAZEWELL	2433	1916
			CONTRACT NO. 68620	
ILLINOIS FED. AID PROJECT				