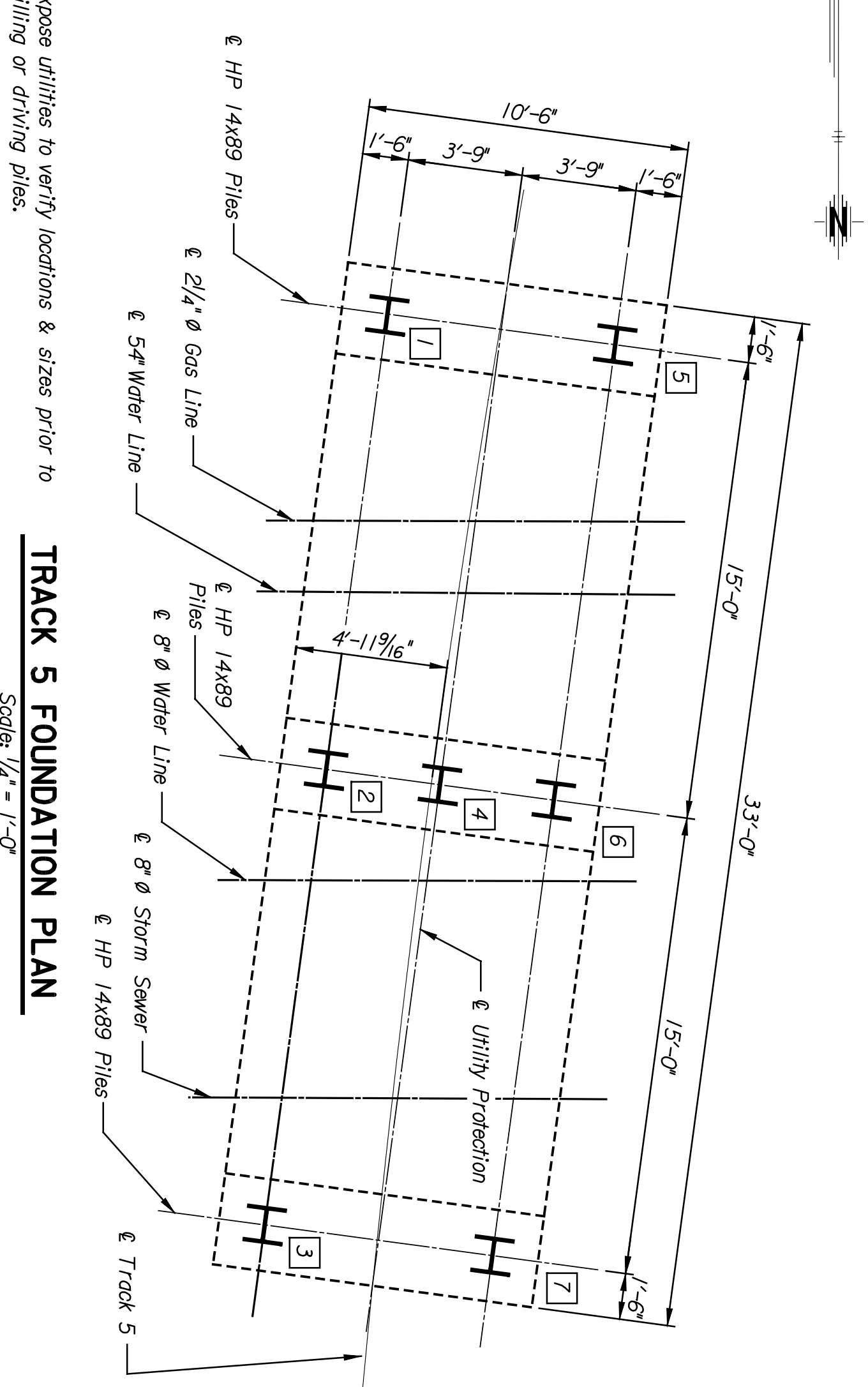
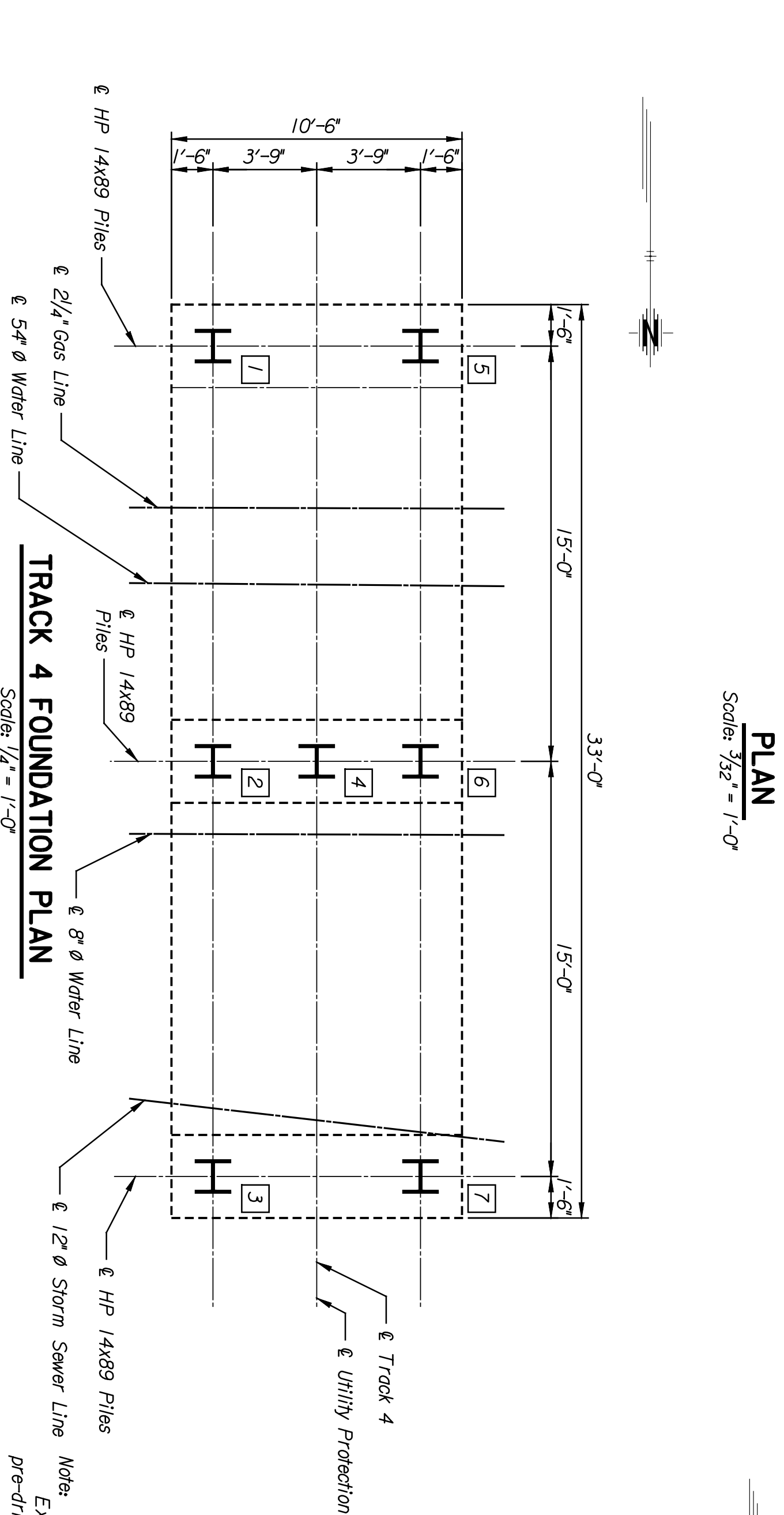
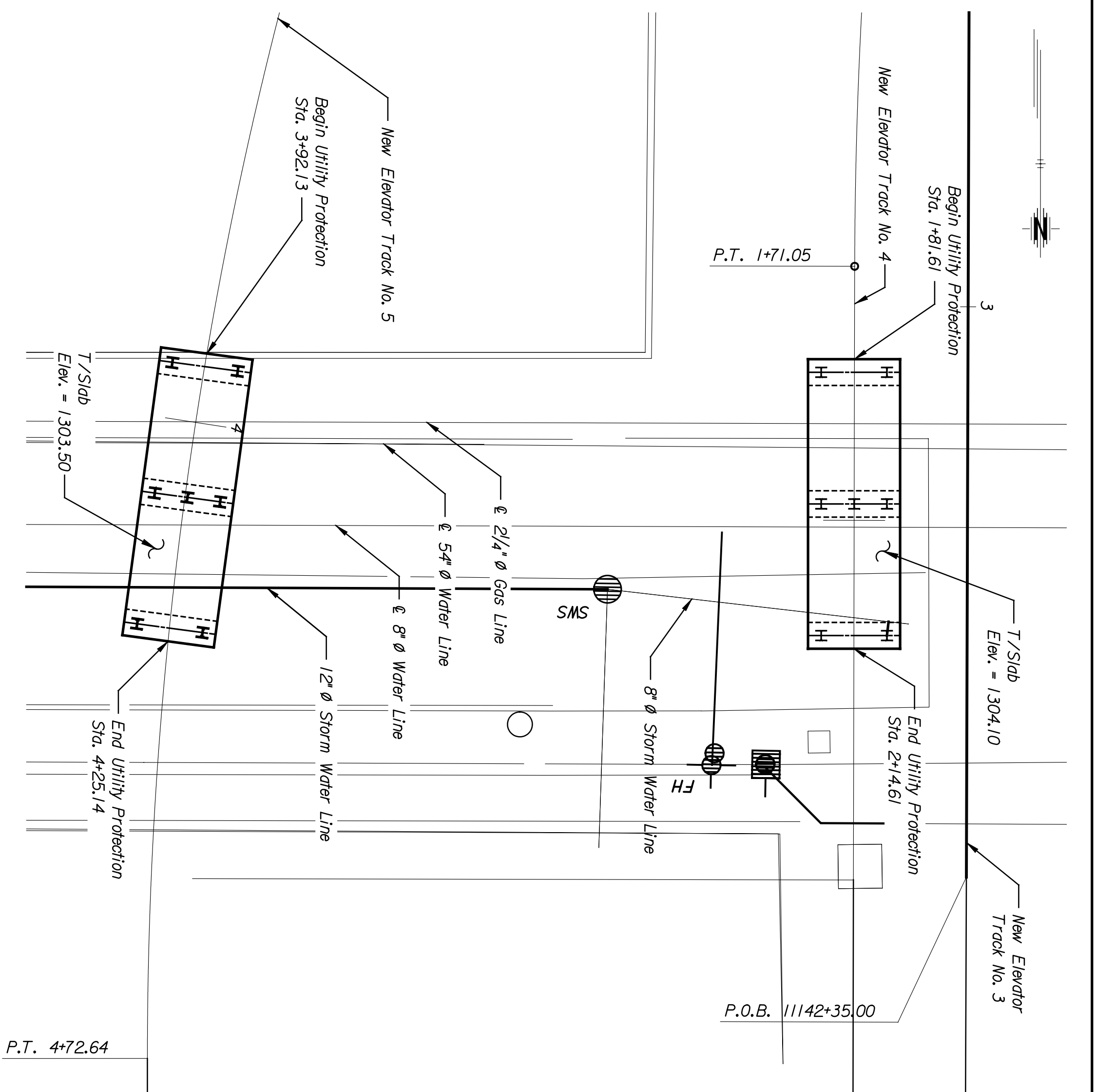


BY	DATE

Plotted on: 04-JAN-2005 13:47
 Plot Queue: \$queue\$
 Plot Scale: \$scale\$ Pen Table: \$pentables\$
 Design Filename: K:\B29049\BridgesDec2004\Base Bld\11thStreet\Drawings\01.dgn.



GNTEB
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by:

TRACK NO. 4 UTILITY PROTECTION PILE DATA					
PILE NO.	PILE TYPE	BOTTOM OF FOOTING (FT.)	PILE CUT-OFF ESTIMATED PILE ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	DESIGN PILE BEARING (TONS/PILE)
1, 3, 5, 7	HP14x89	1301.60	1303.10	1250.10	53.00
2, 4, 6	HP14x89	1301.60	1303.10	1232.10	71.00

Note:
 Expose utilities to verify locations & sizes prior to pre-drilling or driving piles.

TRACK NO. 5 UTILITY PROTECTION PILE DATA					
PILE NO.	PILE TYPE	BOTTOM OF FOOTING (FT.)	PILE CUT-OFF ESTIMATED PILE ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	DESIGN PILE BEARING (TONS/PILE)
1, 3, 5, 7	HP14x89	1301.00	1302.50	1249.50	53.00
2, 4, 6	HP14x89	1301.00	1302.50	1231.50	71.00

Note:
 Expose utilities to verify locations & sizes prior to pre-drilling or driving piles.

CITY OF WICHITA					
WICHITA CENTRAL CORRIDOR					
II TH STREET					
GENERAL PLAN - UTILITY PROTECTION					
SHEET NO.	OF	SCALE AS NOTED	APPD.	TRACED	DULI
DESIGNED	ENR	DETAILED	DULI	QUANTITIES	DULI
DESIGN GR.	BWH	DETAILED GR.	DWH	TRACE GR.	DWH

REVISIONS		BY	APPD.
NO.	DATE		
1			
2			
3			

NOTES:
 RAILROAD BRIDGE DESIGN SPECIFICATIONS:
 AREMA Manual for Railway Engineering, 2002.
 RAILROAD BRIDGE DESIGN LOADS:
 Dead Load:
 Unit Weight of Ballast, 120 pcf
 Unit Weight of Backfill, 120 pcf
 Unit Weight of Concrete, 150 pcf
 Unit Weight of Steel, 490 pcf
 Live Load:
 Cooper's E80 and Alternate Live Load with diesel impact for rolling equipment without hammer blow.
 Other Loads:
 As specified in AREMA.
 Steel for piles shall conform to ASTM A572, Grade 50.
 Steel for H-pile splices shall conform to ASTM A572, Grade 50.
 Pile spacing is shown at the bottom of the footing.
 Pile lengths shown on the plans are estimated pile lengths for bidding purposes. Actual pile order lengths will be provided following completion of Dynamic Pile Analysis of the 13th Street Bridge site.
 Piles shall be driven to penetrate the Wellington Shale Formation. Drive all piles to the minimum tip elevation and driving criteria determined from the Dynamic Pile Analysis performed on the test piles as outlined in the special provisions. Final tip elevations will be established by the Engineer, based on meeting the driving criteria.
 Driving shall stop when, in the opinion of the Engineer, additional driving may damage the pile. At any locations where problems are experienced, pile damage is suspected, or apparent refusal occurs significantly above the minimum tip elevation, the Engineer may request that additional Dynamic Pile Analysis be performed.
 Install predrilled H-pile splices in accordance with the manufacturer's recommendations and specifications.
 Drill pilot holes for each pile to a depth 5'-0" below the nearest underground utility.
 A vibration monitoring program shall be required in accordance with the specifications during pile driving and other construction activities.
 Excavations may encounter contaminated groundwater and/or soils. Federal, State and City of Wichita requirements for handling contaminated materials shall be followed.

REFERENCES:
 Railroad Alignments. Refer to R1.2-R1.4, R2.2, R3.2-R3.4, R4.2-R4.3, R1.5, R2.11, R3.18, R4.9.