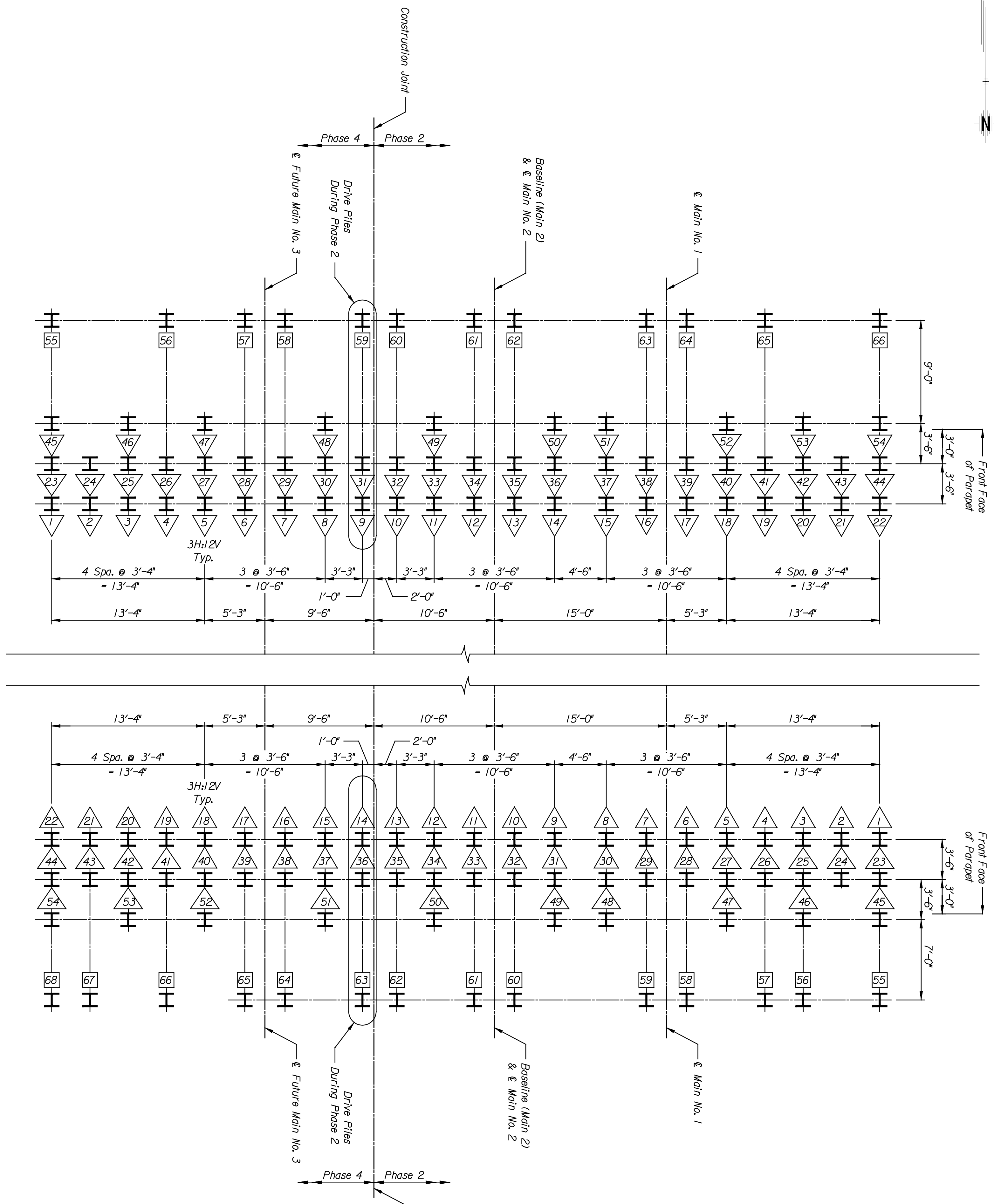


	BY	DATE

PNTEB
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by:

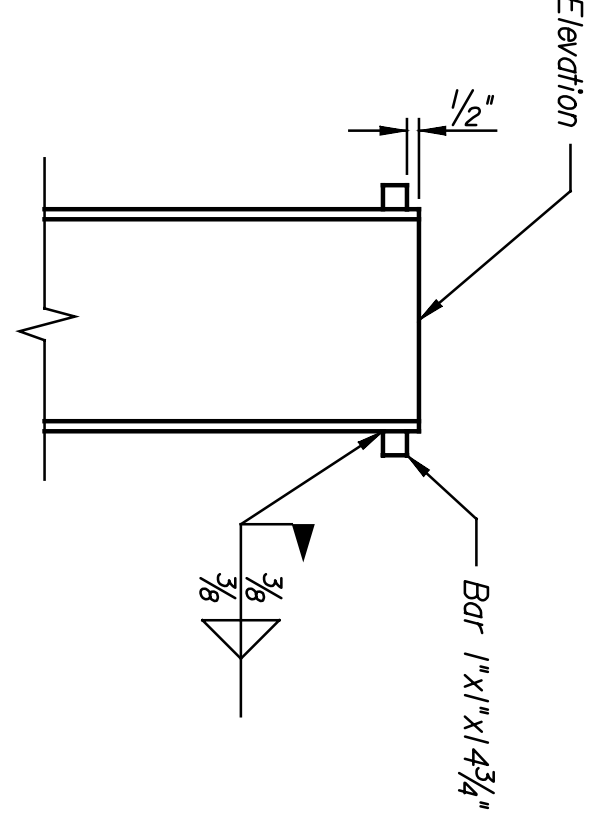


ABUTMENT NO. 2

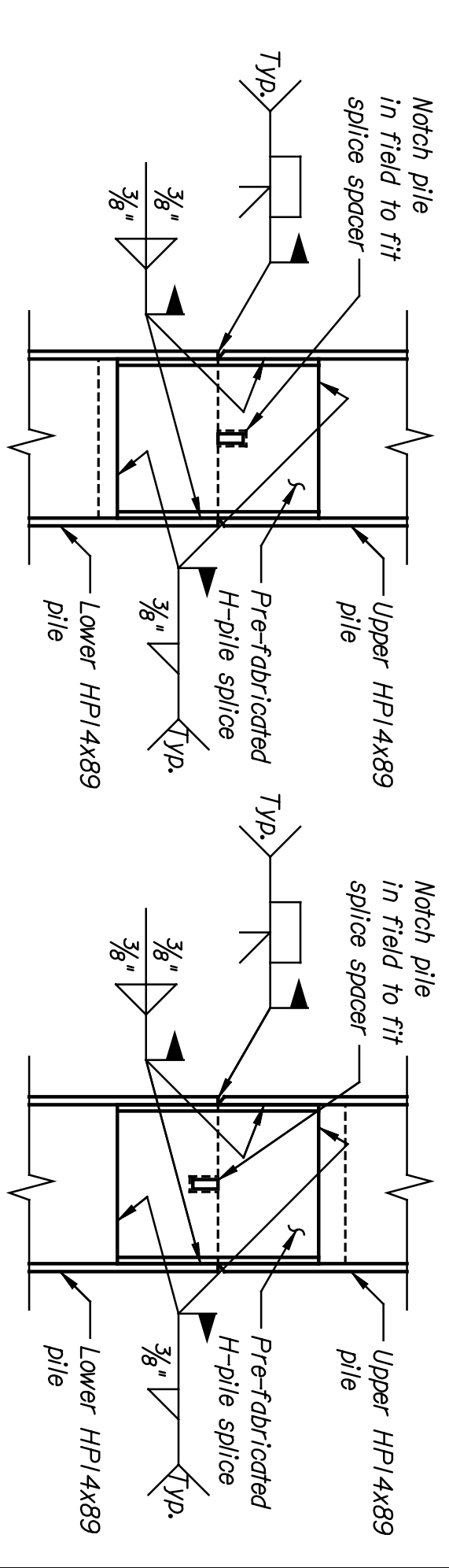
ABUTMENT NO. 1

PILE LAYOUT
 Scale: 3/16" = 1'-0"

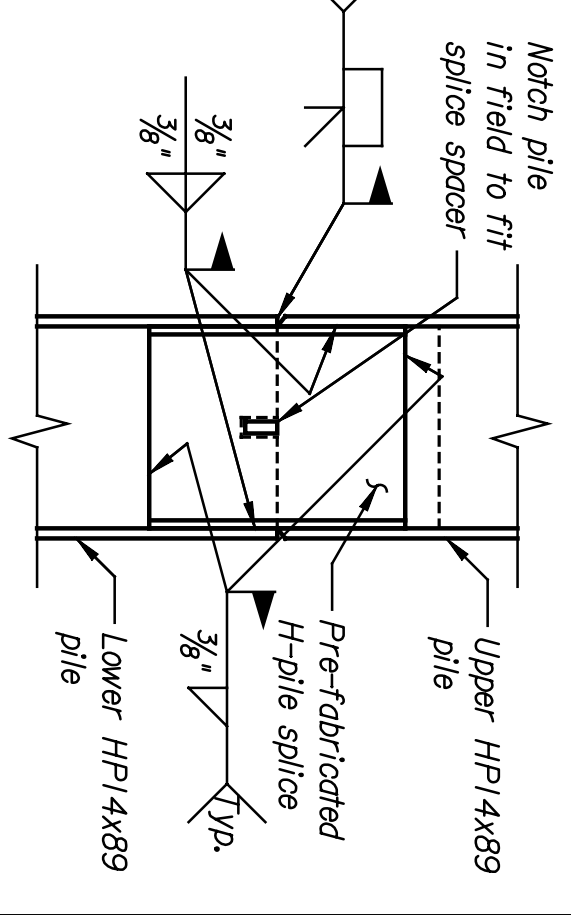
ABUTMENT NO. 2 PILE DATA						ABUTMENT NO. 1 PILE DATA							
PILE NO.	PILE TYPE	BOTTOM OF FOOTING (FT.)	PILE CUT-OFF ELEV. (FT.)	ESTIMATED PILE TIP ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	DESIGN PILE BEARING (TONS/PILE)	PILE NO.	PILE TYPE	BOTTOM OF FOOTING (FT.)	PILE CUT-OFF ELEV. (FT.)	ESTIMATED PILE TIP ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	DESIGN PILE BEARING (TONS/PILE)
1-54	HP14X89	1295.44	1296.90	1220.90	79.00	91	1-54	HP14X89	1295.39	1296.90	1218.90	81.00	94
55-59, 61-65	HP14X89	1295.44	1296.90	1230.90	66.00	75	56-61, 63-68	HP14X89	1295.39	1296.90	1246.90	50.00	59
60, 66	HP14X89	1295.44	1296.90	1220.90	86.00	91	62, 64, 66, 68	HP14X89	1295.39	1296.90	1218.90	88.00	94



UPLIFT ANCHOR DETAIL
 Abut. 1 Pile Nos. 55-68
 Abut. 2 Pile Nos. 55-66

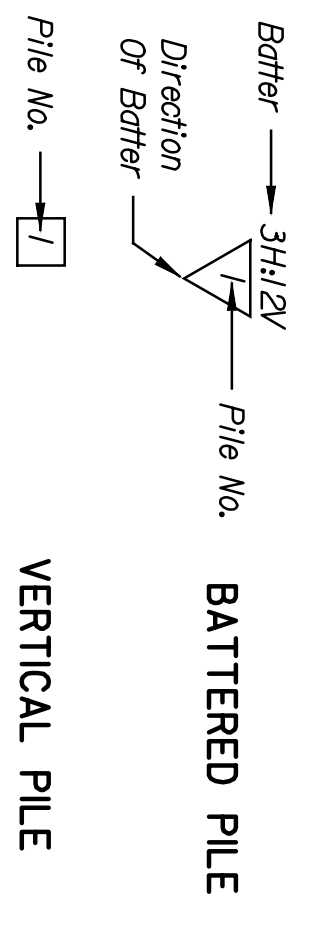


PILE SPlice DETAIL
 Not To Scale



ALTERNATE PILE SPlice DETAIL
 Not To Scale

LEGEND



REVISIONS		BY	APP'D.
NO.	DATE		
1			
2			
3			

CITY OF WICHITA
WICHITA CENTRAL CORRIDOR
MURDOCK
FOUNDATION LAYOUT

DESIGNED BY: EKD	SCALE: AS NOTED	APP'D.	DATE: 01/04/05
DRAWN BY: DMH	DETAILS: DMH	QUANTITIES: DMH	TRACED BY: DMH
CHECKED BY: EKD	DATE: 01/04/05	ED: EKD	DATE: 01/04/05

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	B3.4	

NOTES:
 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.
 Piles shall be driven to penetrate the Wellington State 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 specifications. 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.
 Test piles shall be driven as the first piles in the footing and shall be 10'-0" longer than indicated by the estimated pile tip elevation.
 Test piles shall remain in place and be used as production piles.
 Test Piles for Abutment No. 1 are: 55 and 62.
 Test Piles for Abutment No. 2 are: 60 and 66.
 Install prefabricated H-pile splices in accordance with the manufacturer's recommendations and specifications.
 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.