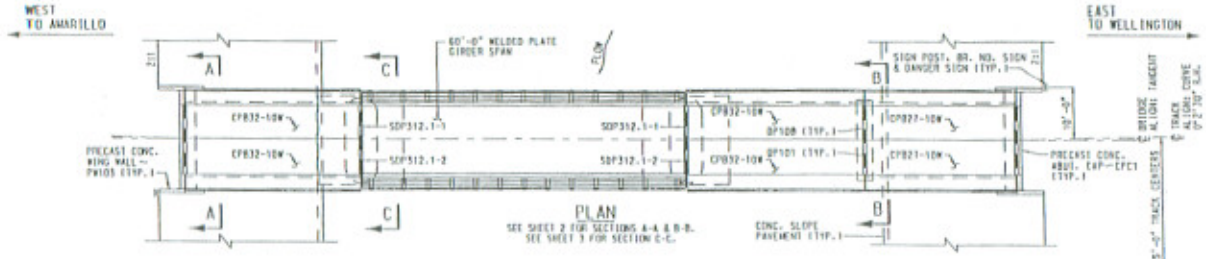


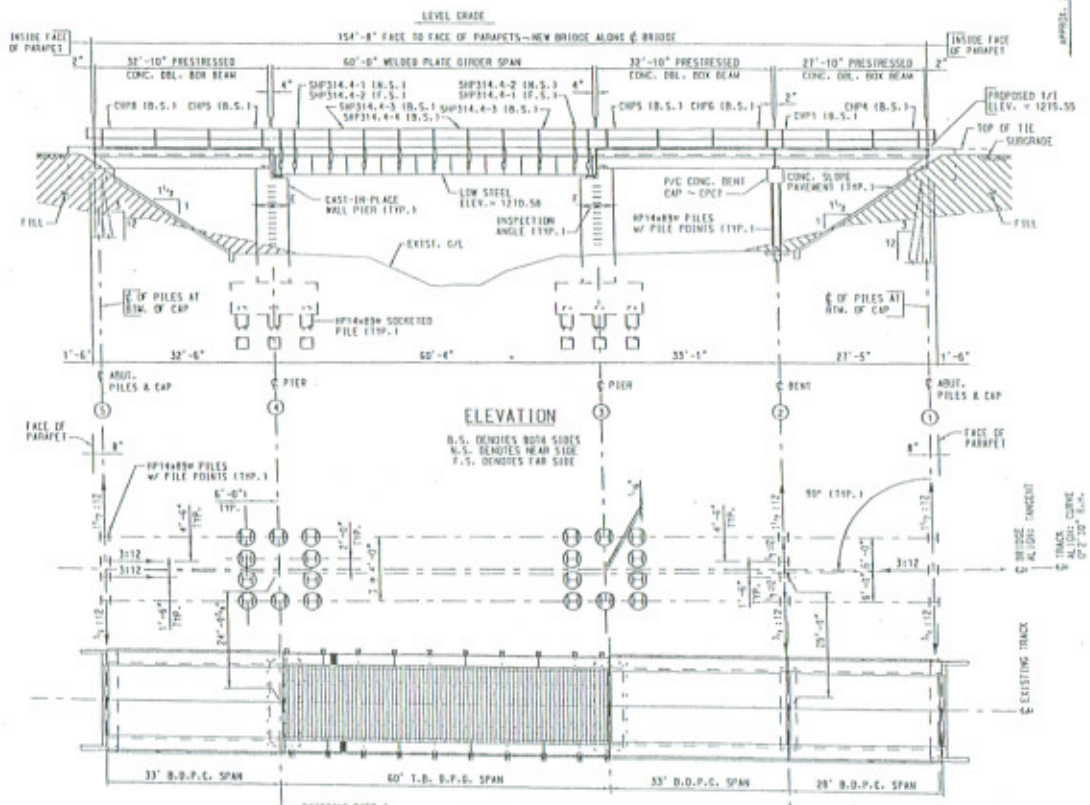


## GENERAL NOTES:

DESIGN LOADING : COOPER E80 WITH DIESEL IMPACT.

BRIDGE STATIONING AND ELEVATIONS BASED ON TRANSYSTEMS CONSULTING ENGINEERS SURVEY DATED AUGUST, 2005.

BRIDGE ERECTION SUBJECT TO APPLICABLE DETAILS AS SHOWN ON THE PLANS AND OR REFERENCES AND AS DIRECTED BY THE ENGINEER.

## REFERENCES:

BNSF/UP BRIDGE STANDARDS 28' & 33' PRESTRESSED CONCRETE SPANS SINGLE TRACK. PLAN NO. 0000-11502.

BNSF/UP BRIDGE STANDARDS 30' x 1'-0" DEEP DBL. BOX PRESTRESSED CONCRETE BEAM. PLAN NO. 500000. BM51, BS1 & BM2.

BNSF/UP MEMBER PRECAST CONCRETE END BENT & REINFORCING STEEL DETAILS. 0000-11502-65 & 0000-11502-69.

CORR. TILE~BR. 312.1. LINE SEG. T100 NEAR LOGER, OK

## PILE NOTES:

PILES SHALL BE ACCORDANCE WITH BNSF STANDARD SPECIFICATIONS SECTION 04200.
PILE SPACINGS SHOWN ARE AT PILE CUTOFF ELEVATIONS.
PILES SHALL BE DRIVEN TO REFUSAL. IF POSSIBLE, OR TO A MINIMUM ULTIMATE RESISTANCE OF 250 TONS AS DETERMINED BY THE MODIFIED ENGINEERING NEWS RECORD FORMULA.

ESTIMATED PILE LENGTH BELOW CUTOFF AT PIERS = 51'.
PILE CUTOFFS IN EXCESS OF 10' SHALL BECOME THE PROPERTY OF BNSF.
PILE PENETRATION SHALL BE PERMANENTLY MARKED ON EACH PILE GROUP AS DIRECTED BY THE ENGINEER.
MINIMUM PILE PENETRATION SHALL BE 25 FEET.
PAINT EXPOSED PILES WITH ONE FINISH COAT ZINC RICH BRIDGE PAINT. PAINT TO EXTEND AT LEAST ONE FOOT BELOW FINISHED GROUND LINE.
PILE DRIVING IS SUBJECT TO APPROVAL BY THE ENGINEER.

ALL PILES TO BE DRIVEN w/ REINF. TIPS (PILE PTS.)
SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

H-PILES ARE TO BE INSTALLED IN PRE-DRILLED SOCKETS AND ARE TO BE CENTERED IN SOCKETS. SOCKETS ARE THEN TO BE FILLED WITH CLASS 35 CONCRETE TO THE ELEVATIONS SHOWN. A PERMANENT STEEL CASING WILL BE USED FOR THE SOCKET SHELL TO SEAL OUT GROUND WATER AND SLOUGHING SOILS FROM THE SOCKET SHAFT.

## HANDLING NOTES:

PRESTRESSED CONCRETE SPANS SHOULD ALWAYS BE LIFTED BY THE DEVICES CAST INTO THEM BY THE FABRICATOR. IF SPANS ARE NOT GOING TO BE PLACED IN SERVICE IMMEDIATELY UPON RECEIPT IN THE FIELD, THEY MUST BE PLACED ON BLOCKING WHICH SUPPORTS THEM AT THE VERY ENDS. IN ADDITION, IF THEY ARE GOING TO BE STORED ON BLOCKING OR FALSE WORK FOR ANY AMOUNT OF TIME AS DETERMINED BY THE ENGINEER, THEY MUST BE LOADED WITH SOME HEAVY MATERIAL OR DUNNAGE TO ASSURE THAT CRACKING DOES NOT OCCUR.

## LIST OF DRAWINGS

| PLAN NO. | TITLE |
|---|---|
| T100-312.1-01 | GENERAL PLAN ~ BUILD BRIDGE |
| T100-312.1-02 | SECTION VIEWS (1 OF 2) |
| T100-312.1-03 | SECTION VIEWS (2 OF 2) |
| T100-312.1-04 | WALL PIER DETAILS~PIERS 3 & 4 |
| T100-312.1-05 | WALL PIER FOOTING DETAILS |
| T100-312.1-06 | STRUCTURAL STEEL FRAMING PLAN |
| T100-312.1-07 | STRUCTURAL STEEL FRAMING DETAILS |
| T100-312.1-08 | STEEL GIRDER BEARING DETAILS |
| T100-312.1-09 | BALLAST PAN PLAN & DETAILS |
| T100-312.1-10 | BALLAST CURB DETAILS |
| T100-312.1-11 | DECK PLATE & HANDRAIL DETAILS |
| T100-312.1-12 | INSPECTION ANGLE DETAILS~PIERS 3 & 4 |
| T100-312.1-13 | MISC. DETAILS & BILL OF MATERIAL |

## TABLE OF LIFTING WEIGHTS

| DESCRIPTION | MARK NO. | EST. WT.(LBS.) |
|---|---|---|
| 32'-10" PRESTRESSED CONC. DOUBLE BOX BEAM | CP032-10W | 54,500 |
| 27'-10" PRESTRESSED CONC. DOUBLE BOX BEAM | CP027-10W | 46,900 |
| PRECAST CONC. ABUTMENT CAP | CPC1 | 23,100 |
| PRECAST CONC. WING WALL | PW103 | 4,600 |
| PRECAST CONC. BENT CAP | CPC2 | 19,100 |

### ATTENTION !

INFORMATION SHOWN ON THESE PLANS CONCERNING TYPE AND LOCATION OF UNDERGROUND OR ABOVE GROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE.

CONTRACTOR'S SUPERINTENDENT IN CHARGE WILL VERIFY THE LOCATION OF UNDERGROUND AND OVERHEAD UTILITIES BEFORE BEGINNING CONSTRUCTION.

| | | |
|---|---|---|
| DES: JPH | BNSF RAILWAY | WELLINGTON TO AMARILLO |
| DRAWN: MLD | BRIDGE ENGINEERING KANSAS CITY, KS | BRIDGE NUMBER 312.1 |
| CHECK: JPH | APPROVED: K.H. Jennison | OVER LITTLE MULE CREEK NEAR LOGER, OK |
| DATE: MARCH, 2006 | ASST. DIRECTOR STRUCTURES DESIGN | GENERAL PLAN~BUILD BRIDGE |
| ROTH: ADG- | | |
| LINE SEG: T100 | | PLAN NO: T100-312.1-01 SHEET: 1 OF 13 |

TRANSYSTEMS CORPORATION

OKR2015263
THE BNSF RAILWAY COMPANY
LITTLE DRIFTWOOD CREEK
RAILWAY CAPACITY IMPROVEMENTS
ENCLOSURE 3 OF 5