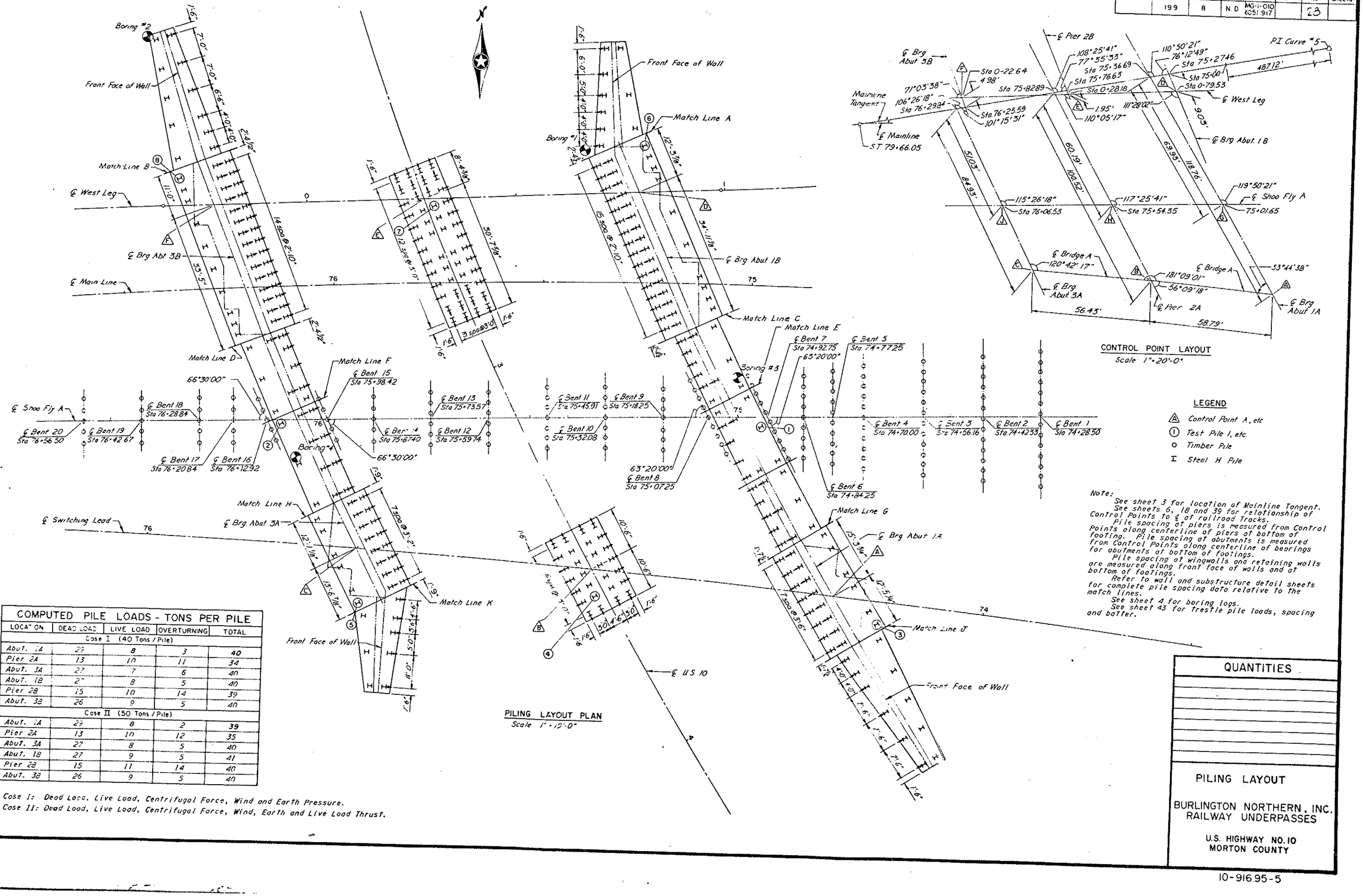
BRIDGE CODE	R.R. BRIDGE NO.	FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	199	8	N.D.	BRG-1-010 (05) 917		23	



CONTROL POINT LAYOUT
Scale 1"=20'-0"

PILING LAYOUT PLAN
Scale 1"=12'-0"

LEGEND

- Control Point A, etc
- Test Pile 1, etc.
- Timber Pile
- Steel H Pile

Note:
See sheet 3 for location of Mainline Tangent.
See sheets 6, 18 and 39 for relationship of Control Points to ℄ of railroad tracks.
Pile spacing at piers is measured from Control Points along centerline of piers at bottom of footing. Pile spacing at abutments is measured from Control Points along centerline of bearings for abutments at bottom of footings.
Pile spacing at wingwalls and retaining walls are measured along front face of walls and at bottom of footings.
Refer to wall and substructure detail sheets for complete pile spacing data relative to the match lines.
See sheet 4 for boring logs.
See sheet 43 for trestle pile loads, spacing and batter.

COMPUTED PILE LOADS - TONS PER PILE

LOCATION	DEAD LOAD	LIVE LOAD	OVERTURNING	TOTAL
Case I (40 Tons / Pile)				
Abut. 1A	25	8	3	40
Pier 2A	13	10	11	34
Abut. 3A	27	7	6	40
Abut. 1B	27	8	5	40
Pier 2B	15	10	14	39
Abut. 3B	26	9	5	40
Case II (50 Tons / Pile)				
Abut. 1A	23	8	2	39
Pier 2A	13	10	12	35
Abut. 3A	27	8	5	40
Abut. 1B	27	9	5	41
Pier 2B	15	11	14	40
Abut. 3B	26	9	5	40

Case I: Dead Load, Live Load, Centrifugal Force, Wind and Earth Pressure.
Case II: Dead Load, Live Load, Centrifugal Force, Wind, Earth and Live Load Thrust.

QUANTITIES

PILING LAYOUT

BURLINGTON NORTHERN, INC.
RAILWAY UNDERPASSES

U.S. HIGHWAY NO. 10
MORTON COUNTY

10-916.95-5