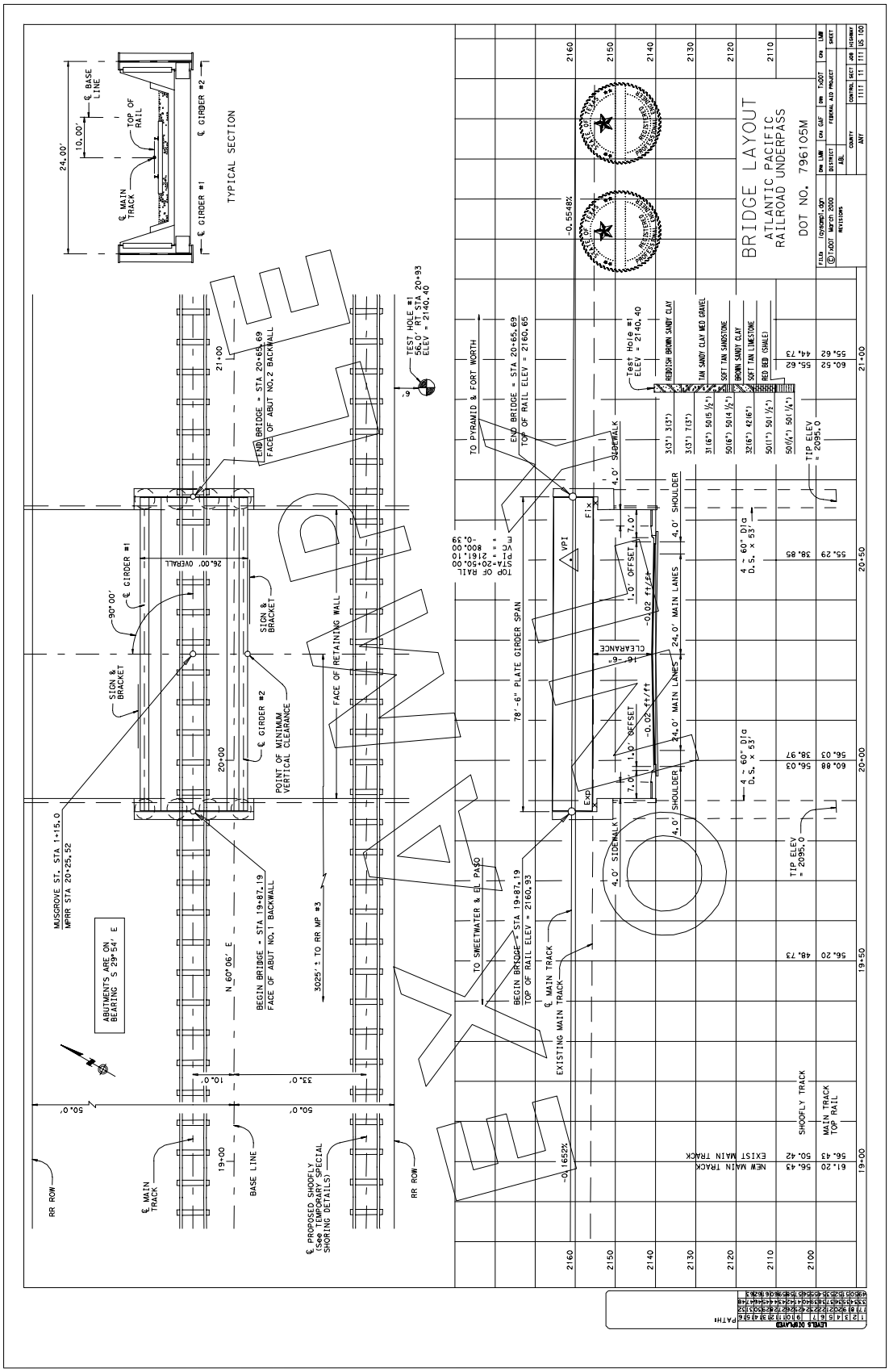
BRIDGE LAYOUT
ATLANTIC PACIFIC RAILROAD UNDERPASS
DOT NO. 796105M
TYPICAL SECTION
24.00'
10.00'
℄ BASE LINE
TOP OF RAIL
℄ MAIN TRACK
℄ GIRDER #1
℄ GIRDER #2
26.00' OVERALL
90° 00'
SIGN & BRACKET
POINT OF MINIMUM VERTICAL CLEARANCE
FACE OF RETAINING WALL
END BRIDGE = STA 20+65.69
FACE OF ABUT NO.2 BACKWALL
BEGIN BRIDGE = STA 19+87.19
FACE OF ABUT NO.1 BACKWALL
MUSGROVE ST. STA 1+15.0
MPRR STA 20+25.52
ABUTMENTS ARE ON BEARING S 29°54' E
N 60°06' E
3025' ± TO RR MP #3
BASE LINE
℄ PROPOSED SHOOFLY (see TEMPORARY SPECIAL SHORING DETAILS)
RR ROW
TEST HOLE #1 SEE CP PTS 20+93 ELEV = 2140.40
TO PYRAMID & FORT WORTH
END BRIDGE = STA 20+65.69
TOP OF RAIL ELEV = 2160.65
TOP OF RAIL STA=20+60.00 ℄RC = 2160.00 -0.39
78'-6" PLATE GIRDER SPAN
TO SWEETWATER & EL PASO
BEGIN BRIDGE = STA 19+87.19
TOP OF RAIL ELEV = 2160.93
℄ MAIN TRACK
EXISTING MAIN TRACK
-0.5548%
-0.1652%
Test Hole #1 ELEV = 2140.40
REDDISH BROWN SANDY CLAY
TAN SANDY CLAY MED GRAVEL
SOFT TAN SANDSTONE
BROWN SANDY CLAY
SOFT TAN LIMESTONE
RED BED (SHALE)
TIP ELEV = 2095.0
4.0' SIDEWALK
4.0' SHOULDER
24.0' MAIN LANES
1.0' OFFSET
-0.02 ft/ft
CLEARANCE
16'-6"
4 ~ 60" Dia D.S. x 53'
SHOOFLY TRACK
MAIN TRACK TOP RAIL
EXIST MAIN TRACK
NEW MAIN TRACK
2160
2150
2140
2130
2120
2110
2100
21+00
20+50
20+00
19+50
19+00

Fig. 2-5