



US Army Corps
of Engineers
St Paul District

APPLICANT: BNSF Railway

Public Notice

ISSUED: 16 June 2014

EXPIRES: 17 July 2014

REFER TO: 2013-04758-DAS

SECTION: 404 - Clean Water Act

1. APPLICATION FOR PERMIT TO discharge fill and dredged material into 7.28 acres of wetlands adjacent to the La Crosse River, into 0.11 acres of the La Crosse River, and into 0.08 acres of an unnamed tributary to the La Crosse River in conjunction with the construction of about four miles of railroad track adjacent to the existing railroad track and a one mile access road for maintenance near the La Crosse Terminal rail yard.

2. SPECIFIC INFORMATION.

APPLICANT'S ADDRESS:

4515 Kansas Avenue
Kansas City, Kansas 66106

AGENT:

Mr. Douglas Dorsey
Hanson Professional Services Inc.

AGENT'S ADDRESS:

1525 South 6th Street
Springfield, Illinois 62703

PROJECT LOCATION: The project site is located in Sec. 21, 28, and 33, T. 16N, R. 7W, and Sec. 4 and 9, T. 15N, R. 7W, La Crosse County, Wisconsin. The approximate UTM coordinates are Zone 15, X Coordinate: 642820.81, Y Coordinate: 4855172.03.

DESCRIPTION OF PROJECT: The improvement project consists of constructing about four miles (Mile Post (MP) 300.1 – 296.2) of railroad track adjacent to the existing railroad track on BNSF right-of-way and a one mile access road for maintenance. The new track will be constructed at 15-foot track centers. The purpose and need of the project is to improve the existing BNSF rail system to efficiently move trains through the La Crosse Terminal rail yard. The project will eliminate the last remaining portion of single track in the area and alleviate current train traffic bottlenecks. The project runs through parts of the City of La Crosse and unincorporated La Crosse County, Wisconsin.

The project requires the construction of about four miles of second mainline track adjacent to the west side of the existing BNSF track from Gillette Street southward to State Road (Highway 33). The proposed track will connect to existing double track lines on both ends of the project. A maintenance access road will also be constructed on the east side of the existing rail track from Gillette Street to River Valley Drive. The proposed project will be constructed entirely on BNSF right-of-way and will not change the existing land use as a railroad corridor.

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New bridges over the La Crosse River and an unnamed tributary to the La Crosse River will be constructed adjacent to existing rail bridges. Two additional bridges will be constructed within the emergent wetland to maintain the existing wetland hydrology and for flood equalization.

QUANTITY, TYPE, AND AREA OF FILL: The site is within the Lower La Crosse River watershed (07040006). 7.28 acres of shallow open water/shallow marsh wetland would be converted to upland as a result of the discharge of fill and dredged material for the second mainline and access road.

The discharge of dredged and fill material would also occur into 0.11 acres of the La Crosse River and adjacent wetland in conjunction with the construction of a new bridge (MP 299.13) adjacent to the existing rail bridge. The crossing would be a 7 span bridge with a total length of 326 feet and 4 inches. Following construction activities, the ground level under the new bridge would be two feet lower than the ground level prior to construction and piles driven into the wetland would remain permanently to support the bridge. The discharge of dredged and fill material would occur into 0.08 acres of an unnamed tributary to the La Crosse River in conjunction with the construction of a new bridge (MP 298.7) adjacent to the existing rail bridge. Following construction, piles driven into the open water would remain permanently to support the bridge. No permanent loss of wetland is anticipated.

VEGETATION IN AFFECTED AREA: The wetland impact areas are dominated with sedges, cattails, duckweed, and willow saplings.

SOURCE OF FILL MATERIAL: Fill material would be obtained onsite or from licensed providers.

SURROUNDING LAND USE: The proposed track will connect to existing double track lines on both ends of the project and would parallel the existing mainline. The southern portion of the project is surrounded by residential and mixed-use development within the city of La Crosse. The northern portion of the project is surrounded principally by undeveloped wetland and upland in and adjacent to the La Crosse River Marsh. The northern extent would be constructed into the existing La Crosse Terminal rail yard

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: Potentially toxic materials to be used would be consistent with construction activities. Following construction, it is anticipated that rail transport and maintenance along the line would include toxic materials similar in nature to current use.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: Best management practices including silt fence, grading, seeding, and check dams would be used to protect water quality. Once construction is completed, all temporary fill materials would be removed and the disturbed areas would be restored to pre-project conditions. Disturbed areas not covered with railroad track or stone would be seeded with native grass for erosion control.

MITIGATION: BNSF is proposing to compensate for the permanent loss of wetlands associated with this permit application by purchasing credits in the Wisconsin in-lieu fee program when it is

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operational, or from a wetland mitigation bank if credits become available. At this time, the in-lieu fee program has not been approved for use and no wetland credits have been identified as available for purchase. A permit would not be issued until details of the compensatory mitigation plan are provided in accordance with appropriate compensatory mitigation guidelines.

3. REPLIES/COMMENTS.

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. These statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Replies may be addressed to Regulatory Branch, St. Paul District, Corps of Engineers, 180 Fifth Street East, Suite 700, Saint Paul, MN 55101-1678.

Or, IF YOU HAVE QUESTIONS ABOUT THE PROJECT, call Mr. David Studenski at the La Crescent office of the Corps, telephone number (651) 290 - 5902.

To receive Public Notices by e-mail, go to: http://mvp-extstp.mvp.usace.army.mil/list_server/ and add your information in the New Registration Box.

4. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT.

None were identified by the applicant or are known to exist in the permit area. However, La Crosse County is within the known or historic range of the following Federally-listed threatened (T) and endangered (E) species:

| <u>Species</u> | <u>Habitat</u> |
|--------------------------------|-------------------|
| Higgins' eye pearly mussel (E) | Mississippi River |
| Sheepnose mussel (E) | Mississippi River |

This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

5. JURISDICTION.

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 08-02. We have made an initial determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act and/or Section(s) 9 & 10 of the Rivers and Harbors Act. The Corps will prepare an approved or preliminary jurisdictional determination prior to making a permit decision. Approved jurisdictional determinations are posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

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THE APPLICANT HAS STATED THAT THE FOLLOWING STATE, COUNTY, AND/OR LOCAL PERMITS HAVE BEEN APPLIED FOR/ISSUED: The applicant has applied to the Wisconsin Department of Natural Resources (WDNR) for a Wetland Individual Permit; Waterway Individual Permit; and Section 401 Water Quality Certification.

6. STATE SECTION 401 WATER QUALITY CERTIFICATION.

WATER QUALITY CERTIFICATION. This Public Notice has been sent to the Wisconsin Department of Natural Resources and is considered by the District Engineer to constitute valid notification to that agency for Section 401 water quality certification. A permit will not be granted until the Wisconsin Department of Natural Resources has issued or waived Section 401 certification.

7. HISTORICAL/ARCHAEOLOGICAL.

This public notice is being sent to the National Park Service and the State Archaeologist for their comments. The Corps will review information on known cultural resources and/or historic properties within and adjacent to the project area. The Corps will also consider the potential effects of the project on any properties that have yet to be identified. The results of this review and the Corps' determination of effect will be coordinated with the State Historic Preservation Officer independent of this public notice. Any adverse effects on historic properties will be resolved prior to the Corps authorization, or approval, of the work in connection with this project.

8. PUBLIC HEARING REQUESTS.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

9. PUBLIC INTEREST REVIEW.

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

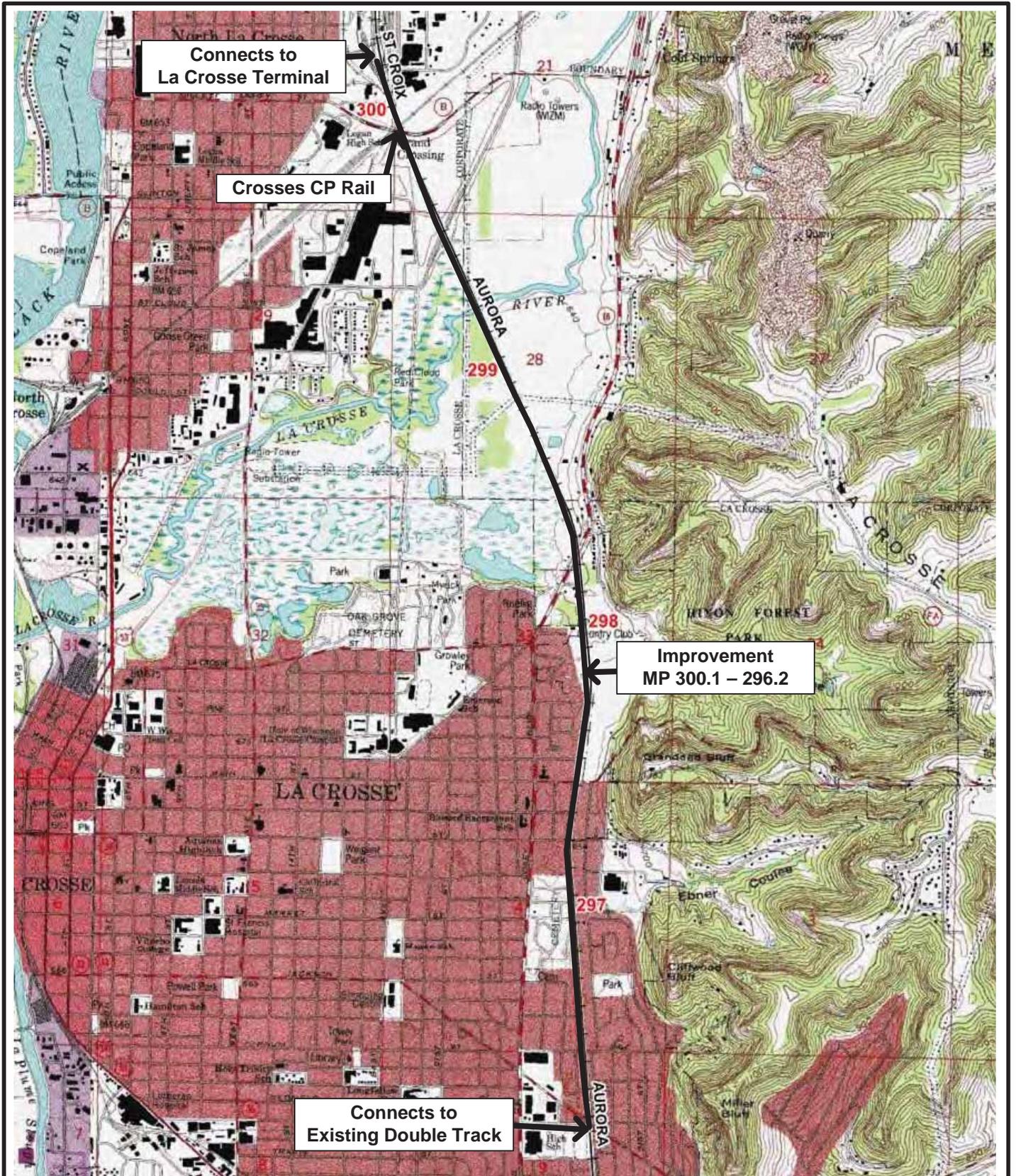
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The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Chad Konickson
Chief, Southwest Section

Enclosures

NOTICE TO EDITORS: This public notice is provided as background information and is not a request or contract for publication.



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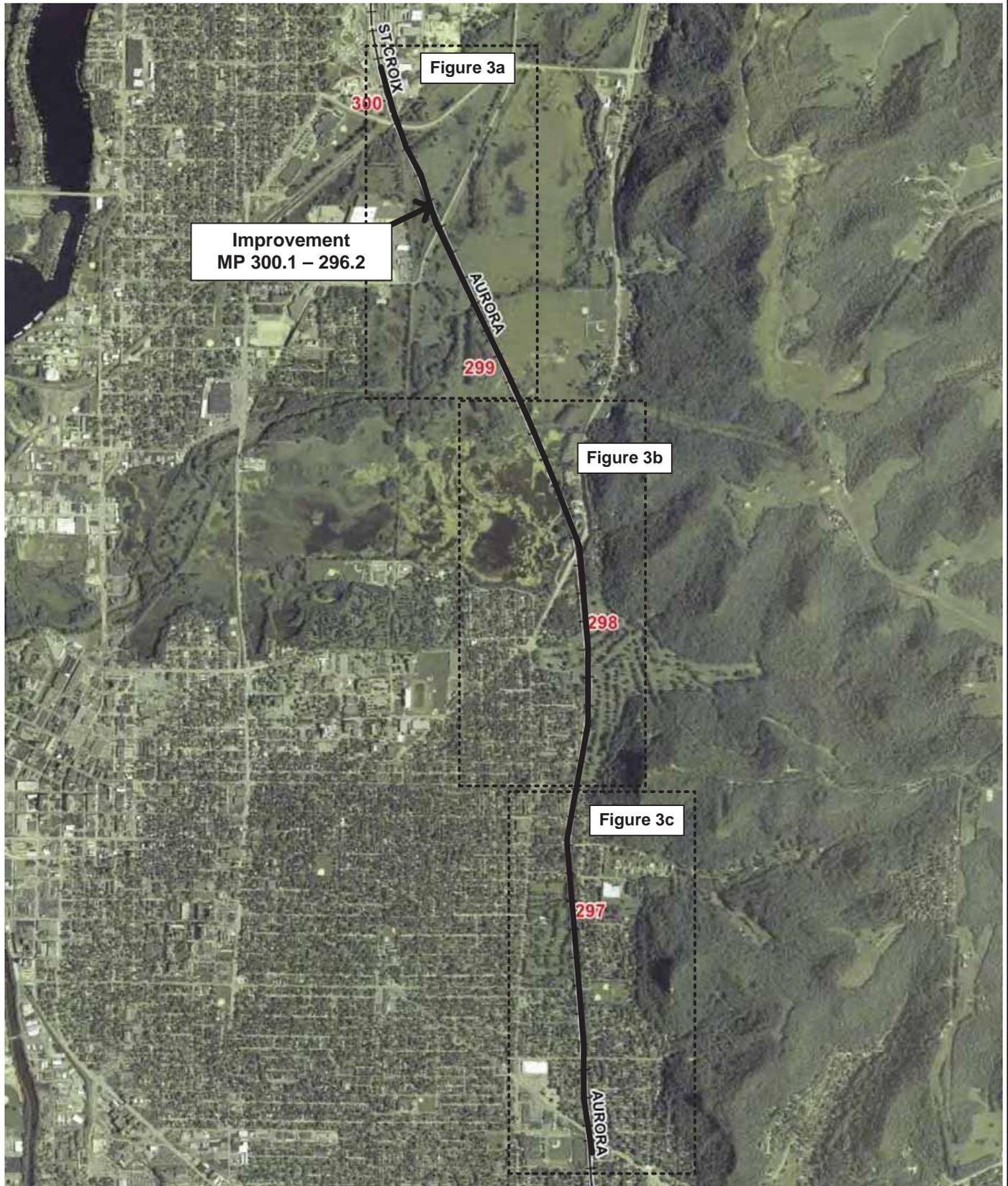
Source: USGS Geospatial Data Gateway La Crosse County, Wisconsin USGS 7.5 minute Quadrangle Map



USGS Topographic Map
 BNSF Railway
 MP 300.1 – 296.2 Improvement
 La Crosse County, Wisconsin

JOB NO. 13R0035

FIGURE 1



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Source: USGS Geospatial Data Gateway La Crosse County, Wisconsin 2012 Aerial Photograph

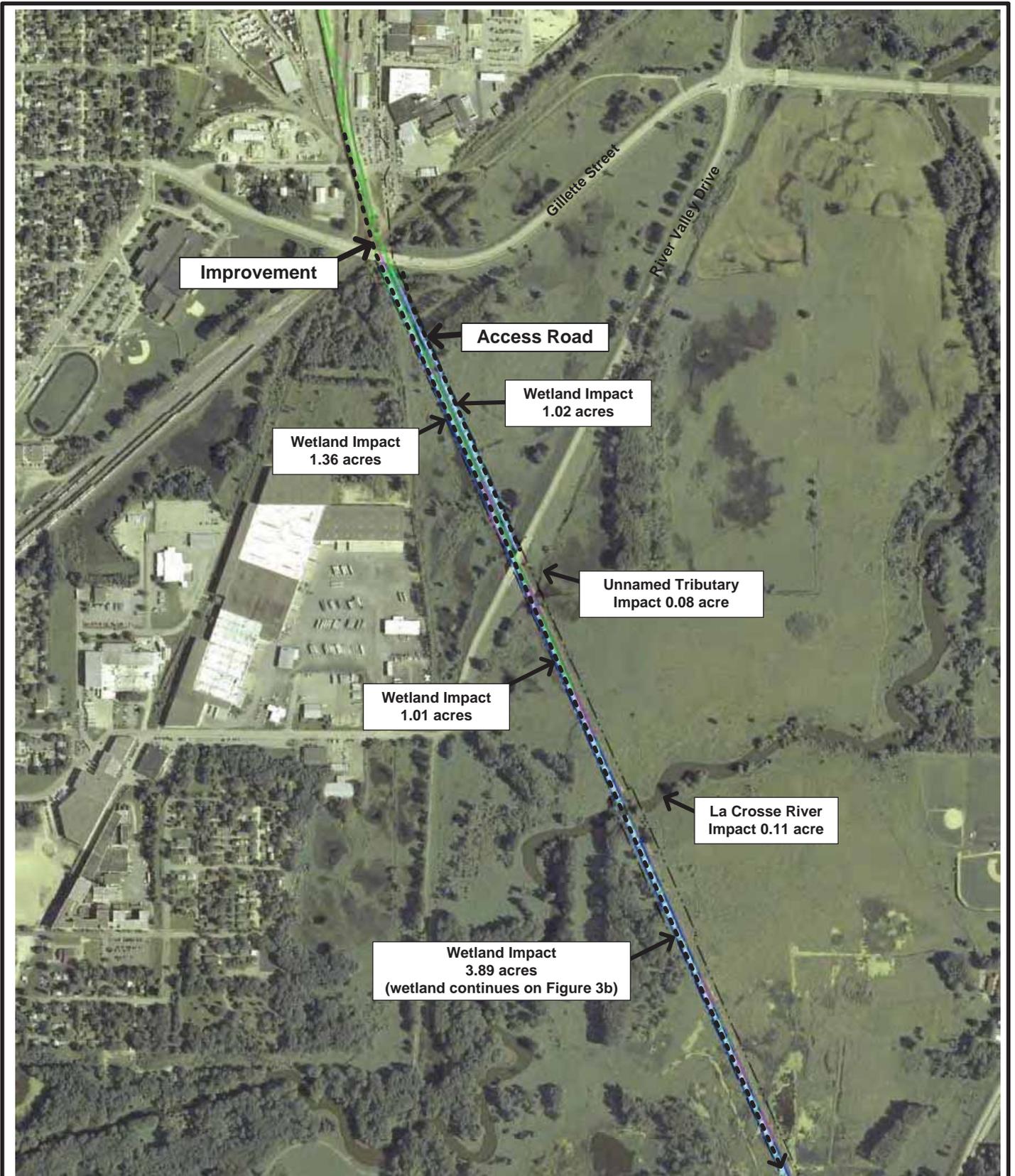


Wetland and Waterbody Impacts Overview

BNSF Railway
 MP 300.1 - 296.2 Improvement
 La Crosse County, Wisconsin

JOB NO. 13R0035

FIGURE 3



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Wetland and Waterbody Impacts Details

BNSF Railway
 MP 300.1 – 296.2 Improvement
 La Crosse County, Wisconsin

JOB NO. 13R0035

FIGURE 3a

Source: USGS Geospatial
 Data Gateway La Crosse
 County, Wisconsin 2012
 Aerial Photograph





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Wetland and Waterbody Impacts Details

BNSF Railway
 MP 300.1 – 296.2 Improvement
 La Crosse County, Wisconsin

JOB NO. 13R0035

FIGURE 3b

Source: USGS Geospatial
 Data Gateway La Crosse
 County, Wisconsin 2012
 Aerial Photograph





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Wetland and Waterbody Impacts Details

BNSF Railway
 MP 300.1 – 296.2 Improvement
 La Crosse County, Wisconsin

JOB NO. 13R0035

FIGURE 3c

Source: USGS Geospatial
 Data Gateway La Crosse
 County, Wisconsin 2012
 Aerial Photograph



UTILITIES

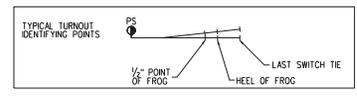
| | | | | |
|-------|---------------------------|------|-------|------|
| COM | COMMUNICATION & SIGNALING | ---- | COM | ---- |
| E | ELECTRIC | ---- | E | ---- |
| CATV | CABLE TELEVISION | ---- | CATV | ---- |
| SAN | SANITARY SEWER | ---- | SAN | ---- |
| W | WATER | ---- | W | ---- |
| NG | NATURAL GAS | ---- | NG | ---- |
| UGT | UNDERGROUND TELEPHONE | ---- | UGT | ---- |
| FO | FIBER OPTIC | ---- | FO | ---- |
| C | CASING | ---- | C | ---- |
| SD | STORM DRAIN | ---- | SD | ---- |
| OHE | OVERHEAD ELECTRIC | ---- | OHE | ---- |
| OHEFO | OVERHEAD FIBER OPTIC | ---- | OHEFO | ---- |
| UGG | UNDERGROUND GAS | ---- | UGG | ---- |

ABBREVIATIONS

| | | | | | | | | | |
|--------|--|-------------|-------------------------------|-----------|---|-------------|---|------------|--|
| Δ | AND | DOT | DEPARTMENT OF TRANSPORTATION | INV | INVERT | POB | POINT OF BEGINNING | T/R or TOR | TOP OF RAIL |
| ∠ | AT | DR | DRIVE | L | LENGTH | POE | POINT OF ENDING | IF | IF TRACK FOOT or TRACK FEET |
| ° | DEGREES | DU | DUCT | Lc | LENGTH OF CURVE (CIRCULAR) | POT | POINT ON TANGENT | TRK | TRACK |
| ' | FOOT or FEET or MINUTE(S) | DWG | DRAWING | LF | LINEAR FOOT or LINEAR FEET | PRC | POINT OF REVERSE CURVATURE | TS | TANGENT TO SPIRAL |
| " | INCH or INCHES or SECOND(S) | Eg | SUPERELEVATION, ACTUAL | LH | LEFT HAND | PROP | PROPOSED | TT | TAMBER TRANSITION TIES |
| % | PERCENT | EP | END OF CURVE | LP | LOW POINT | PS | POINT OF SWITCH | TYP | TYPICAL |
| # | POUND or NUMBER | EC | END OF CURVE | LS or LS | LENGTH OF SPIRAL | PT | POINT OF TANGENT | UD | UNDERDRAIN |
| ∠ | CENTRAL ANGLE OF CIRCULAR CURVE | EF | EACH FACE | ET | LEFT | PVC | POINT OF VERTICAL CURVE or POLYVINYL CHLORIDE (PVC) | UNO | UNLESS NOTED OTHERWISE |
| 2500 | TRACK 2500 | EL or ELEV | ELEVATION | MAN | MAIN TRACK | PVI | POINT OF VERTICAL INTERSECTION | UP | UNDERPASS |
| AC | ASPHALT CONCRETE | EQ | EQUAL or EQUATION | MAX | MAXIMUM | PVT | POINT OF VERTICAL TANGENT | UPRR | UNION PACIFIC RAILROAD |
| AP | ANGLE POINT | EQHD | EQUATION AHEAD | MNH | MANHOLE | R | RADIUS or RATE OF CHANGE | V | VELOCITY |
| APE | AREA OF POTENTIAL EFFECT | EONBK | EQUATION BACK | MIN | MINIMUM | R | RADIUS or RATE OF CHANGE | VAR | VARIABLES |
| APPROX | APPROXIMATELY | EW | EACH WAY | MP | MELEPOST or MEDIUM PRESSURE | RCB | REINFORCED CONCRETE BOX | VCP | VITRIFIED CLAY PIPE |
| APWA | AMERICAN PUBLIC WORKS ASSOCIATION | EW | EACH WAY | MST | MAIN STREET SPIRAL TRACK | ROW or R/W | RIGHT OF WAY | VERT | VERTICAL |
| AVE | AVENUE | EW | EACH WAY | MT | MAIN TRACK | RCP | REINFORCED CONCRETE PIPE | W | WEST or WESTERLY |
| BC | BEGINNING OF CURVE | EX | EXISTING | MTO | MULTIPLE TELE DUCT | RH | RIGHT HAND | WM | WATER METER |
| BLVD | BOULEVARD | EXMT or EMT | EXISTING MAIN TRACK | N | NORTH or NORTHERLY or NORTHING | RPM | RAISED PAVEMENT MARKER | WUTC | WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION |
| BNSF | BURLINGTON NORTHERN SANTA FE RAILWAY | EMT1 | EXISTING MAIN TRACK 1 | NMT1 | NEW MAIN TRACK 1 | RR | RAILROAD | WV | WATER VALVE |
| BM | BENCHMARK | EMT2 | EXISTING MAIN TRACK 2 | NMT2 | NEW MAIN TRACK 2 | RT | RIGHT | XING | CROSSING |
| BR | BRIDGE | F | FREIGHT | NMT3 | NEW MAIN TRACK 3 | S | SOUTH or SOUTHERLY or SLOPE | XO | CROSSOVER |
| CB | CATCH BASIN | FW | FIRE HYDRANT | NO | NUMBER or NORTHERN | S | SOUTH or SOUTHERLY or SLOPE | | |
| CC | CENTER OF CURVE | FL | FLOWLINE | NTS | NOT TO SCALE | SC | SPIRAL TO CURVE | | |
| CCP | CAST IRON PIPE OR CAST IN PLACE CENTERLINE | FS | FINISHED SURFACE | NW | NORTHWEST | SDMH | STORM DRAIN MANHOLE | | |
| CLR | CLEAR | FT | FOOT or FEET | OD | OUTSIDE DIAMETER | SONG | SOUNDING TRACK | | |
| CONC | CONCRETE | G | GRADE | OH | OVERHEAD | SF | SQUARE FOOT or SQUARE FEET | | |
| CCP | CORRUGATED METAL PIPE CONTROL POINT | GT | GRADE ENTERING VERTICAL CURVE | OP | OVERPASS | SO | SOUTHERN | | |
| CORR | CORRUGATED | G2 | GRADE EXITING VERTICAL CURVE | OPP | OPPOSITE | SMH or SSMH | SANITARY SEWER MANHOLE | | |
| CS | CURVE TO SPIRAL | gc | GAS | OTM | OTHER TRACK MATERIAL | STA | STATION | | |
| CT | CONCRETE TIES | GB | GRADE BREAK | O. TO O. | OUT TO OUT | STD | STANDARD | | |
| CTLVR | CANTILEVER | GM | GAS WATER | P or PSOR | PASSENGER | ST | STREET or SPIRAL TO TANGENT | | |
| DC | DEGREE OF CURVE | GRD | GROUND | PC | POINT OF CURVE | SUB | SUBDIVISION | | |
| DESC | DESCRIPTION | HOL | HYDRAULIC GRADE LINE | PCC | POINT OF COMPOUND CURVATURE | SW | SOUTHWEST | | |
| DI | DUCTILE IRON | HORZ | HORIZONTAL | POT | POINT OF PORTLAND CEMENT CONCRETE | T | TANGENT or TALCO | | |
| DP | DUCTILE IRON PIPE | HP | HIGH POINT or HIGH PRESSURE | PI | POINT OF INTERSECTION | TC | TRACK CENTER(S) or TOP OF CURB | | |
| | | HRY | HIGHWAY | PIP | POINT OF INTERSECTION OF TURNOUT | TG | TOP OF GRADE | | |
| | | | TOTAL INTERSECTION ANGLE | PIPO | POINT OF INTERSECTION OF TURNOUT T.O. or TO | TCG | THE GAS COMPANY TURNOUT | | |

SYMBOLS

| | EXISTING | PROPOSED | EXISTING | PROPOSED |
|--------------------------------|----------|----------|----------|----------|
| MILEPOST | | | | |
| RIGHT-OF-WAY | | | | |
| LEASE / EASEMENT | | | | |
| GRADING LIMIT FILL | | | | |
| GRADING LIMIT CUT | | | | |
| POINT OF VERTICAL INTERSECTION | | | | |
| STATION EQUATION SYMBOL | | | | |
| TRACK | | | | |
| TRACK TO BE REMOVED | | | | |
| TRACK TO BE UPGRADED | | | | |
| TRACK TO BE RELOCATED FROM | | | | |
| TRACK TO RELOCATE TO | | | | |
| WETLAND DELINEATION FLAG | | | | |
| WETLANDS | | | | |
| POINT OF SWITCH (MANUAL) | | | | |
| POINT OF SWITCH (POWER) | | | | |
| CROSSOVER MANUAL | | | | |
| CROSSOVER POWER | | | | |
| TURNOUT MANUAL | | | | |
| TURNOUT POWER | | | | |



60% SUBMITTAL

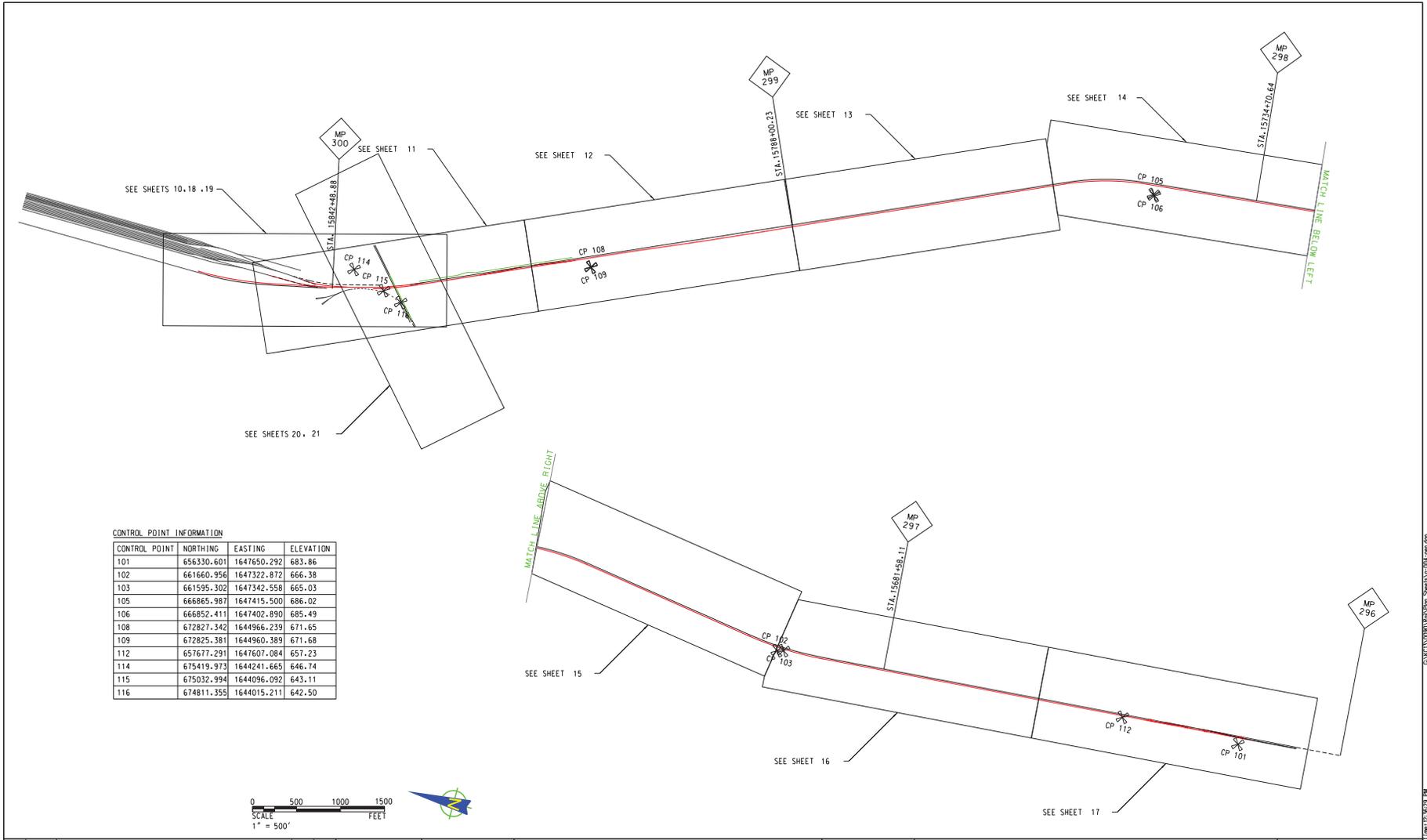
INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE 08/14/01 BY SP5/BJL/STP

| | |
|-------------|------------|
| DESIGNED BY | AMM |
| DRAWN BY | JLM |
| CHECKED BY | ASH |
| APPROVED BY | |
| DATE | 11/20/2013 |

2400 Poudre Blvd
 2484-000
 Kansas City, MO 64108
 PHONES: (816) 326-0000
 FAX: (816) 326-9602

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 SYMBOLS AND ABBREVIATIONS
 MP 300.1 TO MP 296.1

| | |
|--------------|------------|
| CONTRACT NO. | P101130090 |
| DRAWING NO. | G-003 |
| REVISION | SHEET NO. |
| | 3 of 114 |
| SCALE | AS SHOWN |



CONTROL POINT INFORMATION

| CONTROL POINT | NORTHING | EASTING | ELEVATION |
|---------------|------------|-------------|-----------|
| 101 | 656330.601 | 1647650.292 | 683.86 |
| 102 | 661660.956 | 1647322.872 | 666.38 |
| 103 | 661595.302 | 1647342.558 | 665.03 |
| 105 | 666865.987 | 1647415.500 | 686.02 |
| 106 | 666852.411 | 1647402.890 | 685.49 |
| 108 | 672827.342 | 1644966.239 | 671.65 |
| 109 | 672825.381 | 1644960.389 | 671.68 |
| 112 | 657677.291 | 1647607.084 | 657.23 |
| 114 | 675419.973 | 1644241.665 | 646.74 |
| 115 | 675032.994 | 1644096.092 | 643.11 |
| 116 | 674811.355 | 1644015.211 | 642.50 |



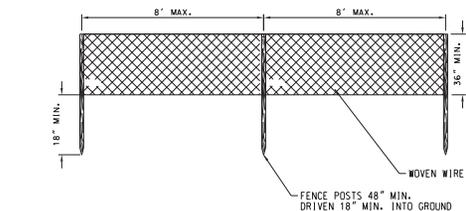
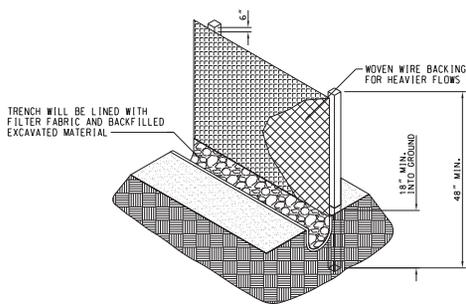
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|----------------------|------|---|
| 60% SUBMITTAL | | <small> INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE OF DECLASSIFICATION AND DOWNGRADING TO UNCLASSIFIED IS INDEFINITE. </small> |
| REV | DATE | DESCRIPTION |
| | | |

| | |
|-------------|------------|
| DESIGNED BY | JKP |
| DRAWN BY | JLM |
| CHECKED BY | ASW |
| APPROVED BY | |
| DATE | 11/20/2013 |

2400 Poudre Ridge Road
 Suite 400
 Kansas City, MO 64108
 PHONE: (816) 326-0000
 FAX: (816) 326-9602

BNSF RAILWAY
LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
SITE MAP
MP 300.1 TO MP 296.1

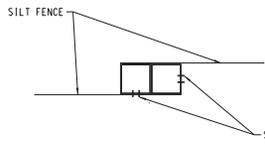
| | |
|--------------|------------|
| CONTRACT NO. | P101130090 |
| DRAWING NO. | G-004 |
| REVISION | 4 of 114 |
| SHEET NO. | |
| SCALE | AS SHOWN |



SILT FENCE - ELEVATION VIEW

SILT FENCE NOTES:

- 1.- SILT FENCE FABRIC SHALL BE ONE OF THE FOLLOWING:
 - A. BURLAP; AASHTO M182
 - B. POLYPROPYLENE FABRIC; ASTM D4397
 - C. NYLON NETTING REINFORCED FABRIC
 - D. PRE-MANUFACTURED SILT FENCE MEETING EQUAL PROPERTIES OF ABOVE.
- 2.- SILT FENCE FABRIC SHALL HAVE A MINIMUM BURSTING STRENGTH 150 PST.
- 3.- SILT FENCE FABRIC SHALL HAVE EDGES TREATED TO PREVENT UNRAVELING.
- 4.- SILT FENCE FABRIC SHALL BE FURNISHED WITH STAPLES OR WIRE RINGS TO FACILITATE ATTACHMENT TO WOVEN FABRIC (WHERE APPLICABLE).
- 5.- MINIMUM HEIGHT OF THE SILT FENCE TO BE 24" ABOVE GROUND WITH A MINIMUM OF 6" CLEARANCE BETWEEN THE TOP OF THE SILT FENCE AND THE TOP OF THE POSTS.
- 6.- INSTALL THE WOODEN OR STEEL POSTS ON SLIGHT ANGLE TOWARDS THE ANTICIPATED RUNOFF SURFACE.
- 7.- USE STEEL POSTS IF WELDED WIRE FABRIC IS TO BE USED AS DIRECTED BY THE ENGINEER.
- 8.- ATTACH WELDED WIRE FABRIC TO THE POSTS.
- 9.- ATTACH THE SILT FENCE FABRIC TO THE WELDED WIRE FABRIC AND SECURE WITH A MINIMUM OF TWO WRAPS.
- 10.- STEEL SILT FENCE POSTS SHALL BE I-SECTION, MINIMUM 4"-6" LONG, MINIMUM OF 1.3 POUNDS PER FOOT WITHOUT ANCHOR PLATE, ANCHOR PLATE ATTACHED BEFORE COATING, FABRICATED WITH LUGS OR OTHER APPROVED MEANS TO PREVENT VERTICAL MOVEMENT OF THE WOVEN WIRE FABRIC.
- 11.- THE FOLLOWING PRIME COATING ARE ACCEPTABLE FOR USE:
 - 1) INCEC 90-93 INCEC-ZINC
 - 2) AMERCOAT 68A
 - 3) CARBOLINE 658
- 12.- STEEL SILT FENCE POST SHALL BE FACTORY COATED AS FOLLOWS:
 - FINAL COAT: ALUMINUM PAINT.
- 13.- WOODEN POSTS SHALL BE 4" DIAMETER (NOMINAL) DIMENSIONS.
- 14.- SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO DISTURBING AREAS REQUIRING THIS BMP OR AS SLOPE GRADES ARE ACHIEVED.
- 15.- SEDIMENT SHALL BE REMOVED WHEN IT ACCUMULATES TO 1/3 THE FENCE HEIGHT.
- 16.- SEDIMENT FENCE SHALL BE MAINTAINED, VERTICAL, AND REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER UNTIL UPSTREAM SLOPES ARE PERMANENTLY STABILIZED.
- 17.- PRIOR TO REMOVAL OF THE FENCE, SEDIMENT DEPOSITS WILL BE EITHER GRADED AND SEEDED OR REMOVED.
- 18.- REFER TO THE PROJECT MANUAL FOR THE "STORM WATER POLLUTION PREVENTION PLAN".
- 19.- PROTECT INLETS OF DRAINAGE STRUCTURES WITH NON-REINFORCED SILT FENCE OR STRAW BALES DURING GRADING ACTIVITIES. UPON COMPLETION OF APRONS, REINFORCED SILT FENCE WILL BE INSTALLED AS INLET FILTER BERMS.
- 20.- SEEDING/FERTILIZER SPECS - SEE SEEDING REPORT.
- 21.- TWO ROWS OF SILT FENCE AROUND WETLANDS PLUS ORANGE SAFETY FENCE



SILT FENCE - JOINING SECTION DETAIL



SILT FENCE - END SECTION DETAIL

CHECK DAMS

CHECK DAMS MAY BE INSTALLED IN SMALL CHANNELS WITH DRAINAGE AREAS OF 10 ACRES OR LESS AND/OR STEEP CHANNELS WHERE STORM WATER RUNOFF VELOCITIES EXCEED 5 FT/S.

CHECK DAMS CANNOT BE USED IN STREAMS OR FOR DRAINAGE AREAS LARGER THAN 10 ACRES. IN ADDITION, CHECK DAMS CANNOT BE CONSTRUCTED FROM SILT FENCES.

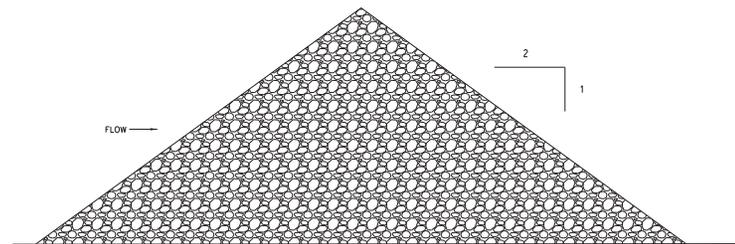
CHECK DAMS CONSTRUCTED FROM GRAVEL MUST BE 100% PASSING THE 2" SCREEN AND 10% MAXIMUM PASSING THE NO. 4 SIEVE. DAM MATERIAL MAY BE PITRUN OR CRUSHED AGGREGATE.

REMOVE SEDIMENT FROM BEHIND THE DAM WHEN IT ACCUMULATES TO ONE-HALF THE ORIGINAL HEIGHT UNLESS ITS DRAINAGE AREA HAS BEEN STABILIZED.

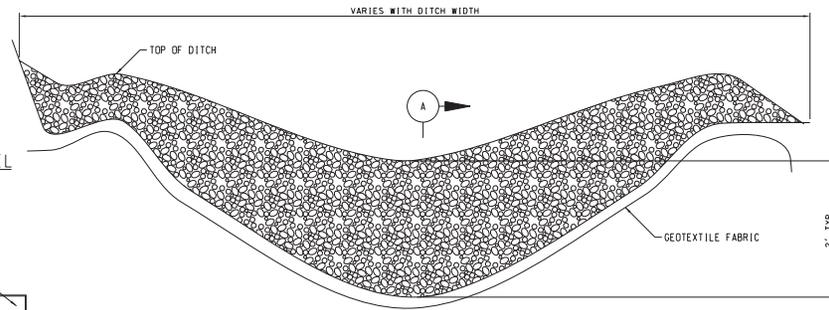
DISTANCES BETWEEN CHECK DAMS ARE AS FOLLOWS:

- FROM 1% TO 3% = 300' SPACING
- FROM 3% TO 4% = 200' SPACING
- FROM 4% AND UP = 100' SPACING

CHECK DAM SPACING MAY BE ADJUSTED BY THE ENGINEER.



SECTION A-A



ROCK CHECK DAMS

NOTES:

1. THE DITCH CHECK SHALL BE REMOVED WHEN THE GRASS HAS MATURED SUFFICIENTLY TO PROTECT THE DITCH. SMALL OR THE PROPOSED STORM SEWER HAS BEEN INSTALLED.
2. THE AREA BENEATH THE ROCK DITCH CHECK SHALL BE SEEDED AND MULCHED IMMEDIATELY AFTER THE DITCH CHECK IS REMOVED.

| | | | | |
|---|------|-------------|-----|-----|
| <p>60% SUBMITTAL \$SUBMIT2\$</p> | | DESIGNED BY | AMM | |
| | | DRAWN BY | JLM | |
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| | | APPROVED BY | | |
| REV | DATE | DESCRIPTION | BY | APP |

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DESIGNED BY AMM
 DRAWN BY JLM
 CHECKED BY ASH
 APPROVED BY
 DATE 11/20/2013

BNSF RAILWAY

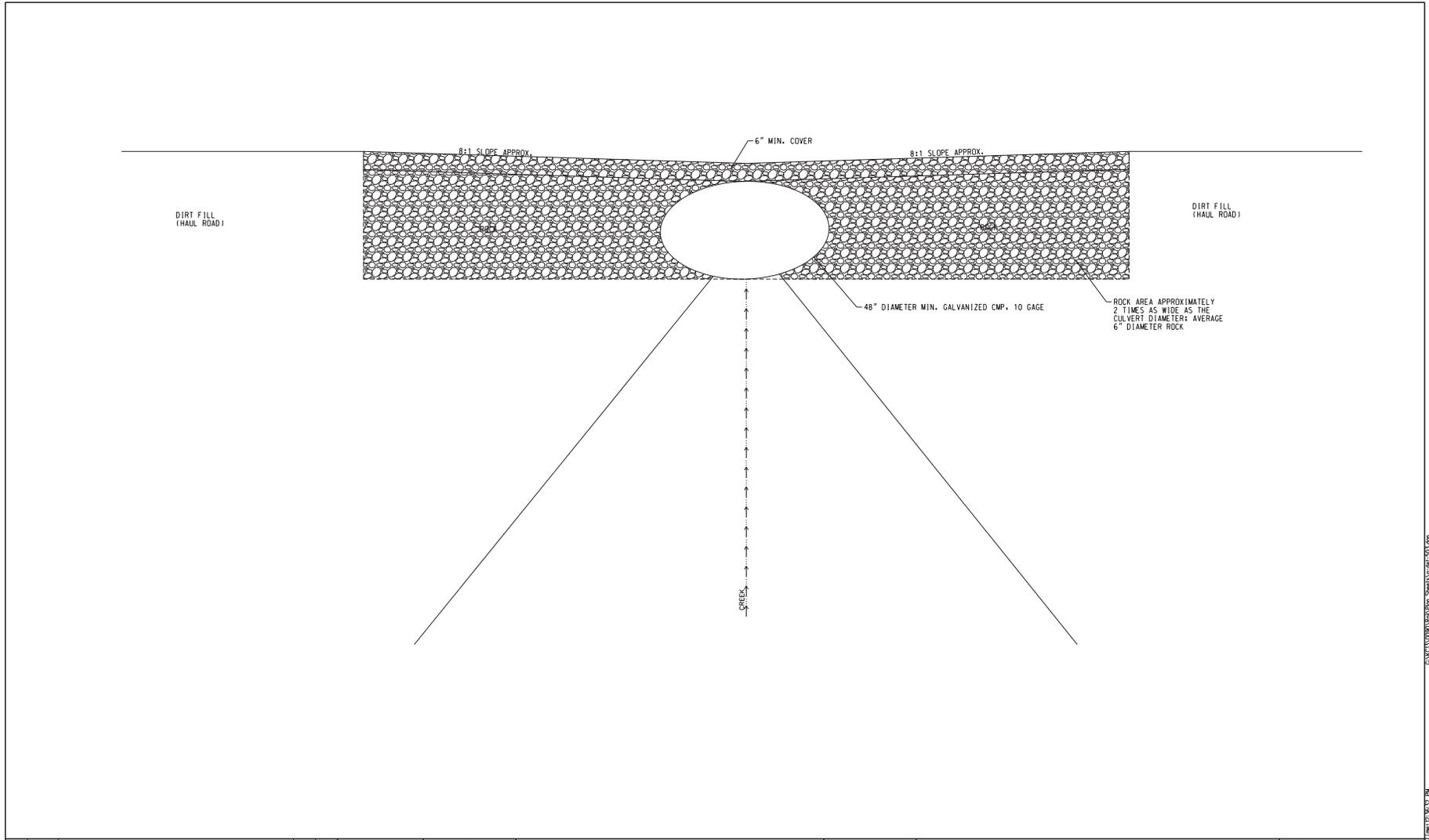
2400 Platteau Road
 Kansas City, MO 64108
 PHONE: (816) 326-9000
 FAX: (816) 326-9802

TrainSystems

IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 EROSION AND SEDIMENT CONTROL DETAILS
 MP 300.1 TO MP 296.1

| | |
|--------------|--------------|
| CONTRACT NO. | 101130090 |
| DRAWING NO. | G-501 |
| REVISION | SHEET NO. |
| | 6 of 114 |
| SCALE | NOT TO SCALE |



60% SUBMITTAL
\$SUBMIT2\$

INFORMATION CONTAINED
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 DATE 11/20/2013 BY [redacted]
 AUTHORITY: 50 CFR 17.106

DESIGNED BY *AMM*
 DRAWN BY *JLM*
 CHECKED BY *ASN*
 APPROVED BY
 DATE *11/20/2013*

BNSF RAILWAY

2400 Poudre Blvd
 Suite 400
 Kansas City, MO 64108
 PHONE: (816) 326-0000
 FAX: (816) 326-9602

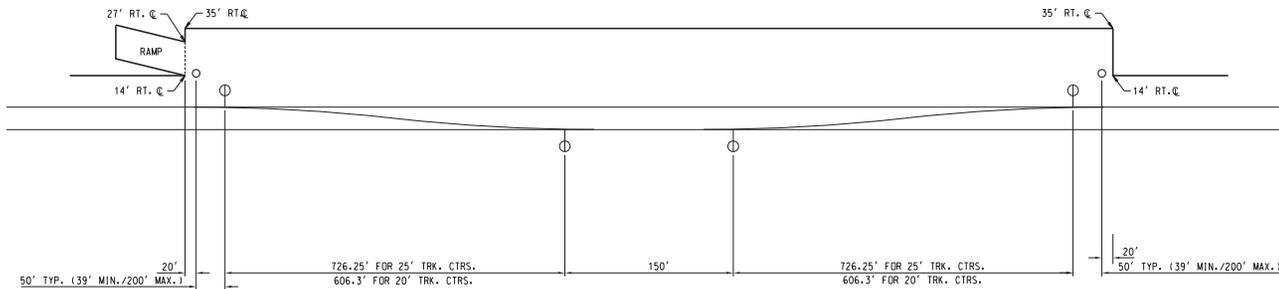
TransSystems

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 TEMPORARY STREAM CROSSING DETAIL
 MP 300.1 TO MP 296.4

CONTRACT NO. **101130090**
 DRAWING NO. **G-503**
 REVISION SHEET NO. **8 of 114**
 SCALE **NO SCALE**

IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING

DATE PLOTTED: 11/20/2013 10:46:12 AM



NOTE:

- SIGNAL
- ☒ SIGNAL INSTRUMENT HOUSE (12' x 10' TYP.)
- ▨ PROPANE TANK:
 - PLACE PRECAST CONCRETE PAD FOR 1000 GAL. TANK (1200 GAL. TANK MAX)
 - MIN. 25' FROM EDGE OF TANK TO ROW LINE
 - MIN. 10' (PREFERABLY 25') TO ANY IGNITION SOURCE, SIG. INST. HO., HAB (HEATHER), TRAIN, ETC.
- ⌋ HAB SWITCH HEATER

IN AREAS WHERE A HIGH FILL IS ENCOUNTERED THAT WOULD REQUIRE EXTENSIVE ROW PURCHASE, CONSIDERATION WILL BE GIVEN TO BERM REDUCTION BY APPROVAL OF SIGNAL ENGINEERING.

| | | | | |
|--|------|-------------|-----|-----|
| 60% SUBMITTAL \$SUBMIT2\$ | | DESIGNED BY | AMM | |
| | | DRAWN BY | JLM | |
| REV | DATE | DESCRIPTION | BY | APP |

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| DESIGNED BY | AMM |
| DRAWN BY | JLM |
| CHECKED BY | ASH |
| APPROVED BY | |
| DATE | 11/20/2013 |



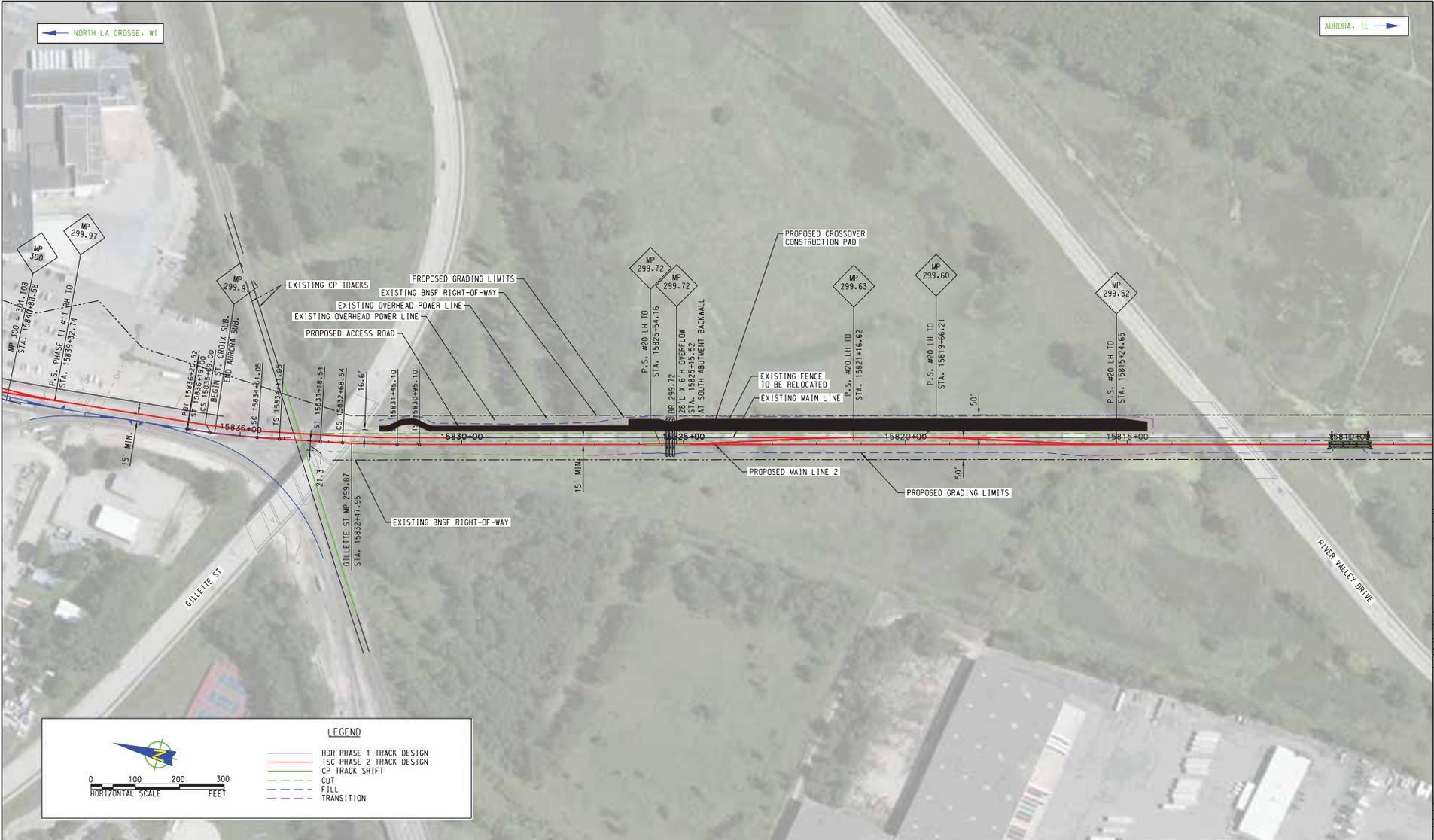


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 FAX: (816) 326-9602

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 TURNOUT CONSTRUCTION PAD DETAILS
 MP 300.1 TO MP 296.4

| | |
|--------------|-----------|
| CONTRACT NO. | 101130090 |
| DRAWING NO. | G-504 |
| REVISION | SHEET NO. |
| | 9 of 114 |
| SCALE | NO SCALE |

IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING



LEGEND

- HDR PHASE 1 TRACK DESIGN
- TSC PHASE 2 TRACK DESIGN
- CP TRACK SHIFT
- CUT
- FILL
- TRANSITION

HORIZONTAL SCALE
0 100 200 300 FEET

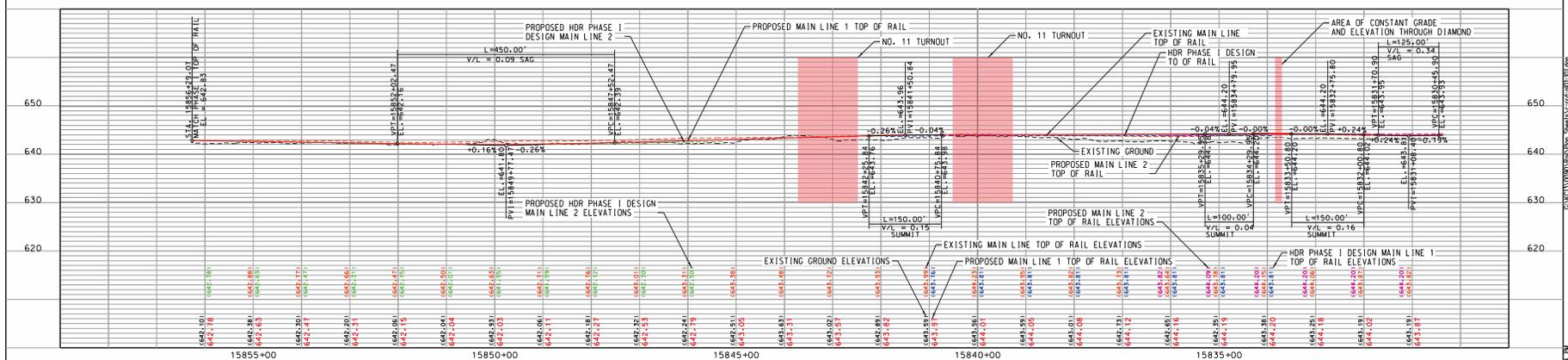
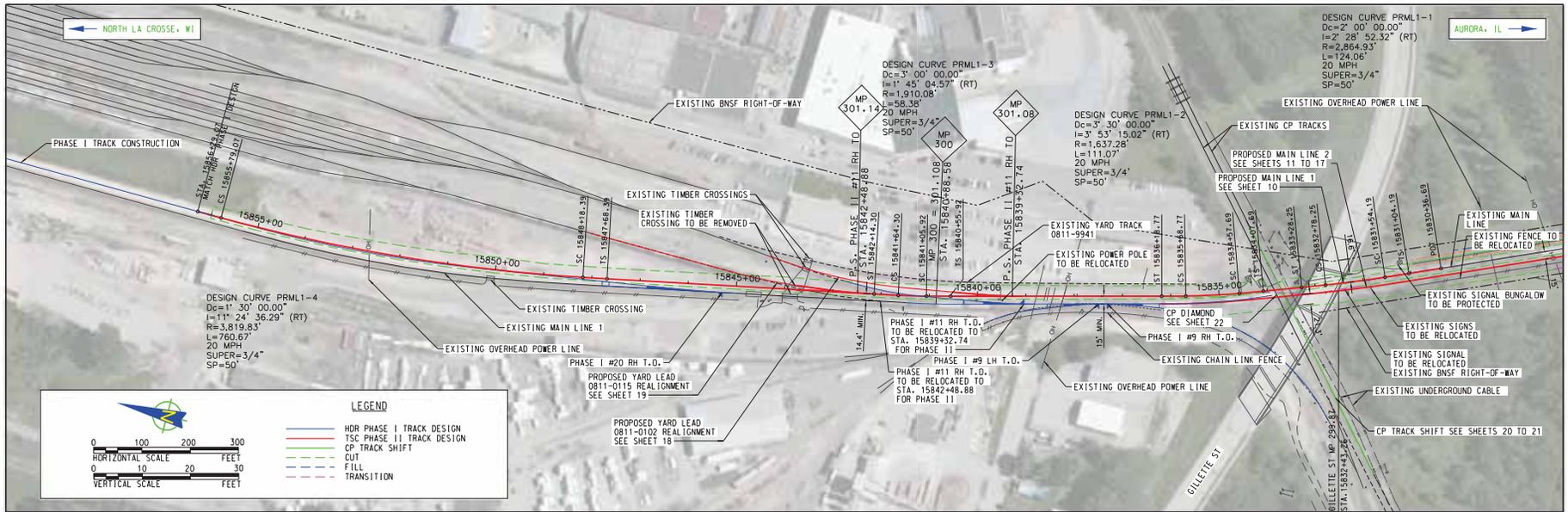
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| ISSUED FOR BID | |
| REV | DATE |
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|---------------------------|
| DESIGNED BY <i>JLM</i> |
| DRAWN BY <i>JLM</i> |
| CHECKED BY <i>JRH</i> |
| APPROVED BY |
| DATE <i>6/4/2014</i> |

2800 Powers Road
Suite 400
Kewanee, IL 61468
PHONE: (815) 303-8800
FAX: (815) 303-8802

BNSF RAILWAY
LA CROSSE, WI
CAPACITY IMPROVEMENT PROJECT
ACCESS ROAD EXHIBIT

| | |
|-----------------------------------|-----------------|
| CONTRACT NO. P101130090 | |
| DRAWING NO. C-101 | |
| REVISION | SHEET NO. |
| | 01 of 02 |
| SCALE AS SHOWN | |



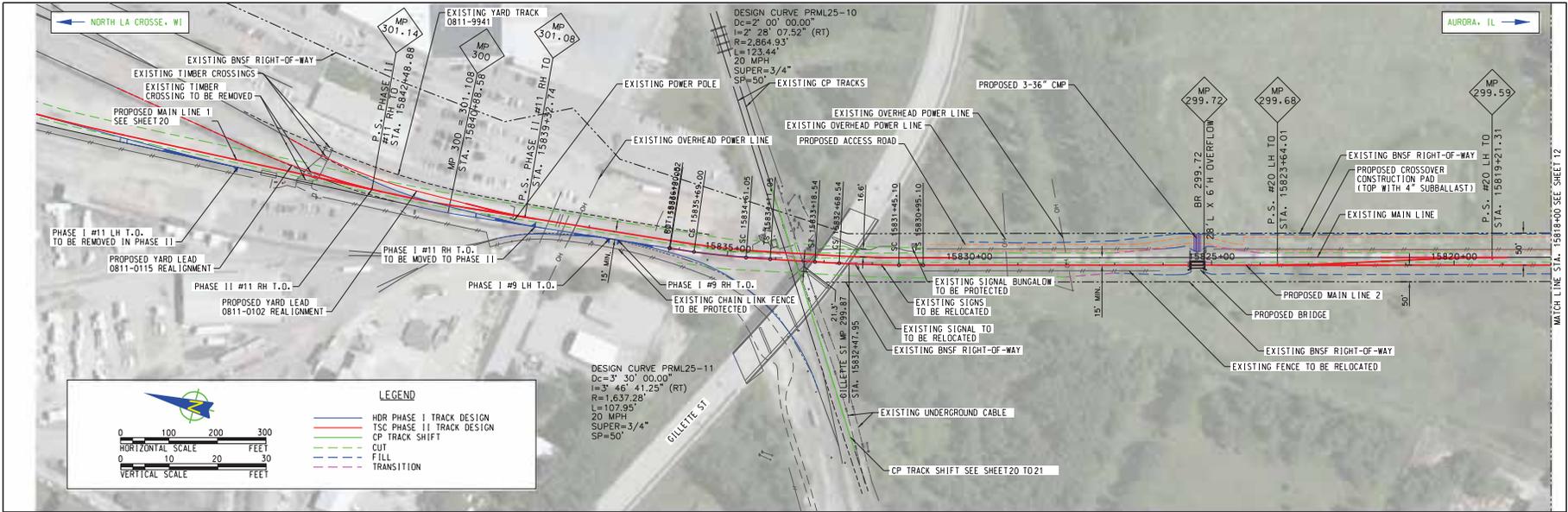
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| | | APPROVED BY | | |
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DESIGNED BY: JLM
 DRAWN BY: JLM
 CHECKED BY: JRW
 APPROVED BY:
 DATE: 11/20/2013

2400 Poudre Road
 Suite 400
 Kansas City, MO 64108
 PHONE: (816) 236-6000
 FAX: (816) 236-8602

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 MAIN LINE 1 PLAN AND PROFILE
 MP 300.1 TO MP 296.1

| | |
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| CONTRACT NO. | 101130090 |
| DRAWING NO. | C-101 |
| REVISION | SHEET NO. |
| | 10 of 114 |
| SCALE | AS SHOWN |

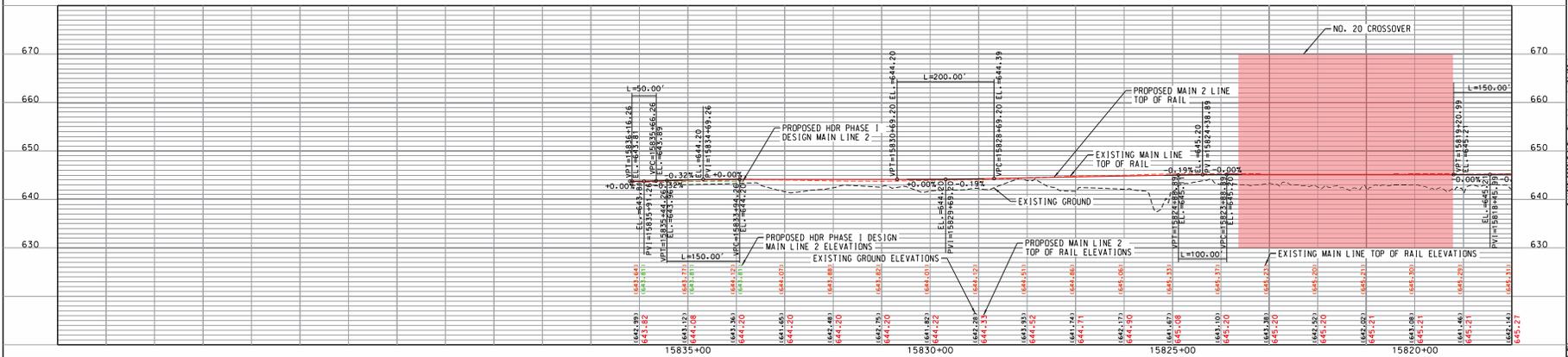


LEGEND

- HDR PHASE I TRACK DESIGN
- TSC PHASE II TRACK DESIGN
- CP TRACK SHIFT
- CUT
- FILL
- TRANSITION

SCALE

HORIZONTAL SCALE: 0 100 200 300 FEET
 VERTICAL SCALE: 0 10 20 30 FEET



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| REV | DATE | DESCRIPTION | BY | APP |
|-----|------|-------------|----|-----|
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OF INFORMATION FROM THIS
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DESIGNED BY
JLM

DRAWN BY
JLM

CHECKED BY
JRH

APPROVED BY
JLM

DATE
11/20/2013



2420 Potting Road
Suite 400
Kansas City, MO 64118
PHONE: (816) 329-8000
FAX: (816) 329-8002

BNSF RAILWAY
LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
MAIN LINE 2 PLAN AND PROFILE
MP 300.1 TO MP 296.1

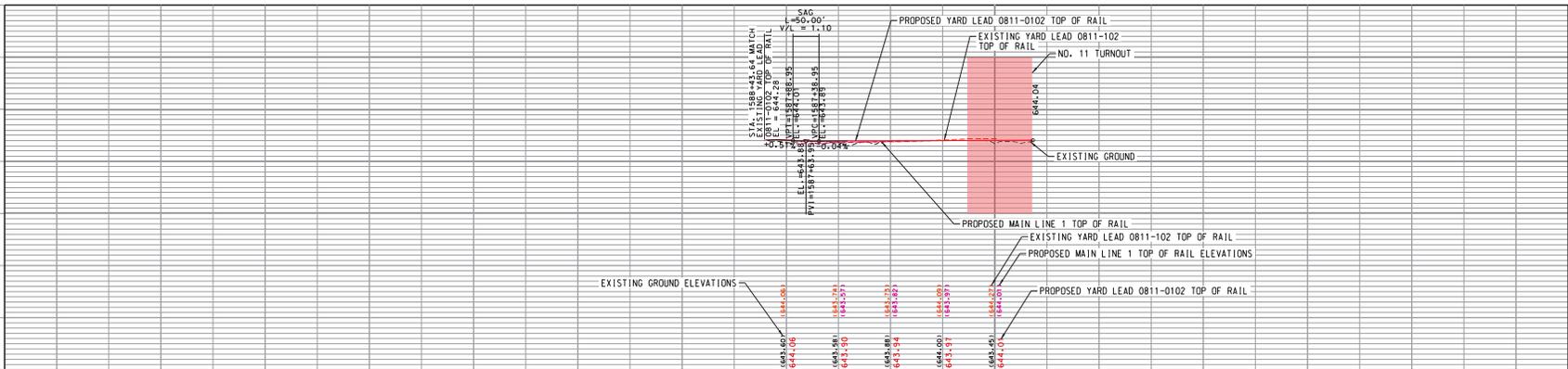
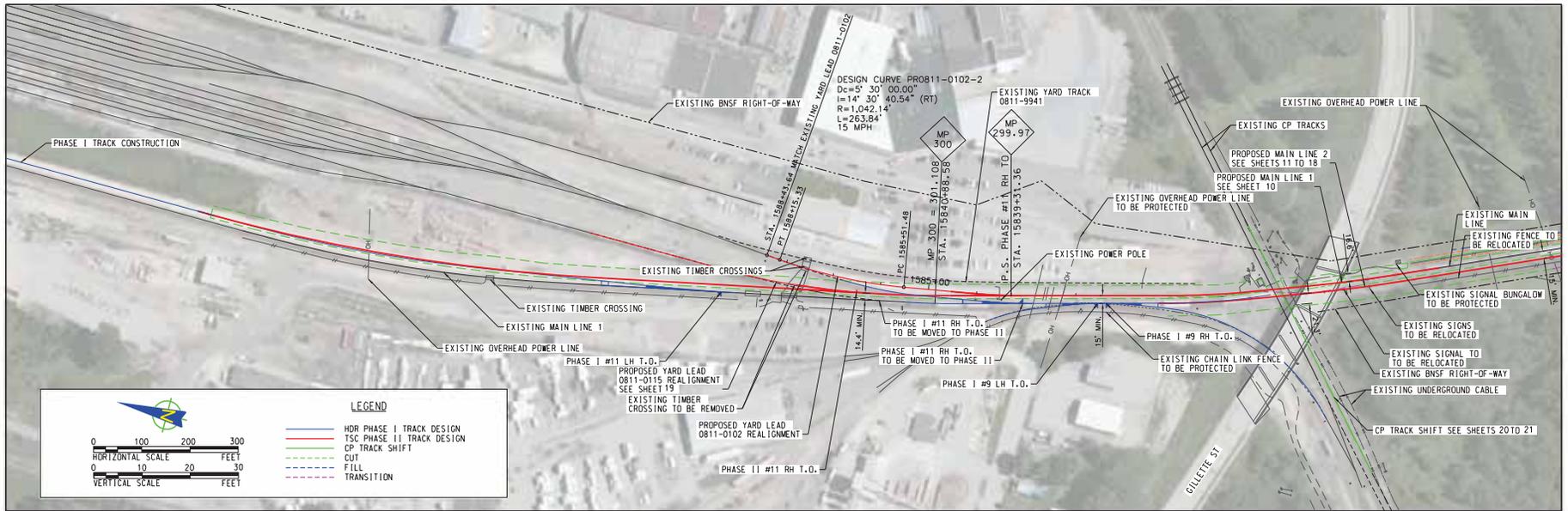
CONTRACT NO.
101130090

DRAWING NO.
C-102

REVISION
11 of 114

SHEET NO.
11 of 114

SCALE
AS SHOWN



60% SUBMITTAL

| REV | DATE | DESCRIPTION | BY | APP |
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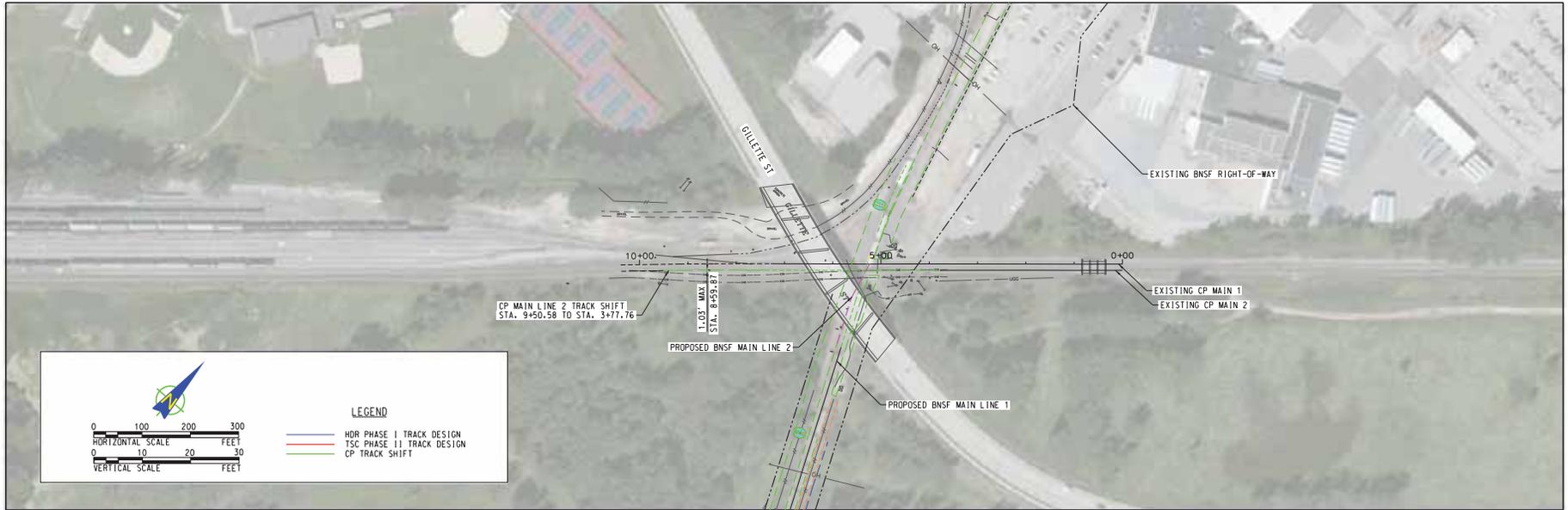
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DESIGNED BY: JLM
 DRAWN BY: JLM
 CHECKED BY: J/RW
 APPROVED BY:
 DATE: 11/20/2013



BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 YARD LEAD 0811-0102 PLAN AND PROFILE
 MP 300.1 TO MP 296.1

CONTRACT NO. 101130090
 DRAWING NO. C-109
 REVISION SHEET NO. 18 of 114
 SCALE AS SHOWN

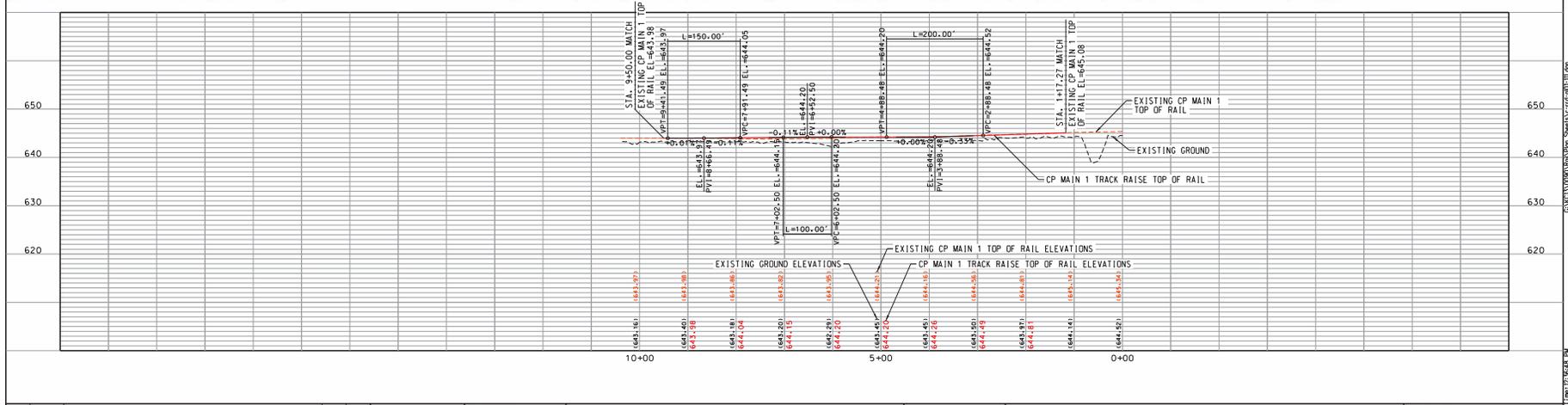


LEGEND

- HDR PHASE 1 TRACK DESIGN
- TSC PHASE 1 TRACK DESIGN
- CP TRACK SHIFT

SCALE

HORIZONTAL SCALE: 0, 100, 200, 300 FEET
 VERTICAL SCALE: 0, 10, 20, 30 FEET



60% SUBMITTAL

| REV | DATE | DESCRIPTION | BY | APP |
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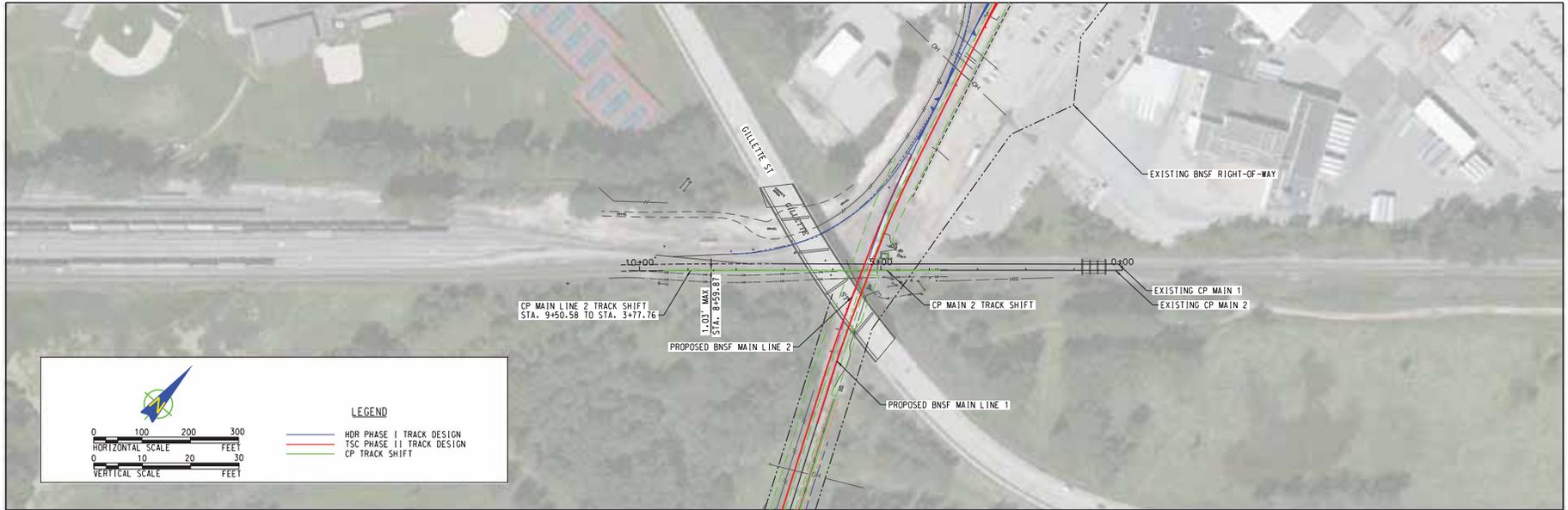
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 DRAWN BY JLM
 CHECKED BY J/RN
 APPROVED BY
 DATE 11/20/2013

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 Kansas City, MO 64108
 PHONE: (816) 326-6000
 FAX: (816) 326-6602

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 CP MAIN 1 PLAN AND PROFILE
 MP 300.1 TO MP 296.1

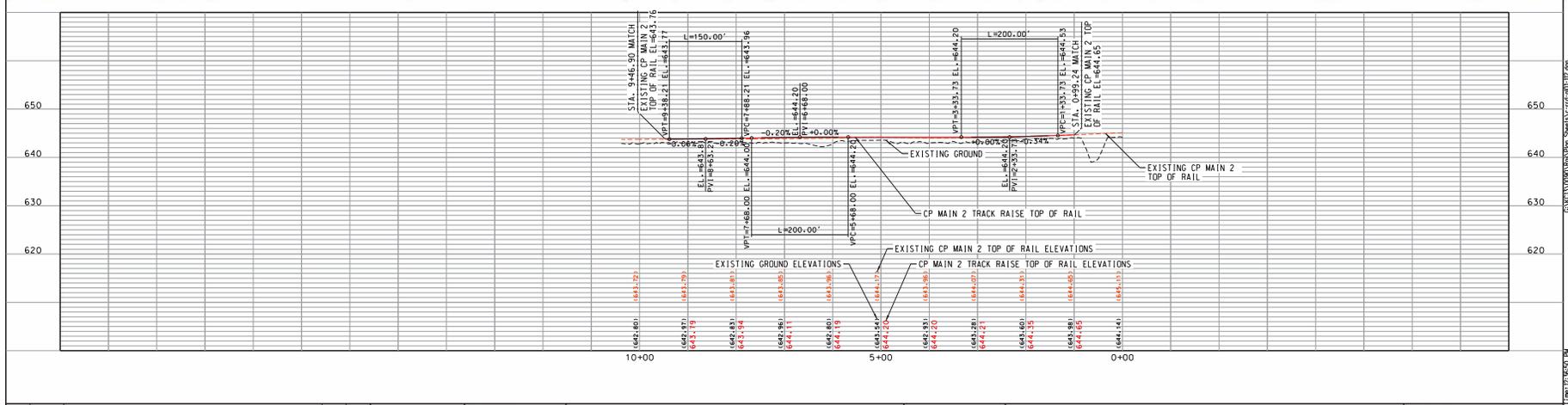
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| CONTRACT NO. | 101130090 |
| DRAWING NO. | C-111 |
| REVISION | SHEET NO. |
| | 20 of 114 |
| SCALE | AS SHOWN |



0 100 200 300
HORIZONTAL SCALE FEET
0 10 20 30
VERTICAL SCALE FEET

LEGEND

- HDR PHASE 1 TRACK DESIGN
- TSC PHASE 11 TRACK DESIGN
- CP TRACK SHIFT

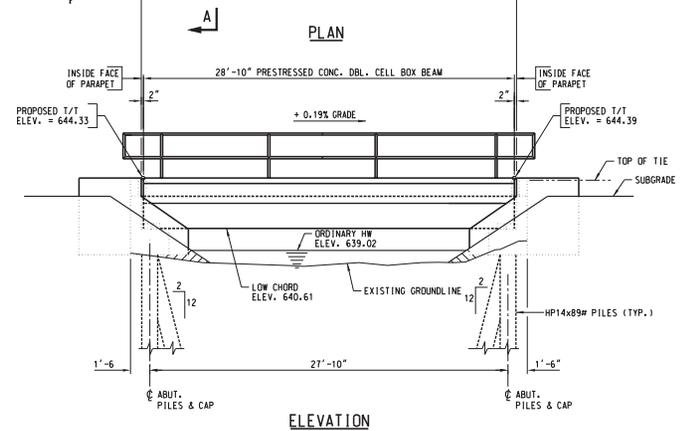
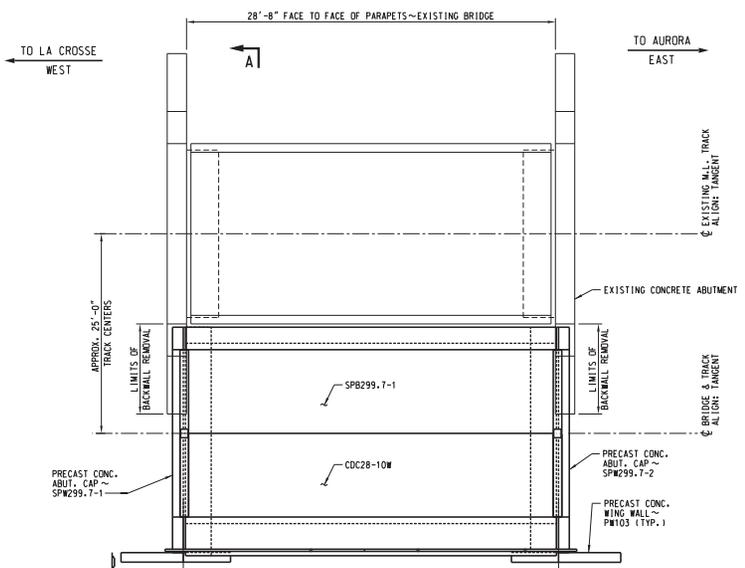


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| CHECKED BY J/RN | |
| APPROVED BY | |
| DATE 11/20/2013 | 2400 Platteau Road Suite 400 Kansas City, MO 64108 PHONE: (816) 326-6000 FAX: (816) 326-6602 |

BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 CP MAIN 2 PLAN AND PROFILE
 MP 300.1 TO MP 296.1

| | |
|---------------------------|-----------|
| CONTRACT NO. 101130090 | |
| DRAWING NO. C-112 | |
| REVISION | SHEET NO. |
| | 21 of 114 |
| SCALE AS SHOWN | |



GENERAL NOTES:
 DESIGN LOADING : COOPER E80 WITH DIESEL IMPACT.
 BRIDGE STATIONING AND ELEVATIONS BASED ON PARAGON SURVEY DATED AUGUST, 2013.
 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. 0000-17902.
 BNSF/UP BRIDGE STANDARDS 30" x 7'-0" DEEP DBL. BOX PRESTRESSED CONCRETE BEAM, PLAN NO. 500000, DWGS. B01 & B02.
 BNSF/UP MEMBER PRECAST CONCRETE END BENT & REINFORCING STEEL DETAILS, 0000-17902-66A & 0000-17902-69A.
 CORR. FILE~BR. 299.7, LINE SEG. 0003 AT LA CROSSE, WI.

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 = 110'.
 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.
 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.
 SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

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.

ATTENTION !

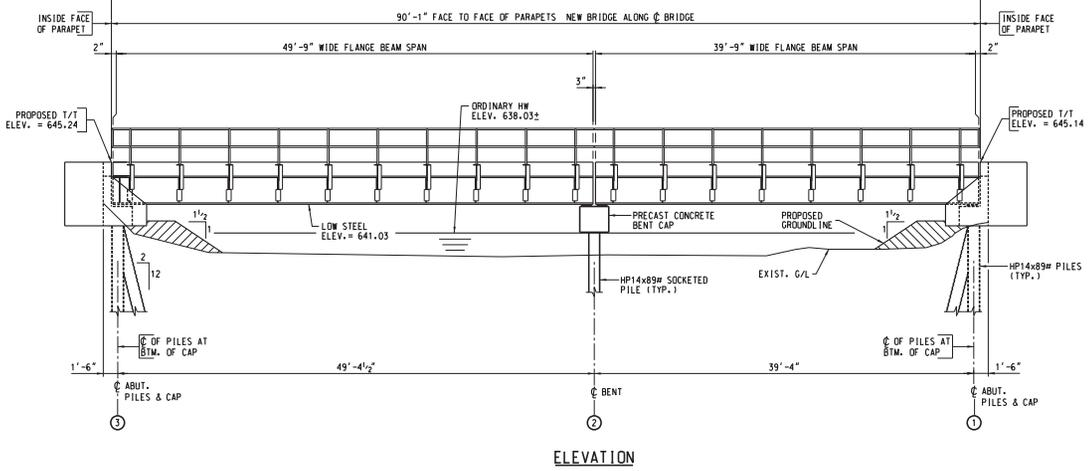
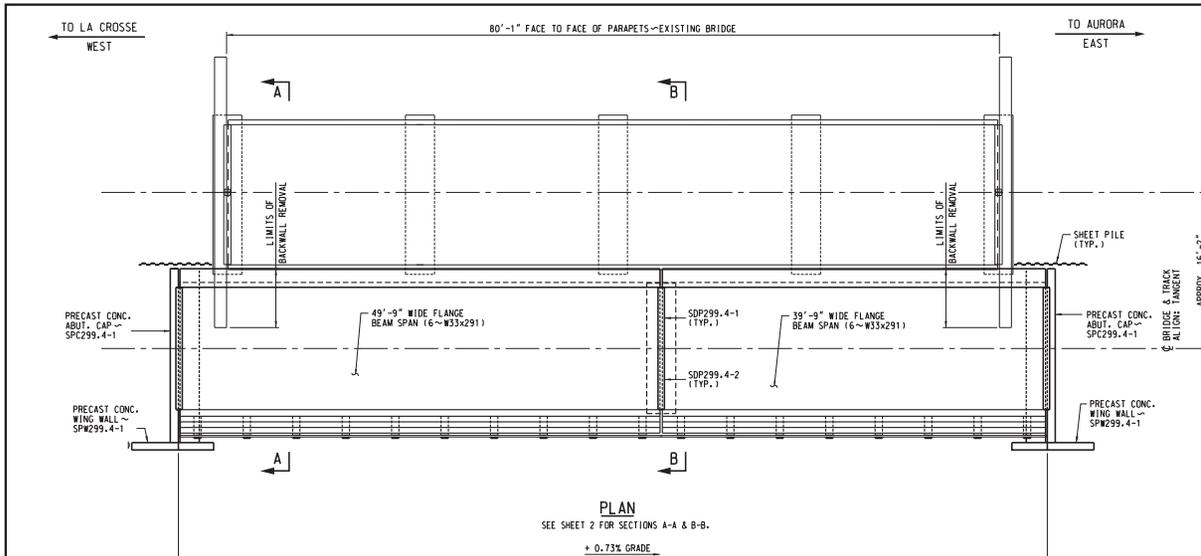
INFORMATION SHOWN ON THESE PLANS CONCERNING TYPE AND LOCATION OF UNDERGROUND OR ABOVE GROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE.
 CONTRACTOR'S SUPERINTENDENT IN CHARGE WILL VERIFY THE LOCATION OF UNDERGROUND AND OVERHEAD UTILITIES BEFORE BEGINNING CONSTRUCTION.

TYPES OF MATERIAL IN WATERWAY:
 PRECAST CONCRETE: 0.9 CU. YDS.
 EARTHEN EMBANKMENT: 3.8 CU. YDS.

NOTES:
 FILL GAP BETWEEN ENDS OF BEAMS AND BETWEEN END OF BEAM AND FACE OF PARAPET WALL WITH 8"-12" x 28" x 6'-4" PILES OF PREMOULDED JOINT FILLER.
 AFTER ERECTION OF BEAMS, BURN OFF LIFTING LOOPS AT SURFACE OF CONCRETE AND PATCH WITH EPOXY MORTAR.

| | | | |
|-----------------|--|--|-------------------------|
| DES: JPH | BNSF RAILWAY BRIDGE ENGINEERING KANSAS CITY, KS | AURORA TO NORTH LACROSSE | |
| DRAWN: RLA | | BRIDGE NUMBER 299.7 | |
| CHECK: | | OVER LA CROSSE RIVER OVERFLOW AT LA CROSSE, WI | |
| DATE: NOV. 2013 | | GENERAL PLAN ~ BUILD BRIDGE | |
| APPROVED: | | ASST. DIRECTOR STRUCTURES DESIGN | PLAN NO: 0003-299.7-001 |
| LINE SEG: 0003 | | | |





GENERAL NOTES:
DESIGN LOADING : COOPER E80 WITH DIESEL IMPACT.
BRIDGE STATIONING AND ELEVATIONS BASED ON PARAGON SURVEY DATED AUGUST 1, 2013.
BRIDGE DIRECTION SUBJECT TO APPLICABLE DETAILS AS SHOWN ON THE PLANS AND OR REFERENCES AND AS DIRECTED BY THE ENGINEER.

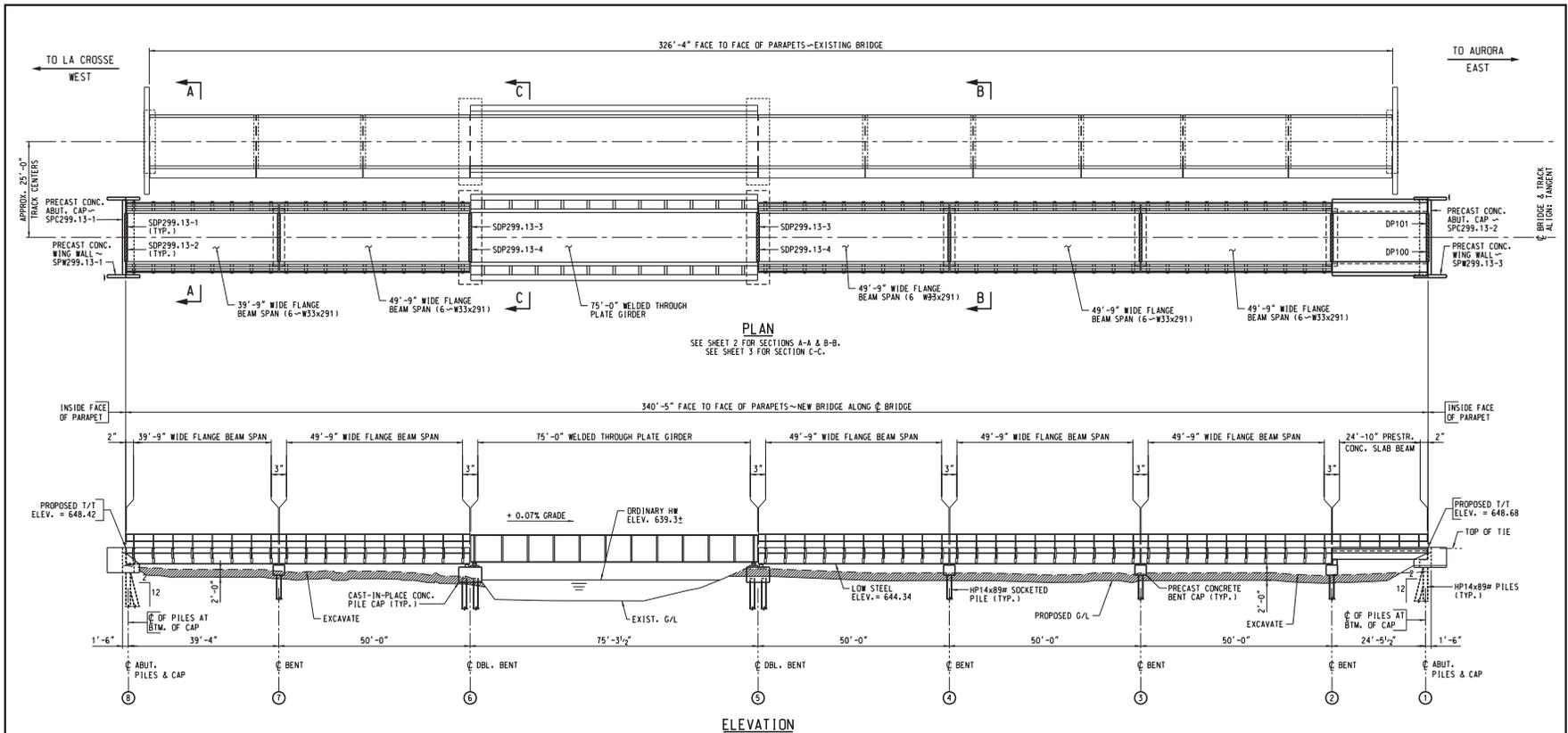
REFERENCES:
CORR. FILE ~ BR. 299.4, LINE SEG. 3 AT LA CROSSE, WI.

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 = 110'.
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.
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.
SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

TYPES OF MATERIAL IN WATERWAY:
STEEL H-PILES: 1.5 CU. YDS.
EARTHEN EMBANKMENT: 16.5 CU. YDS.



| | | | |
|-----------------|------------------------|--|-------------------------|
| DES: CMH | BNSF RAILWAY | AURORA TO NORTH LA CROSSE | |
| DRAWN: JLD | | BRIDGE NUMBER 299.4 | |
| CHECK: | | OVER LA CROSSE RIVER OVERFLOW AT LA CROSSE, WI | |
| DATE: NOV. 2013 | | GENERAL PLAN ~ BUILD BRIDGE | |
| AUTH: | | | |
| LINE SEG: 0003 | APPROVED: | ASST. DIRECTOR STRUCTURES DESIGN | PLAN NO: 0003-299.4-001 |
| | | | SHEET: 1 OF 2 |



GENERAL NOTES:

DESIGN LOADING: COOPER E80 WITH DIESEL IMPACT.
 BRIDGE STATIONING AND ELEVATIONS BASED ON PARAGON SURVEY DATED AUGUST, 2013.
 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. 0000-17902.
 STANDARD PLAN 14' PRESTRESSED CONCRETE SPANS, PRECAST CONCRETE CAPS ON STEEL PILES, PLAN NO. 0000-22902-07B.
 STANDARD PLAN FOR PRECAST CONCRETE MEMBERS, PLAN NO. 0000-22902-10 & 11B
 STANDARD PLAN FOR 1'-0" x 7'-0" PRESTRESSED SLAB BEAM, PLAN NO. 0000-22003-01B.
 CDRR. FILE ~ BR. 299.13, LINE SEG. 3 AT LA CROSSE, WI.

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 = 130'.
 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.
 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.
 SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

HANDLING NOTES:

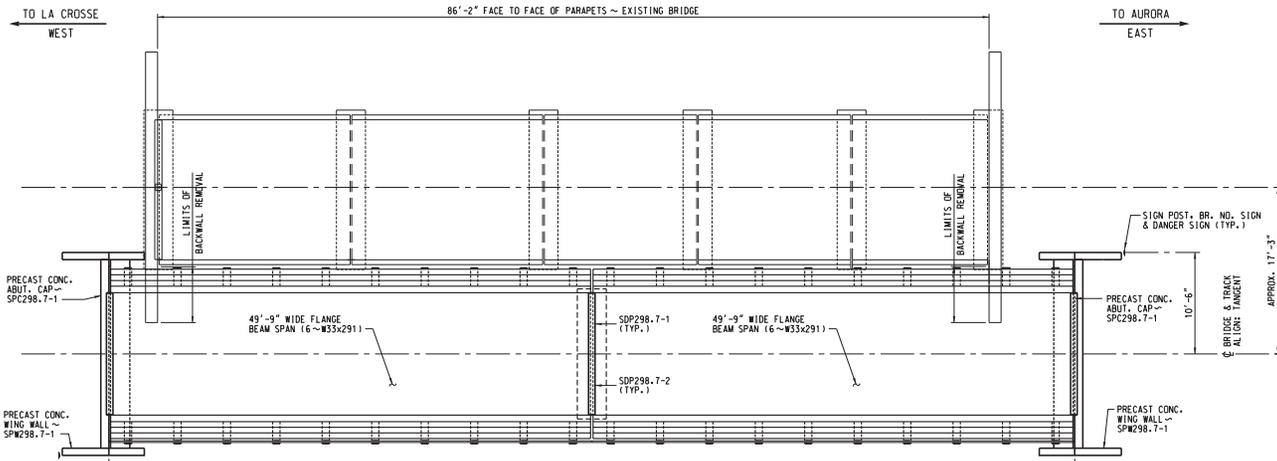
PRESTRESSED CONCRETE SPANS SHOULD ALWAYS BE LIFTED BY THE DEVICES CAST INTO THEM BY THE FABRICATOR. IF SPANS ARE NOT GOING TO BE PLACED IN SERVICE IMMEDIATELY UPON RECEIPT IN THE FIELD, THEY MUST BE PLACED ON BLOCKING WHICH SUPPORTS THEM AT THE VERY ENDS. IN ADDITION, IF THEY ARE GOING TO BE STORED ON 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.

TYPES OF MATERIAL IN WATERWAY:

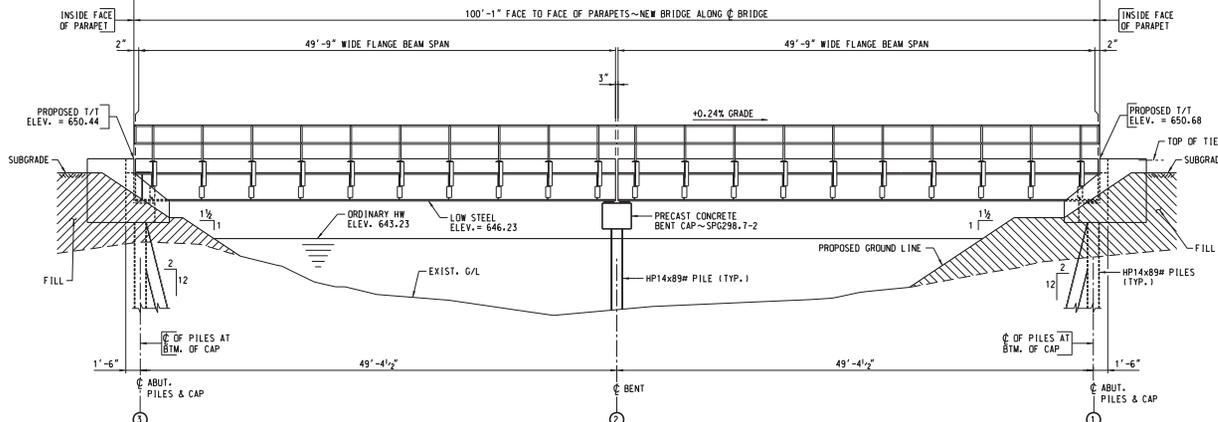
CAST-IN-PLACE CONCRETE: 0.3 CU. YDS.

| | | |
|-----------------|------------------------------------|--|
| DES: CMH | BNSF RAILWAY | AURORA TO NORTH LA CROSSE |
| DRAWN: JLD | | BRIDGE NUMBER 299.13 |
| CHECK: | BRIDGE ENGINEERING KANSAS CITY, KS | OVER LA CROSSE RIVER AT LA CROSSE, WI |
| DATE: NOV. 2013 | | GENERAL PLAN ~ BUILD BRIDGE |
| AUTH: | APPROVED: | |
| LINE SPEC: 0003 | ASST. DIRECTOR STRUCTURES DESIGN | PLAN NO: 0003-299.13-001 SHEET: 1 OF 1 |





PLAN
SEE SHEET 2 FOR SECTIONS A-A & B-B.



ELEVATION

GENERAL NOTES:
 DESIGN LOADING - COOPER E80 WITH DIESEL IMPACT.
 BRIDGE STATIONING AND ELEVATIONS BASED ON PARAGON ASSOCIATES SURVEY DATED AUGUST, 2013.
 BRIDGE ERECTION SUBJECT TO APPLICABLE DETAILS AS SHOWN ON THE PLANS AND OR REFERENCES AND AS DIRECTED BY THE ENGINEER.

REFERENCES:
 CORN. FILE~BR. 298.7, LINE SEG. 0003 AT LA CROSSE, WI.

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 = 130'.
 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.
 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.

SYMBOL X12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

TYPES OF MATERIAL IN WATERWAY:

STEEL H-PILES: 13.5 CU. YDS.
 EARTHEN EMBANKMENT: 71.7 CU. YDS.



| | | | |
|-----------------|------------------------|--------------------------------------|----------------------------------|
| DES: CMH | BNSF RAILWAY | AURORA TO NORTH LA CROSSE | |
| DRAWN: JLD | | BRIDGE NUMBER 298.7 | |
| CHECK: | | OVER COULEE BOTTOMS AT LA CROSSE, WI | |
| DATE: NOV. 2013 | | GENERAL PLAN ~ BUILD BRIDGE | |
| AUTH: | | APPROVED: | ASST. DIRECTOR STRUCTURES DESIGN |
| | | PLAN NO: 0003-298.7-001 | SHEET: 1 OF 2 |