



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.

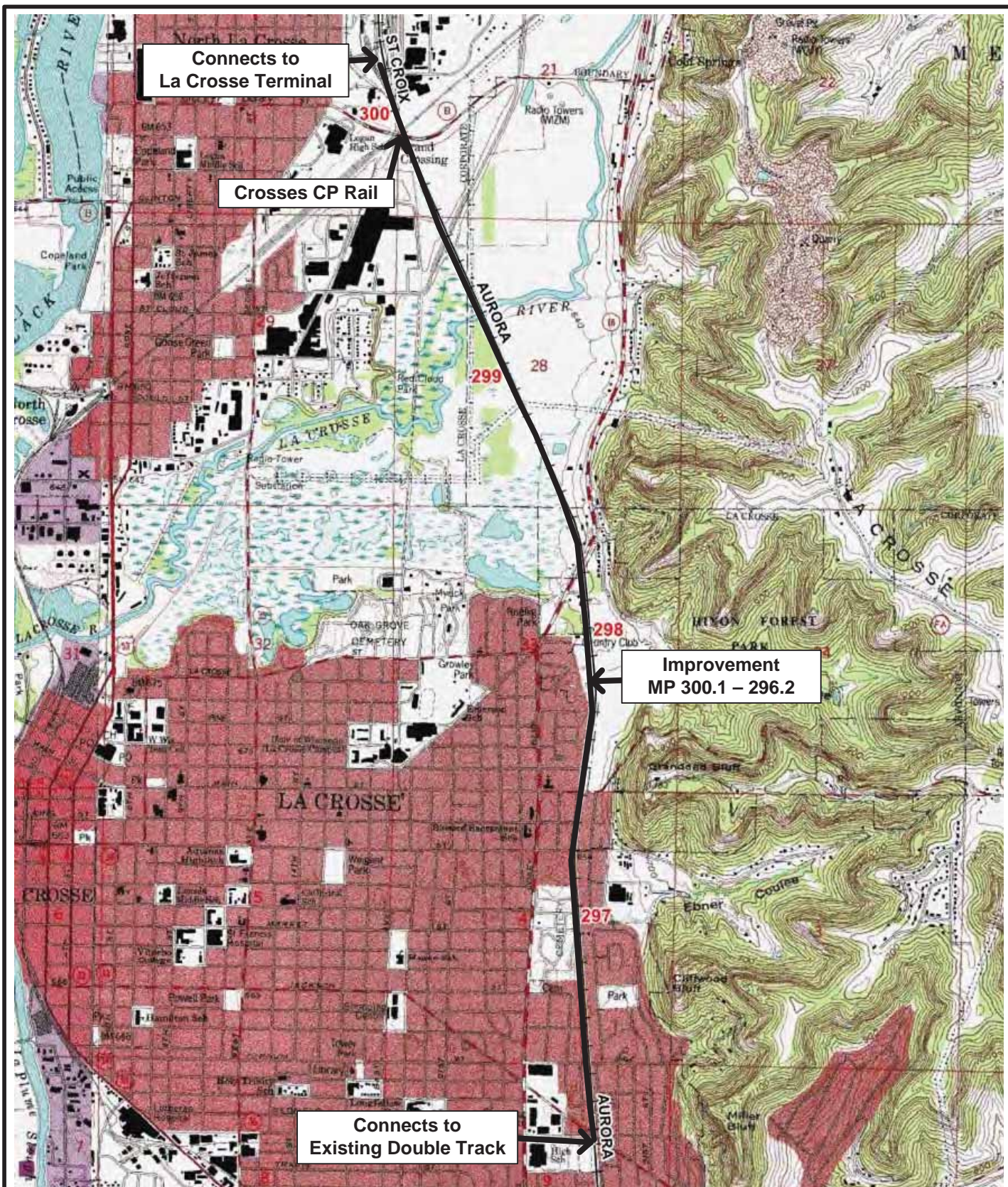
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SUBJECT: Notice of Application for Permit

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



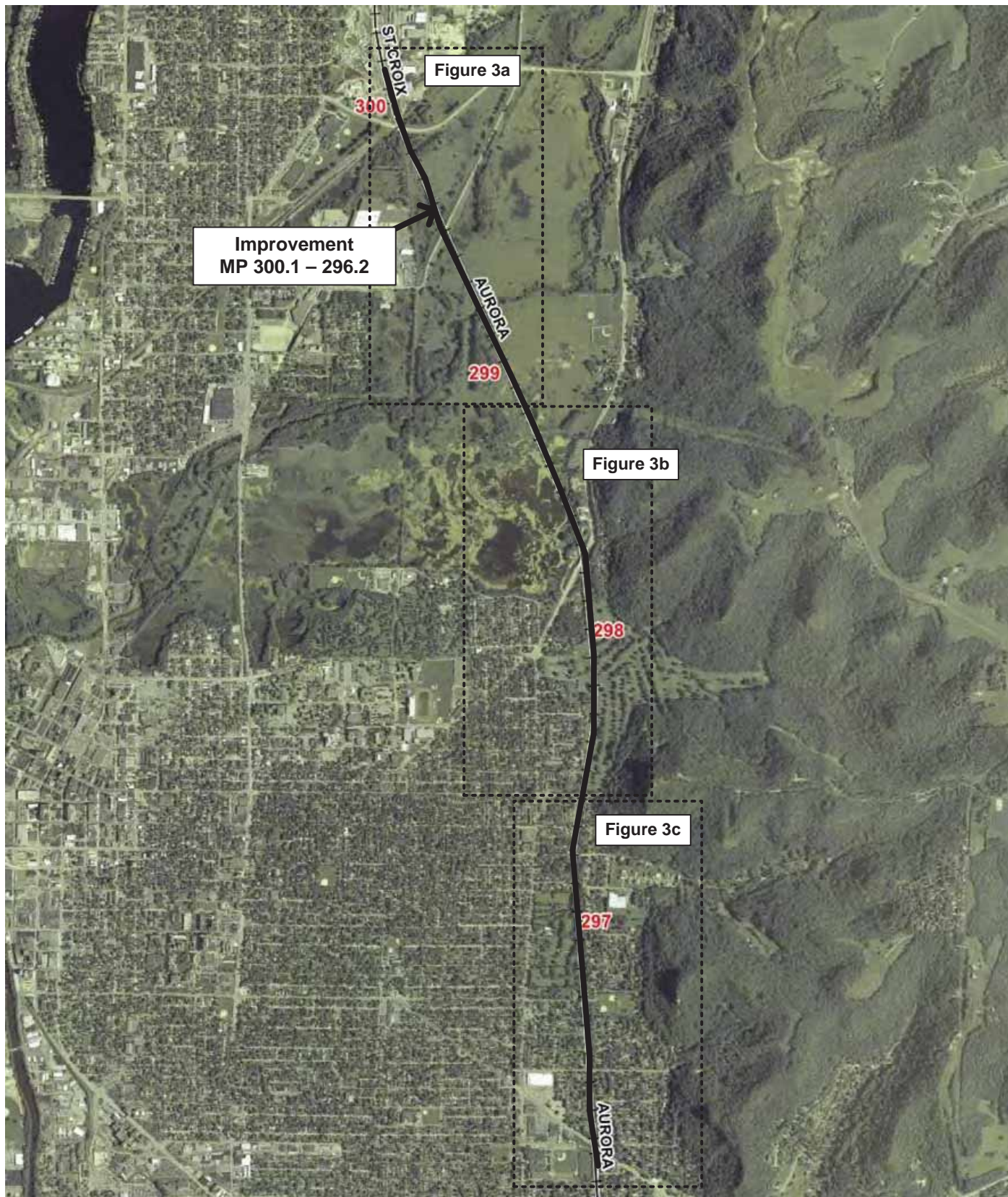
USGS Topographic Map

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

JOB NO. 13R0035

FIGURE 1

2013-04758-DAS (Public Notice) Drawing 1 of 28



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

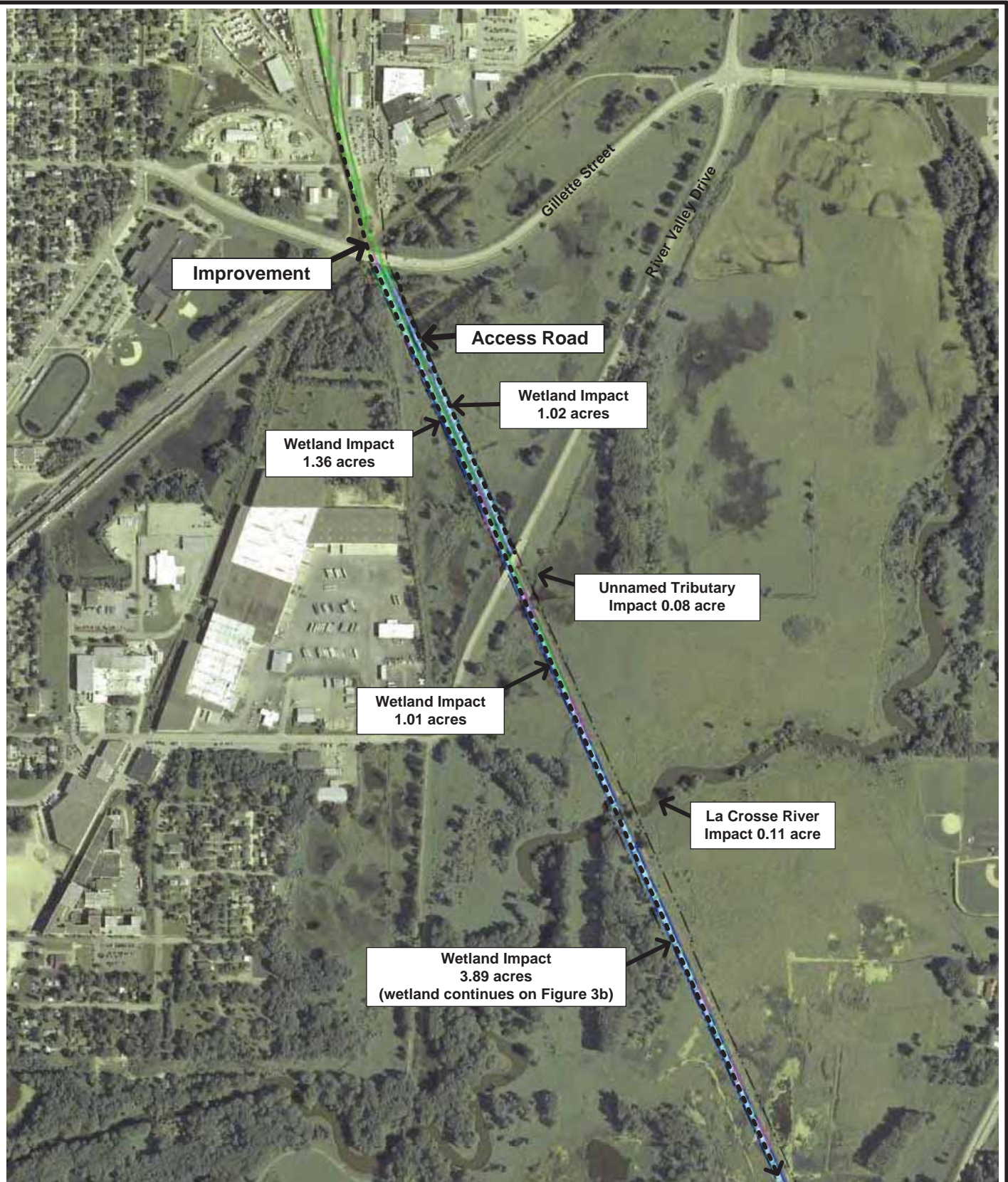


Wetland and Waterbody Impacts Overview

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

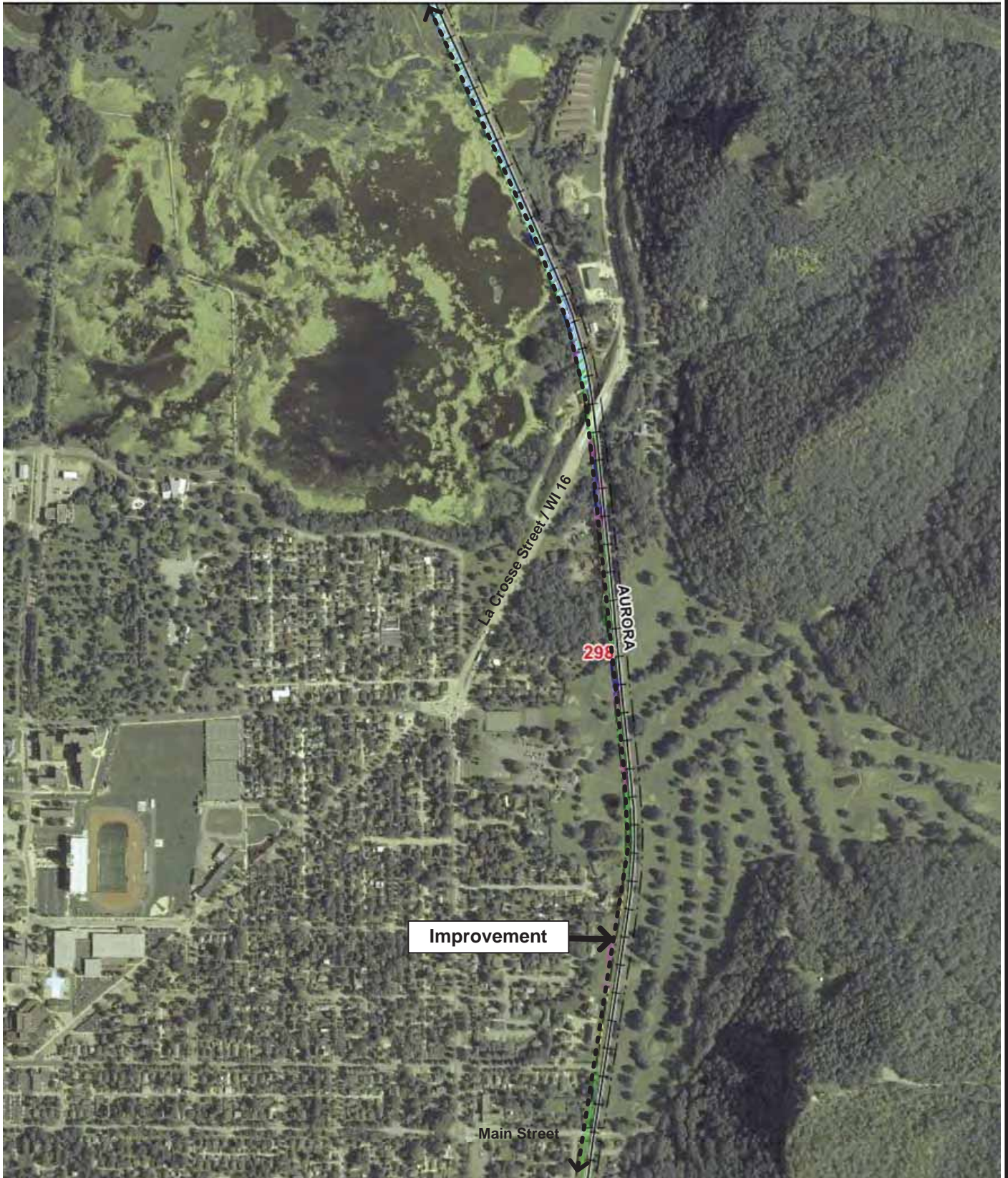
BNSF Railway
MP 300.1 – 296.2 Improvement
La Crosse County, Wisconsin

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

2013-04758-DAS (Public Notice) Drawing 4 of 28

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





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



Wetland and Waterbody Impacts Details

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

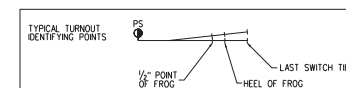
JOB NO. 13R0035

FIGURE 3c

COM	COMMUNICATION & SIGNALING	---	COM	---
E	ELECTRIC	---	E	---
CATV	CABLE TELEVISION	---	CATV	---
SAN	SANITARY SEWER	---	SAN	---
W	WATER	---	W	---
NG	GAS	---	NG	---
UGT	UNDERGROUND TELEPHONE	---	UGT	---
FO	FIBER OPTIC	---	FO	---
C	CASING	---		
SD	STORM DRAIN	---		
OH	OVERHEAD	---	ST	---
OHFO	OVERHEAD FIBER OPTIC	---	OH	---
UGG	UNDERGROUND GAS	---	OFO	---
		---	UGG	---

8	AND	DR	DEPARTMENT OF TRANSPORTATION	NV	INVERT	POB	POINT OF BEGINNING	T/R	TOP OF RAIL
9	AT	DRIVE	DRIVE	L	LENGTH	P	POINT OF ENDING	TF	TRACK FOOT OF TRACK FEET
10	DEGREE(S)	DU	DUCT	LC	LENGTH OF CURVE (CIRCULAR)	TPC	POINT ON TANGENT	TR	TRACK
11	FOOT or FEET or MINUTE(S)	DWG	DRAWING	LF	LINEAR FOOT or LINEAR FEET	PRC	POINT OF REVERSE CURVATURE	TS	TANGENT TO SPIRAL
12	INCH or INCHES or SECONDS	EL	ELEVATION, ACTUAL	LF	LEFT HAND	PRO	PROPOSED	TP	TRANSITION TIES
13	PERCENT	EA	EAST or EASTING	LP	LOW POINT	PTS	POINT OF SWITCH	TS	TANGENT
14	ROUND or NUMBER	EC	END OF CURVE	Ls	LENGTH OF SPIRAL	PT	POINT OF TANGENCY	TR	UNDERGRAN
15	CENTRAL ANGLE of CIRCULAR CURVE	ECL	EACH FACE	MA	MAIN TRACK	PV	POINT OF VERTICAL CURVE or POLYVINTY (GRADE) PIPE	UP	UNLESS NOTED OTHERWISE
16	2500 AC	EG	ENERGY GRADE LINE	MAN	MAN TRACK	UP	POINT OF VERTICAL CURVE	UP	UNDERPASS
17	AC	EL or EL	ELEVATION	MAN	MAN	UP	POINT OF VERTICAL CURVE	UP	UNDERPASS
18	ANGLE POINT	EQ	EQUAL or EQUATION	MAN	MAN	PVT	POINT OF VERTICAL TANGENT	V	VELOCITY
19	AREA OF POTENTIAL EFFECT	EQAD	EQUATION AREA	MH	MANHOLE	PV	POINT OF VERTICAL TANGENT	V	VELOCITY
20	APPROXIMATELY	EQBN	EQUATION BENEFIT	MM	MINIMUM	R	RADIUS or RATE OF CHANGE	V	VELOCITY
21	APWA	EW	EACH WAY	ML	MILS PER FT or MEDIUM PRESSURE	R	REINFORCED CONCRETE BOX	V	VELOCITY
22	AMERICAN PUBLIC WORKS ASSOCIATION	EW	EACH WAY	MS	MAIN STREET	R/W	RIGHT-OF-WAY	W	WATER
23	AVENUE	EX	EXISTING, UNBALANCED	MST	MAIN STREET	R/W	REINFORCED CONCRETE PIPE	W	WATER
24	BC	EW	EACH WAY	N	NORTH	R	ROAD	W	WATER
25	BC	EW	EACH WAY	N	NORTH	R	ROAD	W	WATER
26	BOULEVARD	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
27	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
28	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
29	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
30	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
31	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
32	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
33	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
34	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
35	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
36	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
37	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
38	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
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41	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
42	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
43	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
44	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
45	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
46	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
47	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
48	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
49	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
50	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
51	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
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53	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
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56	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
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60	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
61	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
62	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
63	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
64	BUR	EX	EXISTING	N	NORTH	R	ROAD	W	WATER
65	BUR	EX	EXISTING						

	EXISTING	PROPOSED		EXISTING	PROPOSED
CANTILEVER WITH DUAL SIGNALS			RIGHT-OF-WAY		
CANTILEVER WITH SIGNALS			LEASE / EASEMENT		
CITY OR COUNTY BOUNDARY			GRADING LIMIT FILL		
CONCRETE PANELS			GRADING LIMIT CUT		
CROSSING GATE & FLASHING LIGHTS			POINT OF VERTICAL INTERSECTION		
CROSSING GATE			STATION EQUATION SYMBOL		
FLASHING LIGHTS			TRACK		
RAILROAD CROSSING SYMBOL			TRACK TO BE REMOVED		
RAILROAD SIGNAL (SINGLE UNIT)			TRACK TO BE UPGRADED		
RAILROAD SIGNAL (DOUBLE UNIT)			TRACK TO RELOCATED FROM		
SIGNPOST			TRACK TO RELOCATE TO		
± DITCH FLOWLINE			WETLAND DELINEATION FLAG		
FENCE			WETLANDS		
RETAINING WALL			POINT OF SWITCH (MANUAL)		
			POINT OF SWITCH (POWER)		
			CROSSOVER MANUAL		
			CROSSOVER POWER		
			TURNOUT MANUAL		
			TURNOUT POWER		



60% SUBMITTAL

INFORMATION CONFIDENTIAL
ALL PLANS, DRAWINGS, SPECIFICATIONS, AND/OR INFORMATION
FURNISHED HEREWITH SHALL
REMAIN THE PROPERTY OF
BNSF RAILWAY AND SHALL BE
HELD CONFIDENTIAL AND SHALL
NOT BE USED FOR ANY PURPOSE
NOT PROVIDED FOR IN
AGREEMENTS WITH BNSF
RAILWAY.

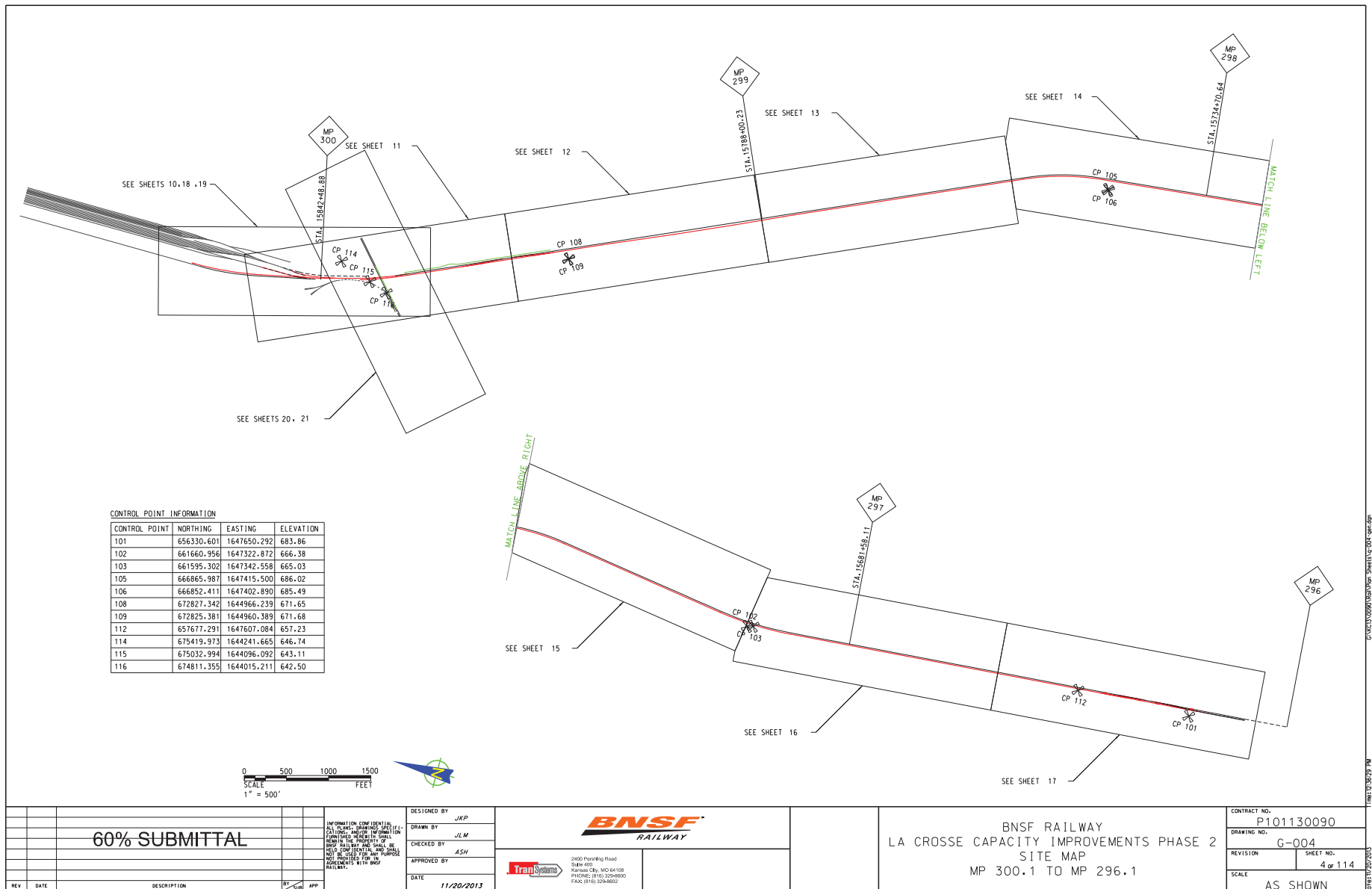
DESIGNED BY	AMM
DRAWN BY	JLM
CHECKED BY	ASH
APPROVED BY	
DATE	11/20/2013

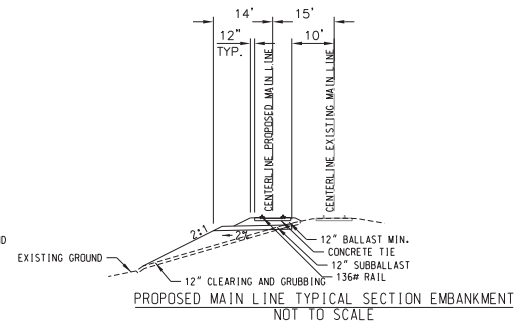
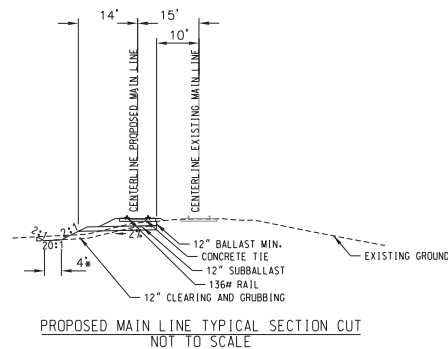
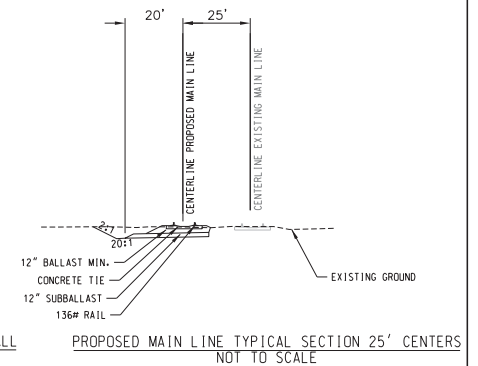
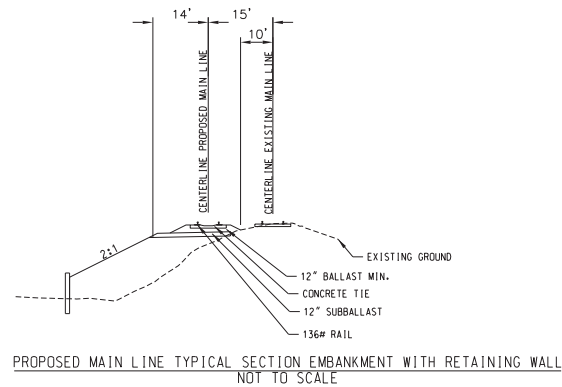
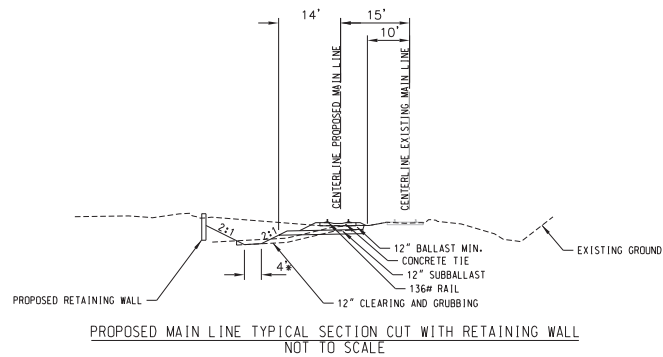


Tran Systems
2400 Pershing Road
Suite 400
Kansas City, MO 64108
PHONE: (816) 329-8600
FAX: (816) 329-8602

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	



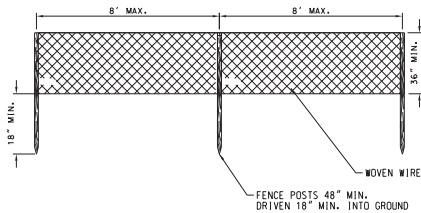
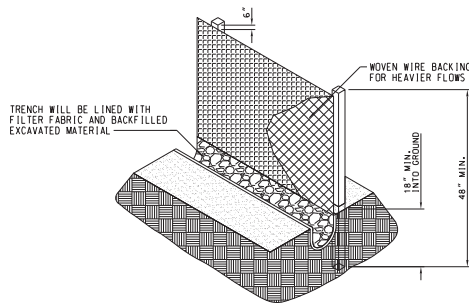


*NOTE: DITCHES SMALLER THAN BNSF STANDARD

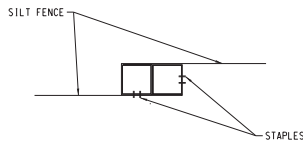
60% SUBMITTAL					DESIGNED BY MLJ		  3020 Pershing Road Suite 400 Kansas City, MO 64108 PHONE: (816) 324-8800 FAX: (816) 322-6502	BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 TYPICAL TRACK SECTIONS MP 300.1 TO MP 296.4		CONTRACT NO. 101130090	
					DRAWN BY MLJ					DRAWING NO. G-301	
					CHECKED BY ASH					REVISION 5 of 114	
					APPROVED BY					SHEET NO. AS SHOWN	
REV	DATE	DESCRIPTION	BY	APP	DATE	11/20/2013					

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 PSI.
- 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) TNEC- 90-95 TNEC-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 - ELEVATION VIEW



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.

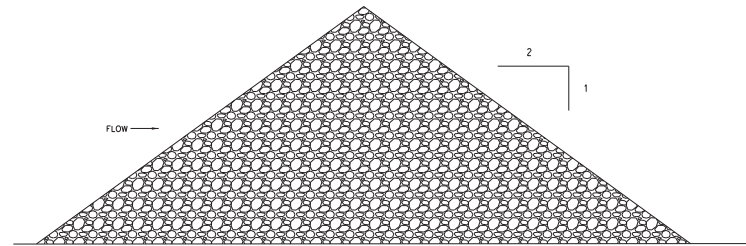
CHECK DAMS CONSTRUCTED FROM GRAVEL MUST BE 100% PASSING THE 2" SCREEN AND 10% MAXIMUM PASSING THE NO. 4 SIEVE. DAM MATERIAL MAY BE PITRUN OR CRUSHED AGGREGATE.

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

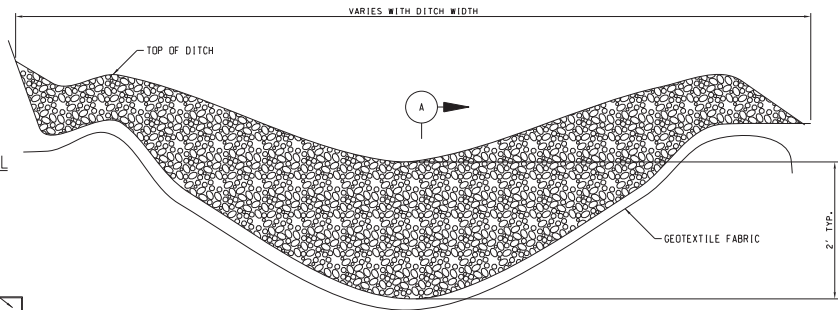
DISTANCES BETWEEN CHECK DAMS ARE AS FOLLOWS:

- 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.



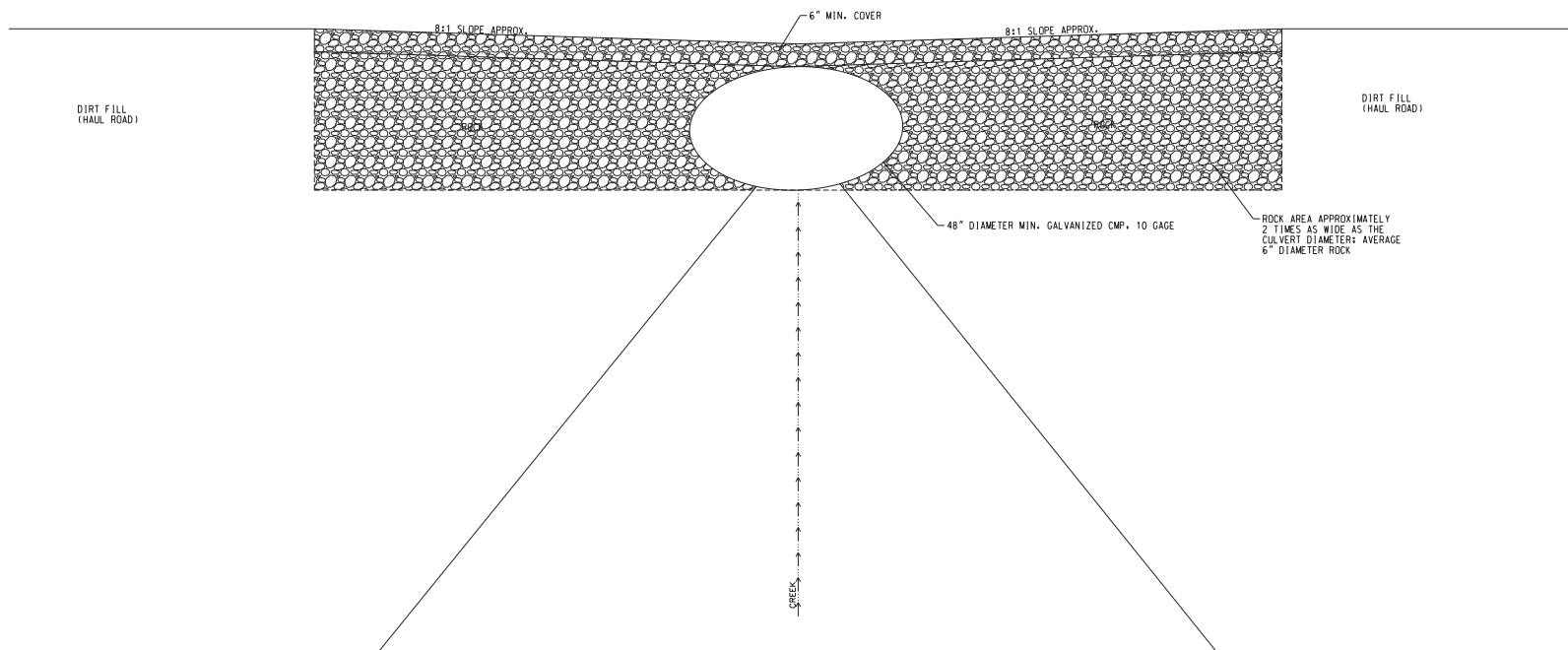
SECTION A-A



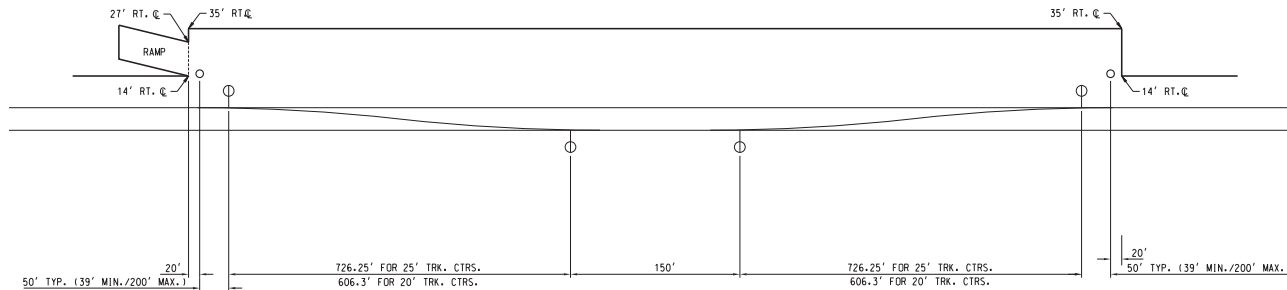
NOTES:

1. THE DITCH CHECK SHALL BE REMOVED WHEN THE GRASS HAS MATURED SUFFICIENTLY TO PROTECT THE DITCH. SMALE 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</p> <p>\$SUBMIT2\$</p>		<p>INFORMATION CONFIDENTIAL THIS DRAWING, INCLUDING ALL CONTENTS, IS THE PROPERTY OF BNSF RAILWAY. IT IS TO BE USED ONLY FOR THE PROJECT AND NOT FOR ANY OTHER PURPOSE. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BNSF RAILWAY.</p>		<p>DESIGNED BY <i>AMM</i></p>	<p>BNSF RAILWAY</p> <p>2400 Platteau Road Suite 400 Kansas City, MO 64108 PHONE: (816) 324-4000 FAX: (816) 324-4002</p>	<p>BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 EROSION AND SEDIMENT CONTROL DETAILS MP 300.1 TO MP 296.1</p>		<p>CONTRACT NO. 101130090</p>
		<p>DRAWN BY <i>JLM</i></p>	<p>DRAWING NO. G-501</p>					
		<p>CHECKED BY <i>ASH</i></p>	<p>REVISION 6 of 114</p>					
		<p>APPROVED BY</p>	<p>SHEET NO.</p>					
<p>REV DATE DESCRIPTION BY APP</p>	<p>DATE 11/20/2013</p>	<p>IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING</p>	<p>SCALE NOT TO SCALE</p>					



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			DRAWN BY <i>JLM</i>				DRAWING NO. G-503	
			CHECKED BY <i>ASH</i>				REVISION	SHEET NO. 8 of 114
			APPROVED BY				SCALE NO SCALE	
REV	DATE	DESCRIPTION	BY	APP	DATE 11/20/2013	<p>IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING</p>		



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.

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REV	DATE	DESCRIPTION	BY / APP

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



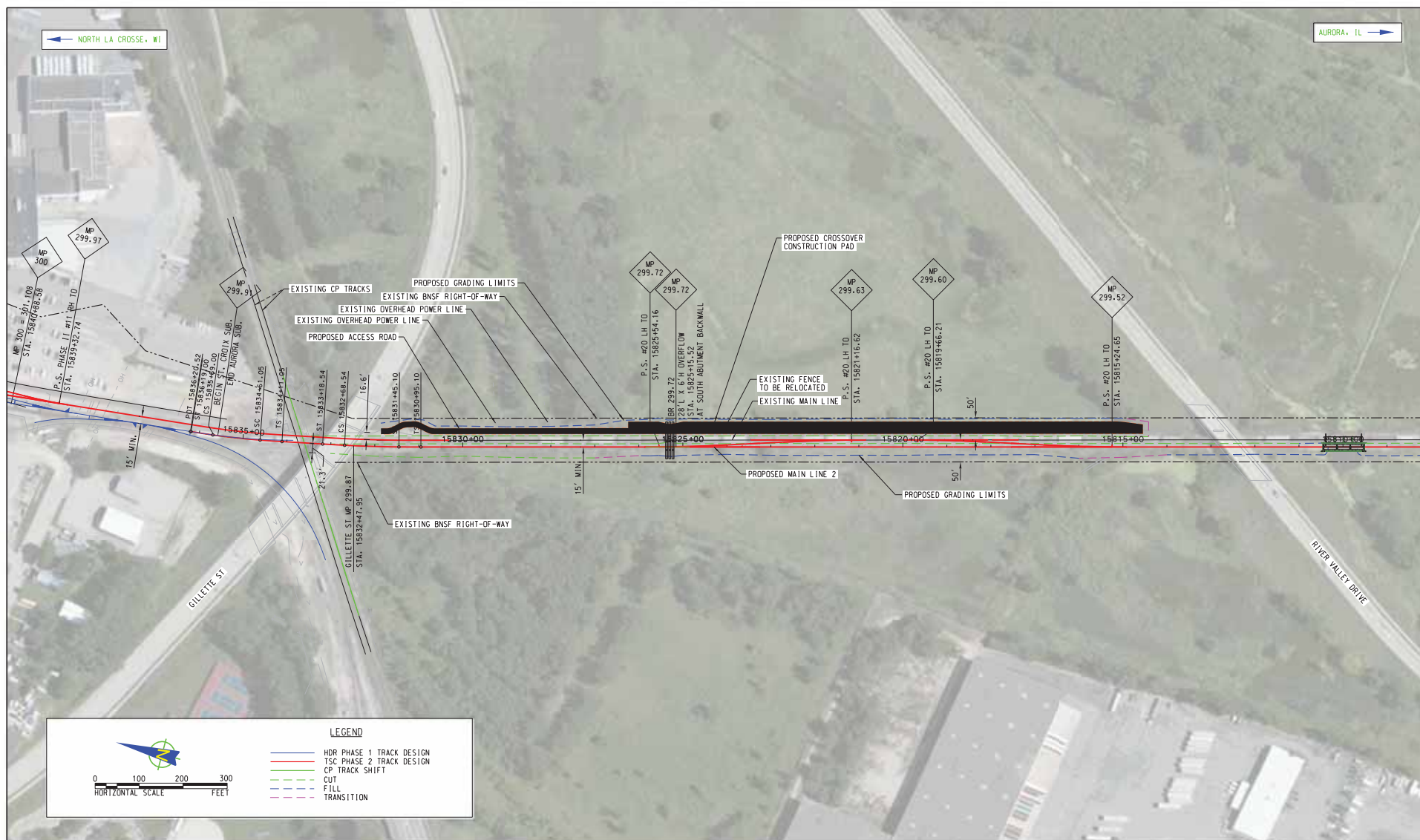


2400 Plumbing Road
 Suite 400
 Kansas City, MO 64108
 PHONE: (816) 324-6000
 FAX: (816) 324-6002

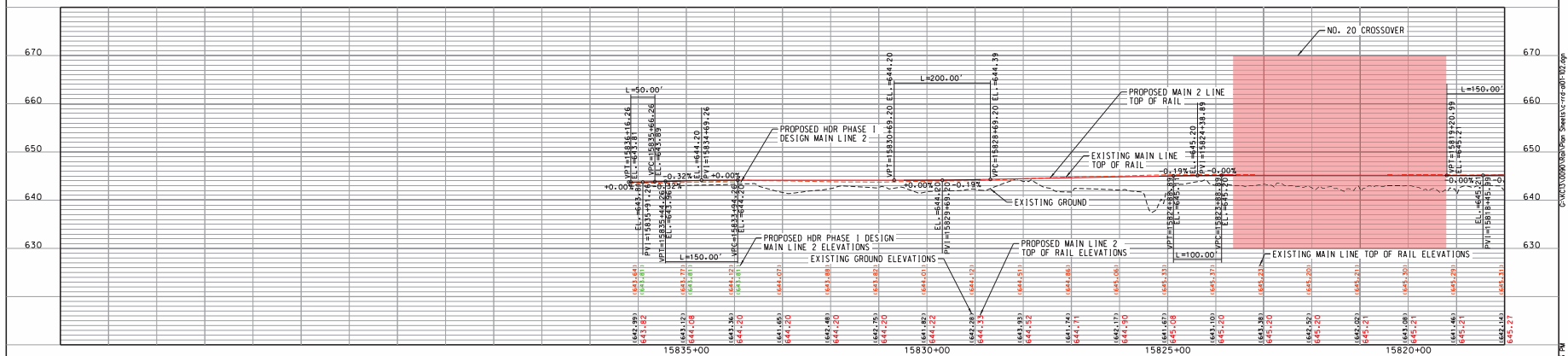
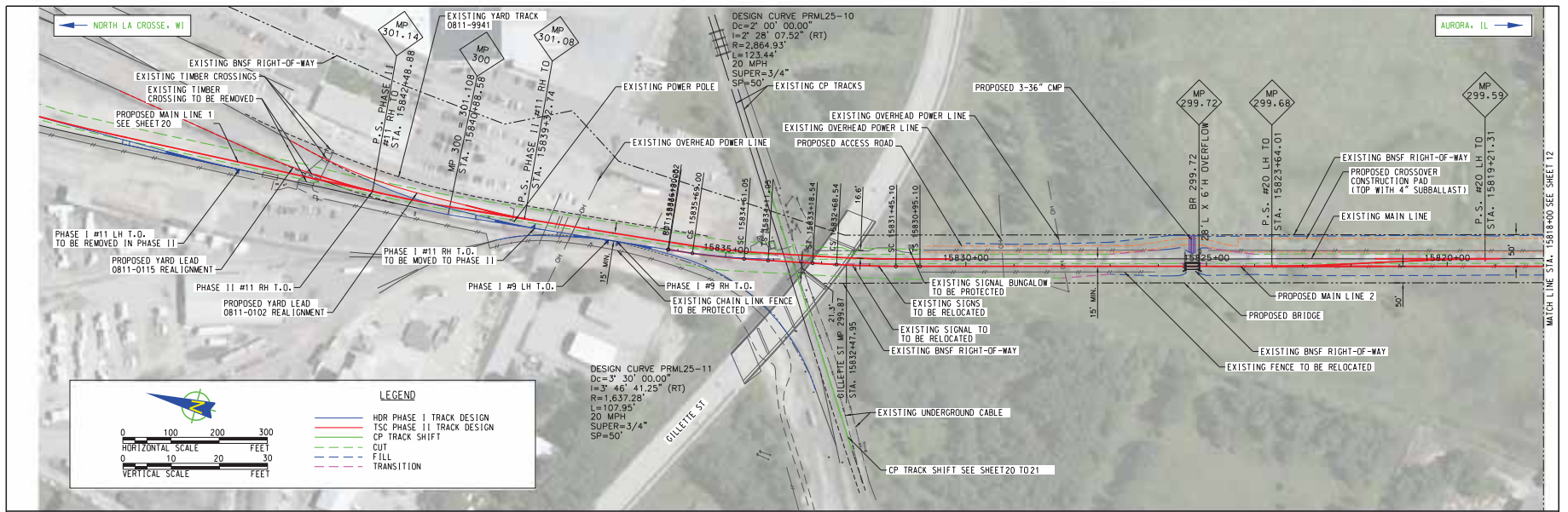
BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 TURNOUT CONSTRUCTION PAD DETAILS
 MP 300.1 TO MP 296.4

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

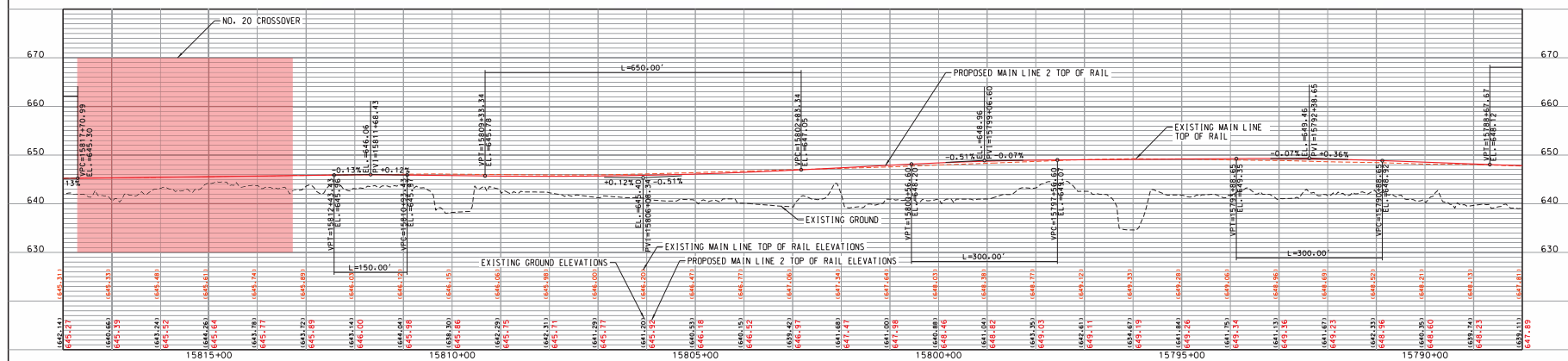
IF THIS DRAWING IS LESS THAN 22" x 34" IT IS A REDUCED SIZE DRAWING

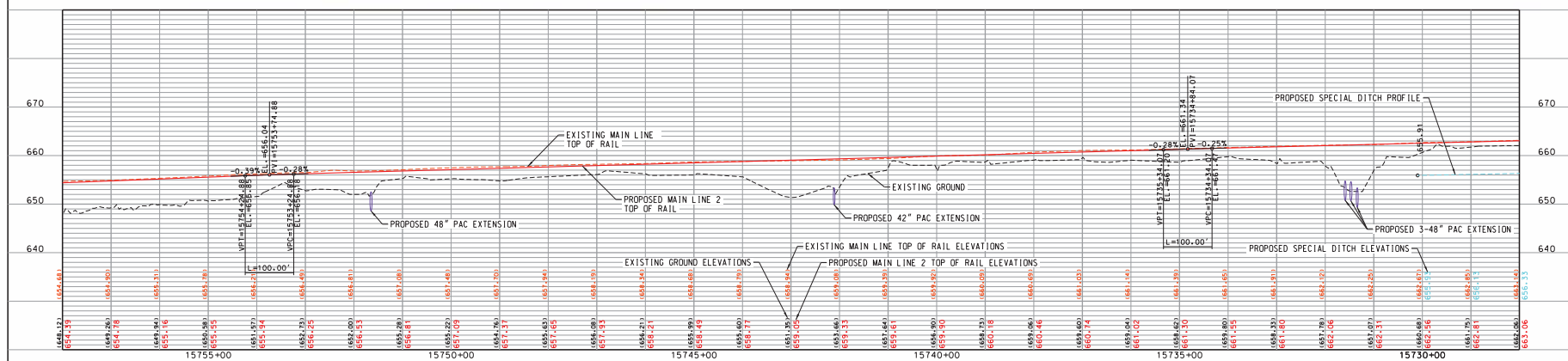
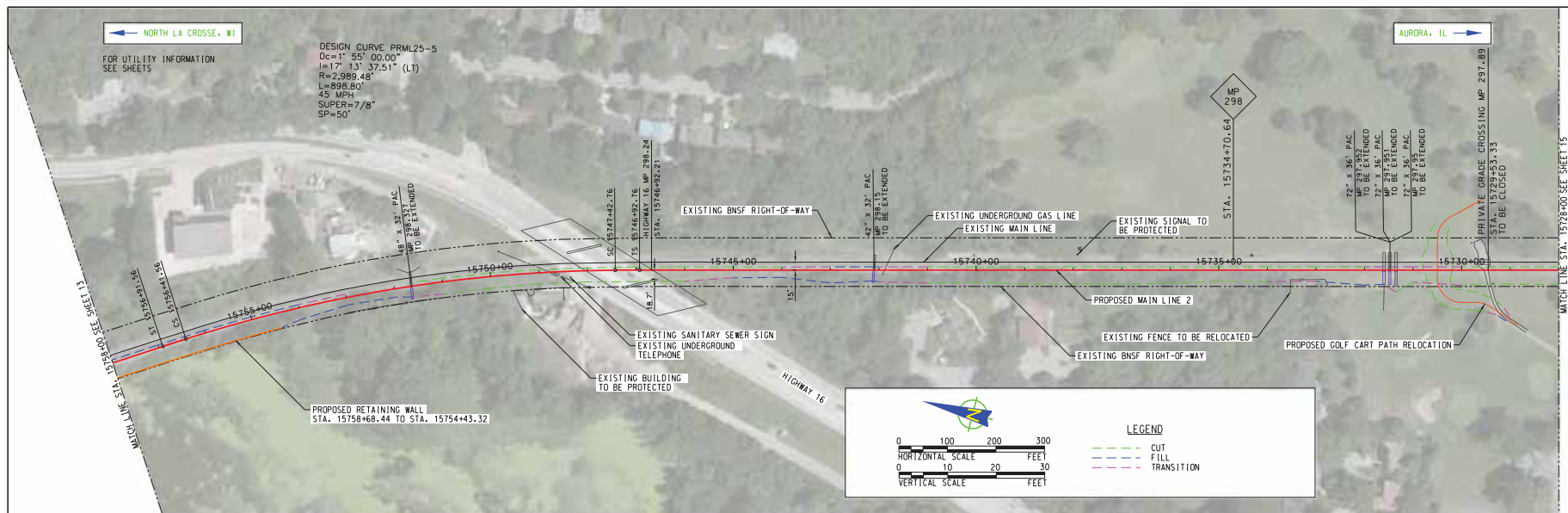


ISSUED FOR BID				INFORMATION CONFIDENTIAL ALL PLANS, DRAWINGS, SPECIFICATIONS, AND/OR INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF BNSF RAILWAY AND SHALL BE HELD CONFIDENTIAL AND SHALL NOT BE LOANED, COPIED, REPRODUCED, OR OTHERWISE DISCLOSED WITHOUT AGREEMENT WITH BNSF RAILWAY.		DESIGNED BY JLM				CONTRACT NO. P101130090 DRAWING NO. C-101 BNSF RAILWAY LA CROSSE, WI CAPACITY IMPROVEMENT PROJECT ACCESS ROAD EXHIBIT				CONTRACT NO. P101130090			
						DRAWN BY JLM								DRAWING NO. C-101			
						CHECKED BY JRH								REVISION		SHEET NO. 01 of 02	
						APPROVED BY								SCALE			
						DATE 6/4/2014		2420 Pershing Road Suite 400 Kansas City, MO 64108 PHONE: (816) 320-6600 FAX: (816) 320-6602						AS SHOWN			
REV	DATE	DESCRIPTION	BY	APP													

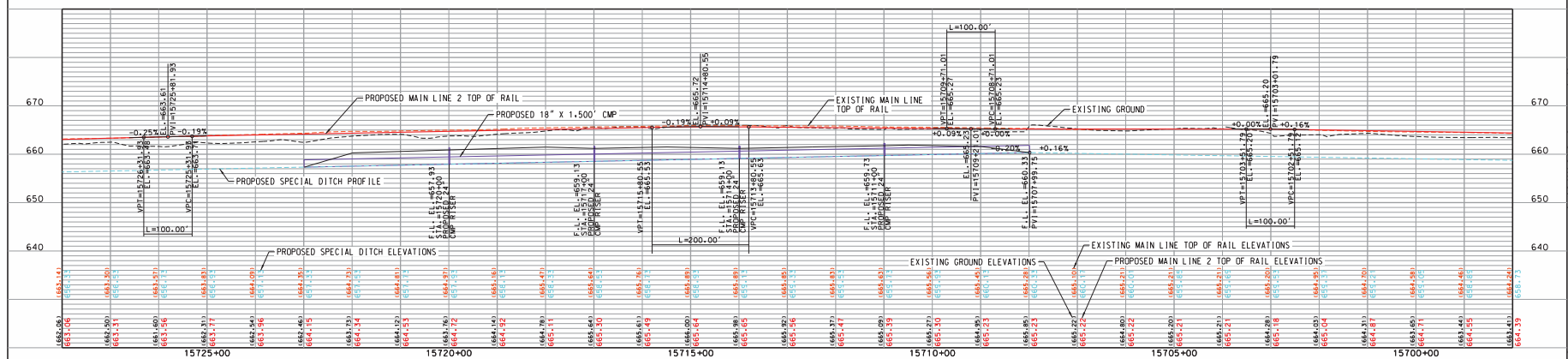
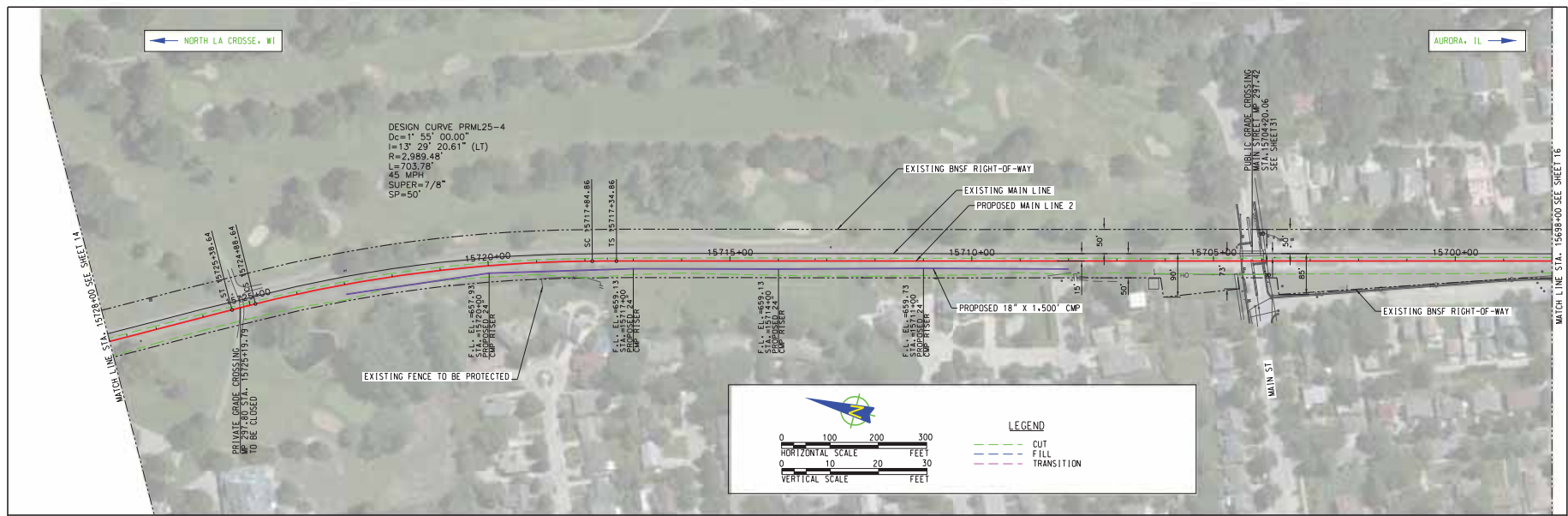


60% SUBMITTAL		DESIGNED BY JLM			CONTRACT NO. 101130090	
		DRAWN BY JLM			DRAWING NO. C-102	
CHECKED BY JRH		APPROVED BY 		BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 MAIN LINE 2 PLAN AND PROFILE MP 300.1 TO MP 296.1		
DATE 11/20/2013		DATE 11/20/2013		SCALE AS SHOWN		

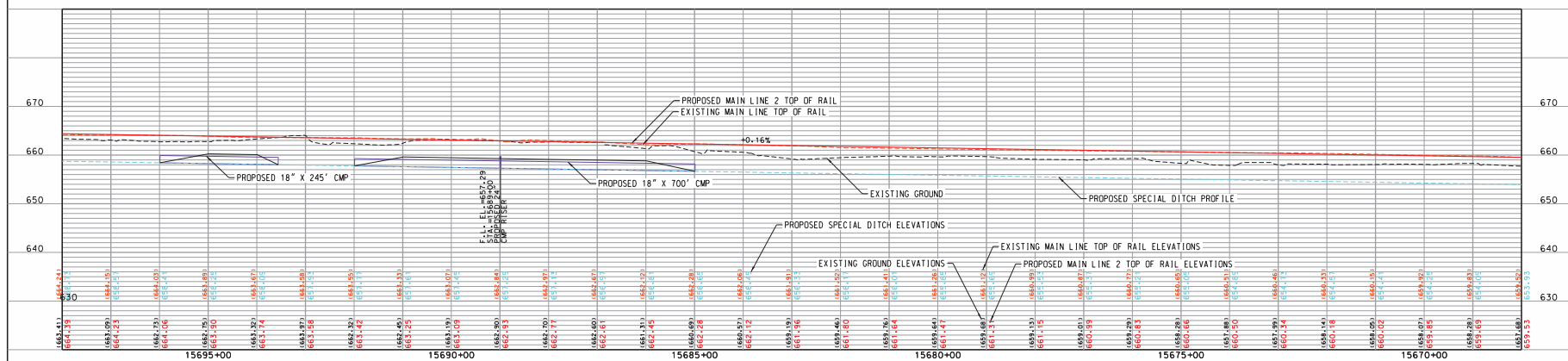
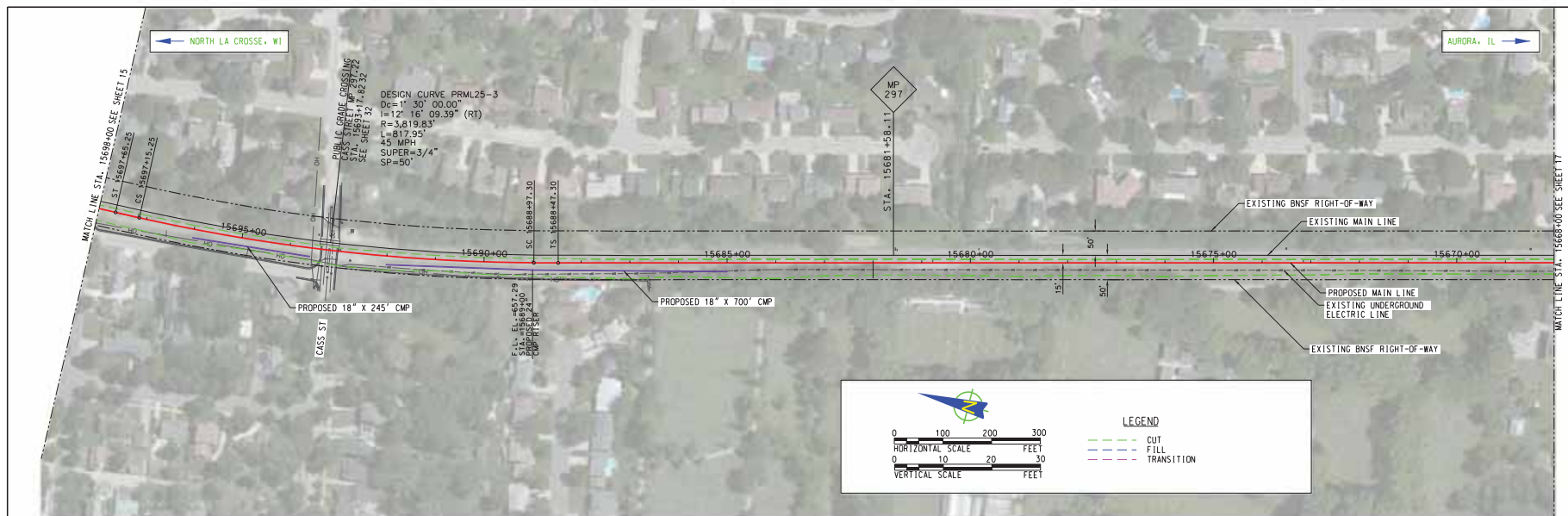




60% SUBMITTAL				DESIGNED BY JLM		 2400 Pershing Road Suite 400 Kansas City, MO 64108 PHONE: (816) 329-8000 FAX: (816) 329-8002		CONTRACT NO. 101130090	
				DRAWN BY JLM				DRAWING NO. C-105	
				CHECKED BY JRH				REVISION 14 of 114	
				APPROVED BY				SCALE AS SHOWN	
REV	DATE	DESCRIPTION		DATE	11/20/2013	BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 MAIN LINE 2 PLAN AND PROFILE MP 300.1 TO MP 296.1			



60% SUBMITTAL					DESIGNED BY JLM		  2400 Parkview Road Suite 400 Kansas City, MO 64108 PHONE: (816) 326-8800 FAX: (816) 326-8802		CONTRACT NO. 101130090		
					DRAWN BY JLM				DRAWING NO. C-106		
					CHECKED BY JRH				REVISION 15 of 114		
					APPROVED BY				SCALE AS SHOWN		
REV	DATE	DESCRIPTION	BY	APP	DATE	11/20/2013		BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 MAIN LINE 2 PLAN AND PROFILE MP 300.1 TO MP 296.1			



REV	DATE	DESCRIPTION	BY	APP

INFORMATION FOR THE USER:
 THIS DRAWING IS A PRELIMINARY DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR VERIFYING THE ACCURACY OF THE DATA PROVIDED FOR THIS PROJECT.

DESIGNED BY
JLM

DRAWN BY
JLM

CHECKED BY
JRH

APPROVED BY

DATE
11/20/2013



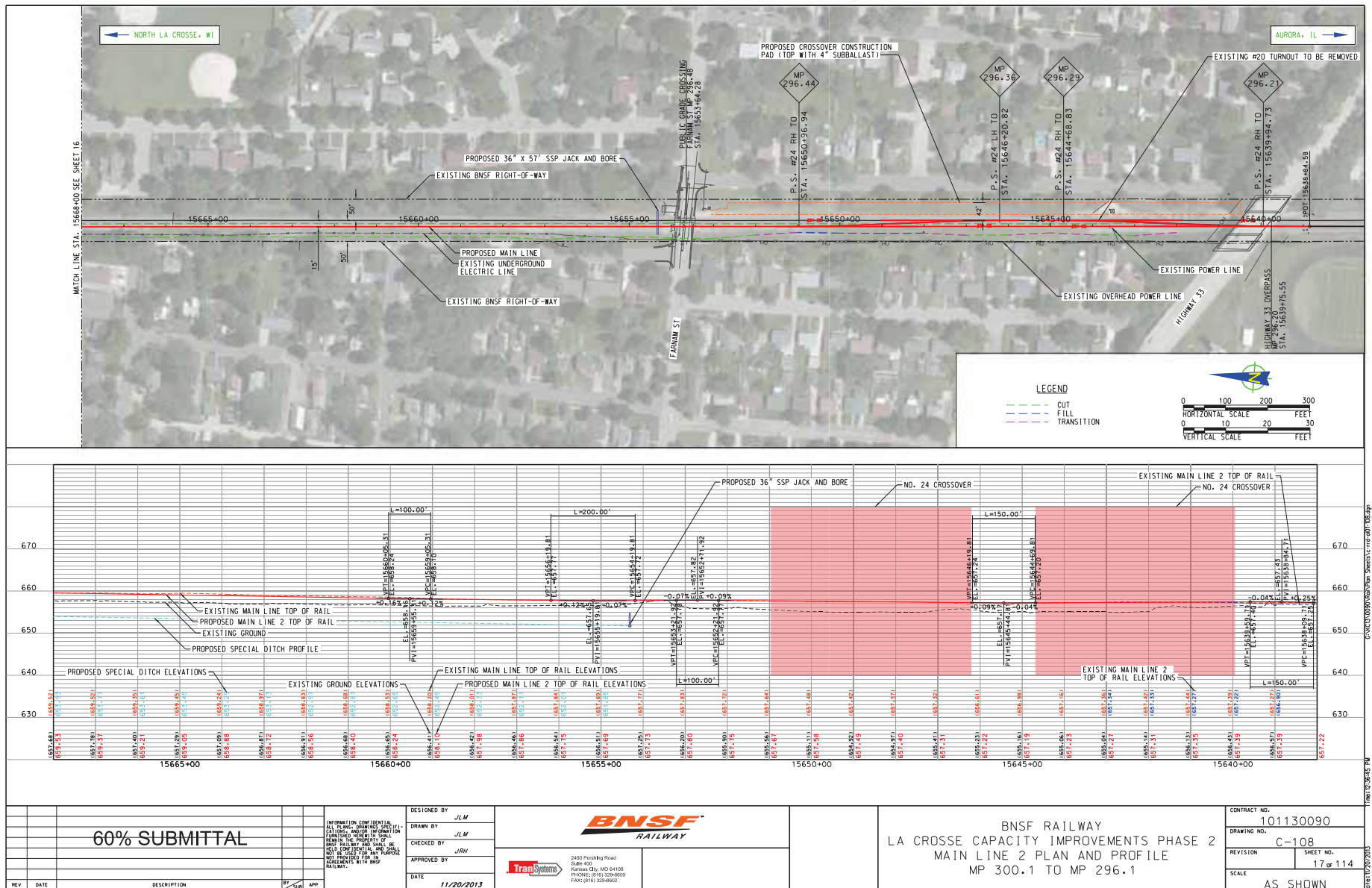
BNSF RAILWAY
 LA CROSSE CAPACITY IMPROVEMENTS PHASE 2
 MAIN LINE 2 PLAN AND PROFILE
 MP 300.1 TO MP 296.1

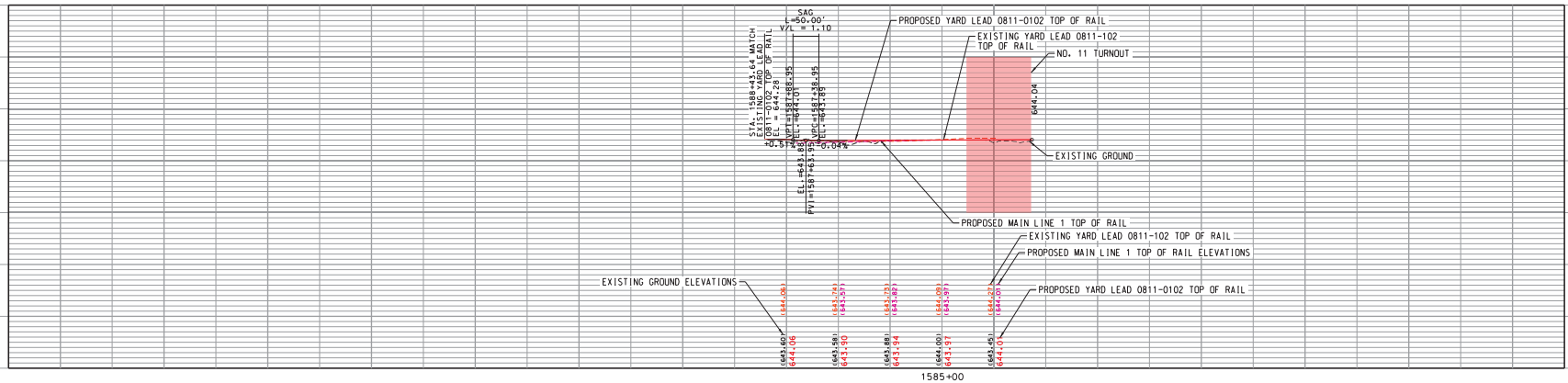
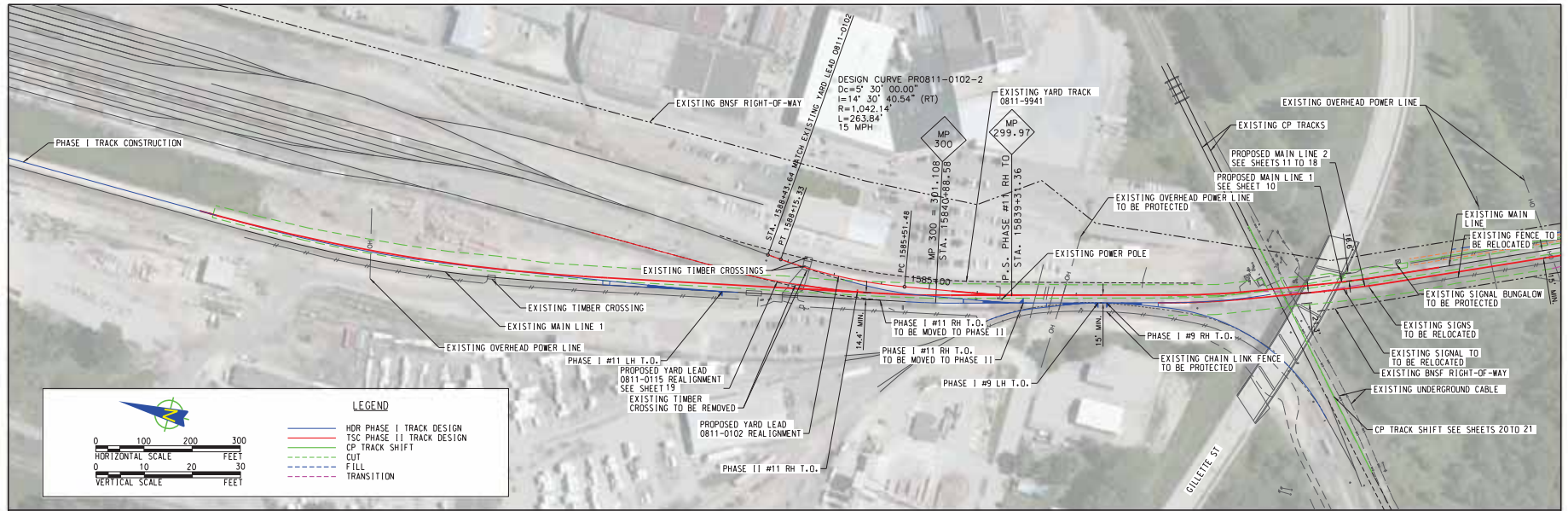
CONTRACT NO.
101130090

DRAWING NO.
C-107

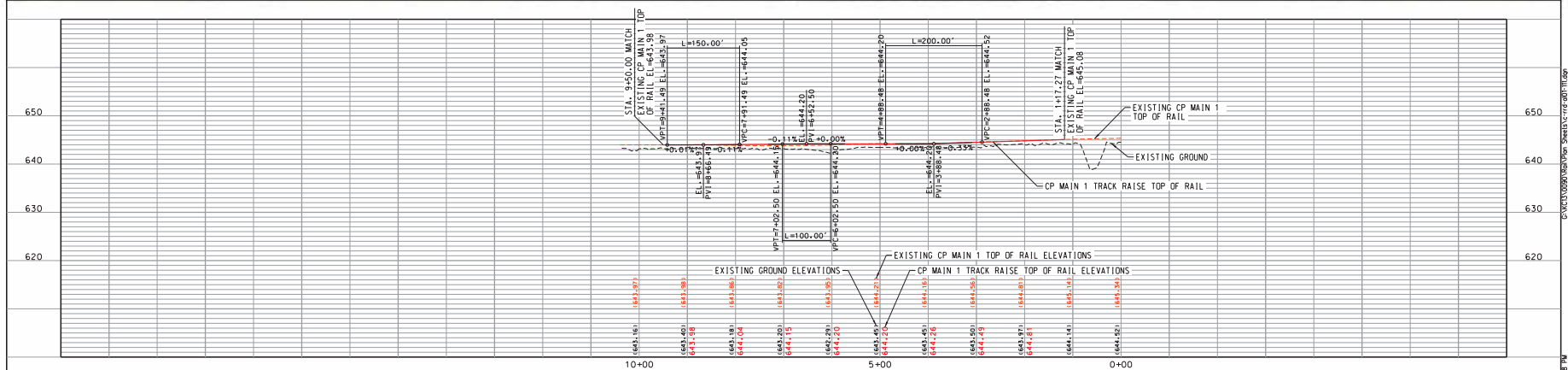
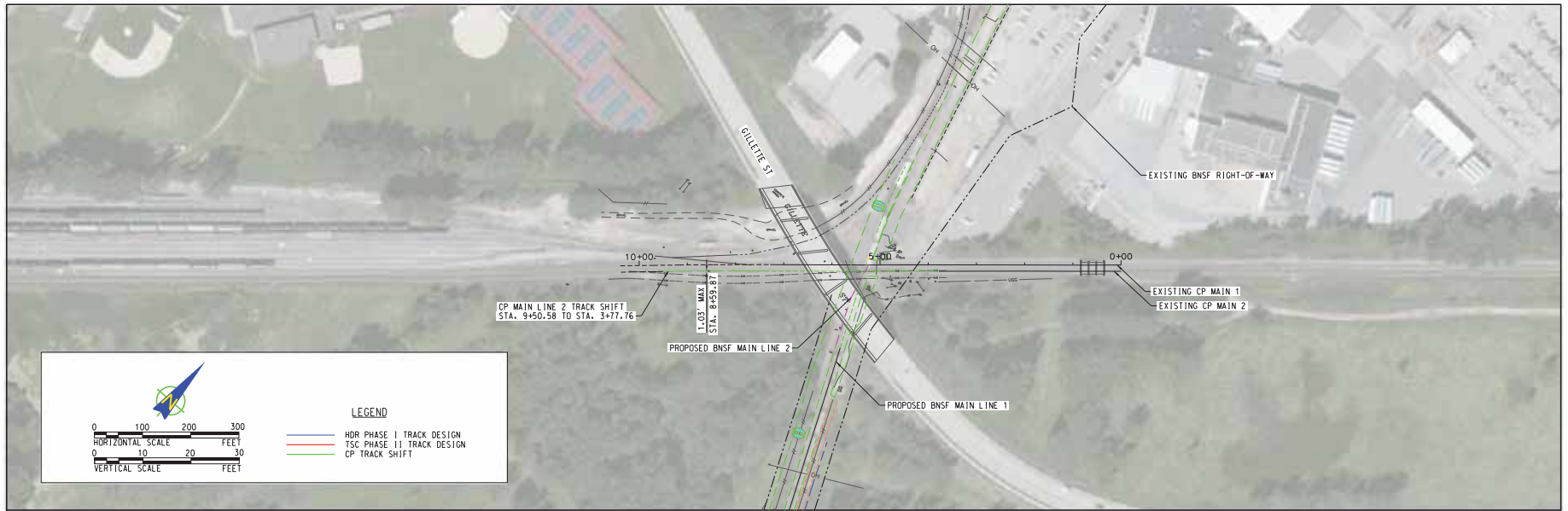
REVISION
16 of 114

SCALE
AS SHOWN

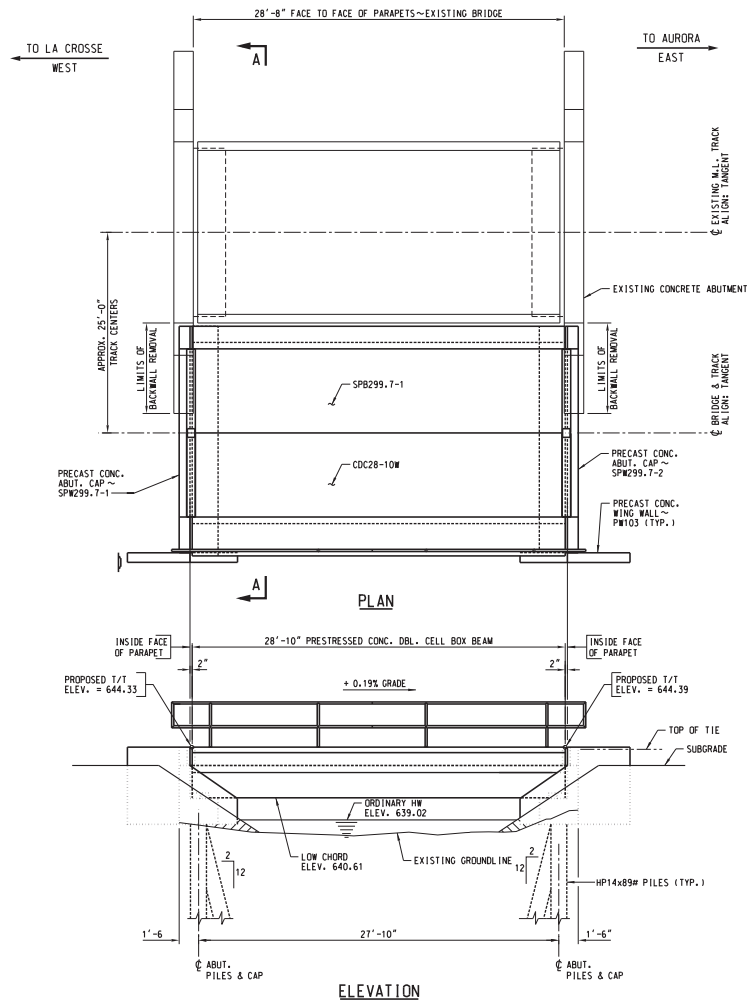




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				DRAWN BY JLM			DRAWING NO. C-109
				CHECKED BY JRH			REVISION 18 of 114
				APPROVED BY 			SHEET NO.
REV	DATE	DESCRIPTION	BY	APP	DATE	11/20/2013	SCALE AS SHOWN



60% SUBMITTAL		DESIGNED BY JLM DRAWN BY JLM CHECKED BY JRM APPROVED BY DATE 11/20/2013				BNSF RAILWAY LA CROSSE CAPACITY IMPROVEMENTS PHASE 2 CP MAIN 1 PLAN AND PROFILE MP 300.1 TO MP 296.1		CONTRACT NO. 101130090 DRAWING NO. C-111 REVISION SHEET NO. 20 of 114 SCALE AS SHOWN	
REV	DATE	DESCRIPTION	BY	APP	INFORMATION CONTAINED HEREIN IS THE PROPERTY OF BNSF RAILWAY. IT IS TO BE USED ONLY FOR THE PROJECT AND PURPOSE SPECIFICALLY IDENTIFIED IN THE CONTRACT DOCUMENTS. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BNSF RAILWAY.				



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:

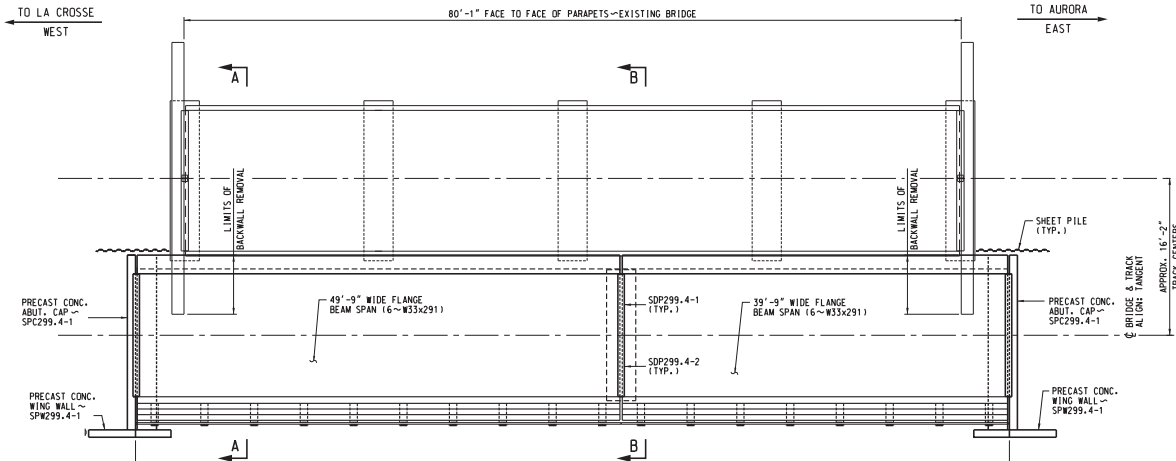
PRECAST CONCRETE: 0.9 CU. YDS.
EARTHEN EMBANKMENT: 3.8 CU. YDS.

NOTES:

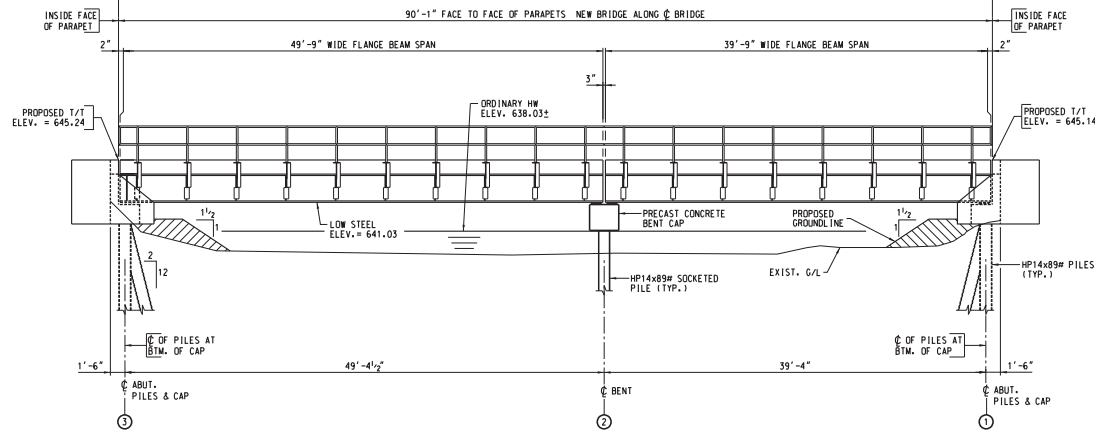
FILL GAP BETWEEN ENDS OF BEAMS AND BETWEEN END OF BEAM AND FACE OF
PARAPET WALL WITH 8"-12" x 28" x 6'-4" PILES OF PREMOLED JOINT FILLER.
AFTER ERECTION OF BEAMS, BURN OFF LIFTING LOOPS AT SURFACE OF CONCRETE
AND PATCH WITH EPOXY MORTAR.

DES: JPH	BNSF RAILWAY	AURORA TO NORTH LACROSSE
DRAWN: RLA		BRIDGE NUMBER 299.7
CHECK:	BRIDGE ENGINEERING KANSAS CITY, KS	OVER LA CROSSE RIVER OVERFLOW AT LA CROSSE, WI
DATE: NOV. 2013		GENERAL PLAN~BUILD BRIDGE
AUTH:	APPROVED:	PLAN NO: 0003-299.7-001
LINE SEG: 0003	ASST. DIRECTOR STRUCTURES DESIGN	SHEET: 1 of 1

TranSystems



PLAN
SEE SHEET 2 FOR SECTIONS A-A & B-B.
+ 0.73% GRADE



ELEVATION

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.

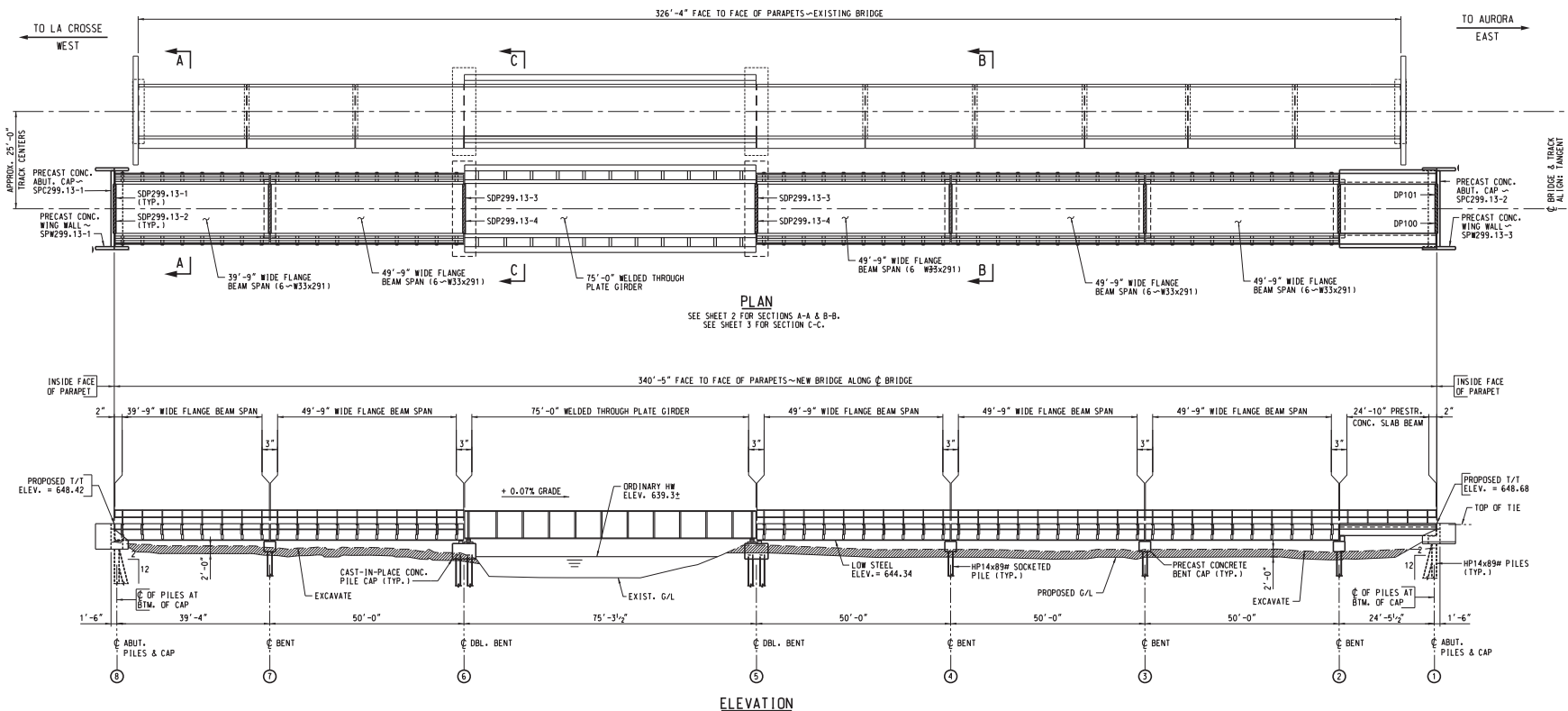
SYMBOL X:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

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 BRIDGE NUMBER 299.4
DRAWN: JLD	BRIDGE ENGINEERING KANSAS CITY, KS	OVER LA CROSSE RIVER OVERFLOW AT LA CROSSE, WI
CHECK:		GENERAL PLAN ~ BUILD BRIDGE
DATE: NOV. 2013		
AUTH:	APPROVED:	
LINE SEG: 0003	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.
CORR. 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 X12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

HANDLING NOTES:

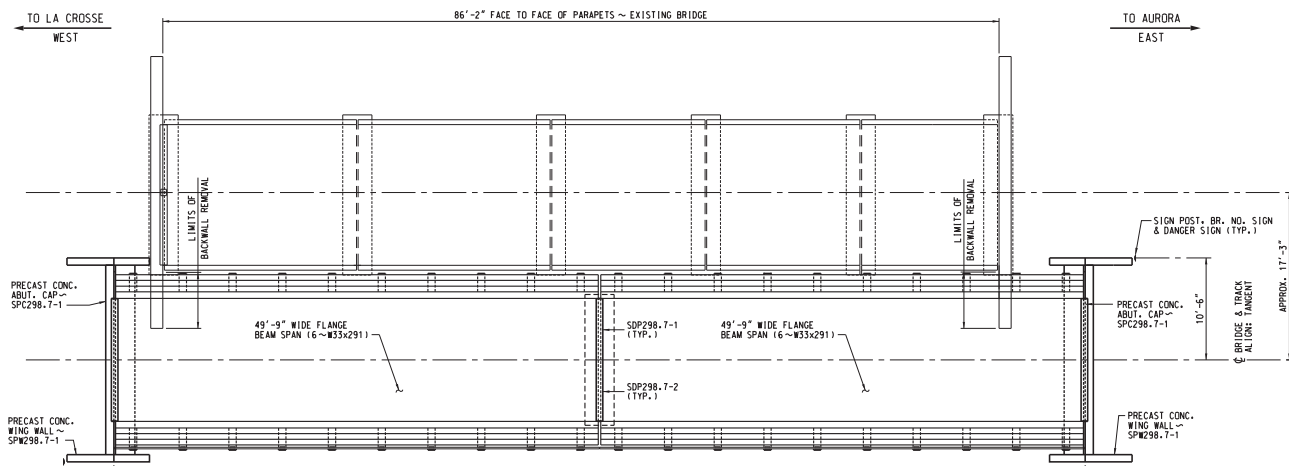
PRESTRESSED CONCRETE SPANS SHOULD ALWAYS BE LIFTED BY THE DEVICES CAST INTO THEM BY THE FABRICATOR. IF SPANS ARE NOT GOING TO BE PLACED IN SERVICE IMMEDIATELY UPON RECEIPT IN THE FIELD, THEY MUST BE PLACED ON BLOCKING WHICH SUPPORTS THEM AT THE VERY ENDS. IN ADDITION, IF THEY ARE GOING TO BE STORED ON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

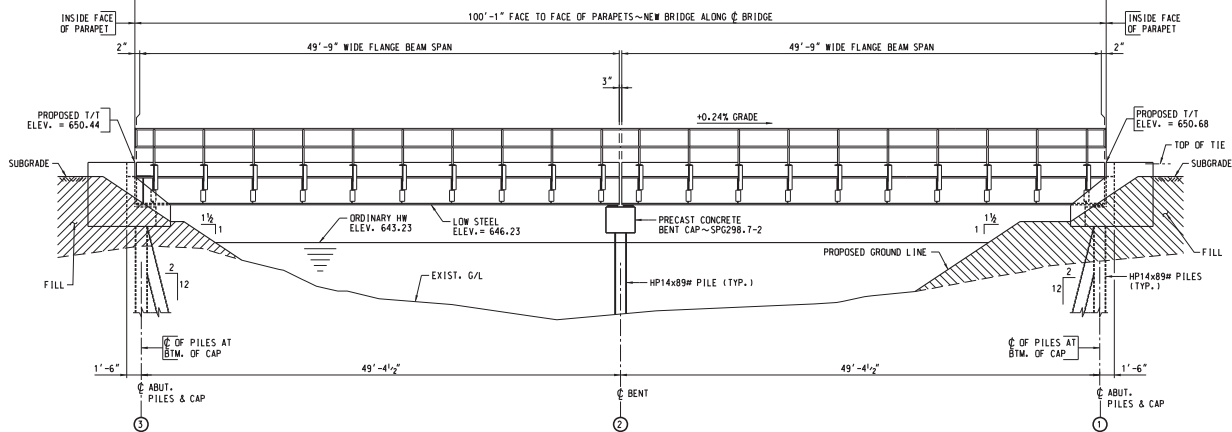
CAST-IN-PLACE CONCRETE: 0.3 CU. YDS.

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

TransSystems



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 X1/2 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 ENGINEERING KANSAS CITY, KS	BRIDGE NUMBER 298.7
CHECK:		OVER COULEE BOTTOMS AT LA CROSSE, WI
DATE: NOV. 2013		GENERAL PLAN ~ BUILD BRIDGE
AUTH:	APPROVED:	
LINE SEG: 0003	ASST. DIRECTOR STRUCTURES DESIGN	PLAN NO: 0003-298.7-001
		SHEET: 1 OF 2