Information for: File # 2014-00989-RQM

Applicant: BNSF Railroad

Corps Contact: Robert Maroney

Address: 10867 East Gull Lake Drive NW Brainerd, Minnesota 56401

E-Mail: robert.q.maroney@usace.army.mil

Phone: (651) 290-5766

Primary County: Morrison County, Minnesota

Section, Township, Range: Sections: 1 & 12, T129N, R30W; Sections: 7 & 18,

T129N, R29W.

Information Complete On: 23 December 2014

Posting Expires On: 4 January 2014

Authorization Type: LOP-05-MN

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 07-01. We have made a preliminary 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. Our jurisdictional review and final jurisdictional determination could result in modifications to the scope of the project's regulated water body and/or wetland impacts and compensatory mitigation requirements identified above. Approved jurisdictional determinations are posted on the St. Paul District web page at http://www.mvp.usace.army.mil/.

PROJECT DESCRIPTION AND PURPOSE:

Project Description

The BNSF is proposing to construct a second main track and yard track improvements between BNSF mile post (MP) 105.7 (East of the Broadway Crossing in Little Falls, MN) to BNSF MP 109.1 (East end of Darling, MN Siding). The second main will be at 15-foot centers. Yard tracks will be at 15 to 30-foot centers. There are two culverts to be extended and one culvert to be replaced on the project. The culvert will be extended or replaced with corrugated metal pipe matching the existing size.

Project Purpose
The purpose of the proposed construction of approximately 3.4 miles of BNSF second main track and 1.0 miles of yard track from the city of Little Falls to the east end of the Darling Siding is to eliminate an existing bottleneck and improve the capacity of the Staples Subdivision. Improvements to the corridor provide the ability to:

- Improve velocity through the corridor to increase efficiency and decrease transit times for freight and Amtrak Empire Builder service between Chicago, IL and major Pacific Northwest commercial hubs of Seattle, WA and Portland, OR
- Improve on-time performance and reliability to meet consumer demand for freight traffic
- Reduce idling locomotives adjacent to the project
- Perform necessary maintenance on infrastructure to maintain a state of good repair

Project Need
The need for the proposed action is based on limitations of the existing single track rail infrastructure within the corridor. This corridor is a high traffic area with increased idling times, and reduced efficiency for the BNSF. The bottleneck between the Little Falls and Darling Sidings results in average speeds through the corridor that are far lower than safe design speeds supported by the track geometry. BNSF is constantly looking for ways to improve velocity on their network and provide a better service to their customers. The ability to provide on-time delivery of consumer goods by freight rail and passenger service by Amtrak is dependent on increasing the efficiency of all trains through the corridor.

Locomotives idle on the existing Little Falls and Darling Sidings while waiting to proceed through the corridor's single track segment. The number of idling locomotives on the existing Little Falls and Darling sidings can be reduced by adding the second main track between the sidings. Freight and passenger service on the existing single track segment incurs significant disruptions during required maintenance activities. Adding capacity on the corridor will allow necessary maintenance to be performed on one track while the other is in service, thereby avoiding complete disruptions to freight and passenger service on the existing single track segment during maintenance.

WATERS OF THE UNITED STATES SUBJECT TO LOSS:

Aquatic resource types and quantities impacted by this project include 2.65 acres of wetlands. Wetland community types and quantities impacted by this project are: 0.75 acres of fresh wet meadow (Type 2), 1.9 acres of shallow marsh wetland community (Type 3).

ALTERNATIVES CONSIDERED:

No-Build Alternative

The no-build alternative would consist of leaving the railway as it currently exists along this corridor. The no-build alternative would not fulfill the overall project purpose. The no-build alternative will be carried forward for analysis for comparison to the applicant preferred alternative.

Design/Construction Alternatives

The applicant provided no design or construction alternatives.

Location Alternatives

The applicant provided no alternate location alternatives to the applicant preferred alternative because the railway exists in this location.

Alternative A (Applicant Preferred)

The applicant preferred alternative is to construct a second main track and yard track improvements between BNSF mile post (MP) 105.7 (East of the Broadway Crossing in Little Falls, MN) to BNSF MP 109.1 (East end of Darling, MN Siding). The second main will be at 15-foot centers. Yard tracks will be at 15 to 30-foot centers. There are two culverts to be extended and one culvert to be replaced on the project. The culvert will be extended or replaced with corrugated metal pipe matching the existing size.

COMPENSATORY MITIGATION: Compensatory wetland mitigation credits for unavoidable wetland impacts from the project are proposed to be debited from State account numbers 1511 and 1443. The compensatory mitigations banks are Corps approved and are located in Bank Service Area 5.

National Historic Preservation Act (Section 106)

Section 106 of the National Historic Preservation Act will be addressed in accordance with the Programmatic Agreement between the St. Paul District Army Corps of Engineers and the Minnesota State Historic Preservation Office.

Endangered Species Act

The St. Paul District Army Corps of Engineers has made a determination of "No Effect", completing the consultation requirements defined in Section 7 of the Endangered Species Act of 1973, as amended.

Drawings See attached.

BNSF RAILWAY

TWIN CITIES DIVISION
LITTLE FALLS TO DARLING - MORRISON COUNTY
PROPOSED MAIN LINE

VICINITY MAP
NOT TO SCALE

STAPLES SUBDIVISION
LINE SEGMENT 25
MP 105.6 TO MP 111.3

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TranSystems
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KANSAS CITY, MO 64108
PHONE: 816-329-8600
FAX: 816-329-8602

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UTILITIES

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

SYMBOLS

EXISTING PROPOSED

CANTILEVER WITH DUAL SIGNALS
CANTILEVER WITH SIGNALS
CITY OR COUNTY BOUNDARY
CONCRETE PANELS
CROSSING GATE & FLASHING LIGHTS
CROSSING GATE
FLASHING LIGHTS
RAILROAD CROSSING SYMBOL
RAILROAD SIGNAL (SINGLE UNIT)
RAILROAD SIGNAL (DOUBLE UNIT)
SIGNPOST
℄ DITCH FLOWLINE
FENCE

EXISTING PROPOSED

MILEPOST (MP XX)
RIGHT-OF-WAY
LEASE / EASEMENT
GRADING LIMIT FILL
GRADING LIMIT CUT
GRADING LIMIT TRANSITION
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
ACCESS ROADS
POINT OF SWITCH (MANUAL)
POINT OF SWITCH (POWER)
CROSSOVER MANUAL
CROSSOVER POWER
TURNOUT MANUAL
TURNOUT POWER

TYPICAL TURNOUT IDENTIFYING POINTS
PS
½" POINT OF FROG
LAST SWITCH TIE
HEEL OF FROG

ABBREVIATIONS

&	AND
@	AT
°	DEGREE(S)
'	FOOT or FEET or MINUTE(S)
"	INCH or INCHES or SECOND(S)
%	PERCENT
#	POUND or NUMBER
△	CENTRAL ANGLE OF CIRCULAR CURVE
2500	TRACK 2500
AC	ASPHALT CONCRETE
AP	ANGLE POINT
APE	AREA OF POTENTIAL EFFECT
APPROX	APPROXIMATELY
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AVE	AVENUE
BC	BEGINNING OF CURVE
BLVD	BOULEVARD
BNSF	BURLINGTON NORTHERN SANTA FE RAILWAY
BM	BENCHMARK
BR	BRIDGE
CB	CATCH BASIN
CC	CENTER OF CURVE
CIP	CAST IRON PIPE OR CAST IN PLACE
C/L OR ℄	CENTERLINE
CLR	CLEAR
CONC	CONCRETE
CMP	CORRUGATED METAL PIPE
CP	CONTROL POINT
CORR	CORRUGATED
CS	CURVE TO SPIRAL
CT	CONCRETE TIES
CTLVR	CANTILEVER
DC	DEGREE OF CURVE
DESC	DESCRIPTION
DI	DUCTILE IRON
DIP	DUCTILE IRON PIPE
DOT	DEPARTMENT OF TRANSPORTATION
DR	DRIVE
DU	DUCT
DWG	DRAWING
Ea	SUPERELEVATION, ACTUAL
E	EAST or EASTERLY or EASTING
EC	END OF CURVE
EF	EACH FACE
EGL	ENERGY GRADE LINE
EL or ELEV	ELEVATION
EQ	EQUAL or EQUATION
EQNAHD	EQUATION AHEAD
EQNBK	EQUATION BACK
EW	EACH WAY
Eu	SUPERELEVATION, UNBALANCED
EX	EXISTING
EXMT OR EMT	EXISTING MAIN TRACK
EMT1	EXISTING MAIN TRACK 1
EMT2	EXISTING MAIN TRACK 2
F	FREIGHT
FH	FIRE HYDRANT
FL	FLOWLINE
FS	FINISHED SURFACE
FT	FOOT or FEET
G	GRADE
G1	GRADE ENTERING VERTICAL CURVE
G2	GRADE EXITING VERTICAL CURVE
go	GAGE
GB	GRADE BREAK
GM	GAS MATER
GRD	GROUND
GV	GAS VALVE
HGL	HYDRAULIC GRADE LINE
HORIZ	HORIZONTAL
HP	HIGH POINT or HIGH PRESSURE
HWY	HIGHWAY
I	TOTAL INTERSECTION ANGLE
INV	INVERT
L	LENGTH
Lc	LENGTH OF CURVE (CIRCULAR)
LF	LINEAR FOOT or LINEAR FEET
LH	LEFT HAND
LP	LOW POINT
Ls or LS	LENGTH OF SPIRAL
LT	LEFT
MAIN	MAIN TRACK
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MP	MILEPOST or MEDIUM PRESSURE
MSST	MAIN STREET SPUR TRACK
MT	MAIN TRACK
MTD	MULTIPLE TILE DUCT
N	NORTH or NORTHERLY or NORTHING
NMT1	NEW MAIN TRACK 1
NMT2	NEW MAIN TRACK 2
NMT3	NEW MAIN TRACK 3
NO	NUMBER or NORTHERN
NTS	NOT TO SCALE
NW	NORTHWEST
OD	OUTSIDE DIAMETER
OH	OVERHEAD
OP	OVERPASS
OPP	OPPOSITE
OTM	OTHER TRACK MATERIAL
O. TO O.	OUT TO OUT
P or PSGR	PASSENGER
PB	PULLBOX
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVATURE or PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
PIP	PROTECT IN PLACE
PITO	POINT OF INTERSECTION OF TURNOUT
POB	POINT OF BEGINNING
POE	POINT OF ENDING
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROP	PROPOSED
PS	POINT OF SWITCH
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE or POLYVINYL CHLORIDE (PIPE)
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS or RATE OF CHANGE
RCB	REINFORCED CONCRETE BOX
ROW or R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RH	RIGHT HAND
RPM	RAISED PAVEMENT MARKER
RR	RAILROAD
RT	RIGHT
S	SOUTH or SOUTHERLY or SLOPE
SC	SPIRAL TO CURVE
SDMH	STORM DRAIN MANHOLE
SDNG	SIDING TRACK
SF	SQUARE FOOT or SQUARE FEET
SO	SOUTHERN
SMH or SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
ST	STREET or SPIRAL TO TANGENT
SUB	SUBDIVISION
SW	SOUTHWEST
T	TANGENT or TALGO
TC	TRACK CENTER(S) or TOP OF CURB
TG	TOP OF GRATE
TGC	THE GAS COMPANY
T.O. or TO	TURNOUT
T/R or TOR	TOP OF RAIL
TF	TRACK FOOT or TRACK FEET
TRK	TRACK
TS	TANGENT TO SPIRAL
TT	TIMBER TRANSITION TIES
TYP	TYPICAL
UD	UNDERDRAIN
UNO	UNLESS NOTED OTHERWISE
UP	UNDERPASS
UPRR	UNION PACIFIC RAILROAD
V	VELOCITY
VAR	VARIES
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
W	WEST or WESTERLY
WM	WATER METER
WV	WATER VALVE
XING	CROSSING
XO	CROSSOVER

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BNSF RAILWAY
LITTLE FALLS TO DARLING
SYMBOLS AND ABBREVIATIONS
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
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REVISION
SHEET NO. 3 of 62
SCALE AS SHOWN

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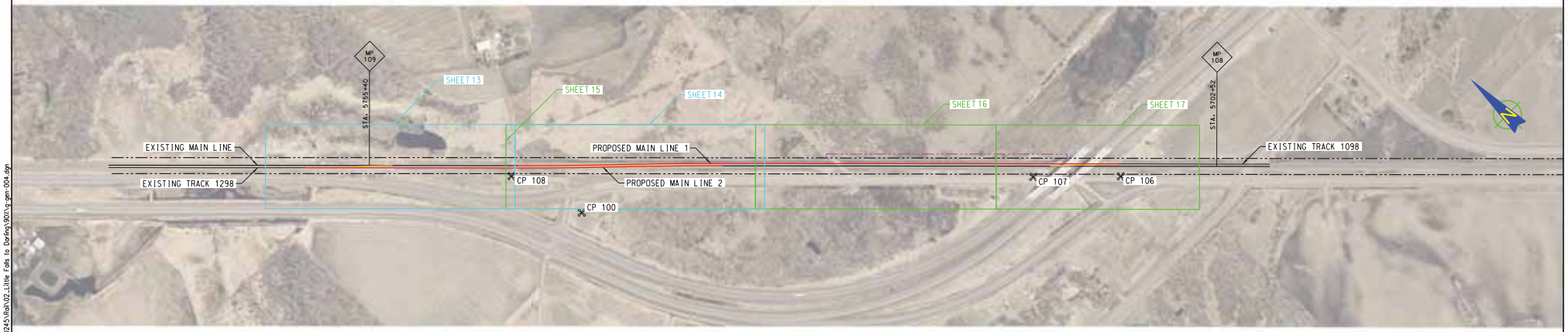

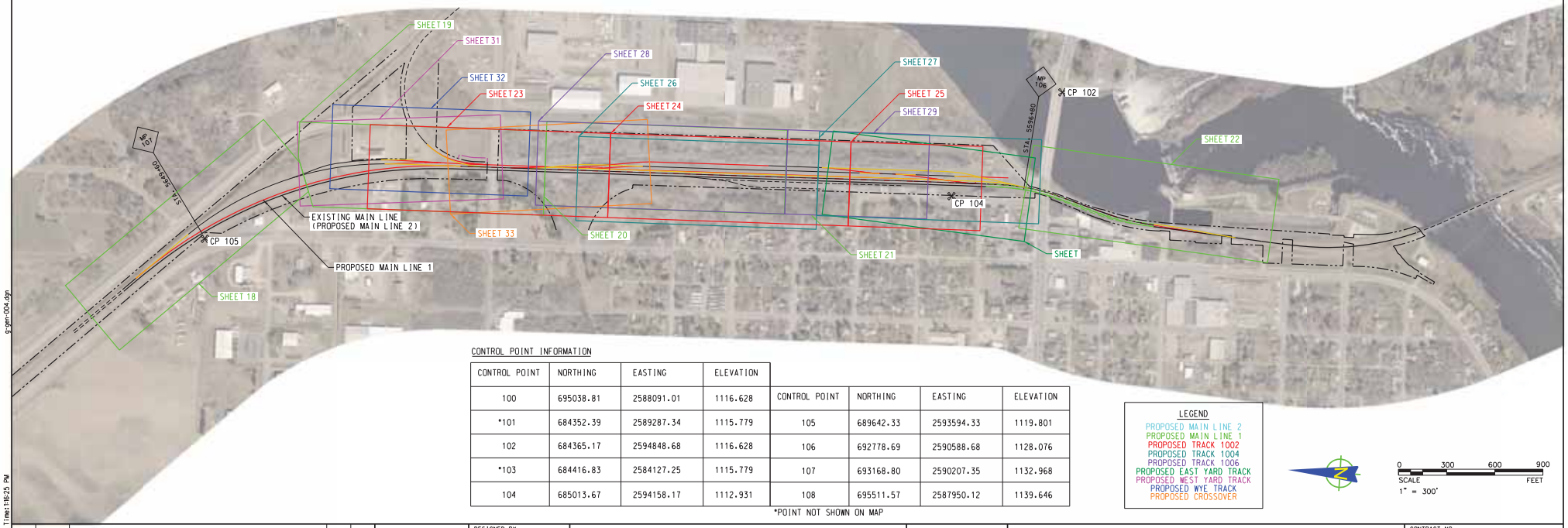

CONTROL POINT INFORMATION

CONTROL POINT	NORTHING	EASTING	ELEVATION
100	695038.81	2588091.01	1116.628
*101	684352.39	2589287.34	1115.779
102	684365.17	2594848.68	1116.628
*103	684416.83	2584127.25	1115.779
104	685013.67	2594158.17	1112.931

CONTROL POINT	NORTHING	EASTING	ELEVATION
105	689642.33	2593594.33	1119.801
106	692778.69	2590588.68	1128.076
107	693168.80	2590207.35	1132.968
108	695511.57	2587950.12	1139.646

*POINT NOT SHOWN ON MAP

LEGEND
PROPOSED MAIN LINE 2
PROPOSED MAIN LINE 1
PROPOSED TRACK 1002
PROPOSED TRACK 1004
PROPOSED TRACK 1006
PROPOSED EAST YARD TRACK
PROPOSED WEST YARD TRACK
PROPOSED WYE TRACK
PROPOSED CROSSOVER

0 300 600 900
SCALE FEET
1" = 300'

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LITTLE FALLS TO DARLING
SITE MAP
MP 105.6 TO MP 111.3

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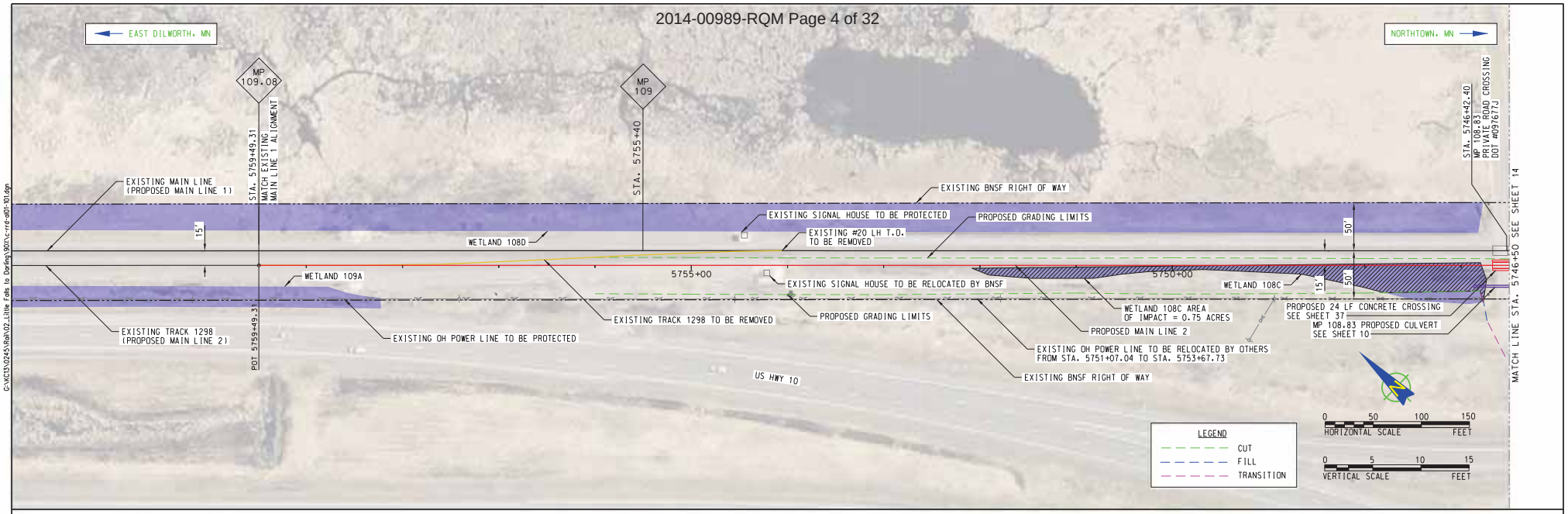

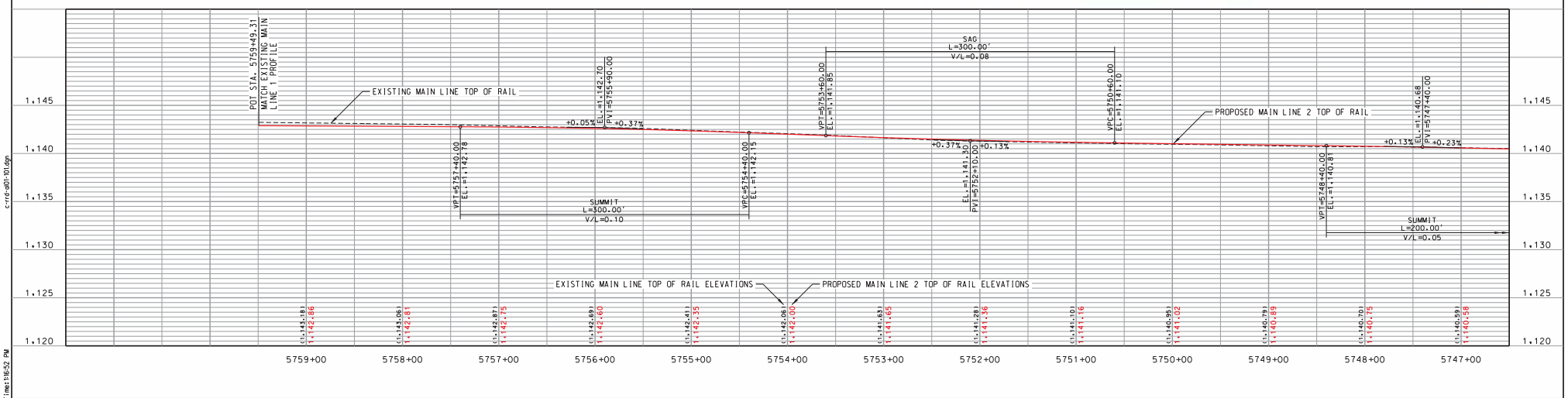

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LITTLE FALLS TO DARLING
PROPOSED MAIN LINE 2 PLAN PROFILE
MP 105.6 TO MP 111.3

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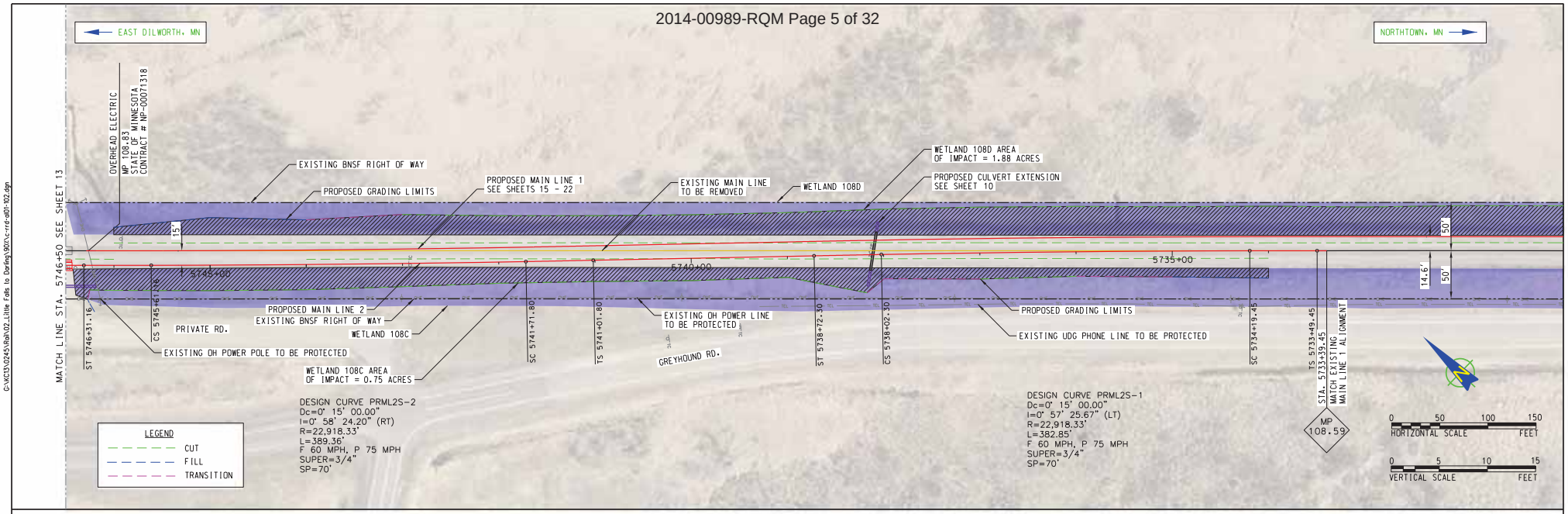

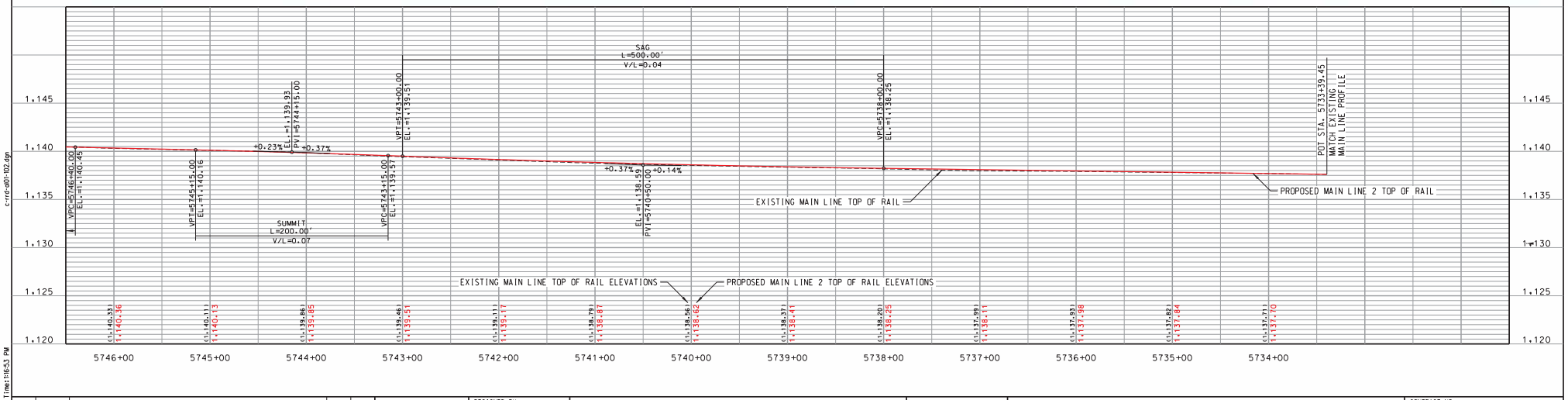

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MP 105.6 TO MP 111.3

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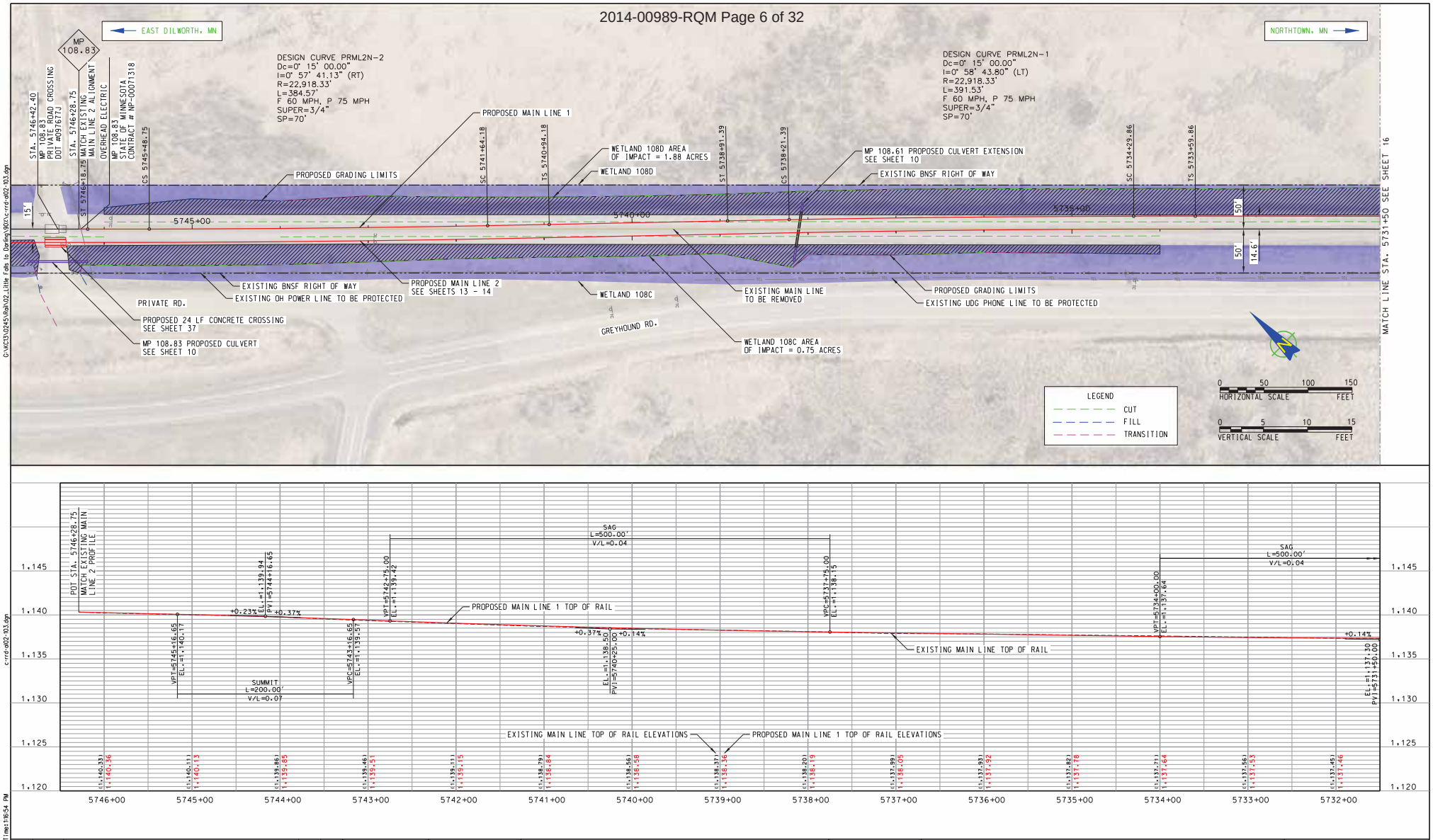

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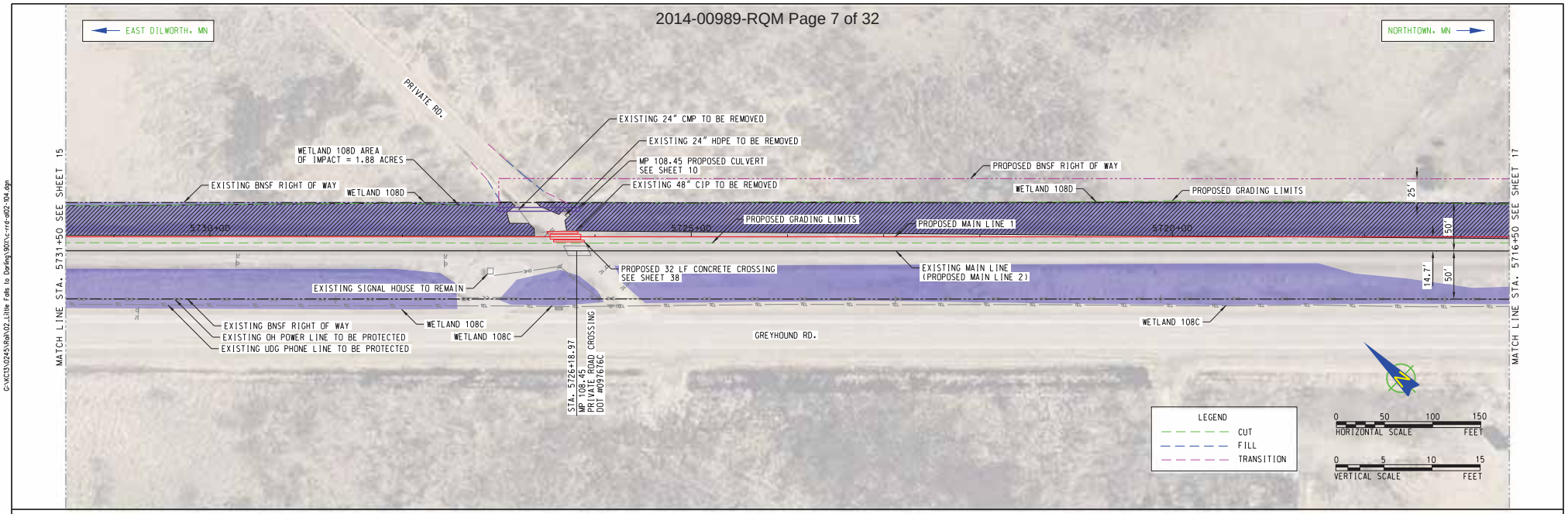

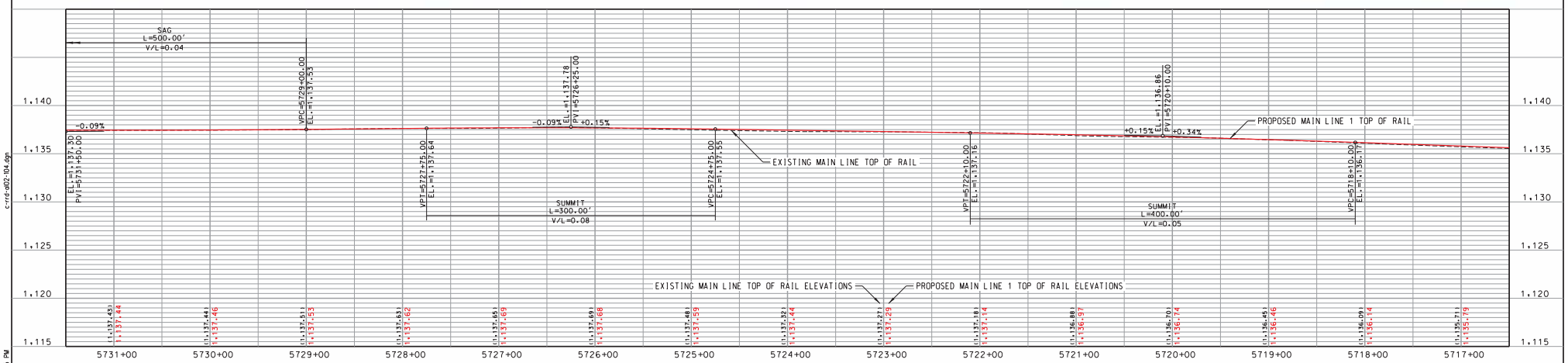

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LITTLE FALLS TO DARLING
PROPOSED MAIN LINE 1 PLAN & PROFILE
MP 105.6 TO MP 111.3

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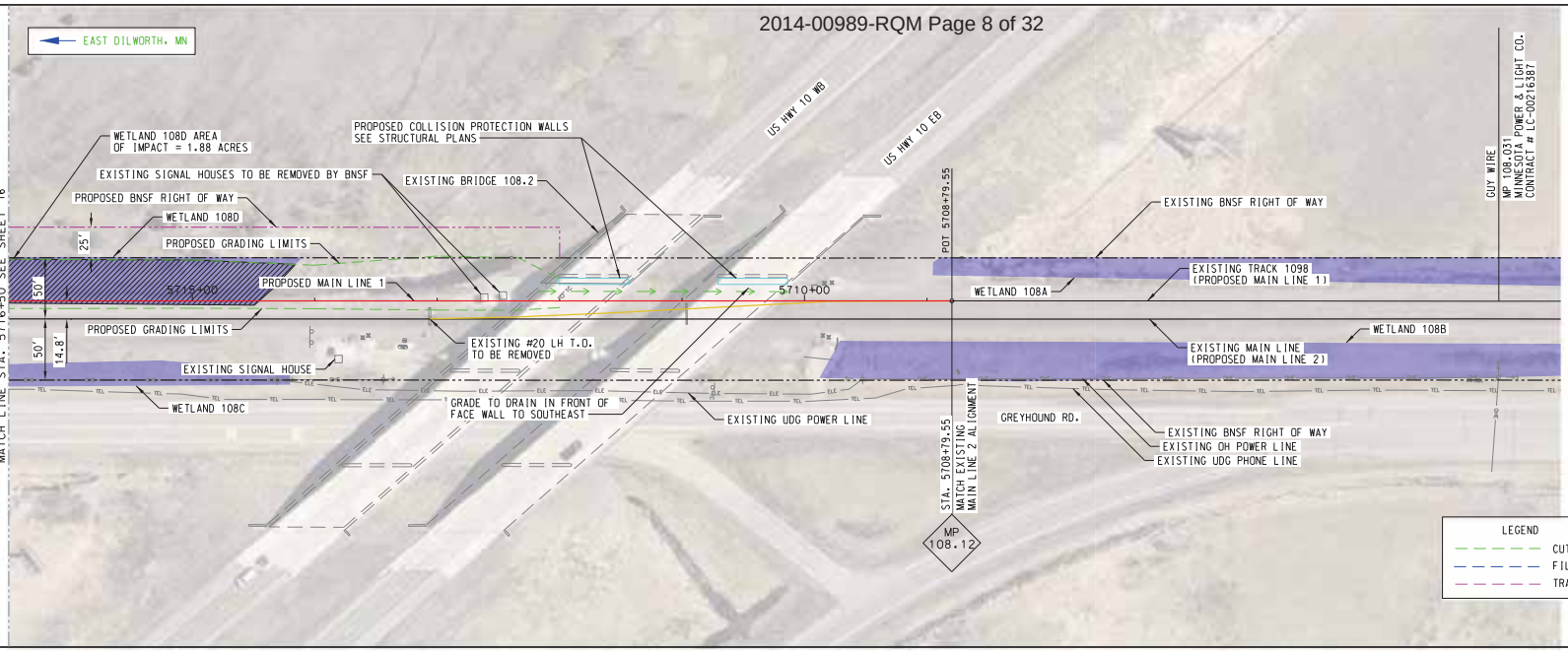

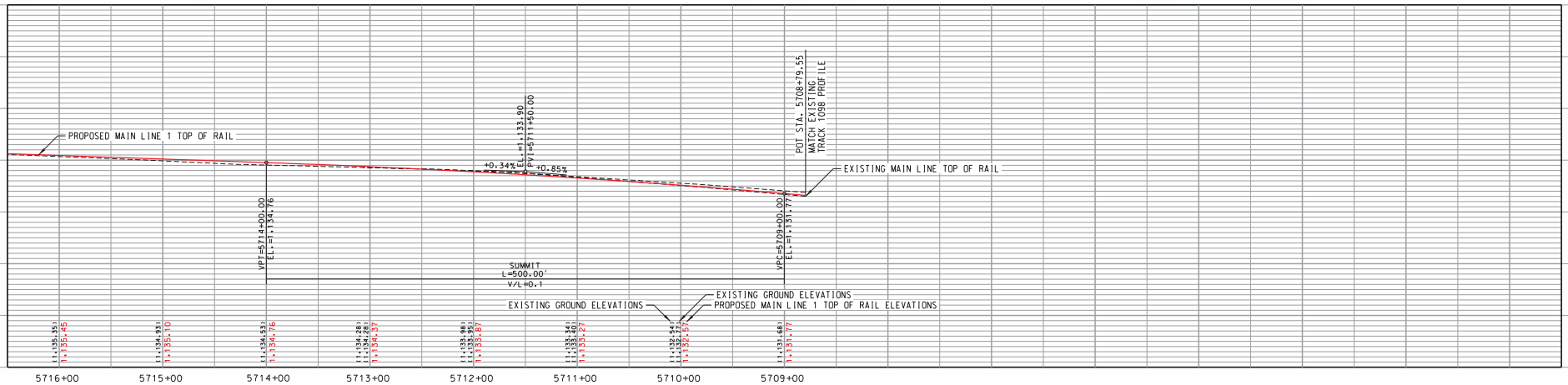

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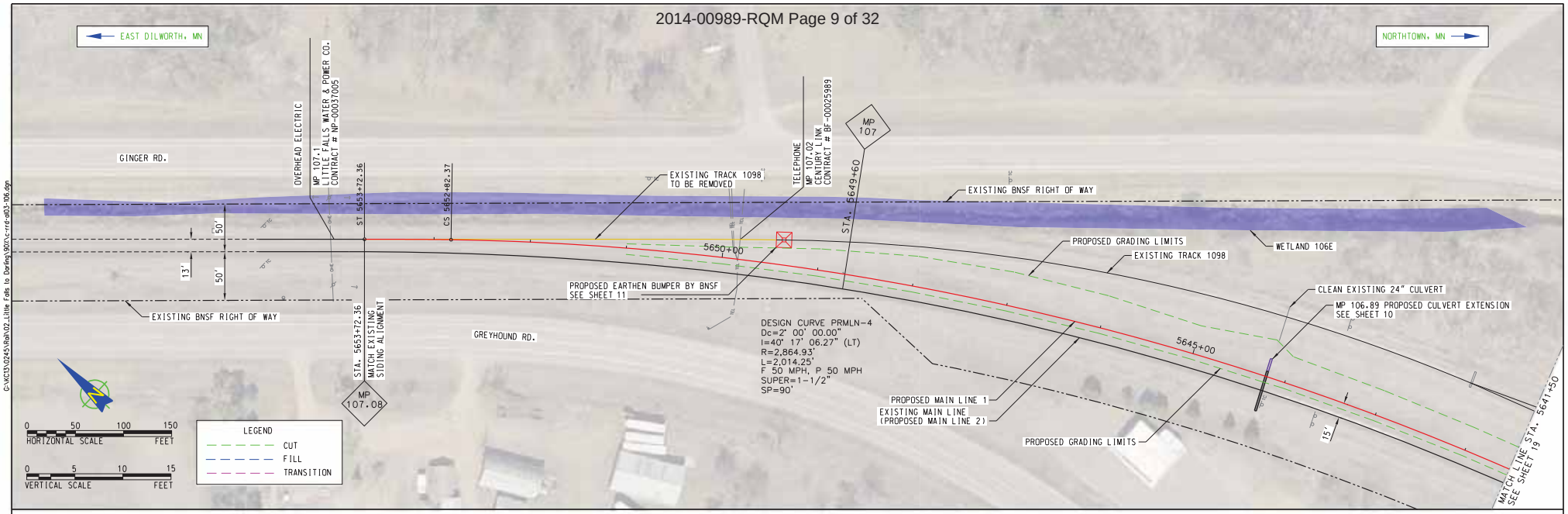

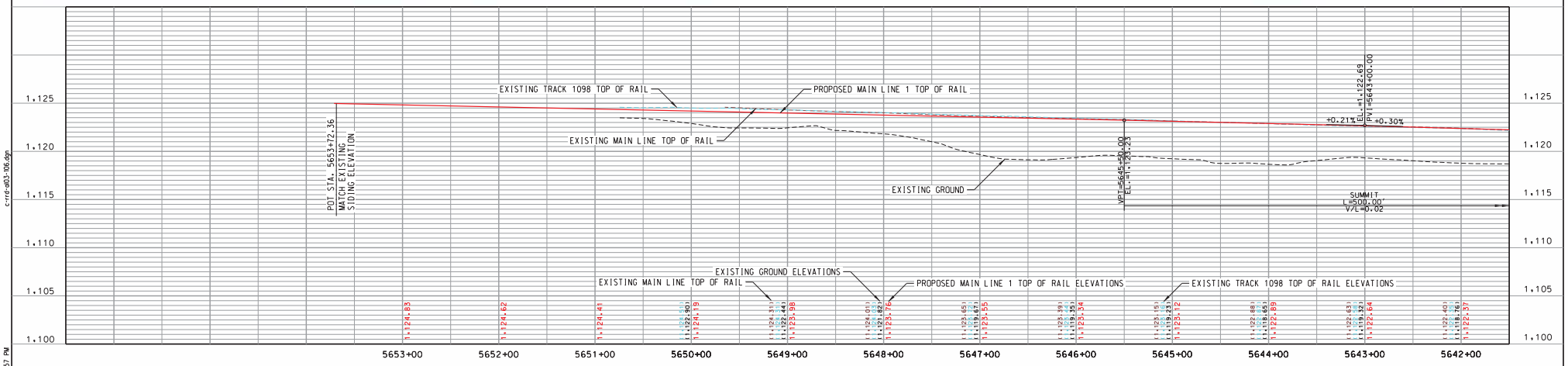

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FAX: (816) 329-8602

BNSF RAILWAY
LITTLE FALLS TO DARLING
PROPOSED MAIN LINE 1 PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-106
REVISION
SHEET NO. 18 OF 62
SCALE AS SHOWN

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

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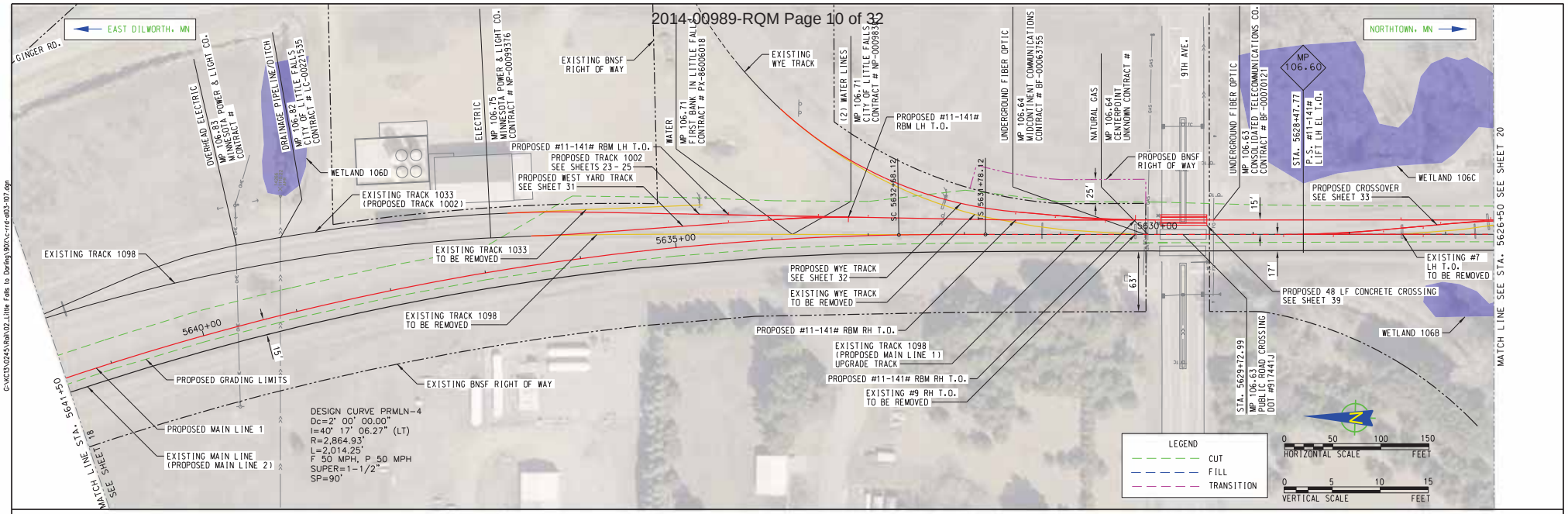

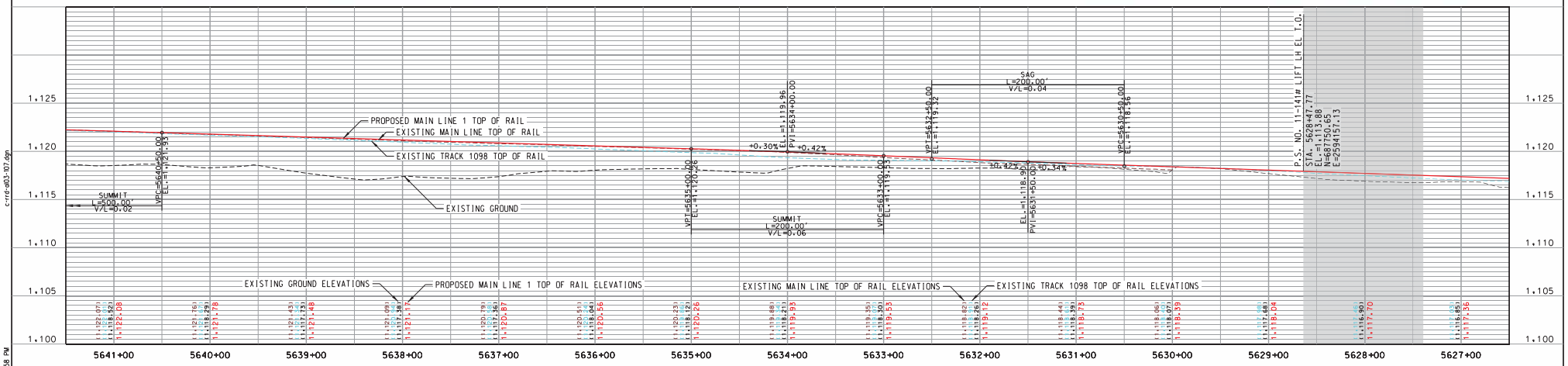

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-107
REVISION
SHEET NO. 19 OF 62
SCALE AS SHOWN

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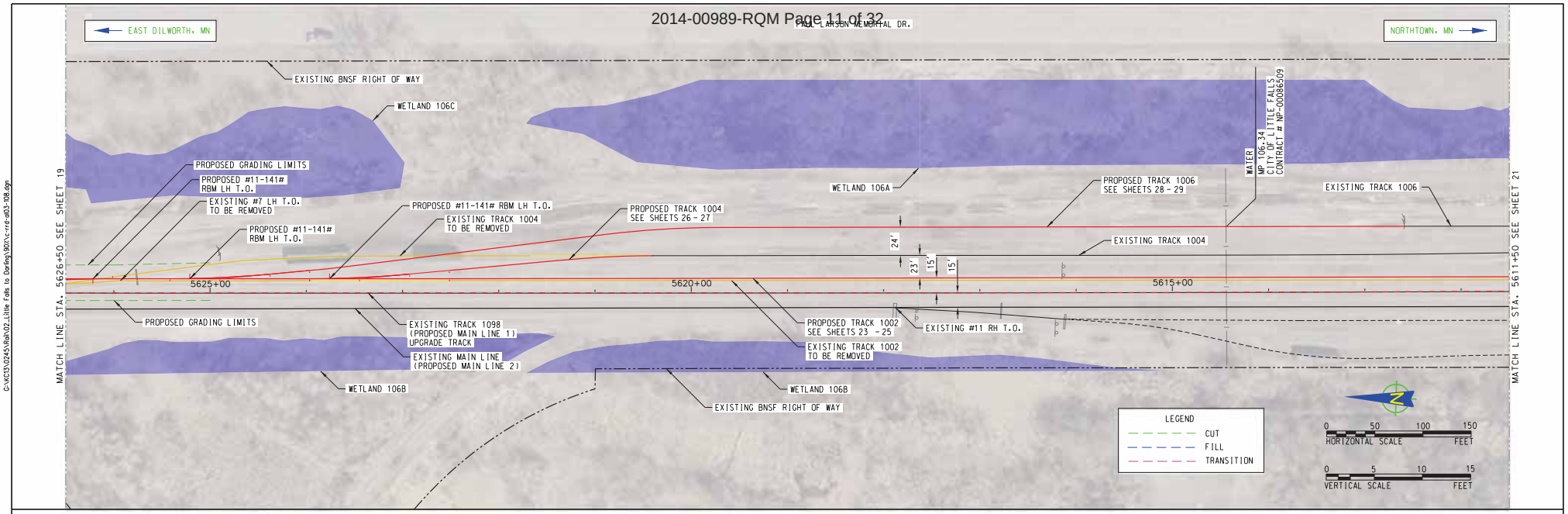

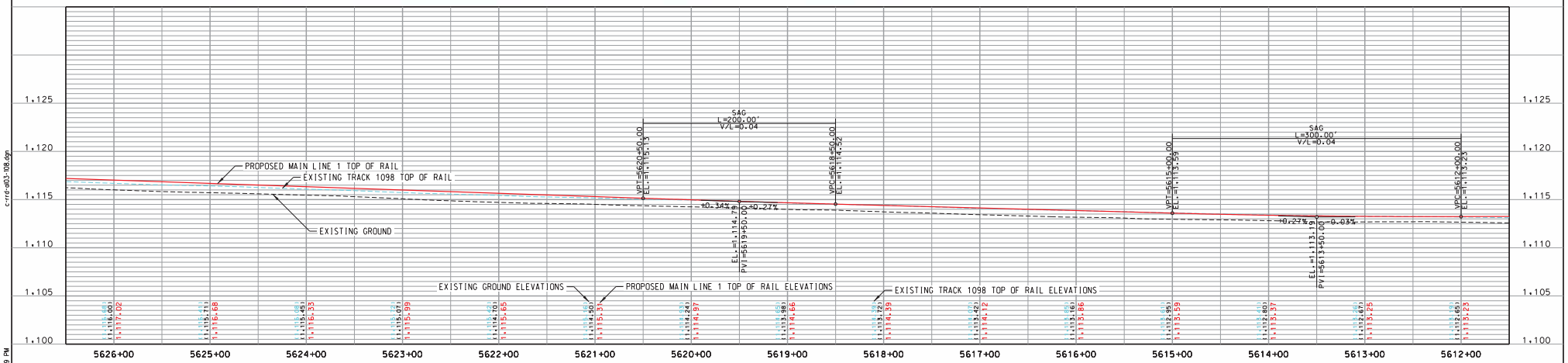

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PROPOSED MAIN LINE 1 PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-108
REVISION
SHEET NO. 20 OF 62
SCALE AS SHOWN

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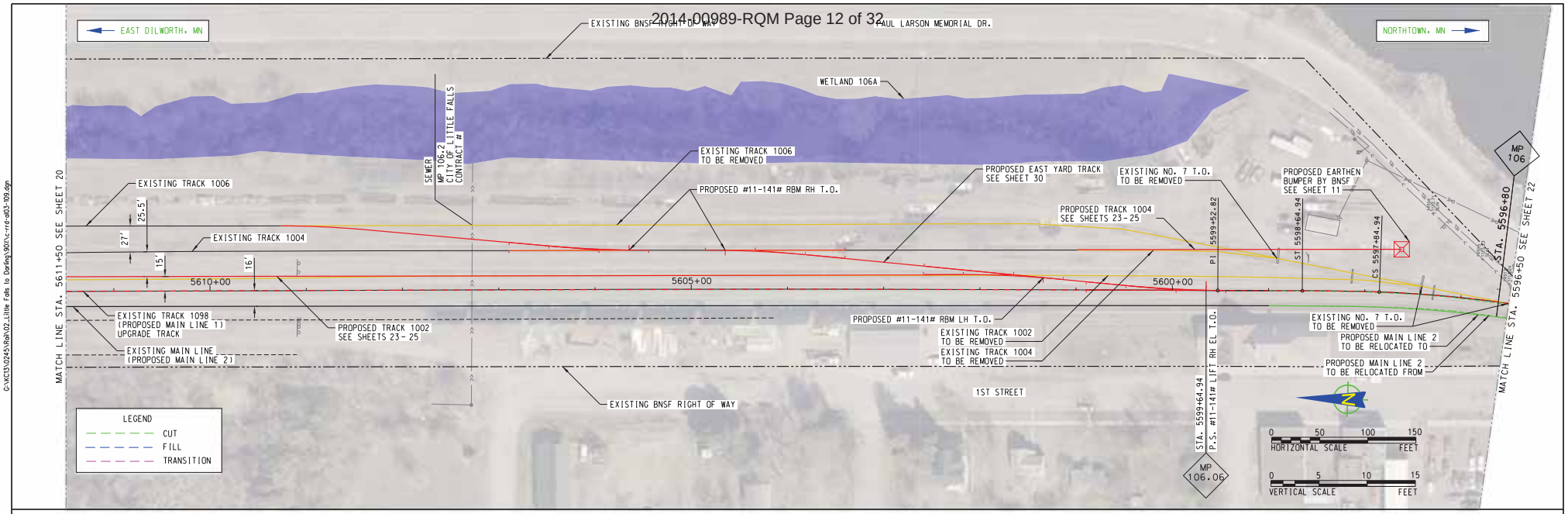

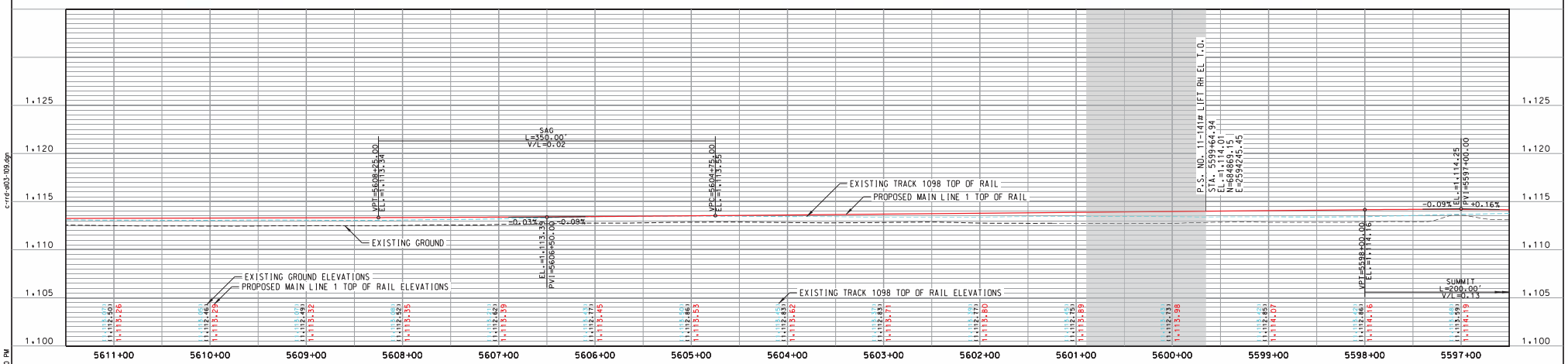

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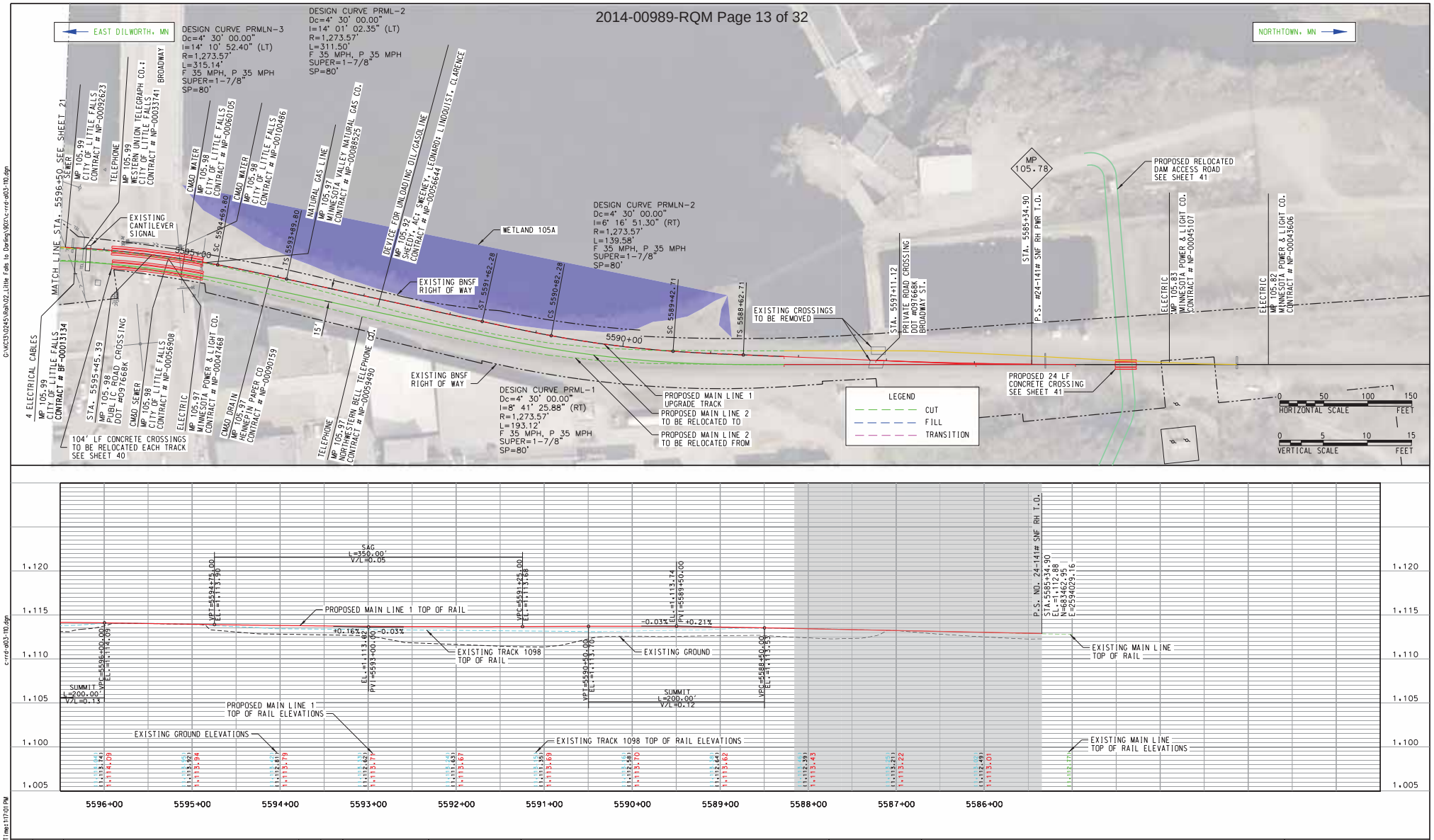
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-109
REVISION
SHEET NO. 21 OF 62
SCALE AS SHOWN



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CONTRACT NO. 101130245
DRAWING NO. C-110
REVISION
SHEET NO. 22 OF 62
SCALE AS SHOWN

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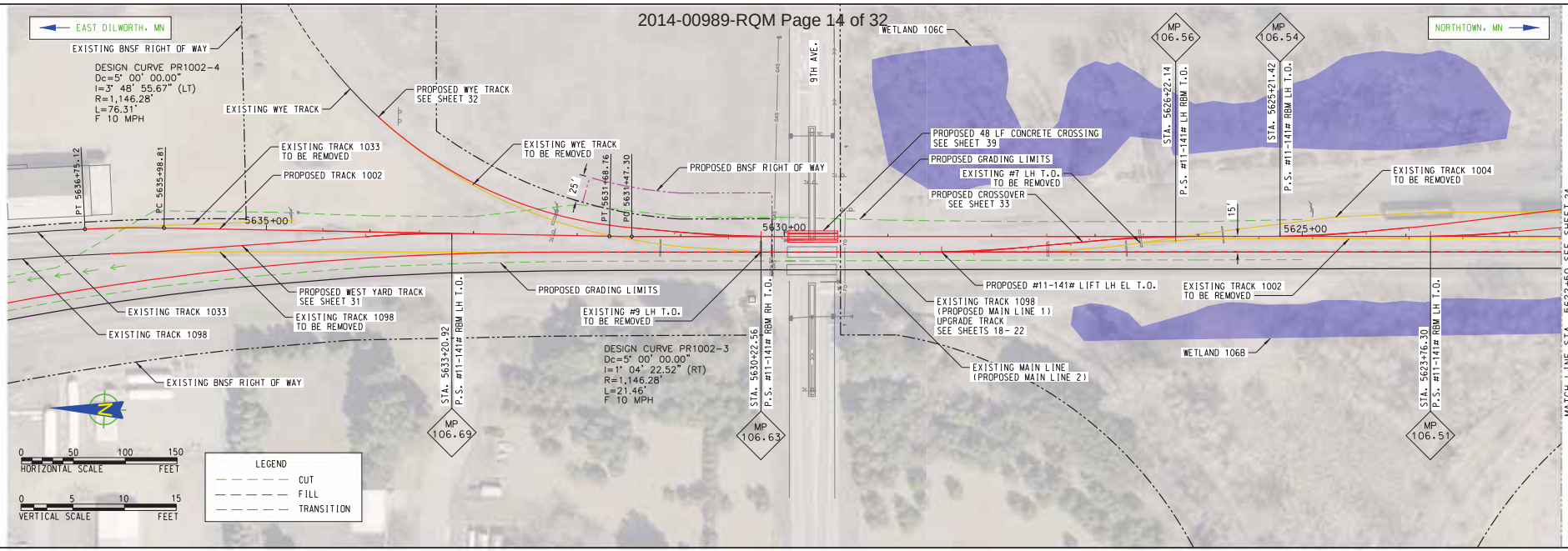

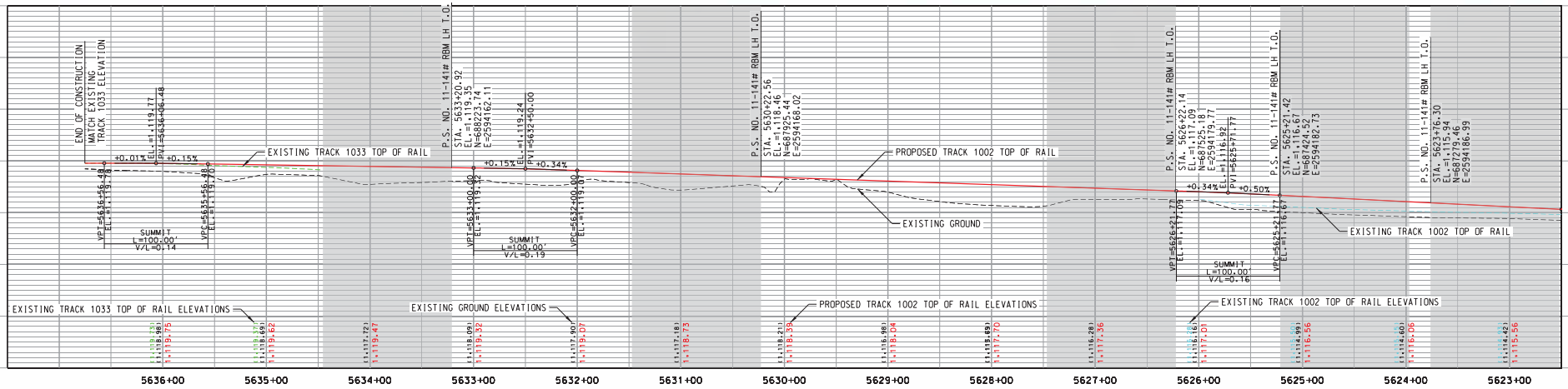

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-111
REVISION
SHEET NO. 23 OF 62
SCALE AS SHOWN

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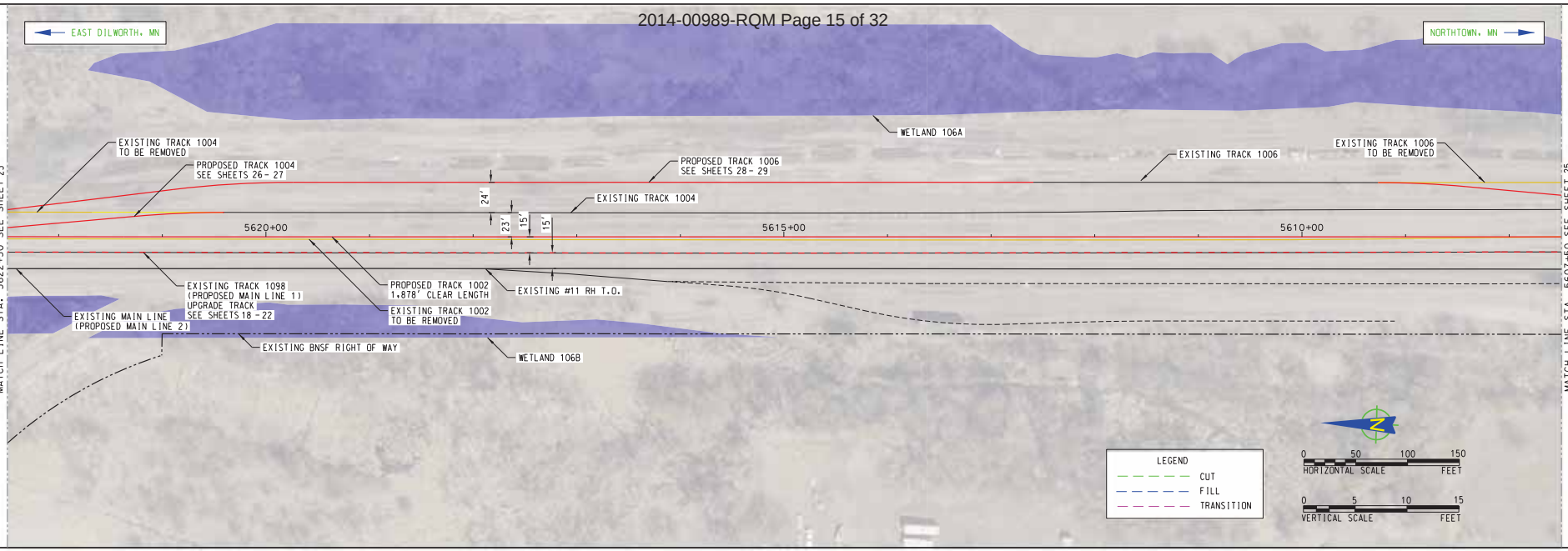

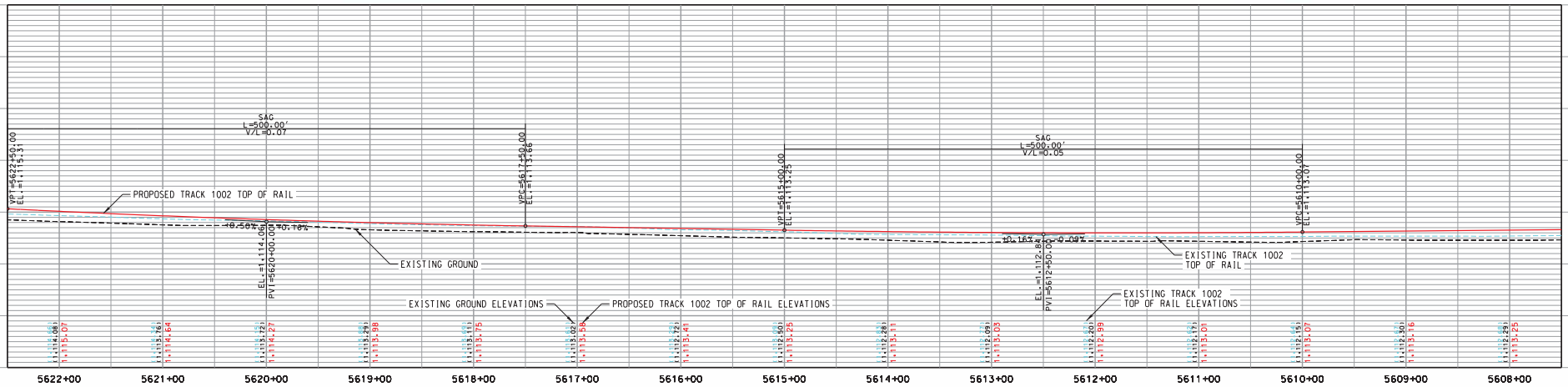

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-112
REVISION
SHEET NO. 24 OF 62
SCALE AS SHOWN

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

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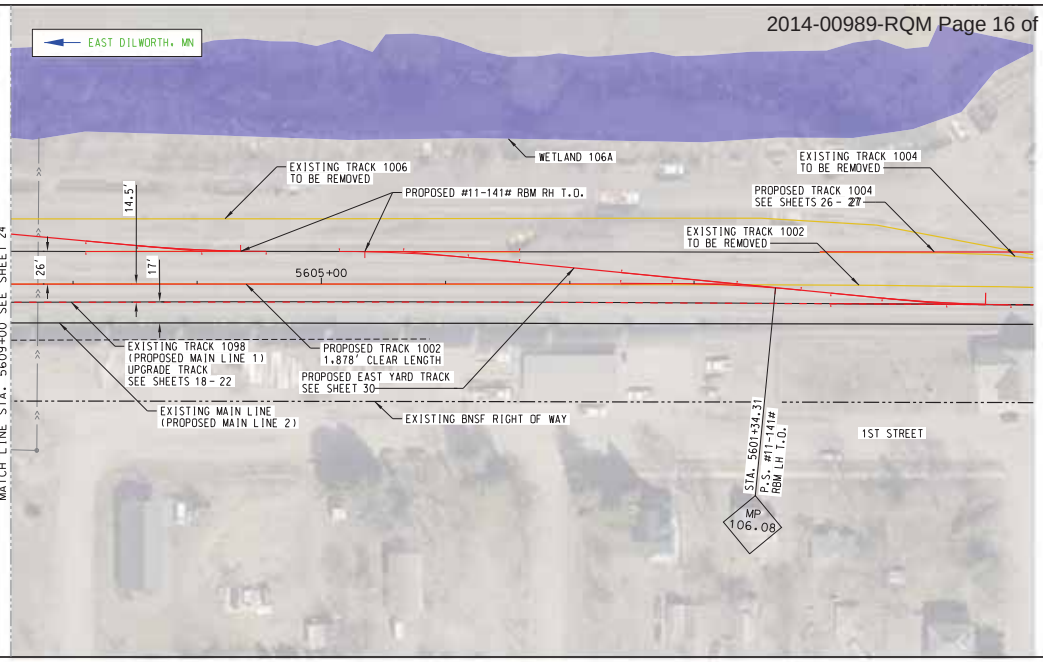

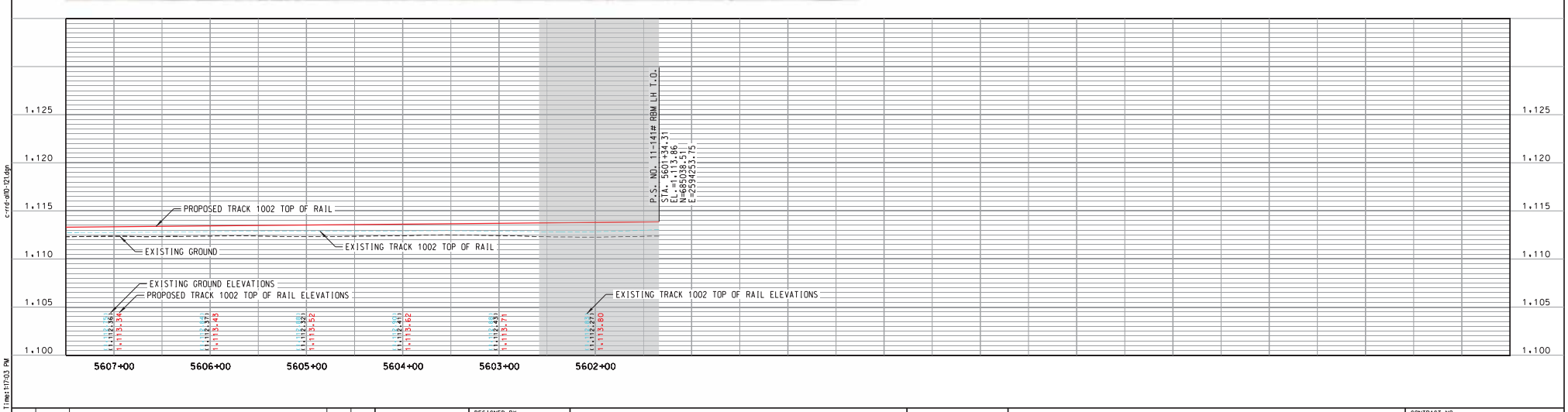

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HORIZONTAL SCALE FEET

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VERTICAL SCALE FEET

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-113
REVISION
SHEET NO. 25 OF 62
SCALE AS SHOWN

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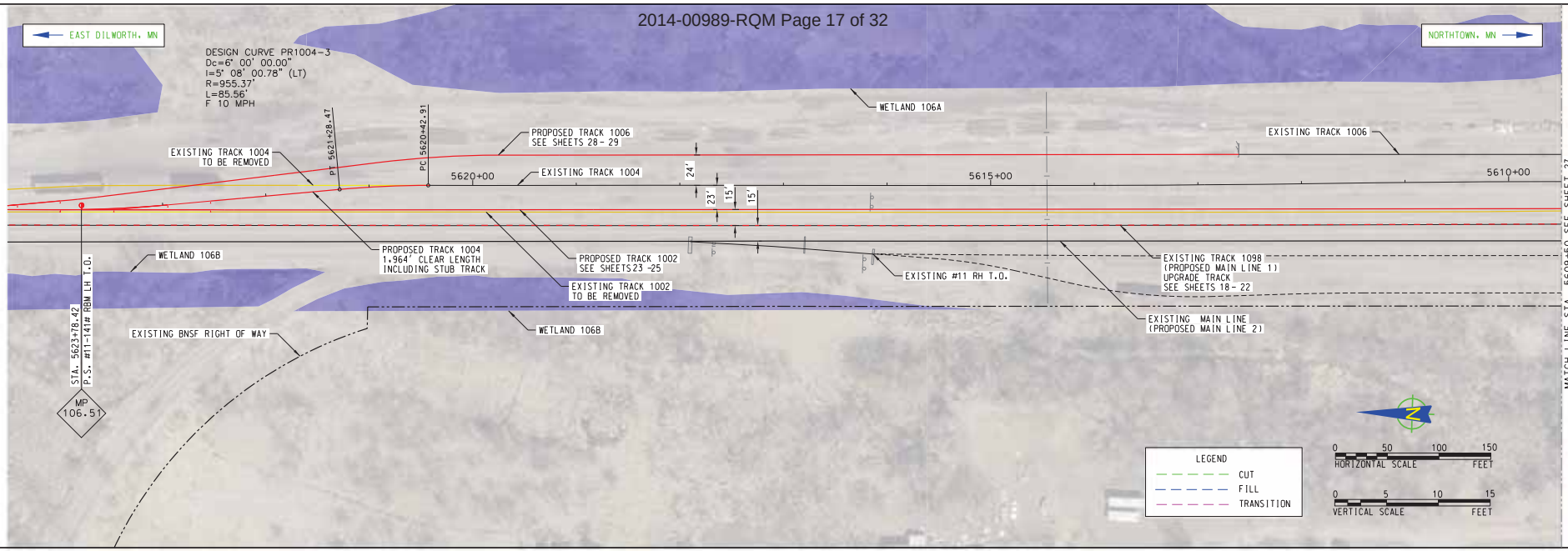

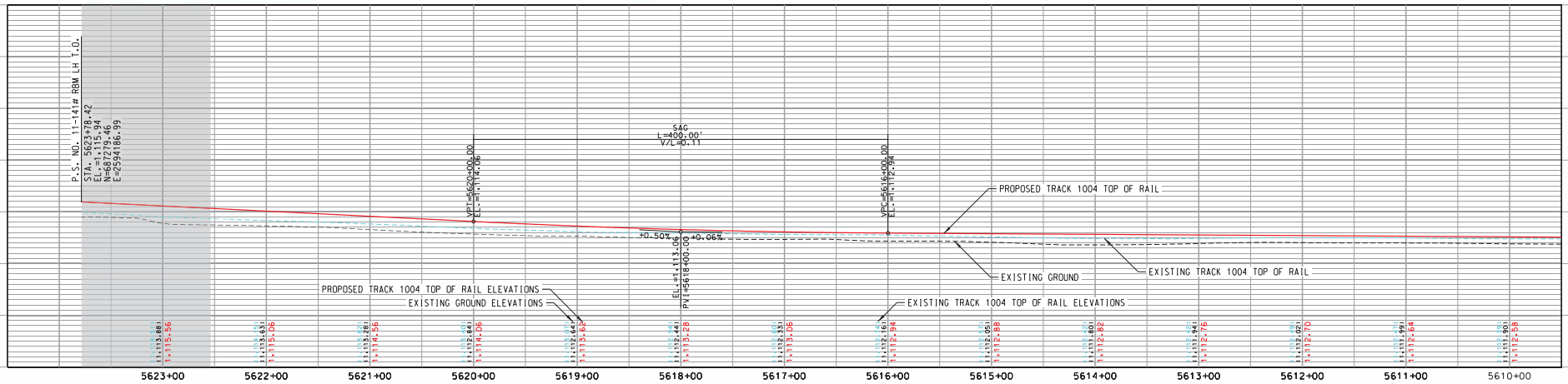

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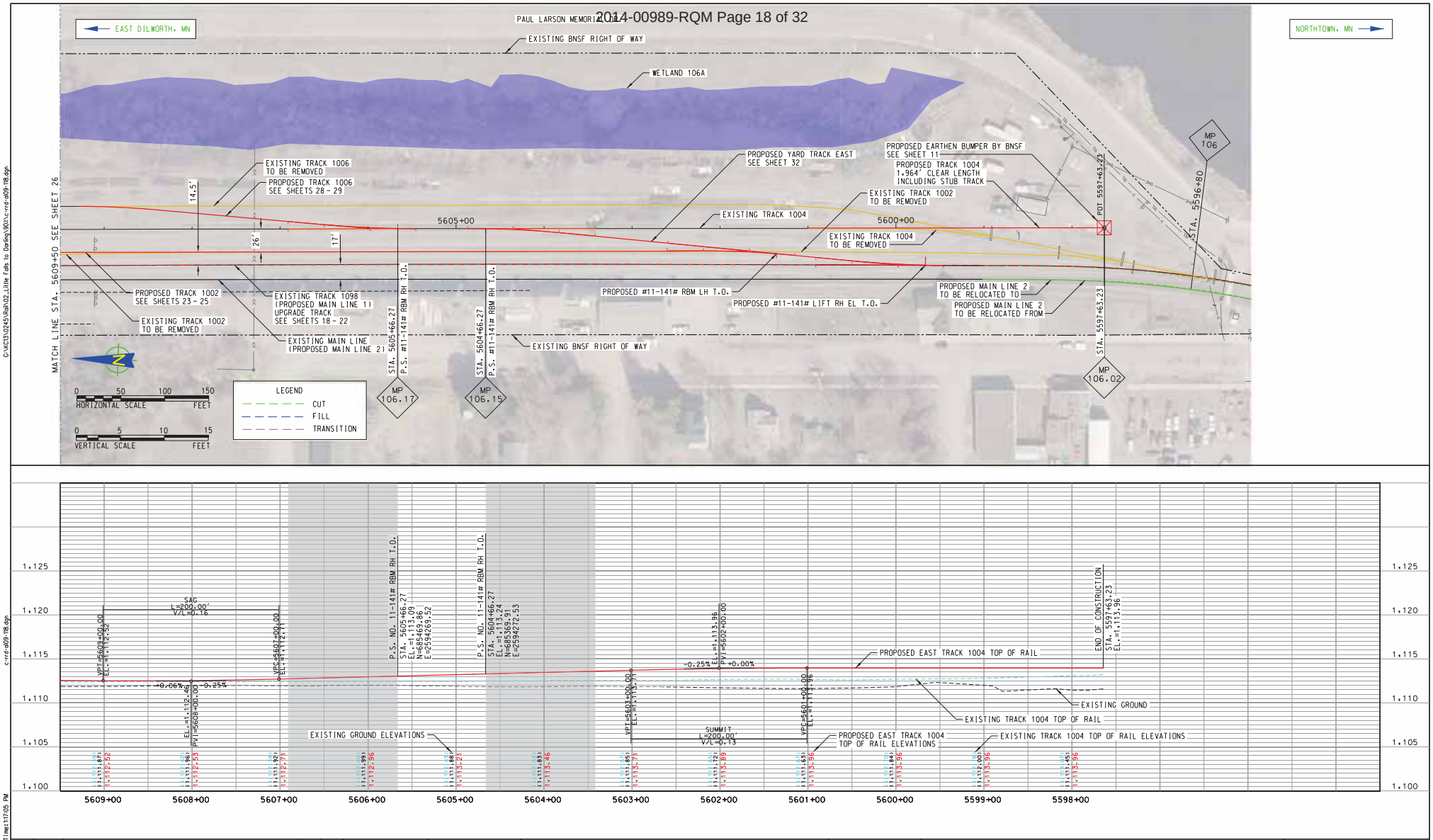
PROPOSED TRACK 1004 PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-114
REVISION
SHEET NO. 26 OF 62
SCALE AS SHOWN



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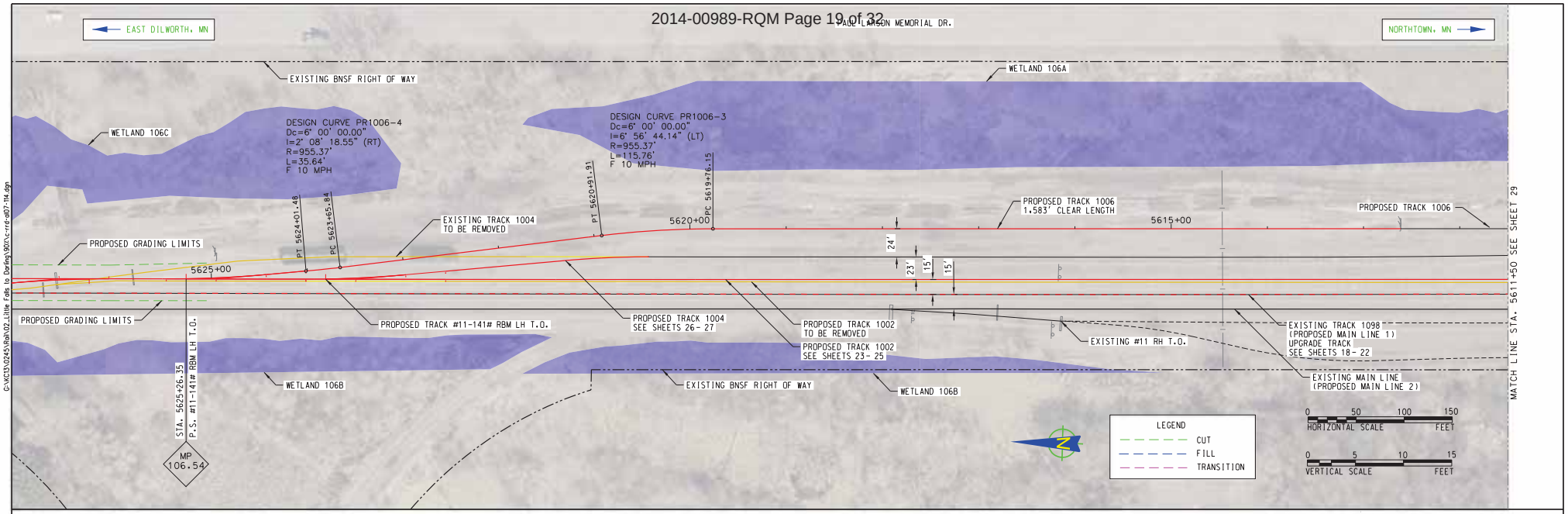
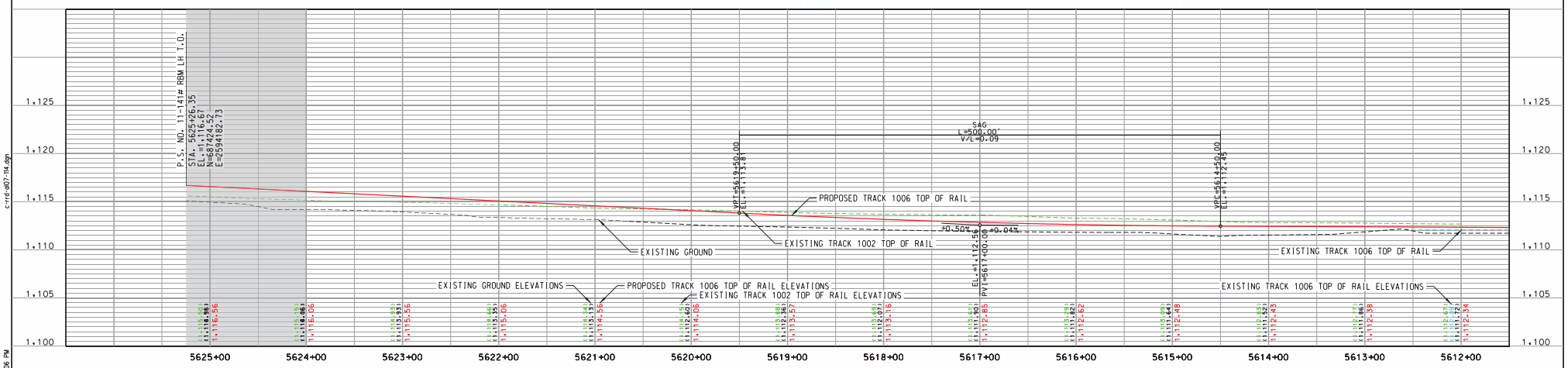
PROPOSED EAST TRACK 1004 PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-115
REVISION
SHEET NO. 27 OF 62
SCALE AS SHOWN





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CONTRACT NO. 101130245
DRAWING NO. C-116
REVISION
SHEET NO. 28 OF 62
SCALE AS SHOWN

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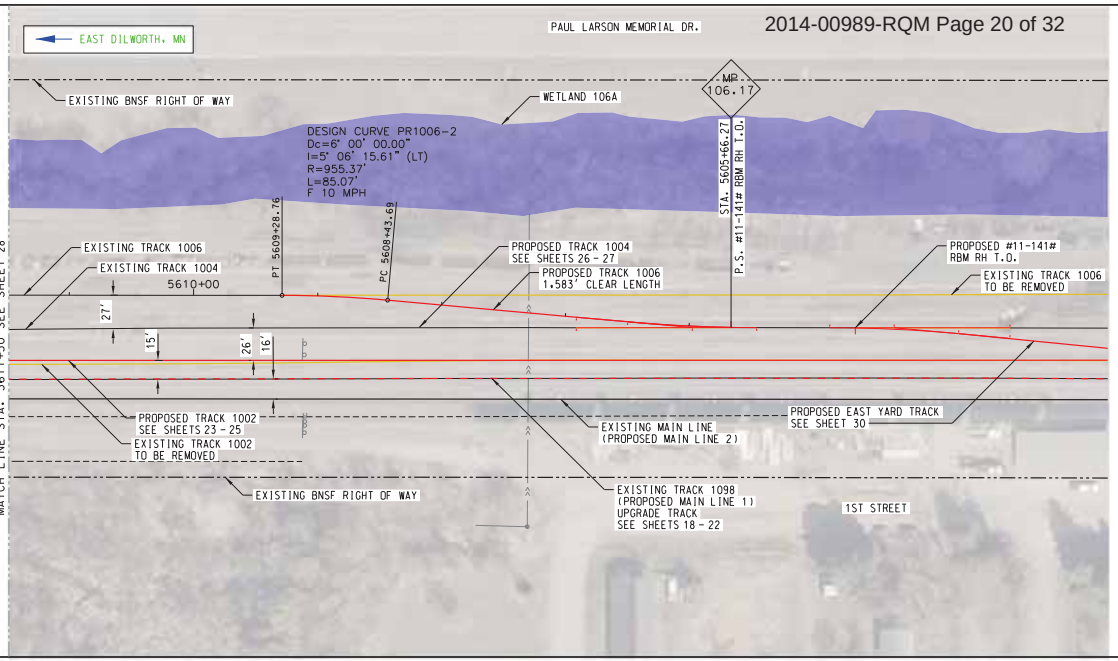

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- FILL
- TRANSITION

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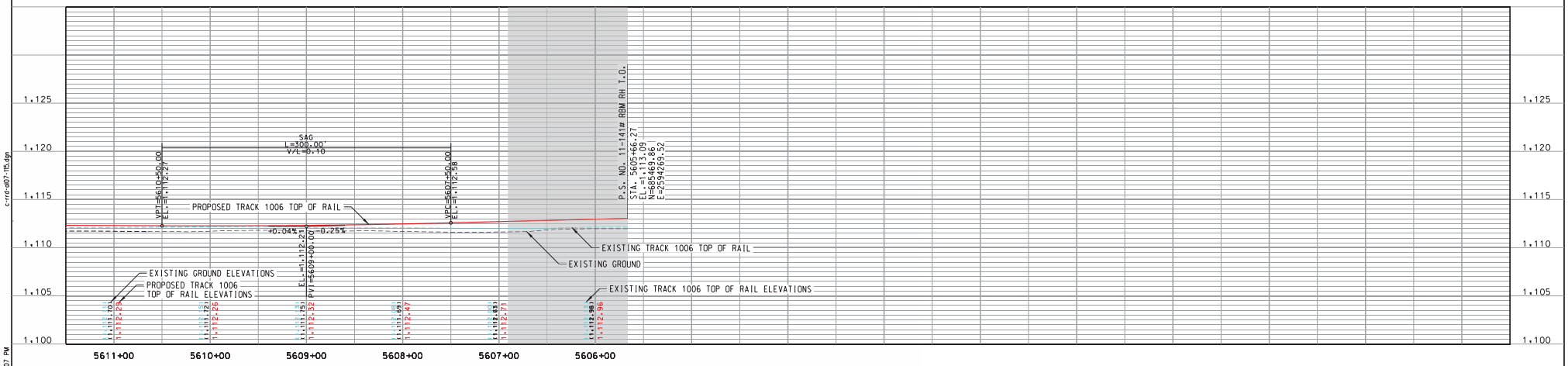
VERTICAL SCALE FEET



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Date: 11/24/2014

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-117
REVISION
SHEET NO. 29 OF 62
SCALE AS SHOWN

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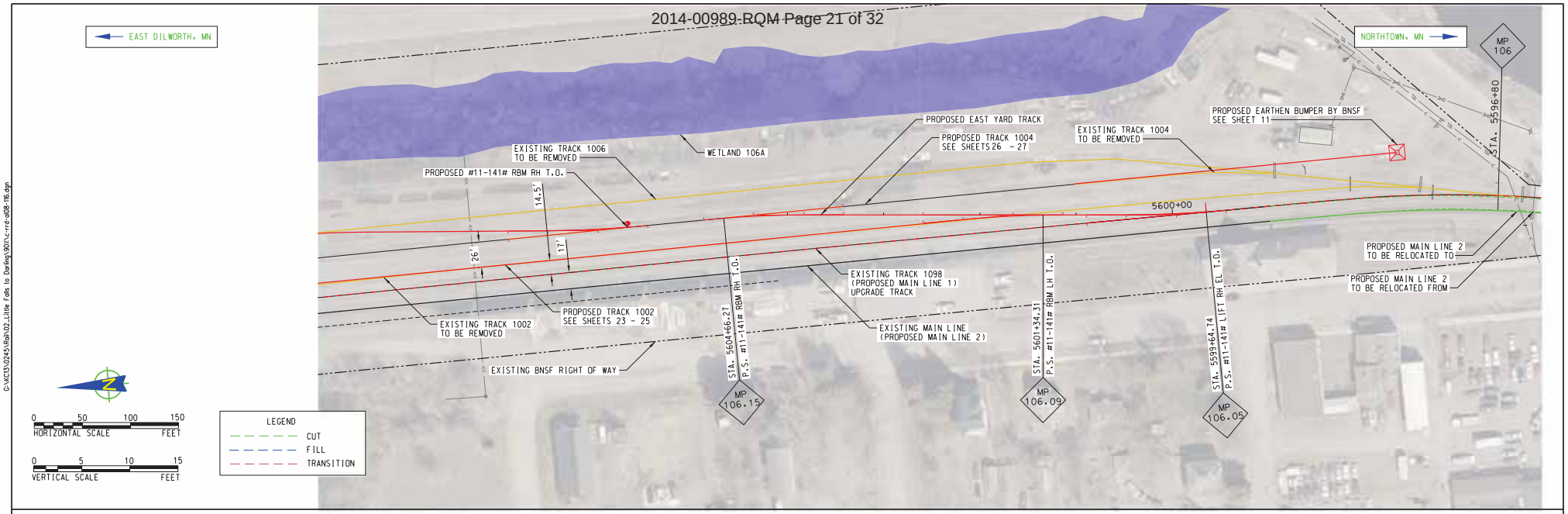

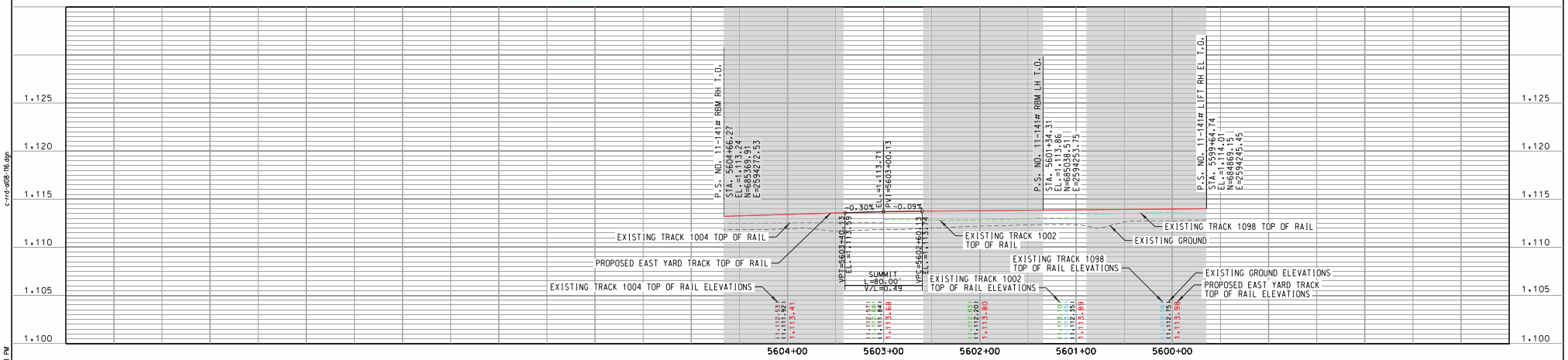

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MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-118
REVISION
SHEET NO. 30 OF 62
SCALE AS SHOWN

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

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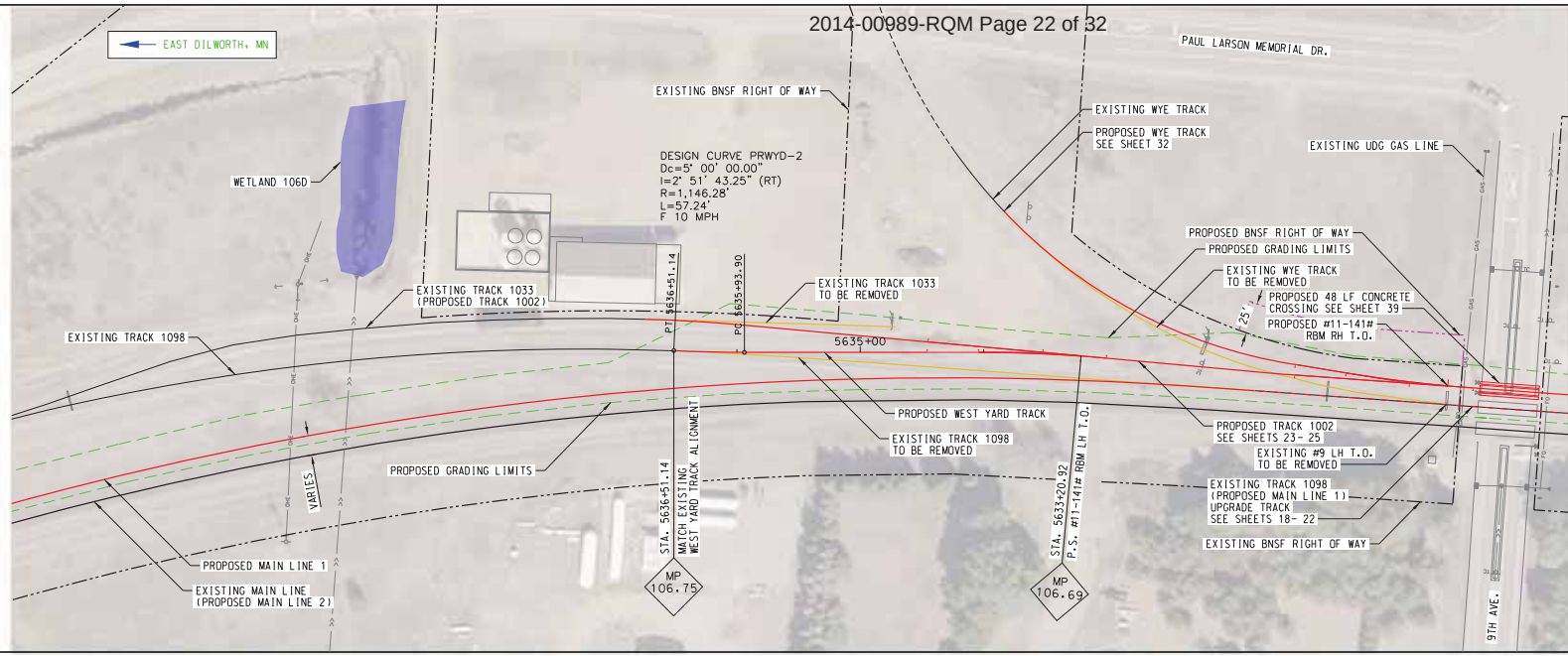

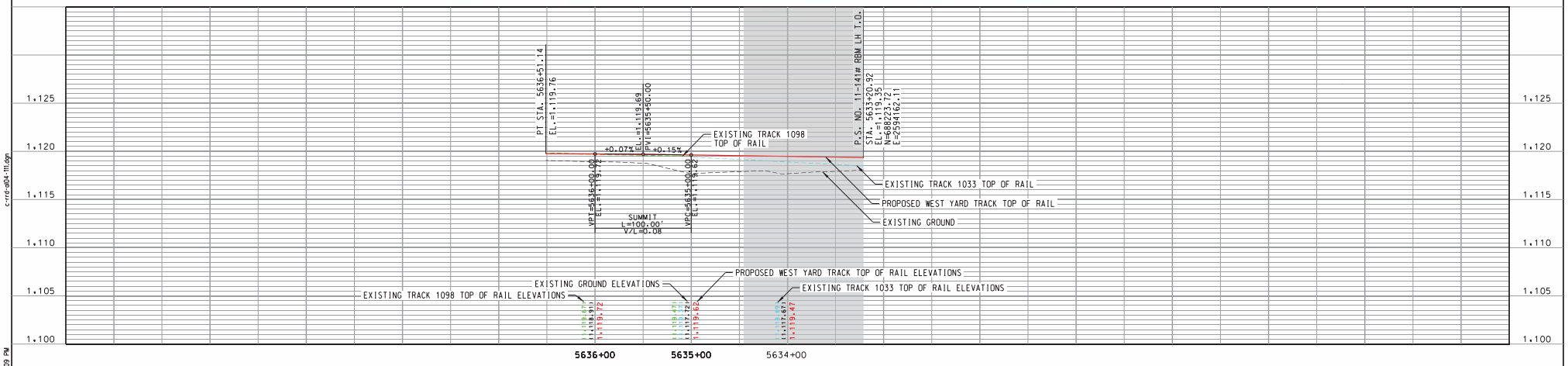

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CHECKED BY JRH
APPROVED BY
DATE 11/24/2014

BNSF RAILWAY

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

BNSF RAILWAY
LITTLE FALLS TO DARLING
PROPOSED WEST YARD TRACK PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-119
REVISION
SHEET NO. 31 OF 62
SCALE AS SHOWN

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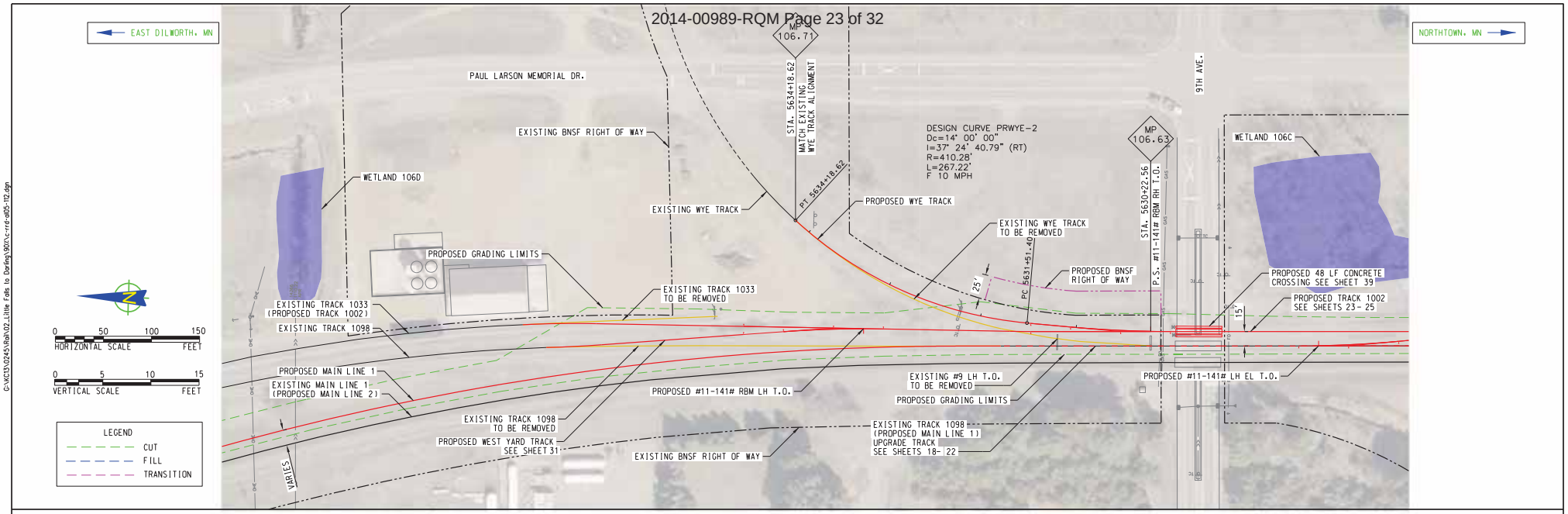

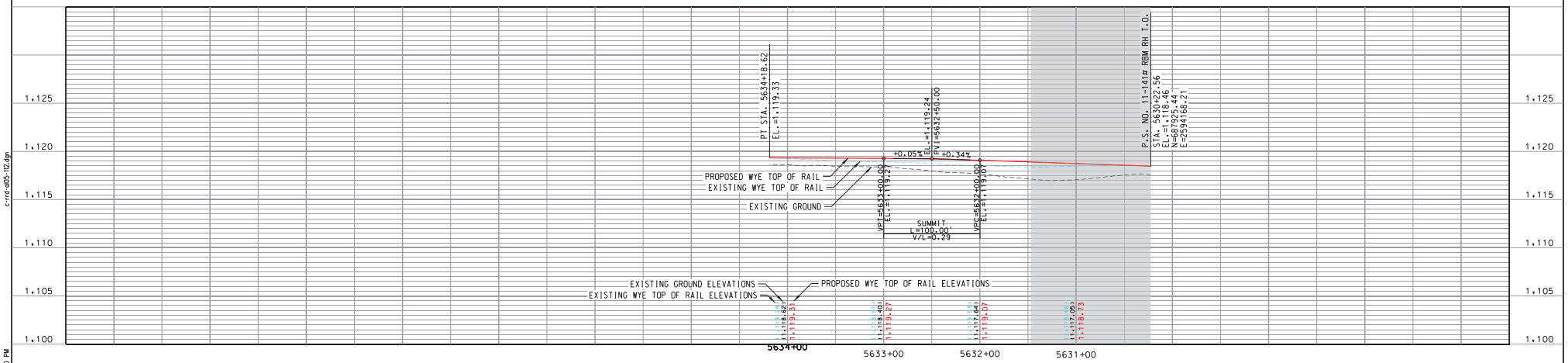

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BNSF RAILWAY
LITTLE FALLS TO DARLING
PROPOSED WYE TRACK PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-120
REVISION
SHEET NO. 32 OF 62
SCALE AS SHOWN

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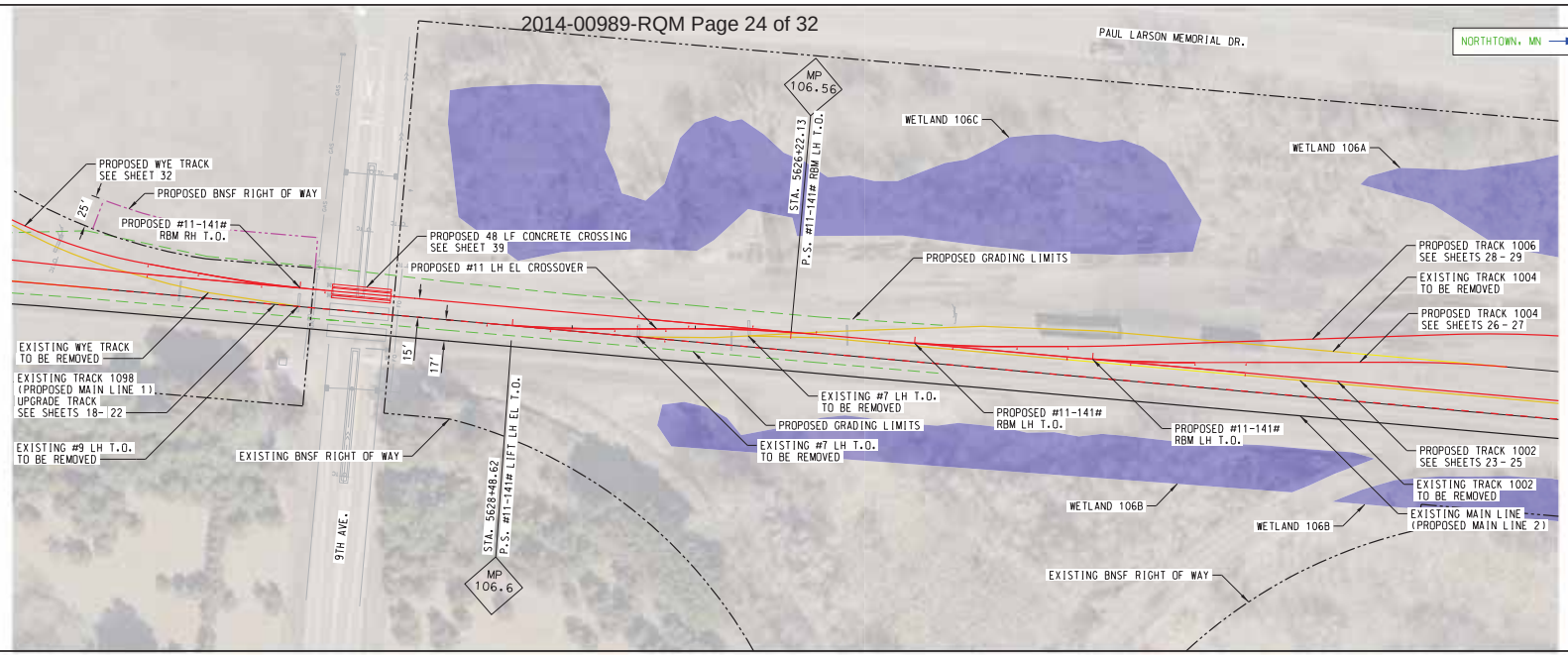
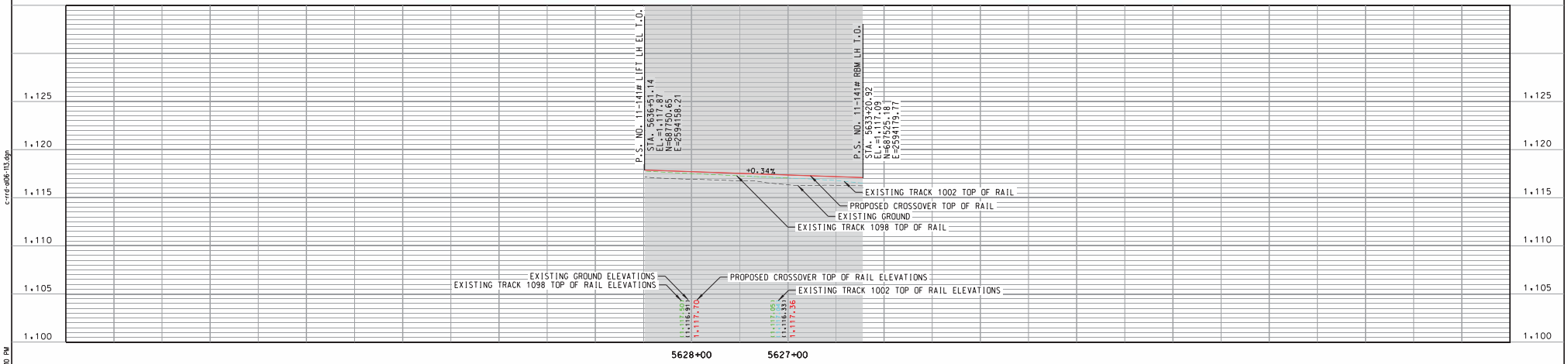
Date: 11/24/2014





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BNSF RAILWAY
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PROPOSED CROSSOVER PLAN & PROFILE
MP 105.6 TO MP 111.3

CONTRACT NO. 101130245
DRAWING NO. C-121
REVISION
SHEET NO. 33 OF 62
SCALE AS SHOWN

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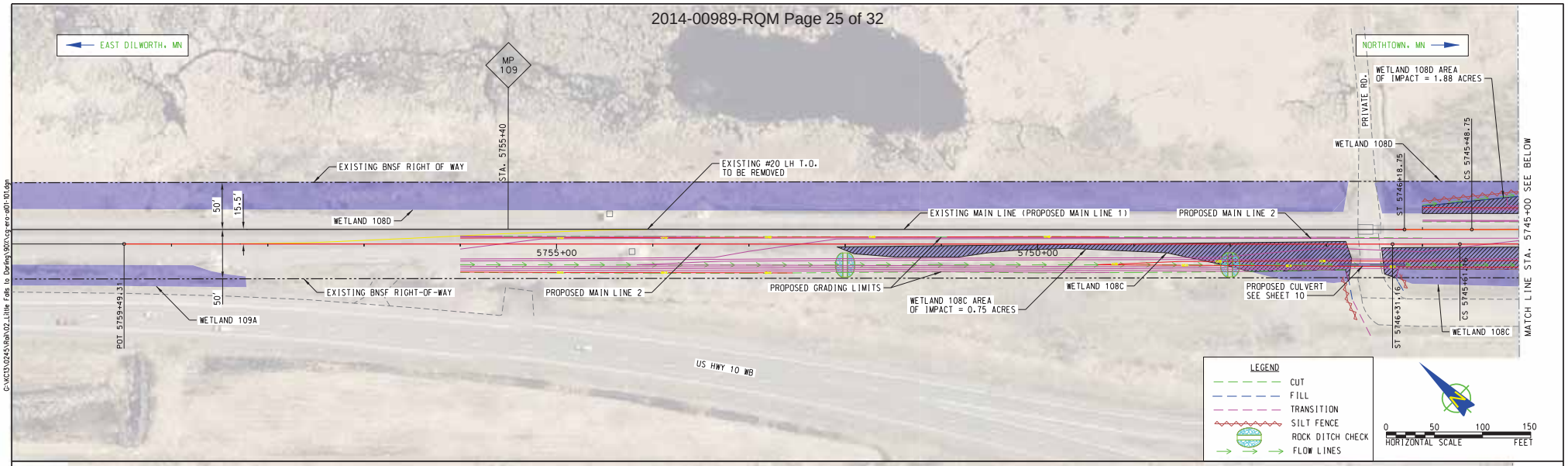

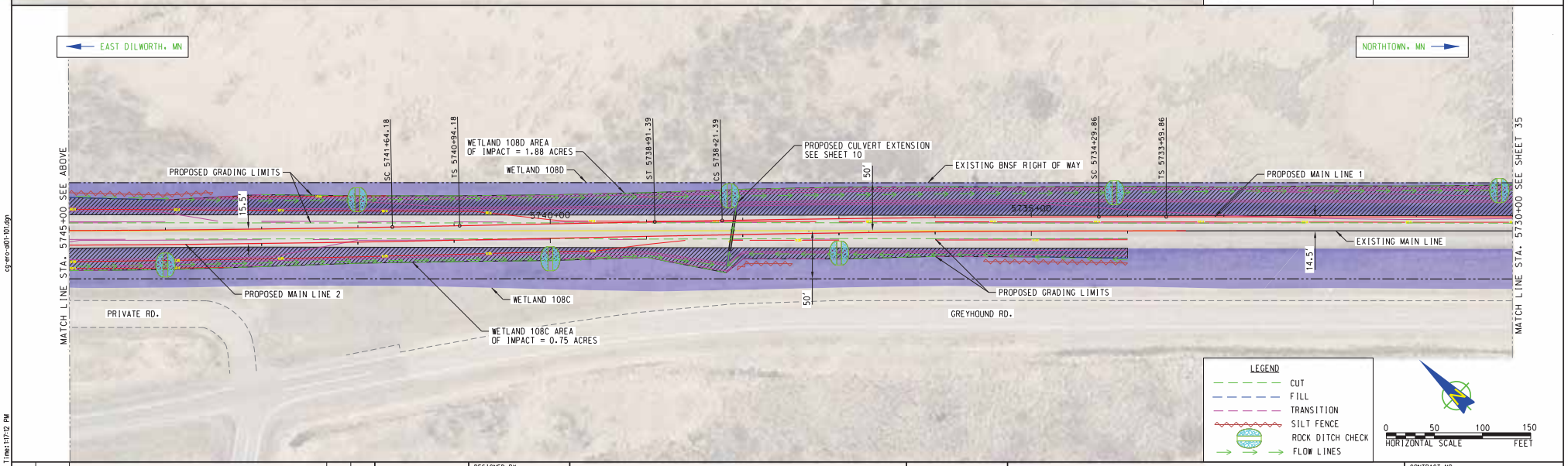

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BNSF RAILWAY
LITTLE FALLS TO DARLING
EROSION CONTROL PLAN
MP 105.6 TO MP 111.3

CONTRACT NO. P101130245
DRAWING NO. CG-101
REVISION
SHEET NO. 34 OF 62
SCALE AS SHOWN

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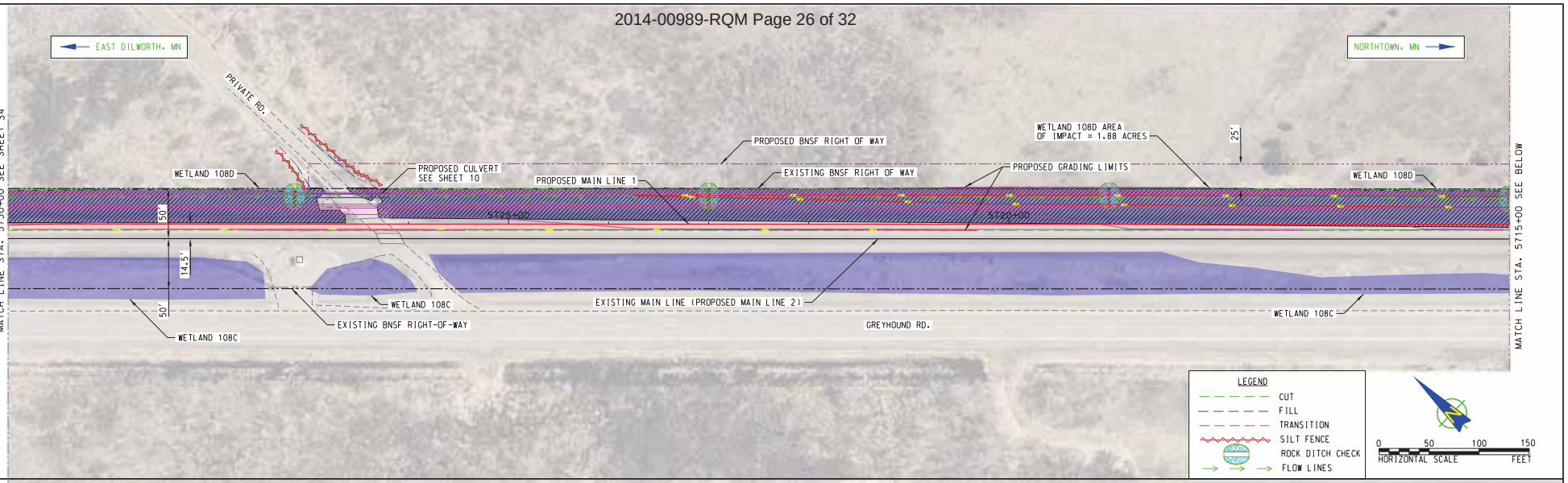

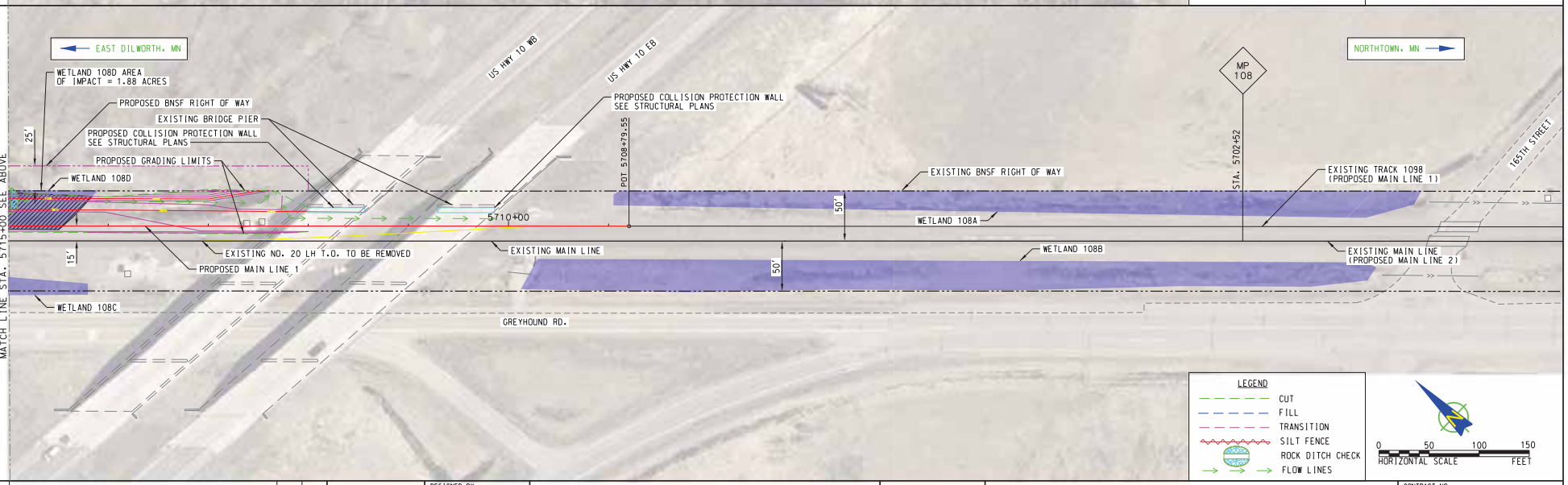

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FAX: (816) 329-8602

BNSF RAILWAY
LITTLE FALLS TO DARLING
EROSION CONTROL PLAN
MP 105.6 TO MP 111.3

CONTRACT NO. P101130245
DRAWING NO. CG-102
REVISION
SHEET NO. 35 OF 62
SCALE AS SHOWN

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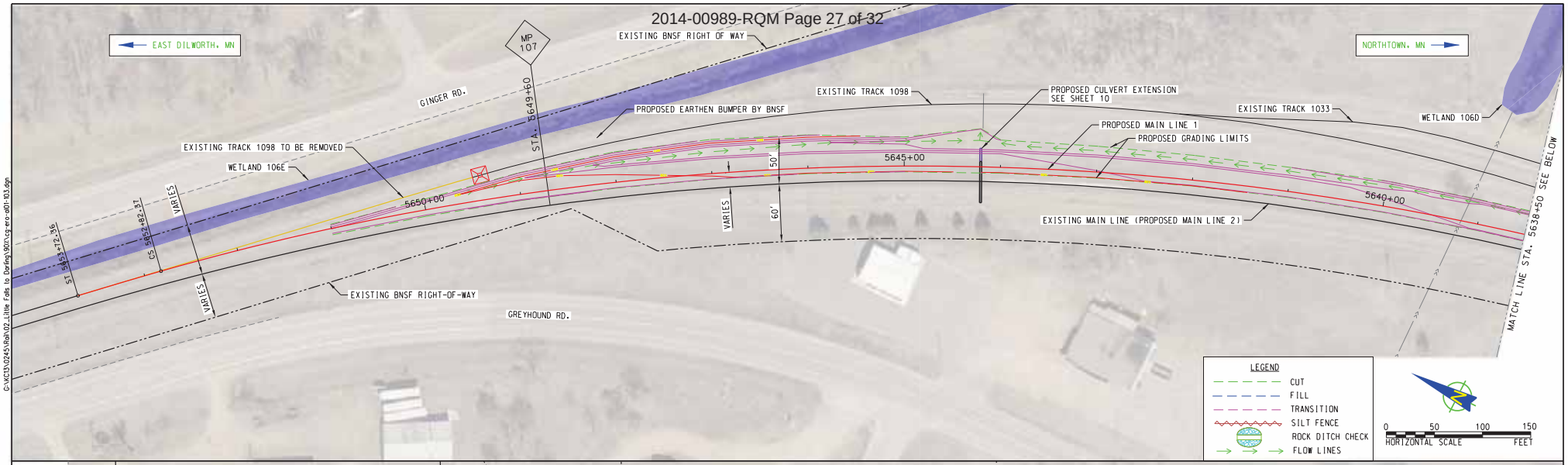

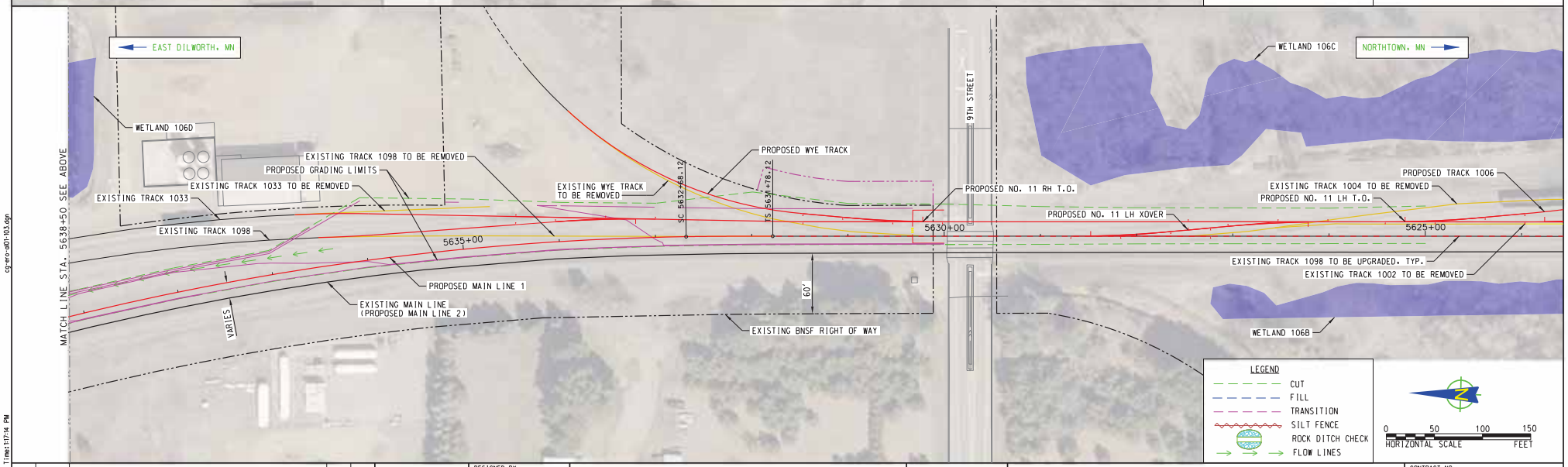

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BNSF RAILWAY
LITTLE FALLS TO DARLING
EROSION CONTROL PLAN
MP 105.6 TO MP 111.3

CONTRACT NO. P101130245
DRAWING NO. CG-103
REVISION
SHEET NO. 36 OF 62
SCALE AS SHOWN

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

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Time: 1:17:14 PM
Date: 11/24/2014

NOTES:

NO FIELD CHANGES WILL BE PERMITTED WITHOUT AUTHORIZATION OF BNSF RAILWAY ENGINEERING DEPARTMENT.

ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO CURRENT MINNESOTA D.O.T. STANDARDS AND SPECIFICATIONS.

CONTRACTOR SHALL REMOVE GRAVEL PRIOR TO PLACING EMBANKMENT AND SET ASIDE FOR FUTURE USE.

FILL IN BETWEEN CROSSING PLANKS WITH ASPHALT AS NECESSARY.

PROPOSED ROAD CROSS SECTION WIDTH TO MATCH EXISTING ROAD WIDTH OUTSIDE OF R.O.W.

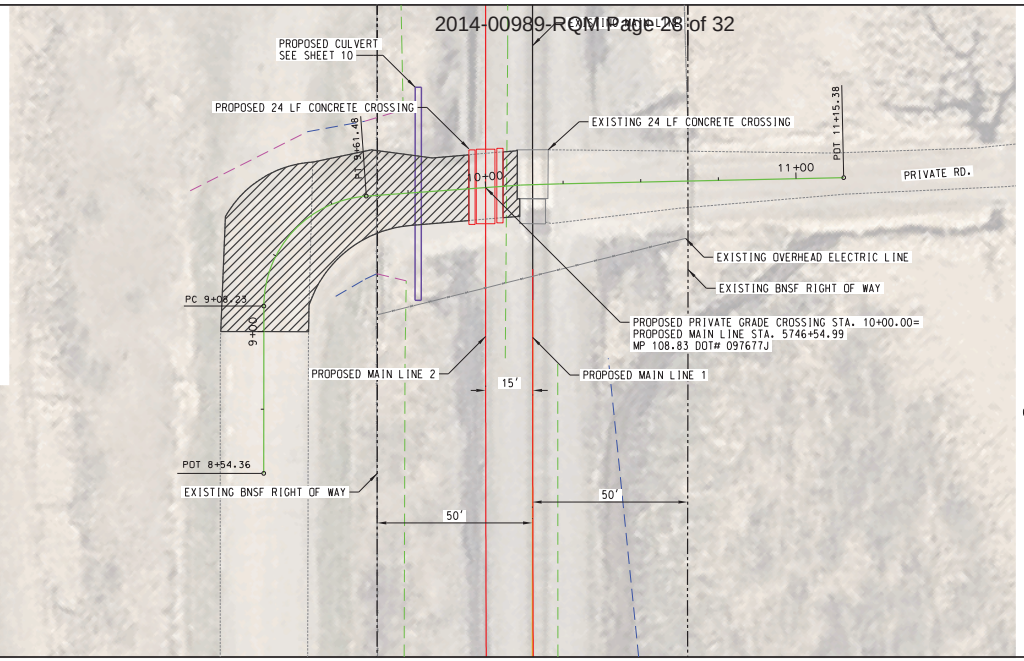
ADJUSTMENTS TO ROAD VERTICAL ALIGNMENT TO FOLLOW EXISTING ROAD HORIZONTAL ALIGNMENT.

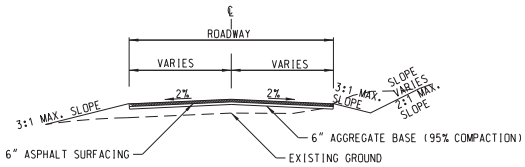
TRANSITION PUBLIC ROAD FROM RAIL GRADE TO NORMAL CROWN OVER 10'

FIELD VERIFY UTILITIES.

FIELD VERIFY DRAINAGE STRUCTURES, EXTEND OR RELOCATE AS REQUIRED.

TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO ENGINEER AND MORRISON COUNTY FOR APPROVAL AND MUST MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES UNLESS OTHERWISE APPROVED.





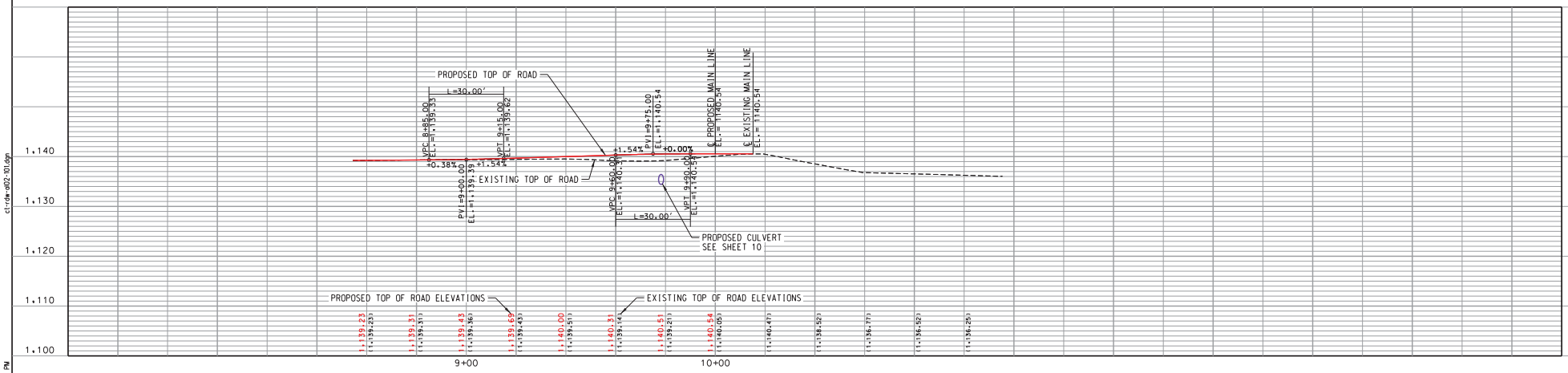
TYPICAL ASPHALT ROADWAY SECTION
NO SCALE

ESTIMATED TOTAL SURFACING QUANTITY: 316 SY (ASPHALT)

PROPOSED ASPHALT LIMITS

0 20 40 60
HORIZONTAL SCALE FEET

0 10 20 30
VERTICAL SCALE FEET



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FAX: (816) 329-8602

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BNSF RAILWAY
LITTLE FALLS TO DARLING
PRIVATE GRADE CROSSING MP 108.83
PLAN AND PROFILE

CONTRACT NO. 101130245
DRAWING NO. CT-101
REVISION
SHEET NO. 37 OF 62
SCALE AS SHOWN

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Date: 11/24/2014

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CONTRACTOR SHALL REMOVE GRAVEL PRIOR TO PLACING EMBANKMENT AND SET ASIDE FOR FUTURE USE.

FILL IN BETWEEN CROSSING PLANKS WITH ASPHALT AS NECESSARY.

PROPOSED ROAD CROSS SECTION WIDTH TO MATCH EXISTING ROAD WIDTH OUTSIDE OF R.O.W.

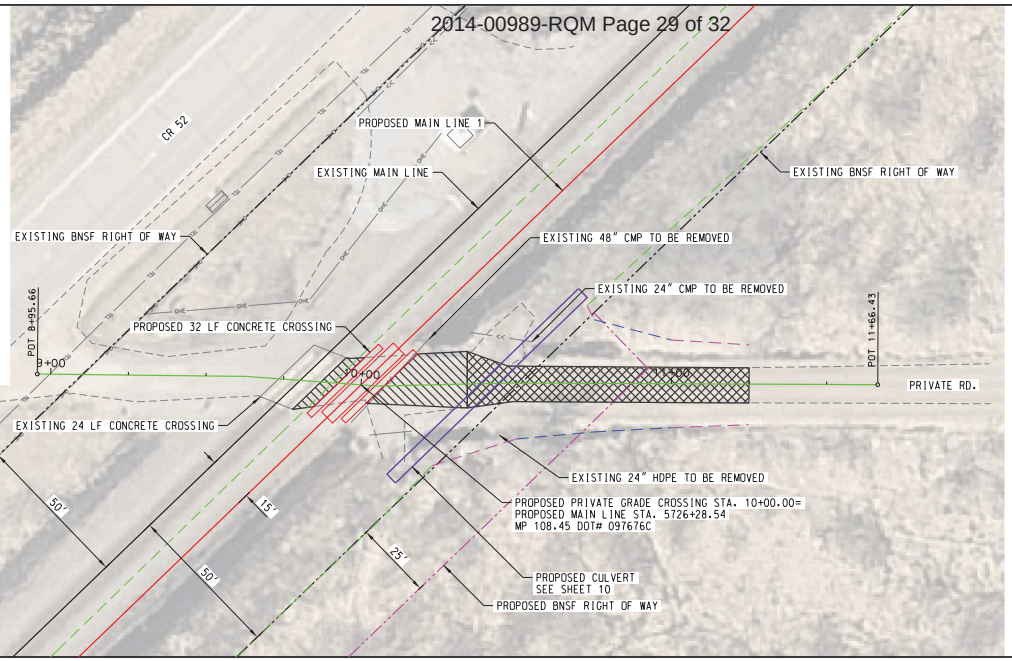
ADJUSTMENTS TO ROAD VERTICAL ALIGNMENT TO FOLLOW EXISTING ROAD HORIZONTAL ALIGNMENT.

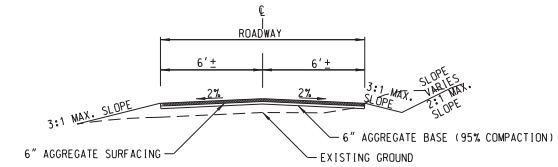
TRANSITION PUBLIC ROAD FROM RAIL GRADE TO NORMAL CROWN OVER 10'

FIELD VERIFY UTILITIES.

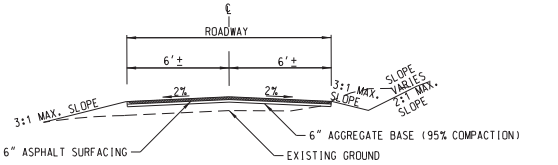
FIELD VERIFY DRAINAGE STRUCTURES, EXTEND OR RELOCATE AS REQUIRED.

TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO ENGINEER AND MORRISON COUNTY FOR APPROVAL AND MUST MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES UNLESS OTHERWISE APPROVED.





TYPICAL AGGREGATE ROADWAY SECTION
NO SCALE



TYPICAL ASPHALT ROADWAY SECTION
NO SCALE

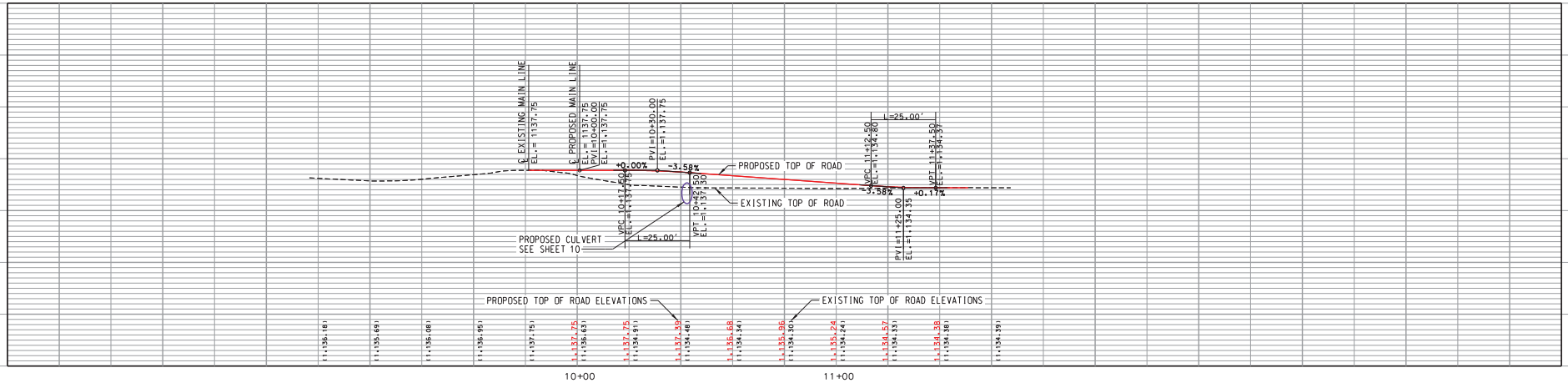
ESTIMATED TOTAL SURFACING QUANTITY: 63 SY (ASPHALT)
120 SY (AGGREGATE)

PROPOSED ASPHALT LIMITS

PROPOSED AGGREGATE LIMITS

0 20 40 60 HORIZONTAL SCALE FEET

0 10 20 30 VERTICAL SCALE FEET



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TranSystems
2400 Pershing Road
Suite 400
Kansas City, MO 64108
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FAX: (816) 329-8602

BNSF RAILWAY
LITTLE FALLS TO DARLING
PRIVATE GRADE CROSSING MP 108.45
PLAN AND PROFILE

CONTRACT NO. 101130245
DRAWING NO. CT-102
REVISION
SHEET NO. 38 OF 62
SCALE AS SHOWN

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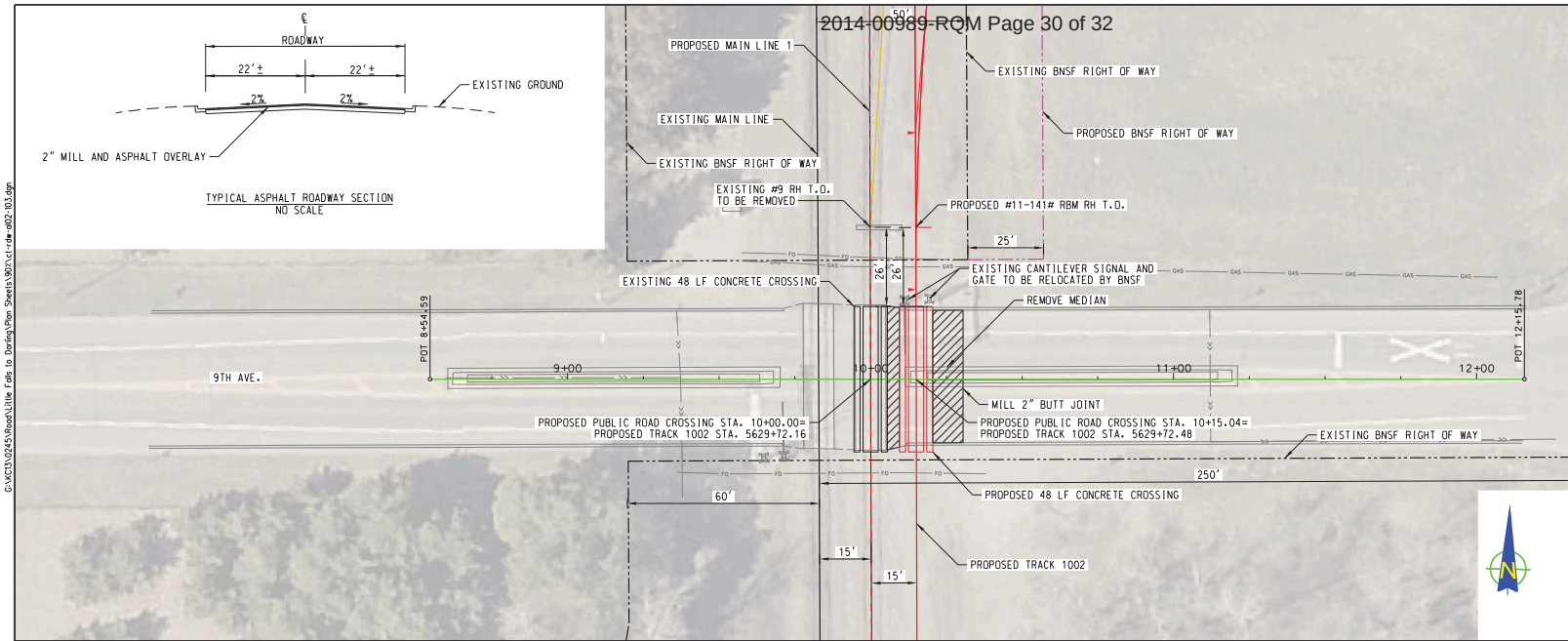
TYPICAL ASPHALT ROADWAY SECTION
NO SCALE



NOTES:

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ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO CURRENT MINNESOTA D.O.T. STANDARDS AND SPECIFICATIONS.

CONTRACTOR SHALL REMOVE GRAVEL PRIOR TO PLACING EMBANKMENT AND SET ASIDE FOR FUTURE USE.

FILL IN BETWEEN CROSSING PLANKS WITH ASPHALT AS NECESSARY.

PROPOSED ROAD CROSS SECTION WIDTH TO MATCH EXISTING ROAD WIDTH OUTSIDE OF R.O.W.

ADJUSTMENTS TO ROAD VERTICAL ALIGNMENT TO FOLLOW EXISTING ROAD HORIZONTAL ALIGNMENT.

TRANSITION PUBLIC ROAD FROM RAIL GRADE TO NORMAL CROWN OVER 10'

FIELD VERIFY UTILITIES.

FIELD VERIFY DRAINAGE STRUCTURES, EXTEND OR RELOCATE AS REQUIRED.

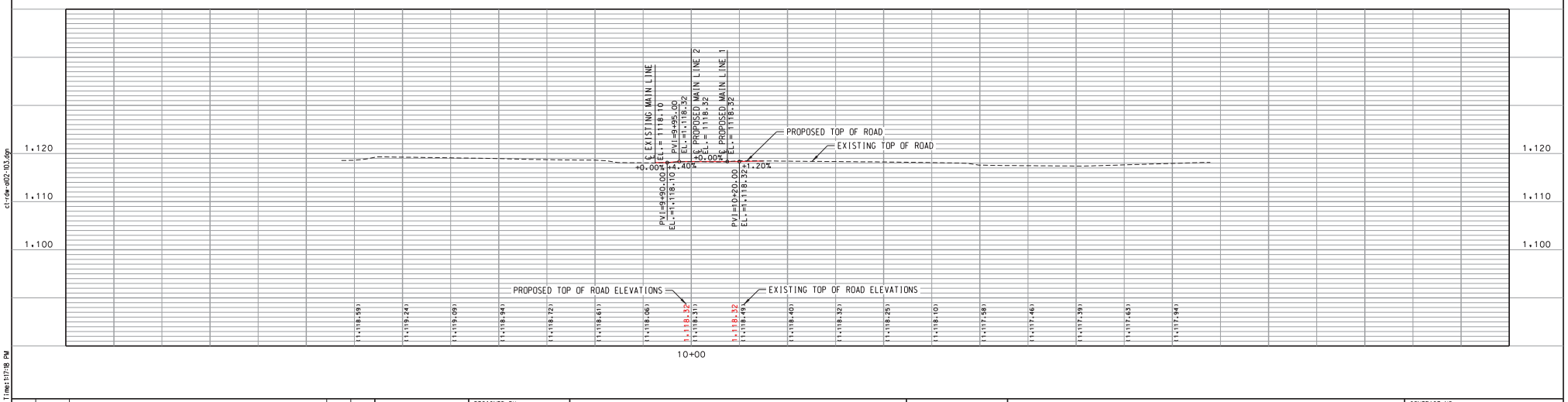
TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO ENGINEER AND MORRISON COUNTY FOR APPROVAL AND MUST MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES UNLESS OTHERWISE APPROVED.

ESTIMATED TOTAL SURFACING QUANTITY: 70 SY (ASPHALT)

PROPOSED ASPHALT LIMITS

0 20 40 60 HORIZONTAL SCALE FEET

0 10 20 30 VERTICAL SCALE FEET



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

BNSF RAILWAY
LITTLE FALLS TO DARLING
9TH AVE CROSSING MP 106.63
PLAN AND PROFILE

CONTRACT NO. 101130245
DRAWING NO. CT-103
REVISION
SHEET NO. 39 OF 62
SCALE AS SHOWN

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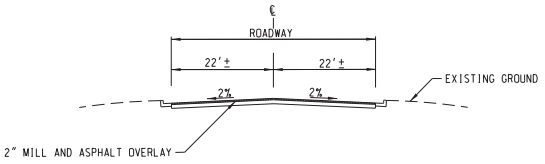
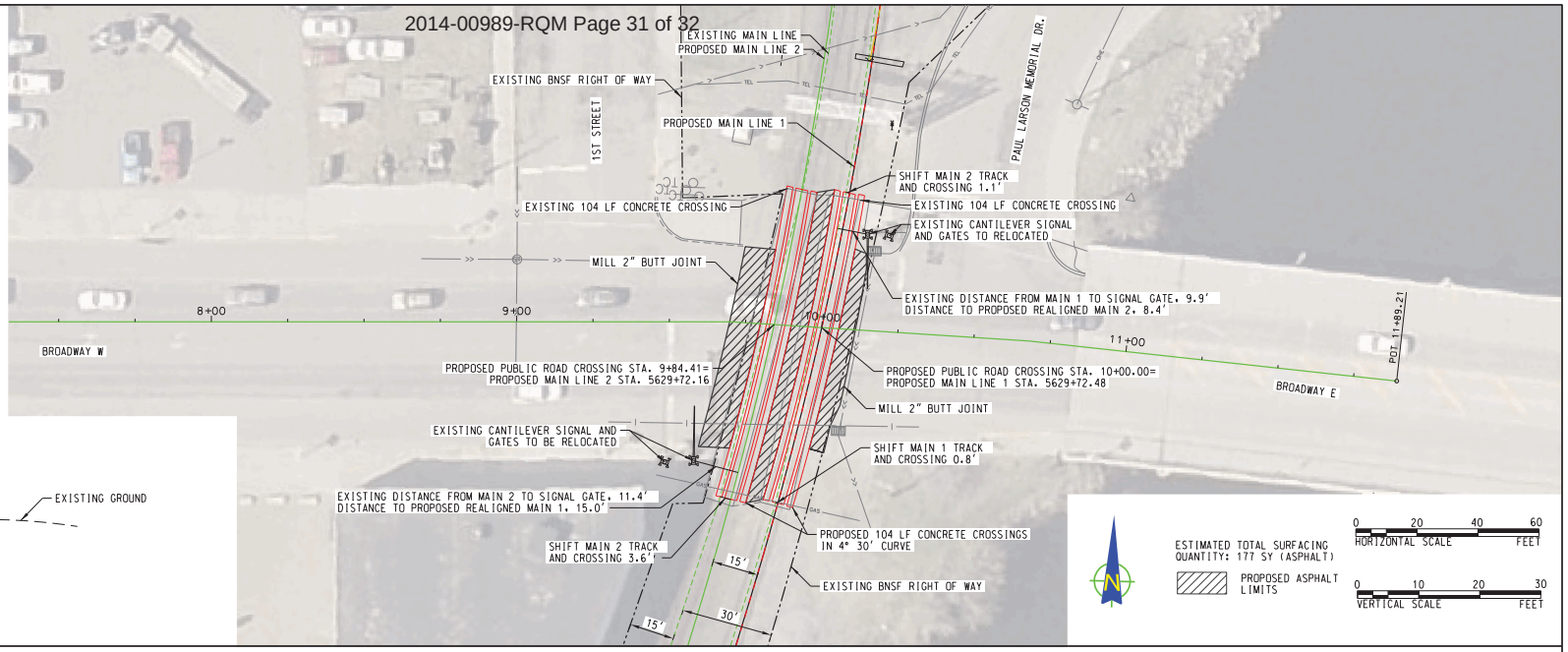
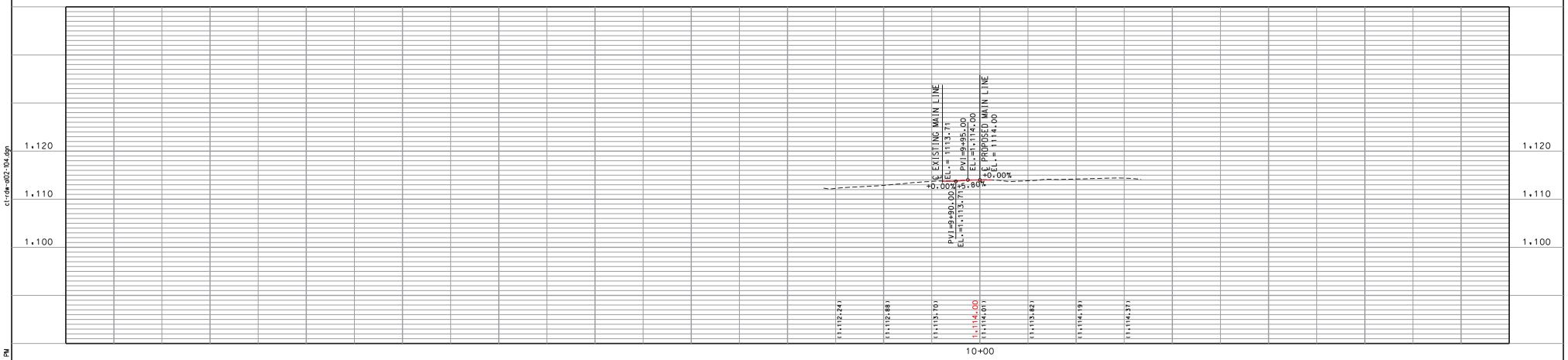


TYPICAL ASPHALT ROADWAY SECTION
NO SCALE





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Kansas City, MO 64108
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BNSF RAILWAY
LITTLE FALLS TO DARLING
BROADWAY CROSSING MP 105.96
PLAN AND PROFILE

CONTRACT NO. 101130245
DRAWING NO. CT-104
REVISION
SHEET NO. 40 OF 62
SCALE AS SHOWN

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

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ct-rdw-a02-104.dgn
Time: 1:17:19 PM
Date: 11/24/2014

NOTES:

NO FIELD CHANGES WILL BE PERMITTED WITHOUT AUTHORIZATION OF BNSF RAILWAY ENGINEERING DEPARTMENT.

ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO CURRENT MINNESOTA D.O.T. STANDARDS AND SPECIFICATIONS.

CONTRACTOR SHALL REMOVE GRAVEL PRIOR TO PLACING EMBANKMENT AND SET ASIDE FOR FUTURE USE.

FILL IN BETWEEN CROSSING PLANKS WITH ASPHALT AS NECESSARY.

PROPOSED ROAD CROSS SECTION WIDTH TO MATCH EXISTING ROAD WIDTH OUTSIDE OF R.O.W.

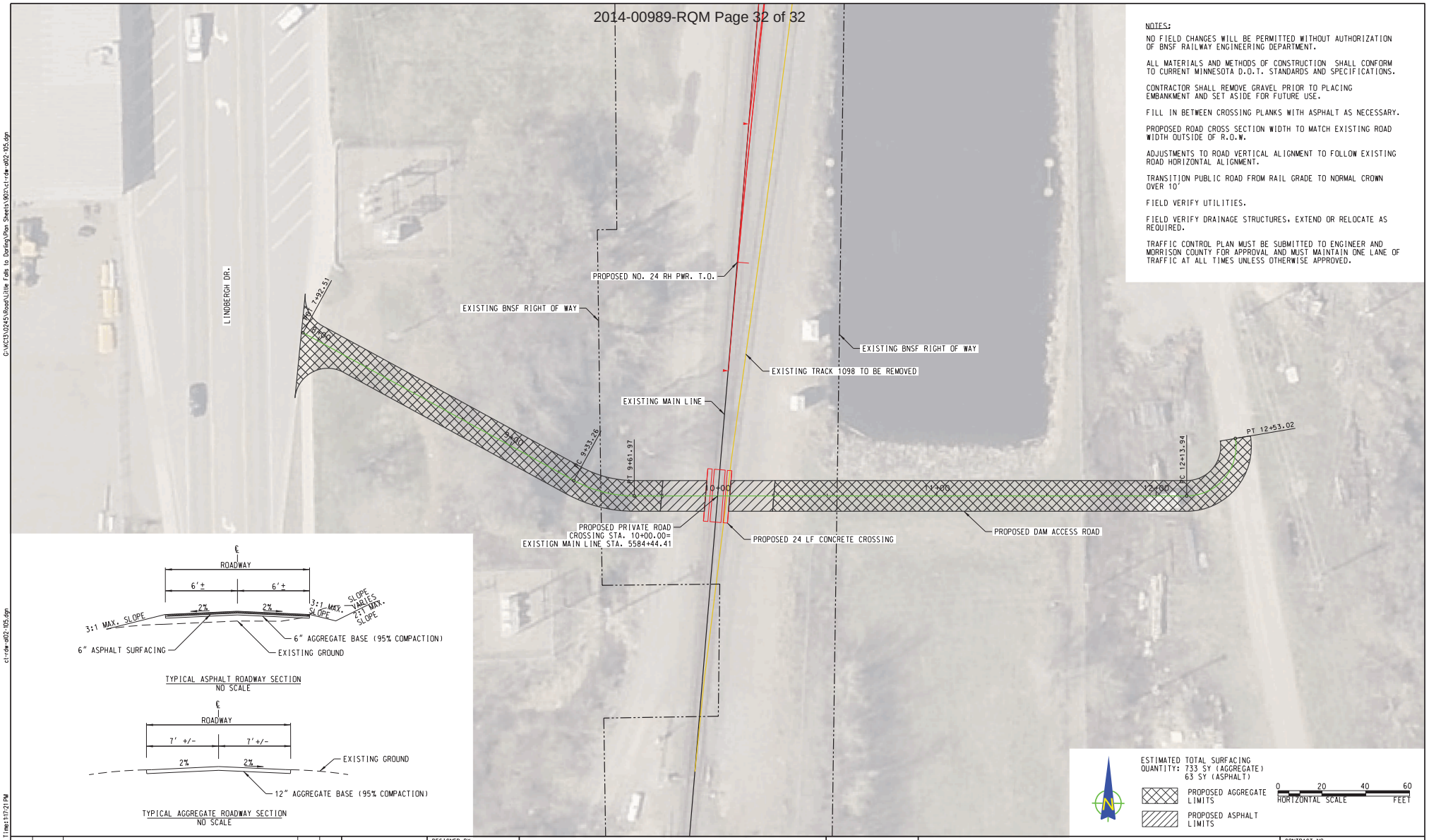
ADJUSTMENTS TO ROAD VERTICAL ALIGNMENT TO FOLLOW EXISTING ROAD HORIZONTAL ALIGNMENT.

TRANSITION PUBLIC ROAD FROM RAIL GRADE TO NORMAL CROWN OVER 10'

FIELD VERIFY UTILITIES.

FIELD VERIFY DRAINAGE STRUCTURES, EXTEND OR RELOCATE AS REQUIRED.

TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO ENGINEER AND MORRISON COUNTY FOR APPROVAL AND MUST MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES UNLESS OTHERWISE APPROVED.



TYPICAL ASPHALT ROADWAY SECTION
NO SCALE

TYPICAL AGGREGATE ROADWAY SECTION
NO SCALE

ISSUED FOR BID
NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	BY	SUB	APP

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

DESIGNED BY SLL
DRAWN BY SMW
CHECKED BY JRH
APPROVED BY
DATE 11/24/2014

BNSF RAILWAY

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BNSF RAILWAY
LITTLE FALLS TO DARLING
DAM ACCESS ROAD CROSSING MP 105.56
PLAN

CONTRACT NO. 101130245
DRAWING NO. CT-105
REVISION
SHEET NO. 41 OF 62
SCALE AS SHOWN

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

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