



US Army Corps  
of Engineers  
St Paul District

**APPLICANT:** Lewis Ruder  
Burlington Northern  
Santa Fe Railroad

**REFER TO:** 2015-03183-CLJ

# **Public Notice**

**ISSUED:** 1/15/2016  
**EXPIRES:** 2/16/2016

**SECTION:** 404 - Clean Water Act

---

1. APPLICATION FOR PERMIT TO discharge fill material into approximately 9.72 acres of fresh (wet) meadow wetlands adjacent to a tributary to South Branch – Two Rivers, for the maintenance and repair of railroad track of the Noyes Subdivision between mileposts 66.7 and 69.3 near Hallock, Minnesota.

## 2. SPECIFIC INFORMATION.

**APPLICANT'S ADDRESS:** 1624 First Street NW  
Albuquerque, New Mexico 87102

**AGENT:** Mark Aanenson,  
Houston Engineering

**AGENT'S ADDRESS:** 1401 21<sup>st</sup> Avenue North  
Fargo, North Dakota 58102

**PROJECT LOCATION:** The project site is located in Section 24, T161N, R49W, and Section 31, T161N, R48W, Kittson County, Minnesota. The approximate UTM coordinates are 48.725778 North 96.925235 West.

**DESCRIPTION OF PROJECT:** Original construction of the railway resulted in water pooling under the track bed with little to no drainage as a result of the clay subsoil. This has led to constant saturation of the track bed causing deterioration of the track bed along the saturated areas. Railway traffic has had to slow in these areas resulting in inefficiencies and continued maintenance.

The proposal includes reinforcing the embankment with new fill (widening), installing ballast drains, installing culverts, and constructing new ditches along them mainline for approximately 2.6 mile of the Subdivision. Creating drainage ditches and construction of ballast drains would convey water away from the track bed and to reduce the current problems associated with saturation. All work areas would be stabilized with erosion control blankets, covered with topsoil, and seeded to stabilize the soils and prevent excess erosion. Riprap would be installed at culvert locations. Work would occur within the existing railway right of way.

**ALTERNATIVES CONSIDERED:** The applicant considered the no-build alternative, but rejected it as it does not address the project purpose and need, would result in increased railway hazards, and a threat to public safety. The existing line is the only route considered by the applicant, as it is currently serviceable. Redirecting the rail line would be cost prohibitive and would likely result in more environmental harm than maintaining an existing track.

## **Operations - Regulatory (2015-03183-CLJ)**

**QUANTITY, TYPE, AND AREA OF FILL:** The proposed work would impact a total of 9.72 acres of fresh (wet) meadow (Type 2) wetland. Of the 9.72 acres, 4.41 acres would be filled as a result of widening the embankment.

**DESCRIPTION OF DREDGING OR EXCAVATION:** Excavation of drainage ditches would impact approximately 5.31 acres of the wetland.

**VEGETATION IN AFFECTED AREA:** The wet meadow wetlands in the area are dominated by prairie cord grass, with occasional observations of Baltic rush, Big bluestem, cattails, Kentucky bluegrass, Reed canary grass, Wheat sedge. Occasional shrub species included Sandbar willow, Red osier dogwood, Chokecherry, and European buckthorn. Upland areas are dominated by Bromegrass, Big bluestem, and Kentucky bluegrass.

**SOURCE OF FILL MATERIAL:** The applicant has indicated fill materials would consist of Class 3 aggregate that will be topped with Class 5 material. The material would be hauled from a commercial source.

**SURROUNDING LAND USE:** Much of the surrounding land area is in cultivation and other agricultural uses. The project is just south of the town of Hallock, and land use towards the north end of the project is primarily municipal and industrial. The Hallock Regional Airstrip is also located adjacent to the northwest portion of the project.

**THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE:** Fuels, hydraulic fluid, lubricants, coolant and other fluids commonly used by construction and agricultural equipment would be expected to be present for construction of the project.

**THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT:** The applicant would utilize standard construction best management practices, including temporary and permanent erosion control measures to contain disturbed soils at the work site.

**MITIGATION:** The applicant has indicated that 9.57 of the 9.72 total acres of wetlands identified in the project area were created as a result of constructing the railway and the saturated track bed serving as the source of hydrology to the wetlands within the project area. The applicant is proposing to provide compensatory mitigation, namely purchasing wetland credits from a Corps approved bank, for 0.15 acres of impact to wetland basin that the applicant feels was not created as a result of the construction of the railway.

### **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.

**Operations - Regulatory (2015-03183-CLJ)**

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 Craig Jarnot at the Bemidji Field office of the Corps, telephone number (651) 290 - 5337.

To receive Public Notices by e-mail, go to: [http://mvp-extstp.mvp.usace.army.mil/list\\_server/](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, Kittson 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>
Gray wolf (T)	Northern Forest
Northern long-eared bat (T)	Upland forests, wooded areas, caves, mines
Dakota skipper (T)	Native prairie habitat
Poweshiek skipperling (E)	Native prairie habitat
Western prairie fringed orchid (T)	Wet prairies and sedge meadows

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 current practices for documenting Corps jurisdiction under Section(s) 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act.

We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are subject to Corps of Engineers jurisdiction under Section(s) 9 & 10 of the Rivers and Harbors Act of 1899 and/or Section 404 of the Clean Water Act. If an approved jurisdictional determination is completed as part of the review process for this application, a copy will be posted on the St. Paul District web page at the following link:  
<http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

THE APPLICANT HAS STATED THAT THE FOLLOWING STATE, COUNTY, AND/OR LOCAL PERMITS HAVE BEEN APPLIED FOR/ISSUED:

## **Operations - Regulatory (2015-03183-CLJ)**

### **6. STATE SECTION 401 WATER QUALITY CERTIFICATION.**

Valid Section 404 permits cannot be issued for any activity unless state water quality certification for the activity is granted or waived pursuant to Section 401 of the Clean Water Act. The state Section 401 authority in Minnesota is the Minnesota Pollution Control Agency (MPCA). The St. Paul District has provided this public notice and a copy of the applicant's Section 404 permit application form to the MPCA. If MPCA needs any additional information in order for the Section 401 application to be considered complete by MPCA, the MPCA has indicated that it will request such information from the applicant. It is the permit applicant's responsibility to ensure that the MPCA has received a valid, complete application for state Section 401 certification and to obtain a final Section 401 action from the MPCA.

The MPCA has indicated that this public notice serves as its public notice of the application for Section 401 water quality certification under Minnesota Rules Part 7001. The MPCA has also indicated that the Section 401 process shall begin to commence upon the issuance date of this public notice unless the MPCA notifies both the St. Paul District and the permit applicant to the contrary, in writing, before the expiration date of this public notice.

Any comments relative to MPCA's Section 401 Certification for the activity proposed in this public notice may be sent to:

Minnesota Pollution Control Agency, Resource Management and Assistance Division,  
Attention: 401 Certification, 520 Lafayette Road North, St. Paul, Minnesota 55155-4194.

### **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,

## **Operations - Regulatory (2015-03183-CLJ)**

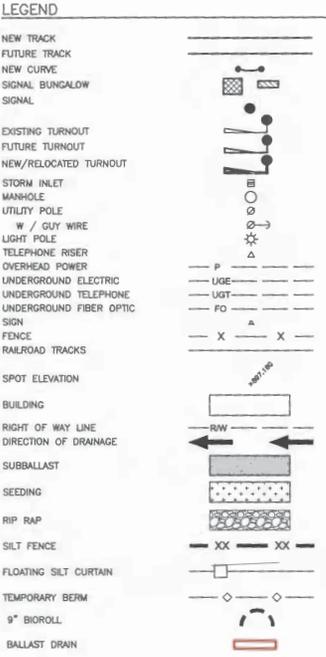
including the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, 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.

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.

Benjamin R. Cox  
Chief, Northwest Section

Enclosures





**NOTES:**

THE CONTRACTOR IS RESPONSIBLE FOR UTILITY COORDINATION AND RELOCATION. ANY RELOCATED UTILITIES NEED TO FOLLOW THE CURRENT BNSF UTILITY ACCOMMODATION POLICY.

UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED ON FIELD SURVEY. ADDITIONAL UNDERGROUND UTILITIES BOTH ABANDONED AND IN USE MAY BE PRESENT AND THE UTILITIES AND FOUNDATIONS INDICATED MAY NOT BE IN THE EXACT LOCATION SHOWN. FIELD VERIFY (I.E. POTHOLE) ALL UNDERGROUND FEATURES PRIOR TO CONSTRUCTION AND EXERCISE CAUTION DURING EXCAVATION ACTIVITIES.

BITUMINOUS, CONCRETE AND OTHER ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED FROM SITE.

THE NEW RAILWAY EMBANKMENT SHALL BE TEST ROLLED AND MUST BE APPROVED BY THE BNSF RAILWAY REPRESENTATIVE.

IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THE CONDITION OF ALL CULVERTS AND KEEP FREE OF DEBRIS WITH IN THE PROJECT LIMITS. CONTRACTOR TO CLEAN ALL DEBRIS/SEDIMENT FROM EXISTING CULVERTS.

OBTAIN COMPACTION OF THE GRADING PORTIONS IN ACCORDANCE WITH THE "SPECIFIED DENSITY METHOD" REQUIREMENTS. MATERIAL BELOW THE GRADING SUBGRADE SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE MODIFIED PROCTOR TEST.

ALL CONTRACTORS AND SUBCONTRACTORS EMPLOYEES MUST COMPLETE CONTRACTOR ORIENTATION AND E-RAIL SAFE FOR THE BNSF RAILWAY BEFORE ENTERING THE BNSF RAILWAY PROPERTY. THE COURSE CAN BE FOUND AT WWW.CONTRACTORORIENTATION.COM.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING THE CONSTRUCTION PROCESS.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING FINAL POSITIVE DRAINAGE.

THE CONTRACTOR SHALL NOT RESTRICT TRAIN OPERATIONS.

CONTRACTOR TO PLACE SILT FENCE AND OTHER EROSION CONTROL MEASURES AS NECESSARY. ALL REQUIRED PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL EXISTING TRACK, SIGNAL AND BRIDGE WORK SHALL BE COMPLETED BY BNSF FORCES.

NEW TRACK CONSTRUCTION (RAIL, TIES, BALLAST AND HARDWARE) TO BE COMPLETED BY BNSF FORCES.

EXISTING MAINLINE EMBANKMENT SHALL BE PROTECTED AT ALL TIMES. SUBCUT EXCAVATIONS SHALL BE COMPLETED AS DIRECTED BY THE BNSF RAILWAY REPRESENTATIVE.

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE COORDINATES, DIMENSIONS, ELEVATIONS, AND EXISTING CONDITIONS OF ALL OF THE CONSTRUCTION COMPONENTS PRIOR TO THE CONSTRUCTION OF EACH COMPONENT OF THE PROJECT. NOTIFY THE BNSF RAILWAY REPRESENTATIVE OF ANY DISCREPANCY IMMEDIATELY.

CONSTRUCTION LIMITS FENCING - THE FENCING SHALL BE ORANGE IN COLOR, 4 FEET HIGH, CONSTRUCTED OF HIGH-DENSITY POLYETHYLENE, AND SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. TENSAR CORPORATION FENCE PRODUCT NO. US 405C OR EQUIVALENT MAY BE USED.

**SURVEY NOTES**

THE TOPOGRAPHIC SURVEY IS FOR PLANNING PURPOSES ONLY. INFORMATION SHOWN IS FROM FIELD SURVEYS, LIDAR DATA AND BNSF STATION MAPS.

FIELD SURVEY CONDUCTED BY:  
 HOUSTON ENGINEERING, INC.  
 1401 21ST AVE N.  
 FARGO, ND  
 58102

SURVEY DATUM:  
 HORIZONTAL = NAD83 MINNESOTA STATE PLANE NORTH (USSF)  
 VERTICAL = NAVD 88

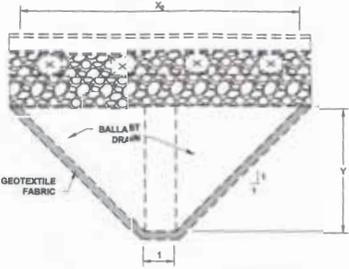
THE BNSF PROJECT REPRESENTATIVE WILL PROVIDE LOCATION OF SURVEY CONTROL POINTS AND BENCHMARKS ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION SURVEY AND LAYOUT.

CONTRACTOR SHALL RE-ESTABLISH CONTROL POINTS WHEN ANY CONTROL POINTS ARE DAMAGED DUE TO DEMOLITION OR NORMAL CONSTRUCTION ACTIVITY.

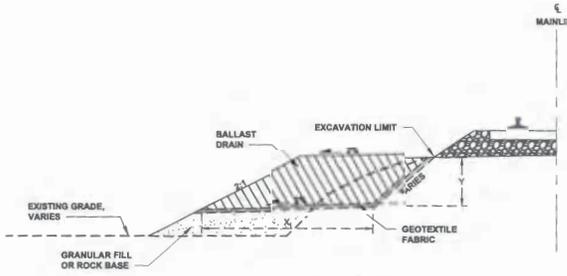
ALL SURVEY COSTS AND REQUIREMENTS ARE THE RESPONSIBILITY OF THE CONTRACTOR.

H:\Fargo\JRW\3400\3400\3400\CLJ\_2428\_428 Noyes Sub Grade Stabilization\CAD\Plan\Map 68 NOTES AND QUANTITIES.dwg NOTES AND QUANTITIES-7/13/2015 2:50 PM (tberg)

No.	Revision	Date	By			Fargo P: 701.237.5065 F: 701.237.5101	Drawn by SMH,AMR Date 07-13-15 Checked by TJB,RRS Scale AS SHOWN	NOYES SUBGRADE STABILIZATION NOYES SUBDIVISION, LINE SEGMENT 245 BNSF RAILWAY COMPANY	MP 68 NOTES AND QUANTITIES PROJECT NO. 3400	SHEET



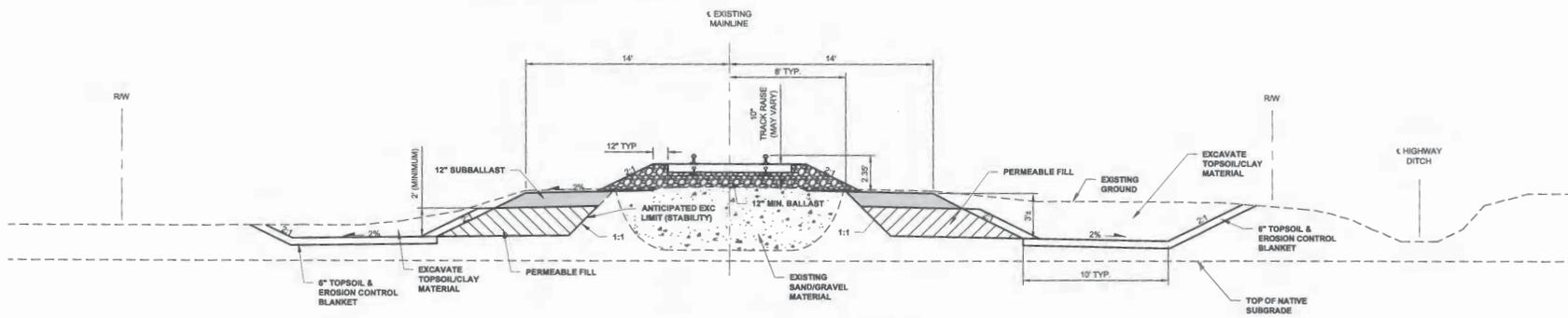
**BALLAST DRAIN CROSS SECTION**  
NOT TO SCALE



**BALLAST DRAIN**  
NOT TO SCALE

Ballast Drain					
Ballast		Geotextile Fabric		Quantities	
CY	LF	CY	LF	CY	LF
12.50	0	4	0.00	22.81	
13.00	11	0	13.00	26.00	
13.50	11	0	13.50	27.00	

\*Ballast drains to be installed every 33', alternating from the east and west side of the track.  
\*\*Depth of ballast drains will vary with depth of ballast.



**TYPICAL SLOPE STABILIZATION SECTION**  
NOT TO SCALE

H:\Vp\BNSF\2003\428\14\_2428\_428 Noyes Sub Grade Stabilization\CD\Sheet\MF 67.dwg TYPICAL SECTIONS\TYPICAL SECTIONS-7/13/2015 2:50 PM (fberq)

No.	Revision	Date	By



Fargo  
 Drawn by SMH,AMR  
 Date 07-13-15  
 Checked by TJB,RRS  
 Scale AS SHOWN

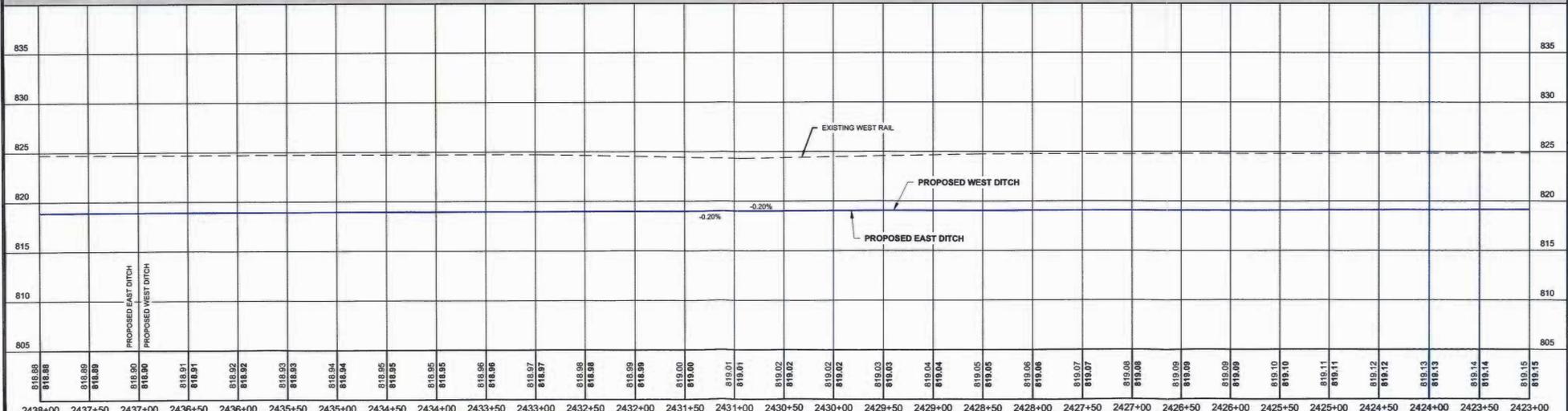
NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - N  
 TYPICAL SECTIONS  
 PROJECT NO. 2428-428

SHEET  
 G003



WETLAND IMPACT - FILL   
 WETLAND IMPACT - CUT

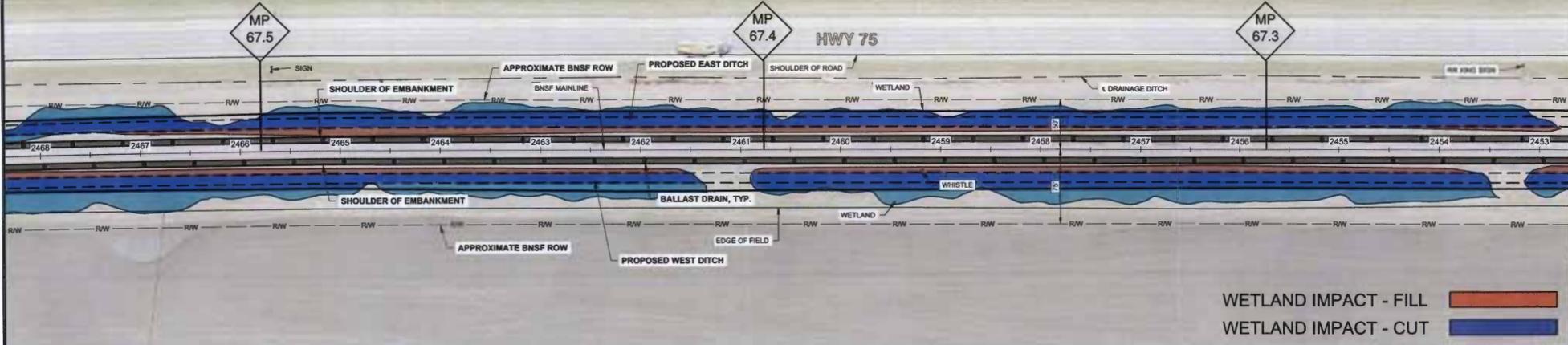


818.88	818.89	818.90	818.91	818.92	818.93	818.94	818.95	818.95	818.96	818.97	818.98	818.99	819.00	819.01	819.02	819.02	819.03	819.04	819.05	819.06	819.07	819.08	819.09	819.09	819.10	819.11	819.12	819.13	819.14	819.15
2438+00	2437+50	2437+00	2436+50	2436+00	2435+50	2435+00	2434+50	2434+00	2433+50	2433+00	2432+50	2432+00	2431+50	2431+00	2430+50	2430+00	2429+50	2429+00	2428+50	2428+00	2427+50	2427+00	2426+50	2426+00	2425+50	2425+00	2424+50	2424+00	2423+50	2423+00

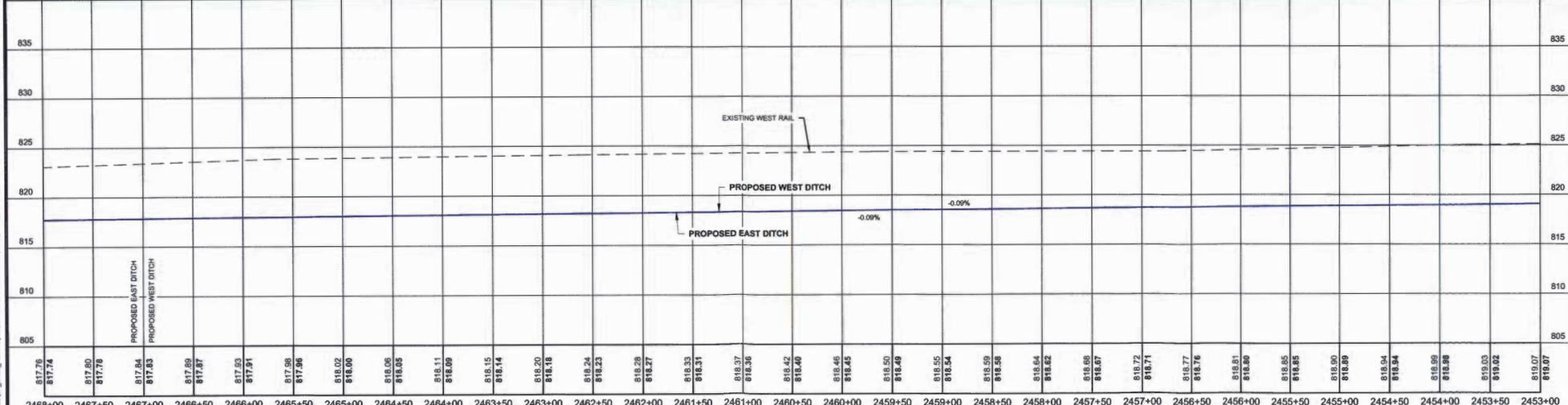
No.	Revision	Date	By			Fargo	Drawn by SMH,AMR	Date 10-01-15	NOYES SUBGRADE STABILIZATION NOYES SUBDIVISION, LINE SEGMENT 245 BNSF RAILWAY COMPANY	NOYES SUB - MP 68 PLAN & PROFILE PROJECT NO. 2428-428	SHEET T201
						P: 701.237.5065 F: 701.237.5101	Checked by TJB,RRS	Scale AS SHOWN			

H:\Projects\2015\2428-428 Noyes Sub Grade Stabilization\CAD\Drawings\MP 68\NOYES SUB MP 68 NOTES SUB MP 68.dwg T201-10/01/2015 1:42 PM (cbmp)





WETLAND IMPACT - FILL   
 WETLAND IMPACT - CUT



817.76	817.74	817.50	817.78	817.54	817.53	817.59	817.57	817.55	817.51	817.56	817.56	818.02	818.00	818.05	818.05	818.11	818.09	818.15	818.14	818.20	818.18	818.24	818.23	818.28	818.27	818.33	818.31	818.37	818.36	818.42	818.40	818.46	818.45	818.50	818.49	818.55	818.54	818.59	818.58	818.64	818.62	818.68	818.67	818.72	818.71	818.77	818.76	818.81	818.80	818.85	818.85	818.90	818.89	818.94	818.94	818.99	818.98	819.03	819.02	819.07	819.07
2468+00	2467+50	2467+00	2466+50	2466+00	2465+50	2465+00	2464+50	2464+00	2463+50	2463+00	2462+50	2462+00	2461+50	2461+00	2460+50	2460+00	2459+50	2459+00	2458+50	2458+00	2457+50	2457+00	2456+50	2456+00	2455+50	2455+00	2454+50	2454+00	2453+50	2453+00																															

No.	Revision	Date	By



Fargo  
 P: 701.237.5065  
 F: 701.237.5101

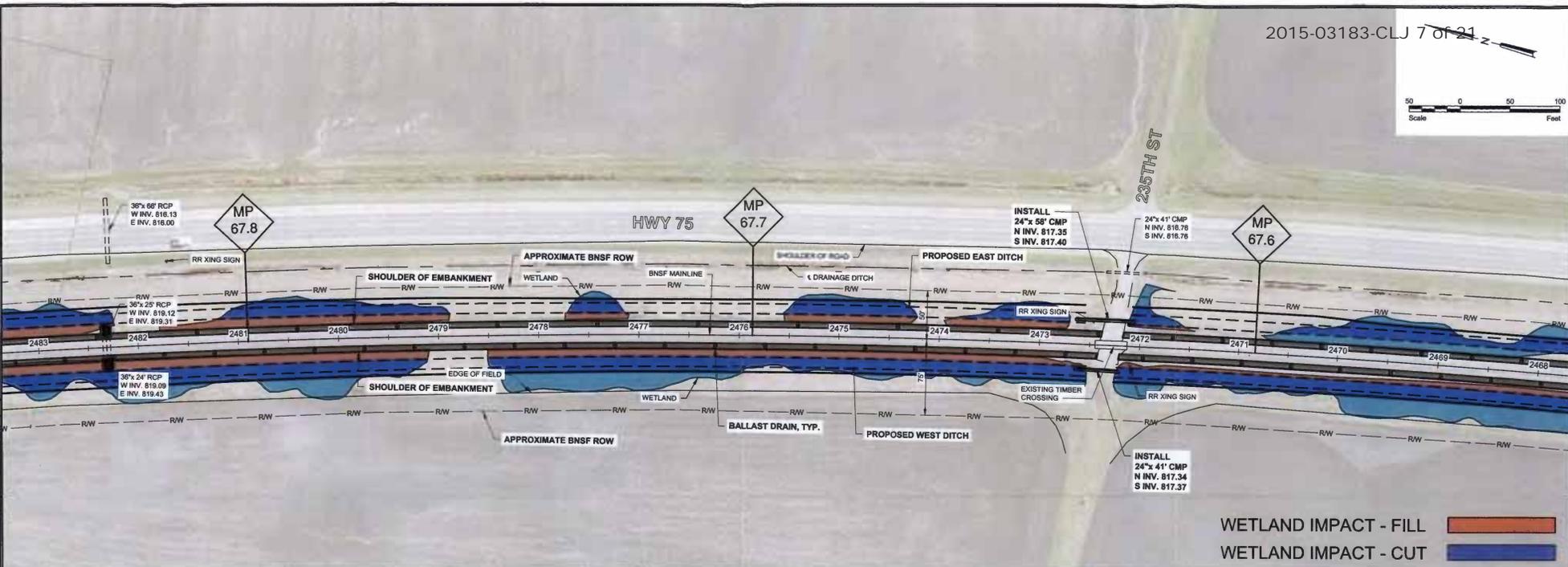
Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

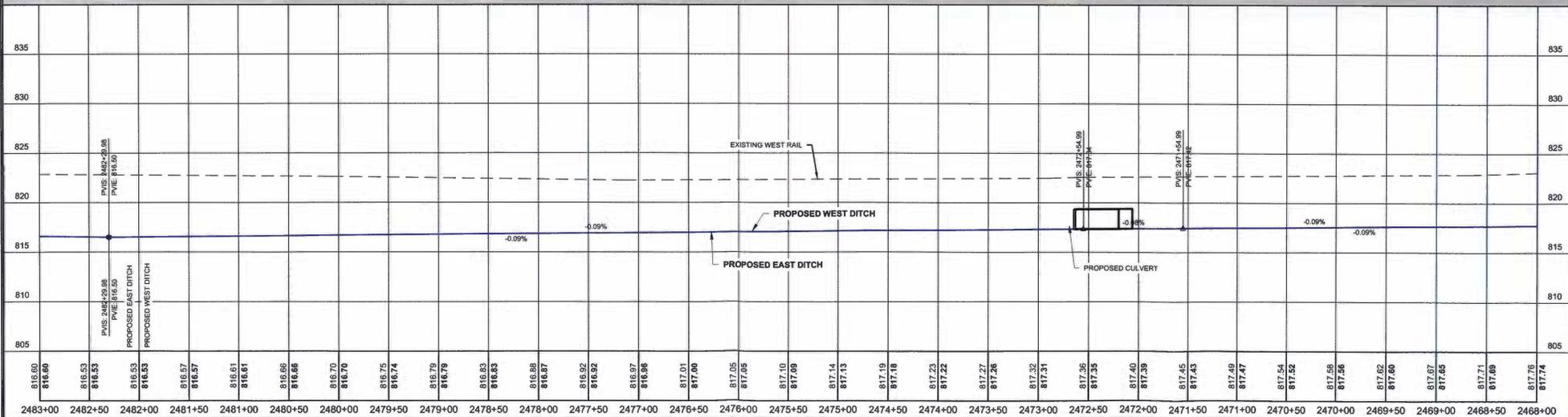
NOYES SUB - MP 68  
 PLAN & PROFILE  
 PROJECT NO. 2428-428

SHEET T203

H:\Fargo\3400\2428\15\_128\_428\_Noyes Sub Grade Stabilization\CD\Plan\MP 68\MP 68 NOYES SUB RAIL.dwg:2015-10-17 20:15:42 PM lbering



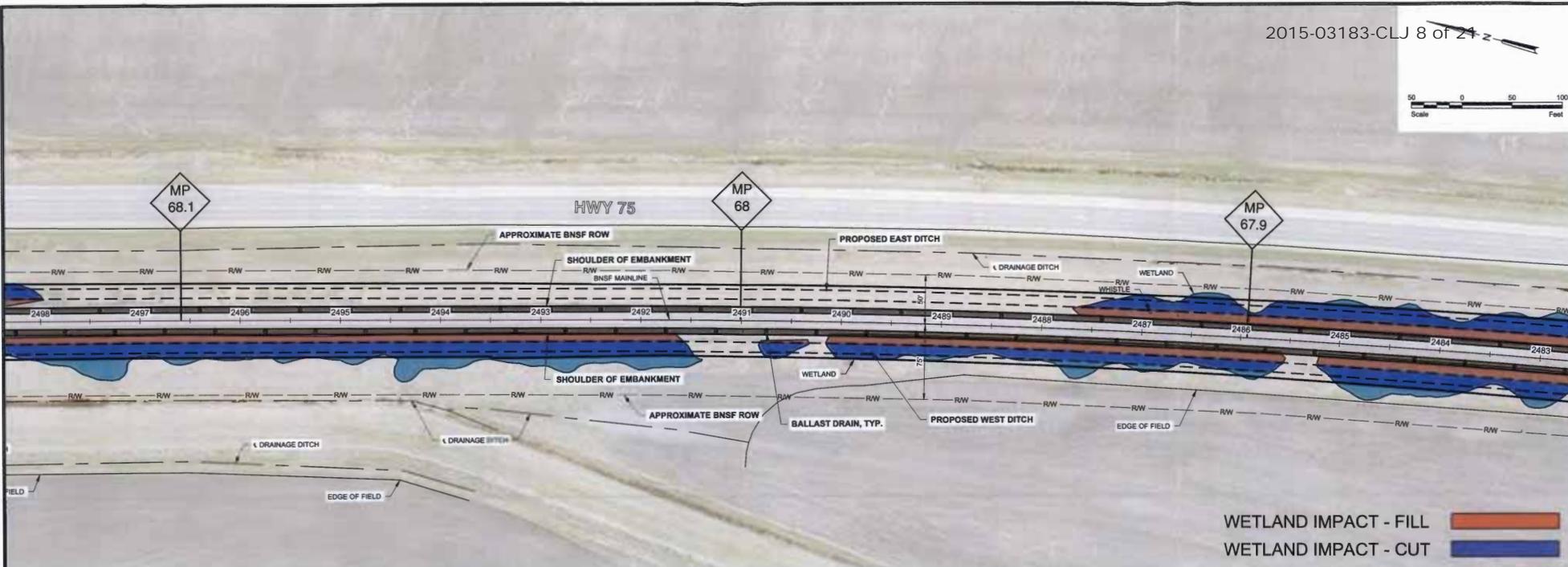
WETLAND IMPACT - FILL   
 WETLAND IMPACT - CUT



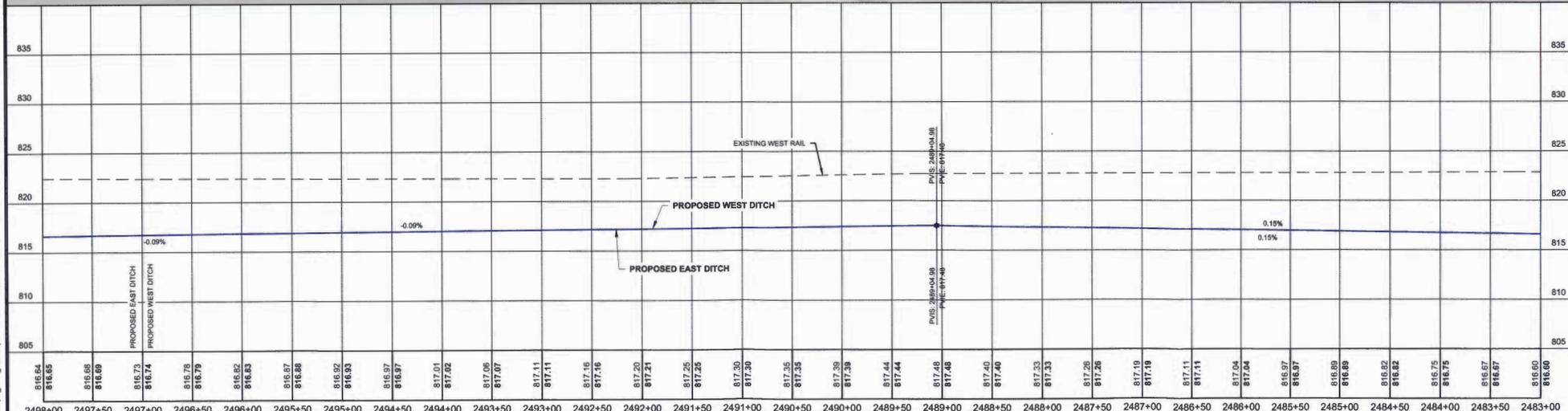
816.60	816.53	816.53	816.53	816.57	816.57	816.61	816.61	816.66	816.70	816.74	816.79	816.79	816.83	816.88	816.87	816.92	816.92	816.97	816.96	817.01	817.04	817.05	817.05	817.10	817.09	817.14	817.13	817.19	817.18	817.23	817.22	817.27	817.26	817.32	817.31	817.36	817.35	817.40	817.39	817.45	817.43	817.49	817.47	817.54	817.52	817.58	817.56	817.62	817.60	817.67	817.65	817.71	817.69	817.74	817.74
2483+00	2482+50	2482+00	2481+50	2481+00	2480+50	2480+00	2479+50	2479+00	2478+50	2478+00	2477+50	2477+00	2476+50	2476+00	2475+50	2475+00	2474+50	2474+00	2473+50	2473+00	2472+50	2472+00	2471+50	2471+00	2470+50	2470+00	2469+50	2469+00	2468+50	2468+00																									

No.	Revision	Date	By			Fargo		Drawn by	Date	NOYES SUBGRADE STABILIZATION NOYES SUBDIVISION, LINE SEGMENT 245 BNSF RAILWAY COMPANY	NOYES SUB - MP 68 PLAN & PROFILE PROJECT NO. 2428-428	SHEET T204
						P:	F:	SMH,AMR	10-01-15			
								TJB,RRS	AS SHOWN			

H:\Fargo\1503183\2428\_428\_Noyes Sub Grade Stabilization\CAD\Plan\MP 68 NOYES SUB.Plan.dwg, 2014-10-01 14:02 PM (theng)



WETLAND IMPACT - FILL █  
 WETLAND IMPACT - CUT █



816.64	816.65	816.66	816.68	816.69	816.73	816.74	816.76	816.79	816.82	816.83	816.87	816.88	816.92	816.93	816.97	817.01	817.02	817.06	817.07	817.11	817.16	817.16	817.20	817.21	817.25	817.25	817.30	817.30	817.35	817.35	817.39	817.39	817.44	817.44	817.48	817.48	817.40	817.40	817.33	817.33	817.26	817.26	817.19	817.19	817.11	817.11	817.04	817.04	816.97	816.97	816.90	816.90	816.82	816.82	816.75	816.75	816.67	816.67	816.60	816.60
2498+00	2497+50	2497+00	2496+50	2496+00	2495+50	2495+00	2494+50	2494+00	2493+50	2493+00	2492+50	2492+00	2491+50	2491+00	2490+50	2490+00	2489+50	2489+00	2488+50	2488+00	2487+50	2487+00	2486+50	2486+00	2485+50	2485+00	2484+50	2484+00	2483+50	2483+00																														

No.	Revision	Date	By

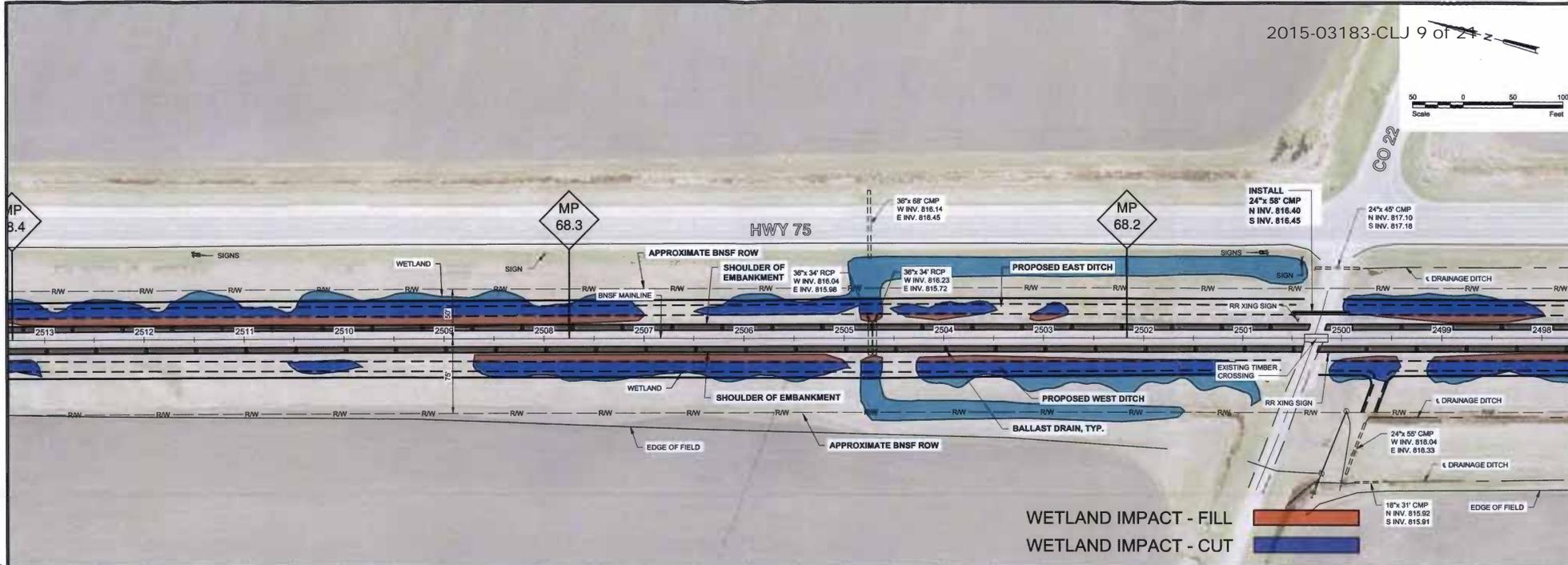


Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 P: 701.237.5065  
 F: 701.237.5101  
 Checked by TJB,RRS  
 Scale AS SHOWN

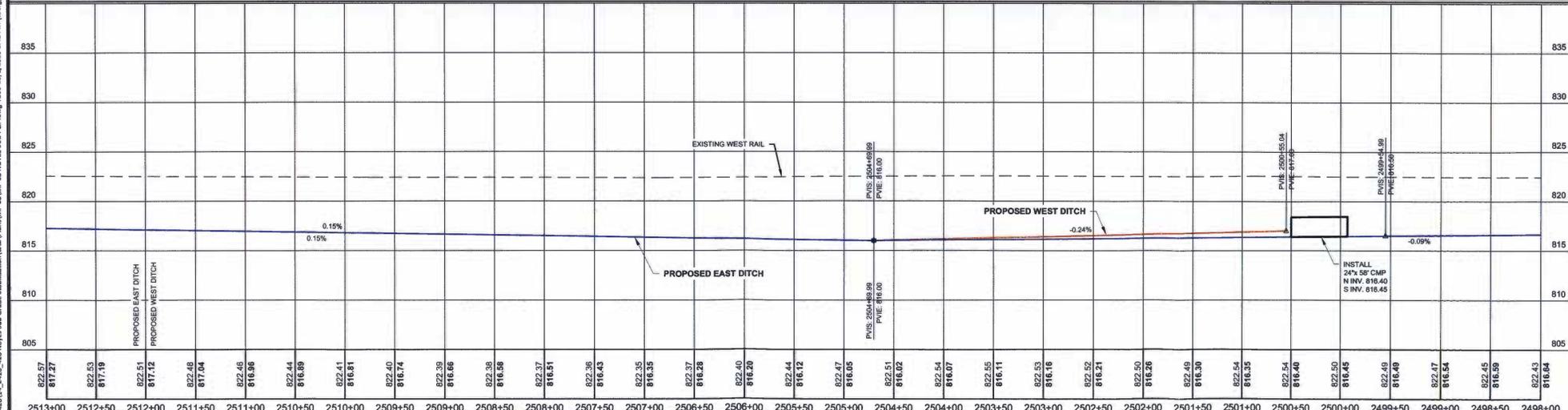
NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
 PLAN & PROFILE  
 PROJECT NO. 2428-428  
 SHEET T205

H:\Fargo\151000\2428\151000\_2428\_428 Noyes Sub Grade Stabilization\CAD\Plan\Map 68 NOYES SUB MP 68.dwg 10/1/15 1:42 PM lbergl



WETLAND IMPACT - FILL  
WETLAND IMPACT - CUT



822.57 817.27	822.53 817.19	822.51 817.12	822.46 817.04	822.46 816.98	822.44 816.89	822.41 816.81	822.40 816.74	822.39 816.66	822.38 816.58	822.37 816.51	822.36 816.43	822.35 816.35	822.37 816.28	822.40 816.20	822.44 816.12	822.47 816.05	822.51 816.02	822.54 816.07	822.55 816.11	822.53 816.16	822.52 816.21	822.50 816.26	822.49 816.30	822.54 816.35	822.54 816.40	822.50 816.45	822.49 816.48	822.47 816.54	822.45 816.59	822.43 816.64
2513+00	2512+50	2512+00	2511+50	2511+00	2510+50	2510+00	2509+50	2509+00	2508+50	2508+00	2507+50	2507+00	2506+50	2506+00	2505+50	2505+00	2504+50	2504+00	2503+50	2503+00	2502+50	2502+00	2501+50	2501+00	2500+50	2500+00	2499+50	2499+00	2498+50	2498+00

H:\Vamp\BNSF\2428\2428\_428\_Noyes Sub Grade Stabilization\CAD\Plan\MP 68 MP 68 NOYES SUB RAIL.dwg T206-001\T206S 1-42 Plan.dwg



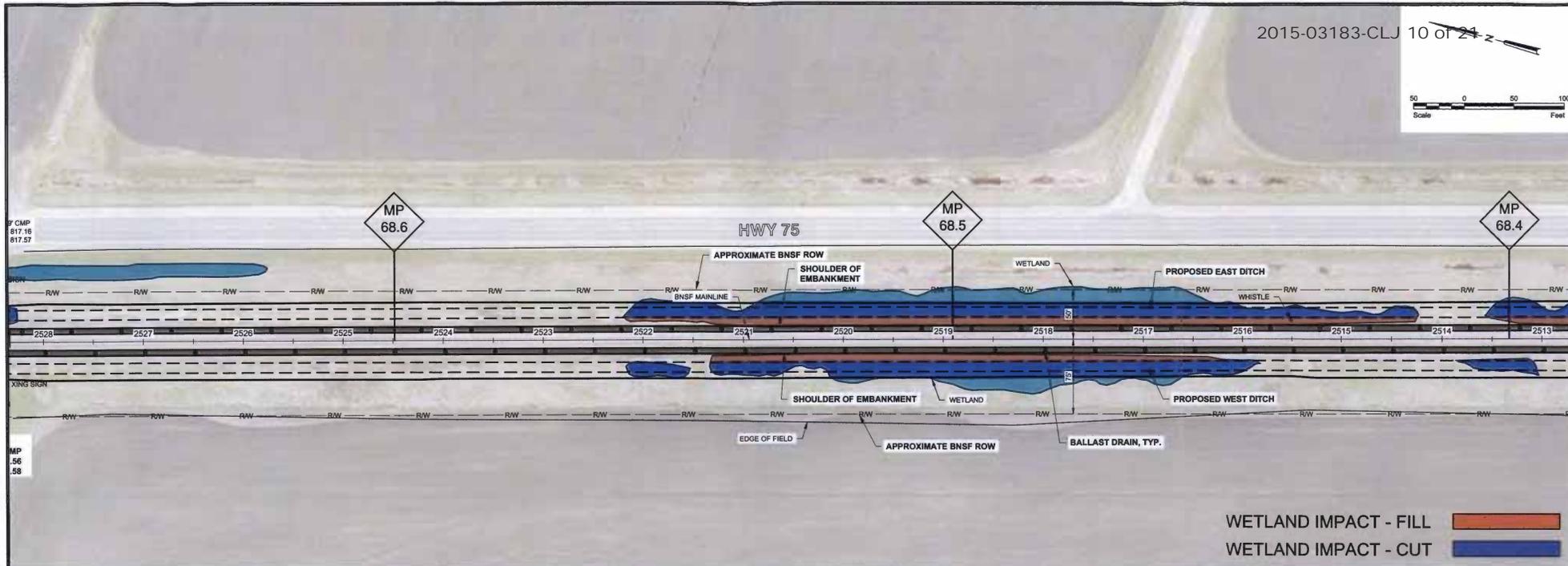
Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

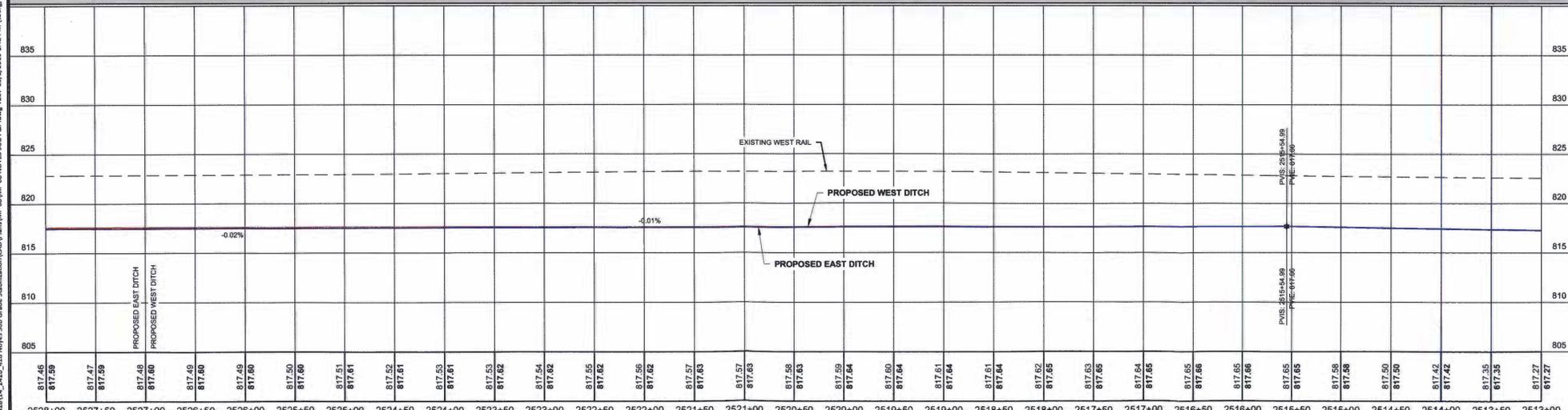
NOYES SUB - MP 68  
 PLAN & PROFILE  
 PROJECT NO. 2428-428

SHEET T206

No.	Revision	Date	By



WETLAND IMPACT - FILL █  
 WETLAND IMPACT - CUT █



817.46	817.59	817.47	817.59	817.48	817.60	817.46	817.60	817.46	817.60	817.50	817.60	817.51	817.61	817.52	817.61	817.53	817.61	817.53	817.62	817.54	817.62	817.55	817.62	817.56	817.62	817.57	817.63	817.57	817.63	817.58	817.63	817.59	817.64	817.60	817.64	817.61	817.64	817.61	817.64	817.62	817.65	817.63	817.65	817.64	817.65	817.65	817.66	817.66	817.65	817.66	817.58	817.66	817.50	817.60	817.42	817.42	817.35	817.35	817.27	817.27
2528+00	2527+50	2527+00	2526+50	2526+00	2525+50	2525+00	2524+50	2524+00	2523+50	2523+00	2522+50	2522+00	2521+50	2521+00	2520+50	2520+00	2519+50	2519+00	2518+50	2518+00	2517+50	2517+00	2516+50	2516+00	2515+50	2515+00	2514+50	2514+00	2513+50	2513+00																														

H:\Fargo\10400\2428\CLJ\_2428\_428 Noyes Sub Grade Stabilization\CAD\Plan\MP 68\MP 68 NOYES SUB 948.Plot Aug 2007-10:12:2015 1:43 PM (tbaap)



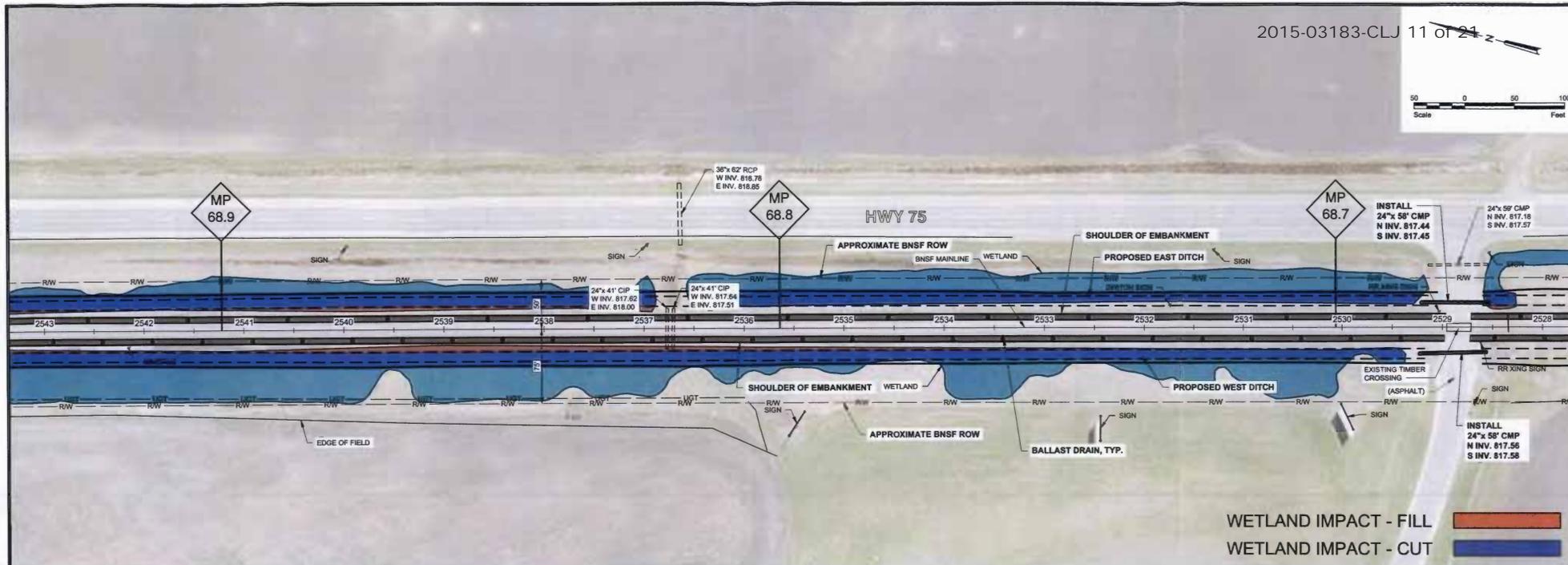
Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

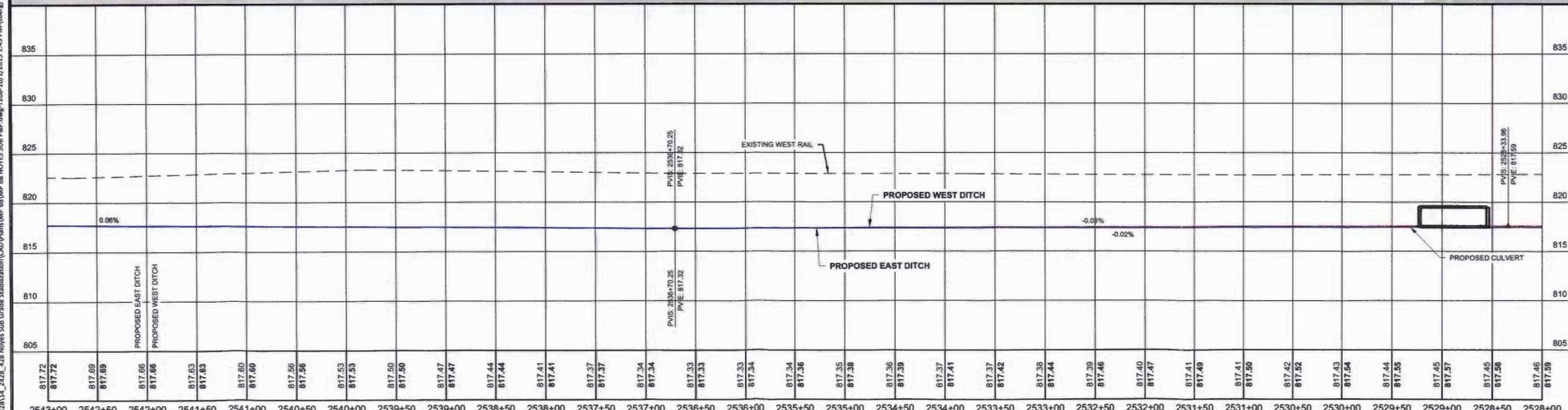
NOYES SUB - MP 68  
 PLAN & PROFILE  
 PROJECT NO. 2428-428

SHEET T207

No.	Revision	Date	By



WETLAND IMPACT - FILL   
 WETLAND IMPACT - CUT



817.72	817.72	817.69	817.69	817.66	817.66	817.63	817.63	817.60	817.60	817.56	817.56	817.53	817.53	817.50	817.50	817.47	817.47	817.44	817.44	817.41	817.41	817.37	817.37	817.34	817.34	817.33	817.33	817.33	817.33	817.34	817.34	817.36	817.36	817.36	817.36	817.37	817.37	817.41	817.41	817.42	817.42	817.38	817.38	817.44	817.44	817.39	817.39	817.46	817.46	817.40	817.40	817.47	817.47	817.41	817.41	817.49	817.49	817.41	817.41	817.50	817.50	817.52	817.52	817.54	817.54	817.44	817.44	817.55	817.55	817.45	817.45	817.57	817.57	817.45	817.45	817.58	817.58	817.46	817.46	817.59	817.59					
2543+00	2542+50	2542+00	2541+50	2541+00	2540+50	2540+00	2539+50	2539+00	2538+50	2538+00	2537+50	2537+00	2536+50	2536+00	2535+50	2535+00	2534+50	2534+00	2533+50	2533+00	2532+50	2532+00	2531+50	2531+00	2530+50	2530+00	2529+50	2529+00	2528+50	2528+00	2527+50	2527+00	2526+50	2526+00	2525+50	2525+00	2524+50	2524+00	2523+50	2523+00	2522+50	2522+00	2521+50	2521+00	2520+50	2520+00	2519+50	2519+00	2518+50	2518+00	2517+50	2517+00	2516+50	2516+00	2515+50	2515+00	2514+50	2514+00	2513+50	2513+00	2512+50	2512+00	2511+50	2511+00	2510+50	2510+00	2509+50	2509+00	2508+50	2508+00	2507+50	2507+00	2506+50	2506+00	2505+50	2505+00	2504+50	2504+00	2503+50	2503+00	2502+50	2502+00	2501+50	2501+00	2500+50	2500+00

H:\Fargo\JUN1400\242814\_2428\_428 Noyes Sub-Grade Stabilization\CAD\Plan\MP 68\MP 68 NOYES SUB-RW.dwg: 2286-10/12/2015 1:45 PM (bmg)

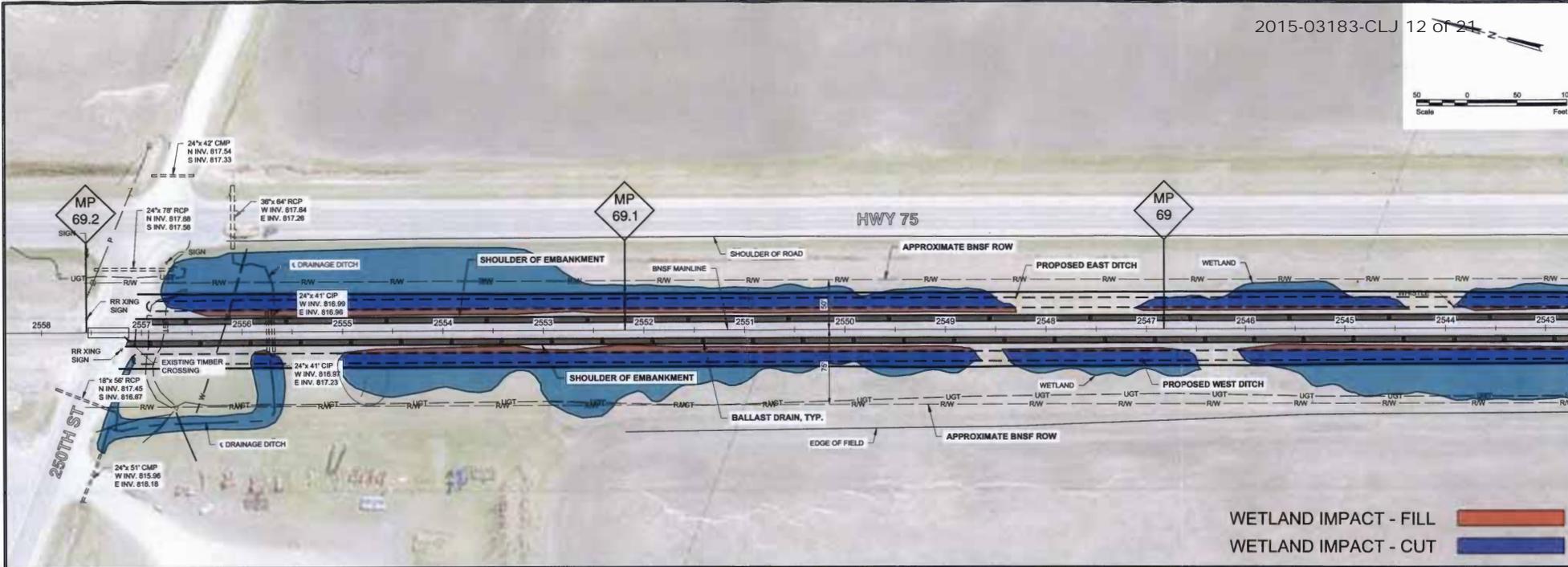
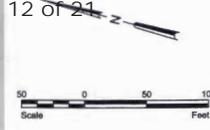


Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 P: 701.237.5065  
 F: 701.237.5101  
 Checked by TJB,RRS  
 Scale AS SHOWN

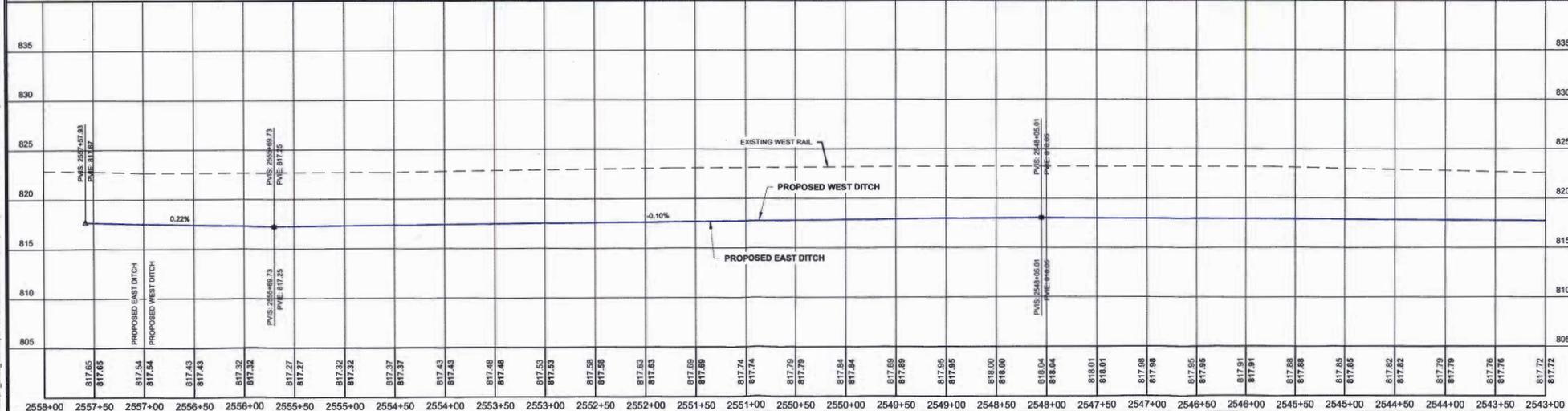
NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
 PLAN & PROFILE  
 PROJECT NO. 2428-428  
 SHEET T208

No.	Revision	Date	By



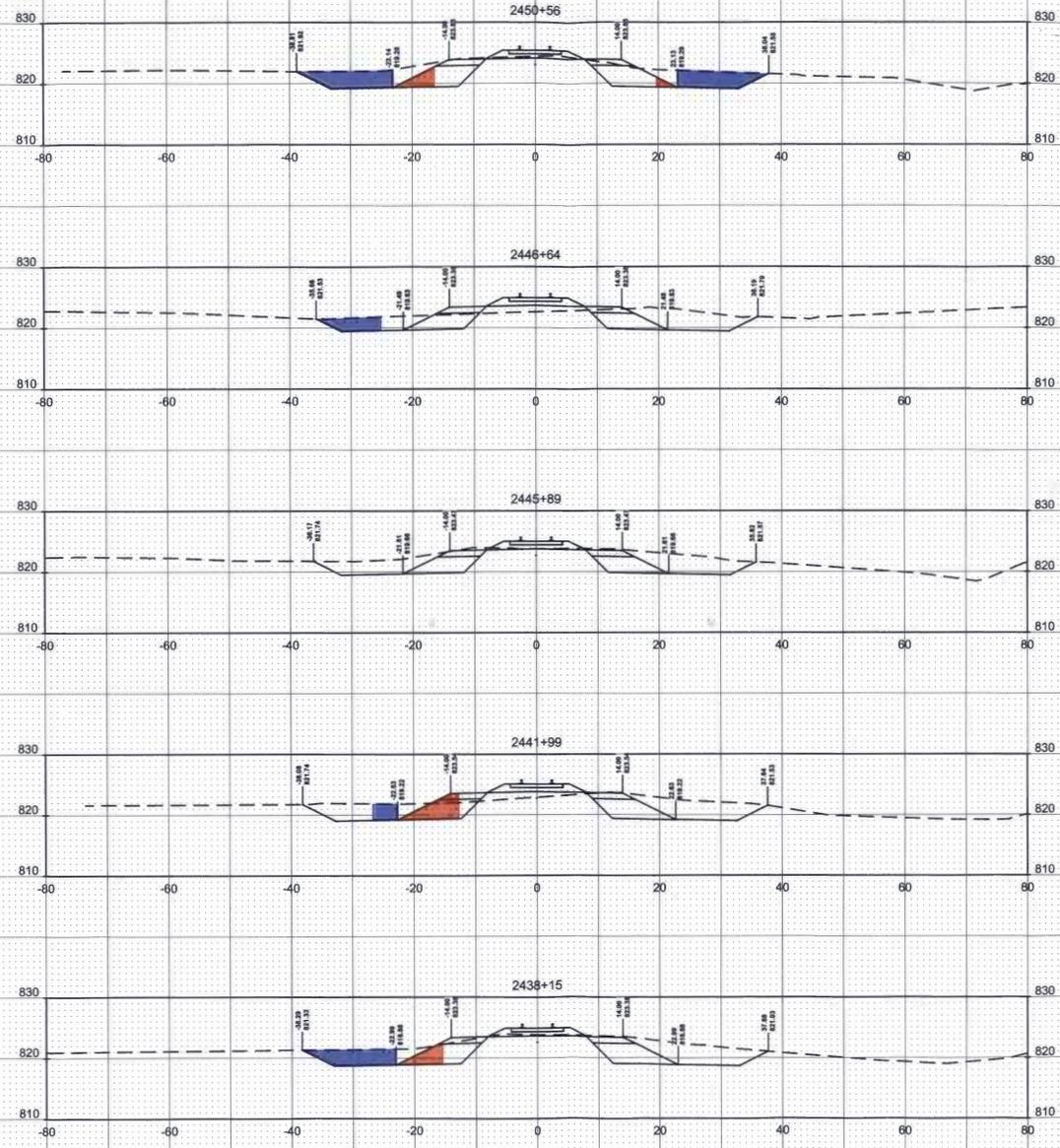
WETLAND IMPACT - FILL █  
 WETLAND IMPACT - CUT █



817.65	817.65	817.54	817.43	817.32	817.27	817.32	817.37	817.43	817.48	817.53	817.58	817.63	817.69	817.74	817.79	817.84	817.89	817.95	818.00	818.04	818.01	817.98	817.95	817.91	817.88	817.85	817.82	817.79	817.76	817.72
2558+00	2557+50	2557+00	2556+50	2556+00	2555+50	2555+00	2554+50	2554+00	2553+50	2553+00	2552+50	2552+00	2551+50	2551+00	2550+50	2550+00	2549+50	2549+00	2548+50	2548+00	2547+50	2547+00	2546+50	2546+00	2545+50	2545+00	2544+50	2544+00	2543+50	2543+00

		Fargo	Drawn by SMH,AMR	Date 10-01-15	NOYES SUBGRADE STABILIZATION NOYES SUBDIVISION, LINE SEGMENT 245 BNSF RAILWAY COMPANY	NOYES SUB - MP 68 PLAN & PROFILE	SHEET T209
		P: 701.237.5065 F: 701.237.5101	Checked by TJB,RRS	Scale AS SHOWN			

H:\Projects\10002428\14\_2428\_Noyes Sub Grade Stabilization\CAD\Plan\MP 68\MP 68 NOYES SUB 78.5.dwg 7/20/15 1:43 PM (iberg)



WETLAND IMPACT - FILL  
WETLAND IMPACT - CUT

H:\Fargo\JRM\2428\242814\_2428\_428 Noyes Sub Grade Stabilization\CAD\Plan\MP 68\MP 68 NOYES SUB CROSS SECTIONS.dwg, \$XD01:10/7/2015 1:46 PM (boring)

No.	Revision	Date	By



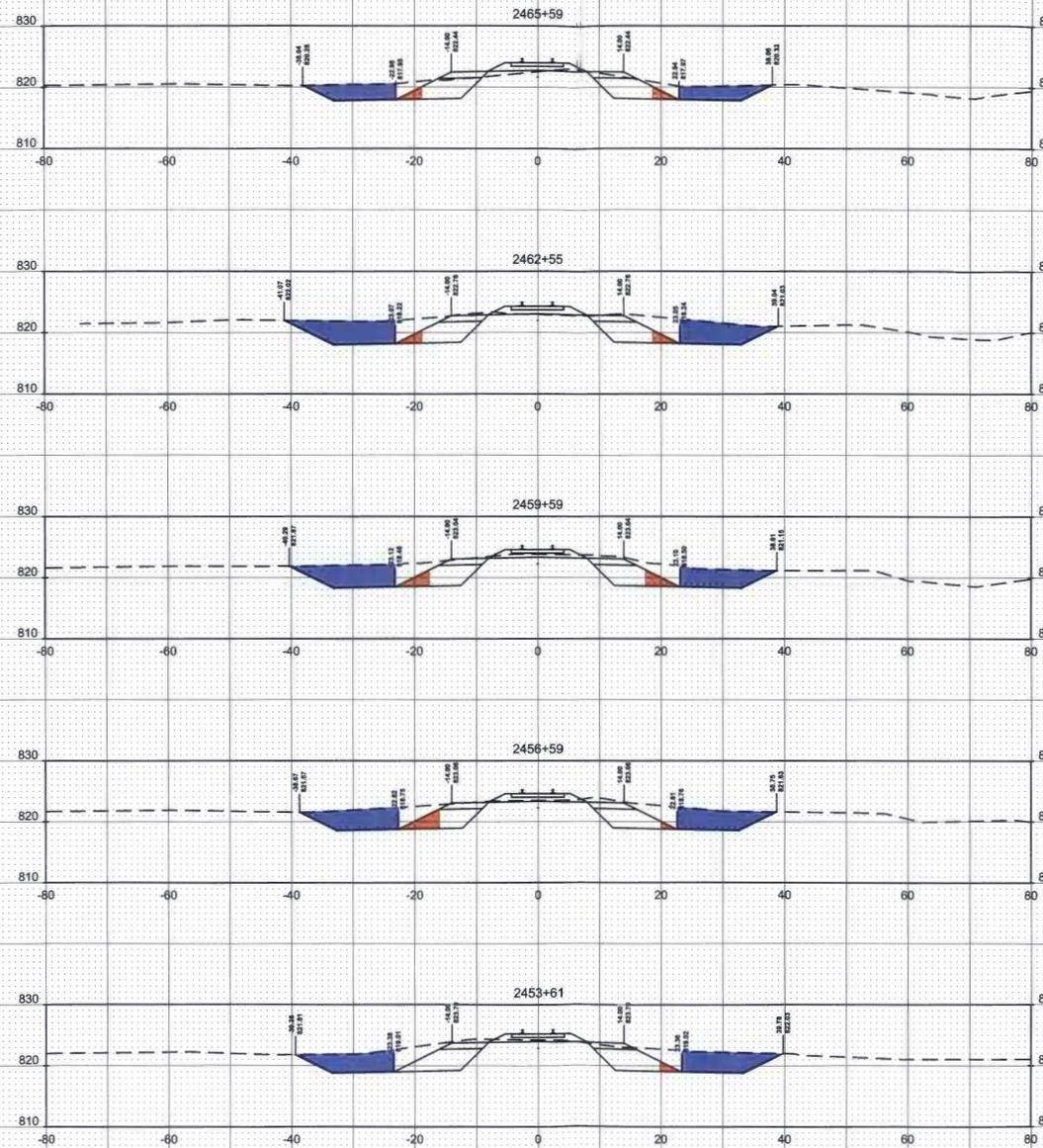
Fargo  
P: 701.237.5065  
F: 701.237.5101

Drawn by  
SMH,AMR  
Checked by  
TJB,RRS  
Date  
10-01-15  
Scale  
AS SHOWN

NOYES SUBGRADE STABILIZATION  
NOYES SUBDIVISION, LINE SEGMENT 245  
BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
CROSS SECTIONS  
PROJECT NO. 2428-428

SHEET  
XS201



WETLAND IMPACT - FILL  
WETLAND IMPACT - CUT

I:\Fargo\BNSF\2400\2428\14\_2428\_428 Noyes Sub Grade Stabilization\CAD\Plan\MP 68\MP 68 NOTES SUB CROSS SECTIONS.dwg XS202.107/2015.1.44 PM (bmg)

No.	Revision	Date	By

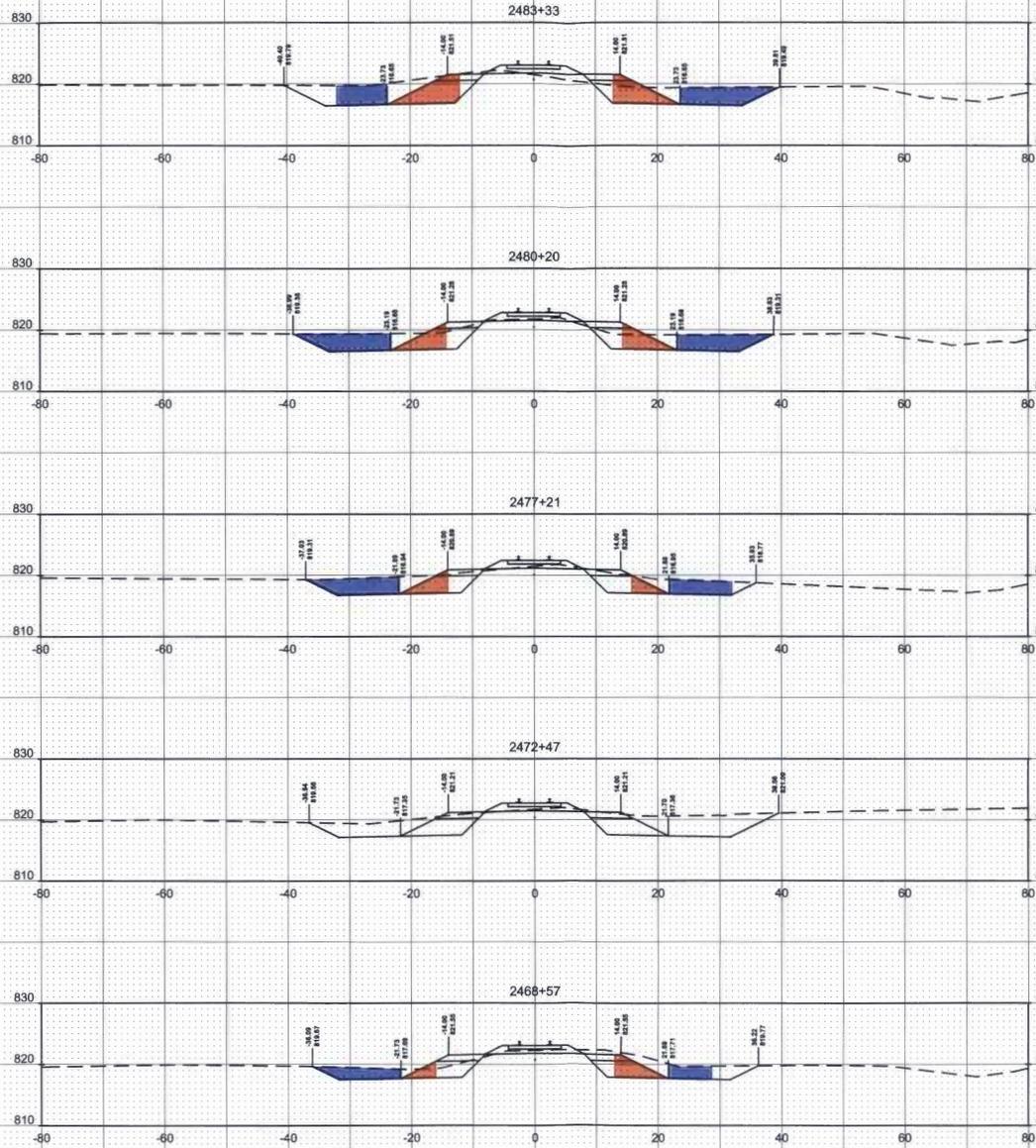


Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN  
 P: 701.237.5065  
 F: 701.237.5101

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
 CROSS SECTIONS  
 PROJECT NO. 2428-428

SHEET  
 XS202



WETLAND IMPACT - FILL  
WETLAND IMPACT - CUT

P:\Fargo\JRH\2400\2425\14\_2102\_428 Noyes Sub Grade Stabilization\CAD\Plan\MP 68\MP 68 NOYES SUB CROSS SECTIONS.dwg, X2525-1017 2015 1:48 PM (rhjg)

No.	Revision	Date	By



Fargo  
P: 701.237.5065  
F: 701.237.5101

Drawn by  
SMH,AMR  
Checked by  
TJB,RRS

Date  
10-01-15  
Scale  
AS SHOWN

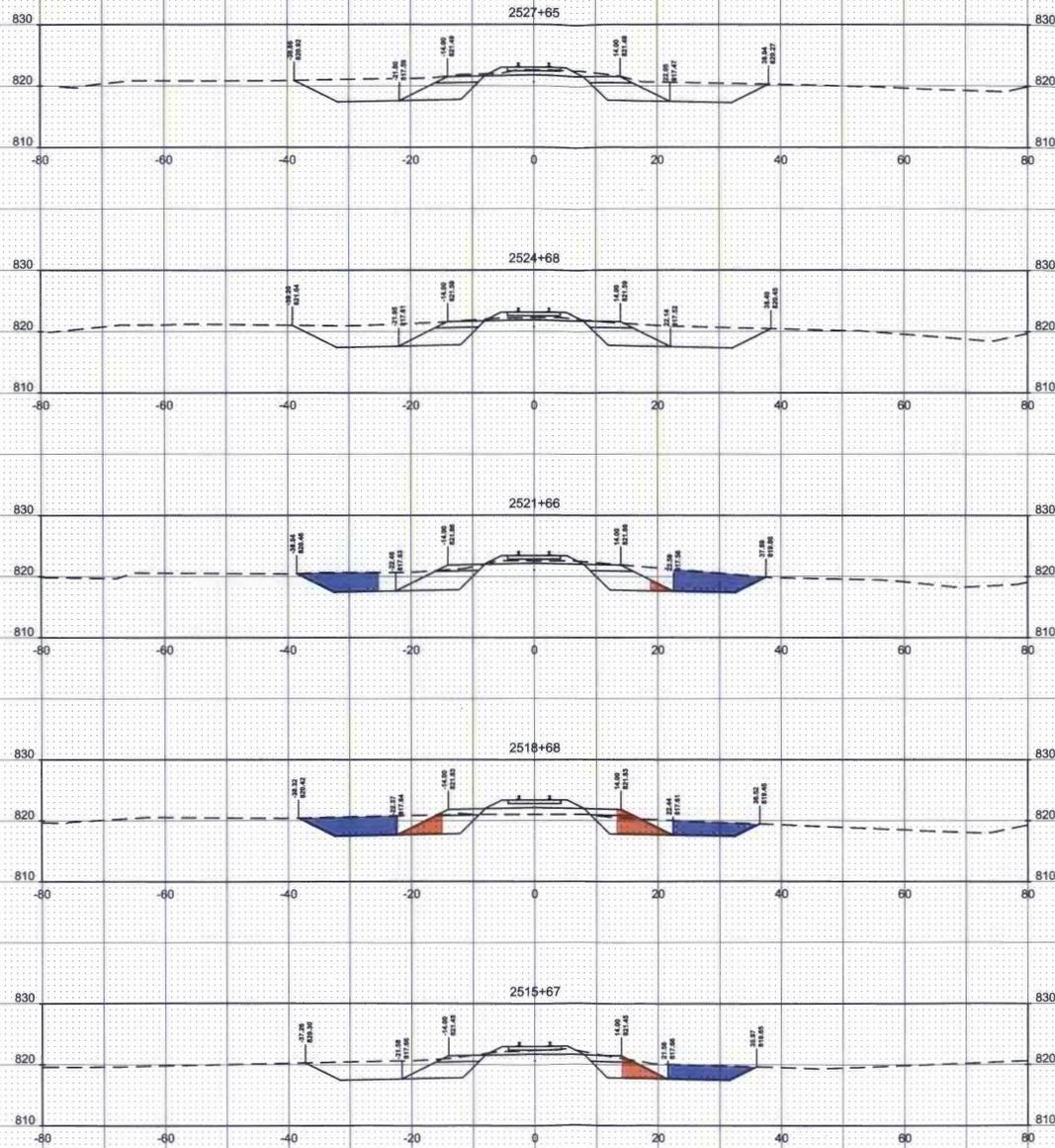
NOYES SUBGRADE STABILIZATION  
NOYES SUBDIVISION, LINE SEGMENT 245  
BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
CROSS SECTIONS  
PROJECT NO. 2428-428

SHEET  
XS203







WETLAND IMPACT FILL  
WETLAND IMPACT CUT

I:\Fargo\JUN2007\2428\CLJ\_202\_428\_Noyes Sub Grade Stabilization\CAD\Plans\MP 68\MF 68 NOYES SUB CROSS SECTIONS.dwg X2026-18/7/2015 1:44 PM (tjrb)

No.	Revision	Date	By



Fargo  
P: 701.237.5065  
F: 701.237.5101

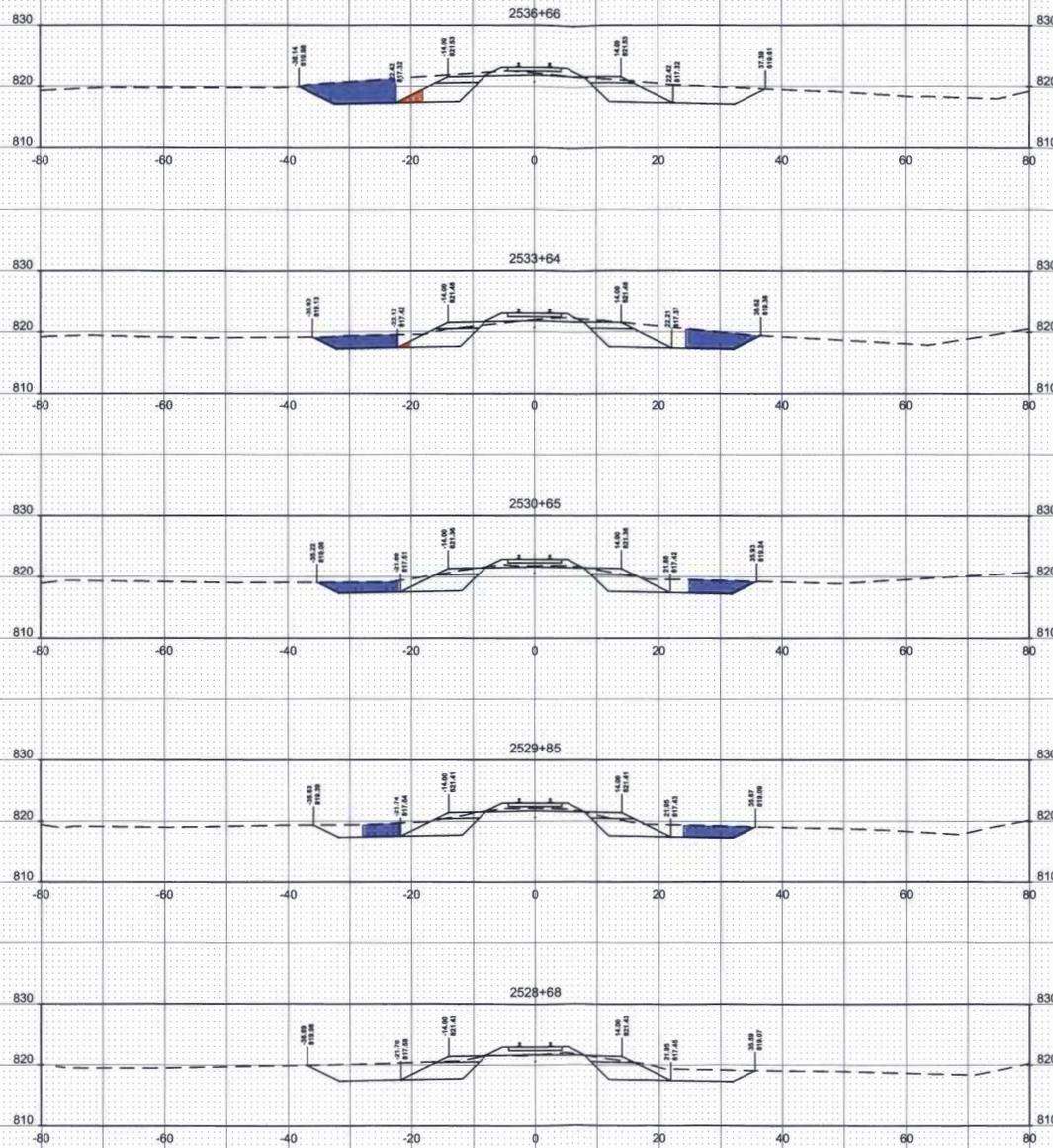
Drawn by  
SMH,AMR  
Checked by  
TJB,RRS

Date  
10-01-15  
Scale  
AS SHOWN

NOYES SUBGRADE STABILIZATION  
NOYES SUBDIVISION, LINE SEGMENT 245  
BNSF RAILWAY COMPANY

NOYES SUB - MP 68  
CROSS SECTIONS  
PROJECT NO. 2428-428

SHEET  
XS206



WETLAND IMPACT FILL  
WETLAND IMPACT CUT

I:\Projects\JUN15\2015\2428\CLJ\_2015\_428\_Noyes Sub Grade Stabilization\CAD\Plan\MP 67\MF 68\NOYES SUB CROSS SECTIONS\CLJ.dwg, X2015-10-17 2015 1:44 PM (bmg)

No.	Revision	Date	By

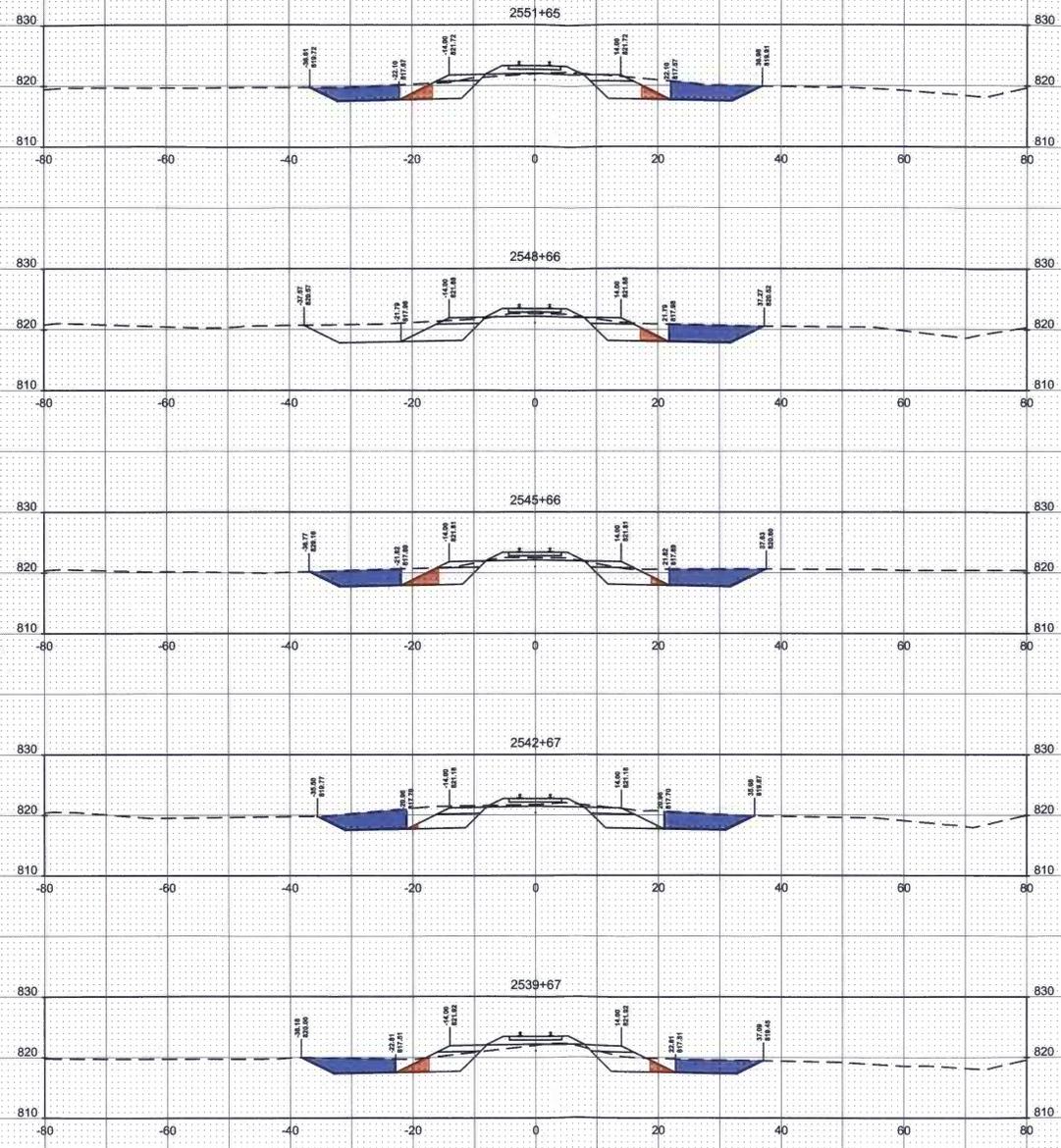


Fargo  
 Drawn by SMH,AMR Date 10-01-15  
 P: 701.237.5065 Checked by TJB,RRS Scale AS SHOWN  
 F: 701.237.5101

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 67  
 CROSS SECTIONS  
 PROJECT NO. 2428-428

SHEET  
 XS207



H:\Pages\JRM\2400\2428\15\_2428\_Noyes Sub Grade Stabilization\CAD\Plans\MP 67\MP 67 NOYES SUB CROSS SECTIONS.dwg XS208 - 10/17/2015 1:44 PM (thong)

No.	Revision	Date	By



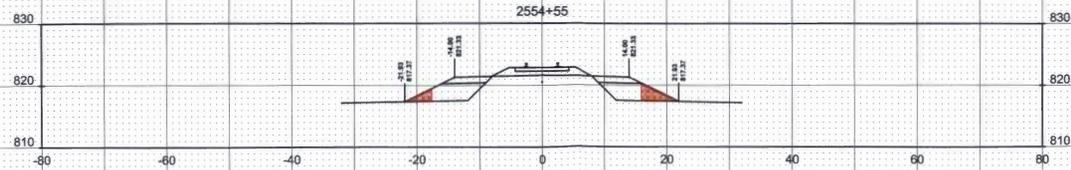
Fargo  
 Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN  
 P: 701.237.5065  
 F: 701.237.5101

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 67  
 CROSS SECTIONS  
 PROJECT NO. 2428-428

SHEET  
 XS208

H:\Fargo\BNSF\2428\428\428\_428\_Noyes Sub Grade Stabilization\CAD\plans\MP 67\MP 67 NOTES SUB CROSS SECTIONS.dwg XCD309 10/17/2015 1:44 PM lbergl



WETLAND IMPACT - FILL █  
WETLAND IMPACT - CUT █

No.	Revision	Date	By



Fargo  
 P: 701.237.5065  
 F: 701.237.5101  
 Drawn by SMH,AMR  
 Date 10-01-15  
 Checked by TJB,RRS  
 Scale AS SHOWN

NOYES SUBGRADE STABILIZATION  
 NOYES SUBDIVISION, LINE SEGMENT 245  
 BNSF RAILWAY COMPANY

NOYES SUB - MP 67  
 CROSS SECTIONS  
 PROJECT NO. 2428-428

SHEET  
 XS209