

Wayland, Joshua

From: Hemphill, Mark <Mark.Hemphill@hdrinc.com>
Sent: Monday, April 08, 2019 6:08 PM
To: Wayland, Joshua
Cc: Kathryn Floyd; Margaret K. Fawal; Mike McKee; Eric Johnson; Brian Barton; Michael Hawley; Jenna Jorgensen; McCammon, Donald; Keller, Kevin; Klaumann, Anthony; 10145616_7CountyCoalitionUBR TO1
Subject: Uinta Basin Railway -- Revised Route Descriptions April 8, 2019
Attachments: UBRY STB Route Descriptions Revised 190408.DOCX

Josh: As requested, attached are the revised route descriptions describing the routes proceeding from the origin in the Uinta Basin to the connection with the national railway network.

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Indian Canyon:

The end-of-track of the Indian Canyon Route begins at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah. From Leland Bench, the Indian Canyon Route proceeds westward, past the South Myton Bench area, until intersecting Indian Canyon approximately two miles south of Duchesne, Utah. After entering Indian Canyon, the route turns southwesterly and follows Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 for approximately 21 miles. The Indian Canyon Route uses a summit tunnel to pass through the West Tavaputs Plateau. After emerging from the tunnel, the route descends the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route runs westward through Emma Park, then connects to the Union Pacific Railroad's Provo Subdivision near the railroad timetable station of Kyune, Utah. Portions of the Indian Canyon Route were identified in the 2014 UDOT Uinta Basin Railroad Environmental Study. That portion of the Indian Canyon Route between the west portal of the summit tunnel and the connection with the Union Pacific Railroad is identical to the Wells Draw Route. This route crosses Tribal Lands.

Wells Draw:

The Wells Draw Route proceeds from two ends-of-track, one at Leland Bench and the other at South Myton Bench (approximately 3.5 miles southwest of Myton, Utah), to a junction approximately 6.5 miles south of South Myton Bench, where the two lines meet. From the junction, the Wells Draw Route runs southward, generally following Wells Draw towards its headwaters. After reaching the headwaters of Wells Draw, the Wells Draw Route turns westward and enters Argyle Canyon. The route remains on the north wall of Argyle Canyon for approximately 25 miles, eventually reaching the floor of Argyle Canyon near the headwaters of Argyle Creek. The Wells Draw Route then enters a summit tunnel through the West Tavaputs Plateau. After emerging from the tunnel, the route descends the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route runs westward through Emma Park, then connects to the Union Pacific Railroad's Provo Subdivision near the railroad timetable station of Kyune, Utah. Portions of the Indian Canyon Route were identified in the 2014 UDOT Uinta Basin Railroad Environmental Study. That portion of the Wells Draw Route between the west portal of the summit tunnel and the connection with the Union Pacific Railroad is identical to the Indian Canyon Route. This route does not cross Tribal Lands.

Craig Route:

The Craig Route proceeds from two ends-of-track, one at Leland Bench and the other at South Myton Bench, to a junction approximately 4.0 miles north of Leland Bench, where the two lines meet. From the junction, the Craig Route proceeds generally northward for approximately 7 miles, then turns and proceeds generally eastward, crossing the Green River approximately five miles south of Jensen, Utah. The Craig Route then proceeds southeasterly, entering Colorado approximately 3.0 miles northwest of Dinosaur, Colorado, and connects to the Deseret Power Railroad (DPR) south of Dinosaur. The Craig Route utilizes approximately 13 miles of the DPR to proceed eastward, departing the DPR approximately two miles west of the Deserado Mine. It then proceeds generally eastward to connect to the Union

Pacific Railroad's Craig Subdivision near the railroad timetable station of Axial, Colorado. Portions of the Craig Route were identified in the 2014 UDOT Uinta Basin Railroad Environmental Study. This route does not cross Tribal Lands.