

**Wayland, Joshua**

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**From:** Keller, Kevin <Kevin.Keller@hdrinc.com>  
**Sent:** Monday, September 9, 2019 9:35 AM  
**To:** Wayland, Joshua; Moelter, Chris; Rogers, Debra  
**Cc:** 10145616\_7CountyCoalitionUBR TO1; Robe, Kyle; 'Mike Mckee'; Floyd, Kathryn K.; Klaumann, Anthony; Brian Barton  
**Subject:** Uinta Basin Railway Bridge Locations  
**Attachments:** 2019-06-14\_Uinta Basin RR\_IC\_RR Bridge List.xlsx; 2019-06-25\_Uinta Basin RR\_WD\_RR Bridge List.xlsx

Josh,

Attached are the preliminary bridge stationing for begin and end stations. These stations and other information contained in the spreadsheet will be refined and changed as we proceed with refining the design.

Kevin

Kevin Keller, PG  
Vice President/Senior Professional Associate

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**From:** Wayland, Joshua [<mailto:Joshua.Wayland@stb.gov>]  
**Sent:** Wednesday, September 4, 2019 4:38 PM  
**To:** Keller, Kevin <[Kevin.Keller@hdrinc.com](mailto:Kevin.Keller@hdrinc.com)>  
**Cc:** Rogers, Debra <[Debra.Rogers@icf.com](mailto:Debra.Rogers@icf.com)>  
**Subject:** Uinta Basin Railway Bridge Locations

Kevin,

Thank you for taking my call earlier this afternoon. As we discussed, OEA is requesting that HDR provide us with the locations of bridges that would need to be constructed as part of the Indian Canyon Route and Wells Draw Route, including the start and end points of each bridge. This information is needed for us to conduct fieldwork for the visual impacts analysis in the Uinta Basin Railway EIS, so it is important that we receive it as soon as possible, but no later than September 18. Thanks for your help—please let me know if you have any questions or concerns.

Best,  
Josh

Joshua Wayland, PhD  
Environmental Protection Specialist  
Office of Environmental Analysis  
Surface Transportation Board  
202.245.0330

Uinta Basin Railroad  
Indian Canyon Corridor  
Structures List - RR Bridges  
TO 2 - Refinements  
D.B. PJG-HDR 6/3/2019, updated PJG-HDR 6/14/2019 coordination w/ J&T  
C.B. CLB-HDR 6/4/2019

Revisions by PJG 1/17/2019 per discussion with DLM:

Cuts:

OX = If greater than 24' cut (road over rail), install OH bridge (need total of 30' min for clear).

At-grade = If less than 24' cut (road over rail), at-grade xing if room to run out grade.

Fills:

UX = If greater than 15' fill (rail over road), install UP bridge (need total of 22' min for clear).

At-grade = If less than 15' fill (rail over road), at-grade xing if room to run out grade.

Railroad Bridges

| Station | Begin Station | End Station | MP   | Segment   | Xing Type      | Xing Name                     | No. Tracks | BR Type | BR Length (ft)<br>[per track] | BR Height (ft) | Notes                                                                      |
|---------|---------------|-------------|------|-----------|----------------|-------------------------------|------------|---------|-------------------------------|----------------|----------------------------------------------------------------------------|
| 6+60    | 5+10          | 8+10        | 0.1  | Kyune Wye | Water          | Price River                   | 1          | PCB     | 300                           | 8              | Over drainage next to UPRR.                                                |
| 44+80   | 44+27         | 45+33       | 0.8  | Kyune Wye | Water          | Beaver Creek                  | 1          | PCB     | 106                           | 14             | Over drainage.                                                             |
| 69+20   | 66+83         | 71+58       | 1.3  | Main      | Tracks & Water | UPRR (2 tracks) & Price River | 2          | DPG     | 475                           | 26-45          | Raise over UPRR tracks. Bridge lengthened from 271' in UDOT study.         |
| 79+50   | 78+20         | 80+80       | 1.5  | Main      | Water          | Kyune Creek                   | 2          | PCB     | 260                           | 27             |                                                                            |
| 147+50  | 146+11        | 148+90      | 2.8  | Main      | Road & Water   |                               | 2          | PCB     | 279                           | 35             | Need to keep as a road underpass (GK indicated drainage very small).       |
| 318+00  | 316+25        | 319+75      | 6.0  | Main      | Road & Water   | Horse Creek Road & drainage   | 1          | PCB     | 350                           | 31             |                                                                            |
| 523+90  | 522+85        | 524+95      | 9.9  | Main      | Road           |                               | 1          | PCB     | 210                           | 37             |                                                                            |
| 636+10  | 631+10        | 641+10      | 12.0 | Main      | Water          | Willow Creek                  | 1          | SSPA    | 1,000                         | 168            | Unpaved road included in creek crossing. Changed to SSPA per DLM during    |
| 640+70  | 635+20        | 646+20      | 12.1 | Main      | Road           | Hwy 191                       | 1          | SSPA    | 1,100                         | 136            | Changed to SSPA per DLM during field visit.                                |
| 708+80  | 705+80        | 711+80      | 13.4 | Main      | Water          | Willow Creek                  | 1          | SSPA    | 600                           | 84             | Changed to SSPA per discussion with DLM.                                   |
| 916+40  | 910+90        | 921+90      | 17.4 | Main      | Road           |                               | 1          | SSPA    | 1,100                         | 177            | Tall local road crossing - install multiplate arch.                        |
| 1183+90 | 1182+42       | 1185+38     | 22.4 | Main      | Track          | Track loop bridge             | 1          | DPG     | 296                           | 56             | Track loop bridge, after tunnel.                                           |
| 1613+10 | 1612+67       | 1613+53     | 30.6 | Main      | Water          | Indian Canyon Creek           | 1          | PCB     | 86                            | 14             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 1847+60 | 1847+13       | 1848+07     | 35.0 | Main      | Water          | Indian Canyon Creek           | 2          | PCB     | 94                            | 16             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2100+50 | 2099+95       | 2101+05     | 39.8 | Main      | Water          | Indian Canyon Creek           | 1          | PCB     | 110                           | 20             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2189+30 | 2188+83       | 2189+77     | 41.5 | Main      | Water          | Indian Canyon Creek           | 1          | PCB     | 94                            | 16             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2283+30 | 2283+01       | 2283+59     | 43.2 | Main      | Water          | Indian Canyon Creek           | 1          | PCB     | 58                            | 7              | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2317+20 | 2316+67       | 2317+73     | 43.9 | Main      | Water          | Indian Canyon Creek           | 2          | PCB     | 106                           | 19             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2395+70 | 2395+01       | 2396+39     | 45.4 | Main      | Water          | Indian Canyon Creek           | 1          | PCB     | 138                           | 27             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2609+00 | 2608+24       | 2609+76     | 49.4 | Main      | Road           |                               | 1          | PCB     | 152                           | 24             | Install bridge per DLM 1/24/2019.                                          |
| 2650+80 | 2650+07       | 2651+53     | 50.2 | Main      | Water          |                               | 2          | PCB     | 146                           | 29             | Added bridge for debris control per GK and DLM 5/30/2019. 30' bottom width |
| 2750+20 | 2749+58       | 2750+82     | 52.1 | Main      | Road           |                               | 1          | PCB     | 124                           | 17             | Track is high above exist. road - install bridge.                          |
| 2984+20 | 2983+34       | 2985+06     | 56.5 | Main      | Road           | Sowers Canyon Road            | 1          | BMS     | 172                           | 18             | Paved, tall enough fill for UX bridge.                                     |
| 2996+00 | 2994+10       | 2997+90     | 56.7 | Main      | Water          | Antelope Creek                | 1          | DPG     | 380                           | 40             | Per GK 1/9/2019, use 200' +/- bottom width, add slopes.                    |
| 3076+80 | 3075+96       | 3077+64     | 58.3 | Main      | Road           |                               | 1          | PCB     | 168                           | 30             | Track is high above exist. road - install bridge.                          |
| 3182+35 | 3181+65       | 3183+05     | 60.3 | Main      | Road           |                               | 1          | PCB     | 140                           | 23             | Track is high above exist. road - install bridge.                          |
| 3482+40 | 3481+40       | 3483+40     | 66.0 | Main      | Road           | 5880 W Road                   | 1          | PCB     | 200                           | 38             | Tall fill, install bridge                                                  |

Uinta Basin Railroad  
Wells Draw Corridor  
Structures List - RR Bridges  
TO 2 - Refinements  
D.B. PJG-HDR 6/25/2019

Revisions by PJG 1/17/2019 per discussion with DLM:  
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At-grade = If less than 24' cut (road over rail), at-grade xing if room to run out grade.  
  
Fills:  
    UX = If greater than 15' fill (rail over road), install UP bridge (need total of 22' min for clear).  
At-grade = If less than 15' fill (rail over road), at-grade xing if room to run out grade.

Railroad Bridges

| Station | MP   | Begin Station | End Station | Segment      | Xing Type      | Xing Name                            | No. Tracks | BR Type | BR Length (ft)<br>[per track] | BR Height (ft) | Notes                                                                                |
|---------|------|---------------|-------------|--------------|----------------|--------------------------------------|------------|---------|-------------------------------|----------------|--------------------------------------------------------------------------------------|
| 6+60    | 0.1  | 5+10          | 8+10        | Kyune Wye    | Water          | Price River                          | 1          | PCB     | 300                           | 8              | Over drainage next to UPRR.                                                          |
| 44+80   | 0.8  | 44+27         | 45+33       | Kyune Wye    | Water          | Beaver Creek                         | 1          | PCB     | 106                           | 14             | Over drainage.                                                                       |
| 69+20   | 1.3  | 66+83         | 71+58       | Main         | Tracks & Water | UPRR (2 tracks) & Price River        | 2          | DPG     | 475                           | 26-45          | Raise over UPRR tracks. Bridge lengthened from 271' in UDOT study.                   |
| 79+50   | 1.5  | 78+20         | 80+80       | Main         | Water          | Kyune Creek                          | 2          | PCB     | 260                           | 27             |                                                                                      |
| 147+50  | 2.8  | 146+11        | 148+90      | Main         | Road & Water   |                                      | 2          | PCB     | 279                           | 35             | Need to keep as a road underpass (GK indicated drainage very small).                 |
| 318+00  | 6.0  | 316+25        | 319+75      | Main         | Road & Water   | Horse Creek Road & drainage          | 1          | PCB     | 350                           | 31             |                                                                                      |
| 523+90  | 9.9  | 522+85        | 524+95      | Main         | Road           |                                      | 1          | PCB     | 210                           | 37             |                                                                                      |
| 636+10  | 12.0 | 631+10        | 641+10      | Main         | Water          | Willow Creek                         | 1          | SSPA    | 1,000                         | 168            | Unpaved road included in creek crossing. Changed to SSPA per DLM during field visit. |
| 640+70  | 12.1 | 635+20        | 646+20      | Main         | Road           | Hwy 191                              | 1          | SSPA    | 1,100                         | 136            | Changed to SSPA per DLM during field visit.                                          |
| 708+80  | 13.4 | 705+80        | 711+80      | Main         | Water          | Willow Creek                         | 1          | SSPA    | 600                           | 84             | Changed to SSPA per discussion with DLM.                                             |
| 916+40  | 17.4 | 910+90        | 921+90      | Main         | Road           |                                      | 1          | SSPA    | 1,100                         | 177            | Tall local road crossing - install multiplate arch.                                  |
| 1188+80 | 22.5 | 1186+70       | 1190+90     | Main         | Road           |                                      | 2          | SSPA    | 420                           | 65             | Tall local road crossing - install multiplate arch.                                  |
| 1202+85 | 22.8 | 1199+98       | 1205+73     | Main         | Road           |                                      | 2          | SSPA    | 575                           | 80             | Tall local road crossing - install multiplate arch.                                  |
| 1249+50 | 23.7 | 1244+50       | 1254+50     | Main         | Road           | Argyle Canyon Road                   | 1          | SSPA    | 1,000                         | 155            | Tall local road crossing - install multiplate arch.                                  |
| 1294+90 | 24.5 | 1287+30       | 1302+50     | Main         | Road           | FR 152                               | 1          | SSPA    | 1,520                         | 206            | Tall local road crossing - install multiplate arch.                                  |
| 2700+60 | 51.1 | 2697+80       | 2703+40     | Main         | Road           |                                      | 1          | SSPA    | 560                           | 70             | Tall local road crossing - install multiplate arch.                                  |
| 2884+00 | 54.6 | 2881+55       | 2886+45     | Main         | Road           |                                      | 1          | SSPA    | 490                           | 68             | Tall local road crossing - install multiplate arch.                                  |
| 2889+20 | 54.7 | 2885+90       | 2892+50     | Main         | Road           | Wells Draw Road (9 Mile Canyon Road) | 1          | SSPA    | 660                           | 104            | Tall local road crossing - install multiplate arch.                                  |
| 3052+00 | 57.8 | 3051+28       | 3052+72     | Main         | Road           | Big Wash Road                        | 1          | PCB     | 144                           | 20             | Track is high enough above exist. road - install bridge.                             |
| 3150+10 | 59.7 | 3149+36       | 3150+84     | Main         | Road           |                                      | 1          | PCB     | 148                           | 25             | Install bridge.                                                                      |
| 3166+20 | 60.0 | 3165+48       | 3166+92     | Main         | Road           |                                      | 1          | PCB     | 144                           | 24             | Install bridge.                                                                      |
| 3212+00 | 60.8 | 3211+26       | 3212+74     | Main         | Road           |                                      | 1          | PCB     | 148                           | 25             | Install bridge.                                                                      |
| 3227+30 | 61.1 | 3225+70       | 3228+90     | Main         | Road           | Wells Draw Road (9 Mile Canyon Road) | 1          | SSPA    | 320                           | 36             | Paved road. Tall-ish local road crossing - install multiplate arch.                  |
| 3549+60 | 67.2 | 3546+50       | 3552+70     | Main         | Road           |                                      | 1          | SSPA    | 620                           | 91             | Install multiplate arch.                                                             |
| 4091+90 | 77.5 | 4091+12       | 4092+68     | Main         | Road           |                                      | 1          | PCB     | 156                           | 27             | Install bridge.                                                                      |
| 4855+50 | 92.0 | 4854+06       | 4856+94     | Main         | Water          | floodplain                           | 1          | BMS     | 288                           | 42             | Floodplain xing per Curtis Rae 1/18/2019. Estimated width of 120'.                   |
| 255+30  | 4.8  | 254+52        | 256+08      | Myton Branch | Road           |                                      | 1          | PCB     | 156                           | 27             | Track is high above exist. oil well road - install bridge.                           |