2014 TIGER Grant Application

Project Title: South Orient Railroad (SORR) Rehabilitation Project

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Appendix B: State Categorical Exclusion

April 24, 2014

Texas Department of Transportation

MEMORANDUM

TO: Mr. Andrew Chisholm
Environmental Coordinator
Brownwood District

DATE: March 13, 2009

FROM: Jenise K. Walton
Lead Project Manager
Environmental Affairs Division

SUBJECT: Blanket Categorical Exclusion
Coleman County
CSJ: 7107-09-001 & 70107-09-002

S. Orient RR Line: Rehabilitation between Coleman and Fort Stockton

ENV has reviewed the environmental document submitted by your memorandum dated March 10, 2009.

No further resource agency coordination is required. You may now proceed with to the next stage of project development.

bcc: JKW, Field Section A
Reference: ENV850

CATEGORICAL EXCLUSION

FOR THE REHABILITATION OF PORTIONS OF THE
SOUTH ORIENT RAILROAD LINE
BETWEEN COLEMAN AND FORT STOCKTON, TEXAS

CSJs: 7107-09-001, 7107-10-001, 7123-11-001, 7107-09-002, 7107-08-001, 7107-07-001, 7107-04-001, 7106-03-001, 7106-05-001 and

TEXAS DEPARTMENT OF TRANSPORTATION
COLEMAN, TOM GREEN, RUNNELS, IRION, REAGAN
CROCKETT, CRANE, UPTON, AND PECOS COUNTIES, TEXAS
March 2009

DESCRIPTION OF THE PROPOSED ACTION

Description of Project

The proposed project is located between Coleman and Fort Stockton, Texas, along a two hundred and forty mile section of the state-owned South Orient railroad line. The location map of the project is shown in **Figure 2**. Figure 1 shows the existing and proposed material storage locations (14 existing and 7 proposed) and Table 2 describes the size of each of these locations. These material storage locations would be accessed with trucks and other equipment and on-rail equipment would be loaded and unloaded in these areas. For clarity, only the control CSJs are included on Figure 2 and Table 2. Control CSJ 7107-09-001 includes CSJs 7107-10-001 and 7123-11-001, while Control CSJ 7107-09-002 includes CSJs 7107-08-001, 7107-07-001, 7107-04-001, 7106-03-001, and 7106-05-001. Photos 1 - 6 are pictures of the project and material storage areas.

The project consists of replacing selected railroad ties between San Angelo Junction (southwest of Coleman) and the at-grade highway-rail grade crossing located on U.S. Highway 385 (DOT Crossing #18 984 T) in Fort Stockton, Texas; and replacing 14 miles of rail between Sulphur Junction and Fort Stockton, Texas.

Purpose and Need

The purpose of the proposed project is to improve the infrastructure to accommodate freight rail traffic more efficiently, improve vehicular safety, and to foster economic development in the area. The project is needed since the existing condition of the infrastructure does not meet current Federal Railroad Administration Class I and II safety standards. As a result train speed is limited to ten (10) miles per hour. This speed limit prevents the railroad from being competitive with other modes of transportation and other rail lines in the region. Existing and potential shippers on the rail line must be provided with competitive service in order for freight operations to continue or increase. The South Orient is railroad line located generally parallel to U.S. 67 in the region and the only railroad line providing service to existing shippers located in the communities of Ballinger, Rowena, Miles, San Angelo, Mertzon, Barnhart, Big Lake, Rankin, McCamey, and Fort Stockton. The rehabilitation of the South Orient will allow for increasing train speeds to 25 mph providing more efficient operations on the rail line and enabling improved service to existing customers, as well as fostering economic development

opportunities in the region. This will prevent the diversion of existing freight from the rail line to the highways which could occur due to infrastructure deterioration and reduced or termination of rail service if the line is not upgraded.

Design plans can be inspected at the TxDOT Multimodal Section Office located at:

118 East Riverside Drive
Austin, TX 78704

Existing Facility

The existing right of way (ROW) is predominately 100 feet wide. The existing railroad main line is a single track facility. There are eight railroad sidings located along the rail line between Coleman and Fort Stockton: near Coleman at San Angelo Junction (2,604 feet), Talpa (5,252 feet), Miles (2,544 feet), Barnhart (2,492 feet), Big Lake (3,883 feet), Rankin (800 feet), McCamey (2,850 feet) and Baldridge (2,100 feet). The rail yard at San Angelo consists of 16 additional tracks totaling approximately 28,740 feet of storage tracks. Limited rehabilitation work may be necessary on these sidings and yard tracks in support of the main line project. Work methods and impacts from siding and yard track rehabilitation work will be the same in each area as the main track rehabilitation work.

The project limits for the rehabilitation of the railroad main line between San Angelo Junction (near Coleman) and the U.S. Highway 385 grade crossing at Fort Stockton are between railroad mileposts 0.31 (southwest of Coleman at San Angelo Junction) and 882.54 (U.S. Highway 385, west side of Fort Stockton) . The railroad line travels through predominantly rural areas between Coleman (San Angelo Junction) and San Angelo, through the city of San Angelo, then through mostly rural areas to the city of Fort Stockton and through Fort Stockton to the U.S. Highway 385 road crossing. The railroad main line between San Angelo Junction (near Coleman) and San Angelo is constructed of predominantly 90 pound (per linear yard) rail supported on ties installed at varying times since construction of the railroad. The majority of the ties supporting the main rail line in this segment appear to have been installed between 1940 and 1985. The most recent tie replacement program in the sections being rehabilitated between San Angelo Junction and San Angelo was very limited in scope (15,000 ties) to address critical areas in 2003. The fact that there are 3,250 ties per mile in railroad construction shows how limited this installation was over a distance of 70 + miles. The railroad main line between San Angelo and Sulphur Junction (located approximately 11 miles east of Fort Stockton) is constructed of predominantly 112# (33.7 miles), 115# (38 miles), 119# (19.5 miles) and 131# (36.3 miles) continuously welded rail supported on ties installed at varying times since the construction of the railroad. The railroad main line between Sulphur Junction and Alpine is constructed of 70# rail supported on ties installed at varying times since the construction of the railroad. This 70# rail was manufactured in 1912 and is approximately ½ the size of larger rail currently being installed as standard new construction in accordance with AREMA standards. The project will include the replacement of approximately 14 miles of this 70# rail from milepost 869 (Sulphur Junction) to milepost 882.84 (U.S. Highway 385) with a heavier weight rail. The most recent tie replacement program in the sections being rehabilitated between San Angelo and Fort Stockton was also very limited in scope (25,000 ties) to address critical areas in 2004.

The project limits for the limited rehabilitation of the rail yard in San Angelo are between railroad mileposts 713.0 and 714.0. The rail yard is constructed of 90 pound (per linear yard) rail

supported on ties installed prior to 1985. No data is available regarding the most recent rehabilitation of the rail yard.

The railroad is ballasted with American Railway Engineering and Maintenance of Way Association (AREMA) approved hard rock. The rail is secured to the ties with standard tie

plates and spikes appropriate for the dimensions and specifications of the rail used. The tracks are standard gauge, with the width between rails varying from 56 inches to 58 inches. Ties are creosote-treated hardwoods, measuring from 6” x 6” x 8’; to 9” x 7” x 8’ 6”; except switch ties at turnouts which vary in length to 20 feet. The railroad was constructed according to standards in existence at the time of initial construction, but has received limited maintenance in the last twenty years and has deteriorated significantly.

Proposed Facility Improvements

The rehabilitation of the railroad main line includes 246 miles of rail line and will require the replacement of approximately 94,000 ties with associated securement, ballast, and surfacing work to enable track speeds of 25 miles per hour and the replacement of approximately 14 miles of 70# rail from milepost 869 (Sulphur Junction) to milepost 882.84 (U.S. Highway 385) with a heavier weight rail.. The replacement ties would be AREMA Grade 9” x 7” x 9’ creosote treated hardwood ties. All cracked or broken tie plates and joint bars would be replaced in the project area. The ballast used would conform to AREMA standards and the finished ballast section would be six inches below the bottom of the ties, even with the tie cross section on top (seven additional inches), and ten feet wide. The replacement rail would conform to AREMA standards for rail construction. The rail line project area travels through predominantly ranch and farm land and rural areas between Coleman (San Angelo Junction) and San Angelo, through the city of San Angelo, then through mostly rural areas to the city of Fort Stockton and through Fort Stockton to the U.S. Highway 385 road crossing.

The rail yard rehabilitation at San Angelo includes 28,740 linear feet of rail line and will require the replacement of approximately 5,000 ties, with associated securement, ballast, and surfacing work to allow continued use of the yard at track speeds of 10 miles per hour. The replacement ties would be AREMA Grade 9” x 7” x 9’ creosote treated hardwood ties. All cracked or broken tie plates and joint bars would be replaced in the project area. The ballast used would conform to AREMA standards and the finished ballast section would be six inches below the bottom of the ties, even with the tie cross section on top (seven additional inches), and ten feet wide.

The replacement of rail, railroad ties, ballast distribution, surfacing work, and associated mechanical operations on the main line and at the rail yard will be performed using standard on-track equipment. Spikes holding the rails to the defective ties are mechanically removed by on-track equipment. The defective ties are then pulled sideways from beneath the rails by means of on-track equipment using a mechanical grappling arm. The defective ties are then placed on the edges of the rail bed for later collection and disposal. Replacement ties are inserted beneath the rails by on-track equipment in the same fashion as those that were removed. Spikes are then driven into the ties to secure the rails, using mechanical on-track equipment. Ballast is distributed onto the infrastructure from freight railroad cars. On-track equipment then “tamps” the ballast between and beneath the ties. The track is “surfaced” (bringing the rails into proper vertical and horizontal alignments) using on-track equipment which lifts and adjusts the infrastructure while compacting ballast to hold specifications. The ballast area is then regulated and swept even with the tops of the ties to facilitate future inspections of the infrastructure, using on-track equipment. The defective ties and other scrap materials are removed from the work

areas using an on-track grapple truck. Rail is replaced in individual sections separately on each side of the track, one (1) section at a time, using similar on-track equipment and construction methods. Off-track mobile equipment will only operate in designated materials storage areas where SW3P plans are in effect. These methods of rehabilitating rail infrastructure contain the project within the limits of the rail roadbed and shoulders, and enable the project to be completed with minimal environmental impacts.

Cost Estimate

For Control CSJ 7107-09-001 and associated CSJs, the estimated construction cost would be $26,550,000 as of January 15, 2009. One hundred percent of the funding for construction of this project will provided by TxDOT from the 2009 Federal Economic Stimulus Package or State Funding or a combination of Federal and State Funds. The project would be funded from Category 10 funds, and is included in the in the 2009 Statewide Transportation Improvement Program (TIP) on page 2 and 3 of the March 6, 2009 revision. The project is part of the grouped projects (CSJ 5000-00-954) for San Angelo District. Funding was approved by the Texas Highway Commission with Economic Stimulus Minute Order 111734 .

Some local funding will be used for Control CSJ 7107-09-002 and the five associated CSJs; however, actual funding for construction has not been identified.

Right of Way Requirements/Utility Adjustments

No additional ROW would be required for the proposed improvements. No construction easements are proposed for this project. Relocation of utilities such as water lines, telephone cables, electrical lines, and other subterranean and aerial utilities would not be required.

Surrounding Terrain and Land Use

The proposed action would occur in mostly rural areas of Coleman, Tom Green, Runnels, Irion, Reagan, Crockett, Pecos, Upton, and Crane Counties. The majority of land use adjacent to the railway route is ranch or farm land with some gas/oil development. Other land use activities inside the city limits of Talpa, Ballinger, Rowena, Miles, San Angelo, Barhhart, Big Lake, Rankin, McCamey, and Fort Stockton include residential, commercial, and schools.

Impact on 4(f) Properties

The proposed project would not require the use of, nor substantially impair the purposes of any publicly owned land from a public park, recreational area, wildlife and waterfowl refuge lands or historic sites of national, state, or local significance; therefore, a 4(f) statement is not required.

Floodplain Impacts

Coleman, Tom Green, Runnels, Irion, Reagan, Crockett, Crane, and Upton Counties participate in the National Flood Insurance Program (NFIP). Portions of the project occur within Zones A, AE, etc. Pecos County does not participate in the NFIP. The hydraulic design practices of this project would be in accordance with current TxDOT and FHWA design policies and standards. The proposed project would not increase the base flow elevation to a level that would violate applicable floodplain regulations or ordinances. Any project impacts on the 100-year floodplain would be coordinated with the Federal Emergency Management Agency. Any activities within the mapped floodplain would be informally coordinated with the local floodplain administrator.

Waters of the U.S.

The proposed project corridor would cross numerous waters of the United States. These features have been identified as waters of the U.S. subject to regulation under Section 404 of the Clean Water Act. Although the project crosses several jurisdictional waters, the methods used to rehabilitate the rail infrastructure would contain all activities within the limits of the rail roadbed and shoulders. Temporary or permanent impacts would not occur within the water bodies or below the OHWM. The routine replacement of selected railroad ties will not require stream modifications, channelization, or impoundments.

All activities would be confined within the limits of the rail roadbed and shoulders. Work would not be done within the area of these features.

Precautions would be taken to insure that all aquatic features adjacent to the railroad right of way would be protected during any work activity taking place in that immediate area.

Water Quality

Threatened and Impaired Water Bodies

The project drains to multiple segments along its limits.

Table 1. Material Storage Areas and Associated Stream Segments:

Material Storage Locations	**Segment ID**
Indicated in Black Figure 2	
1-3	1410 Colorado River Below O.H. Ivie Reservoir - CRB
4-6	1426 Colorado River Below E.V. Spence - CRB
7	1426B Elm Creek - CRB
8-10	1426 Colorado River Below E.V. Spence - CRB
11-14	1421 Concho River - CRB
Indicated in Red Figure 2	
1	1426 Colorado River Below E.V. Spence - CRB
2-3	1423A Spring Creek - CRB
4	1426 Colorado River Below E.V. Spence - CRB
5-7	2311 Upper Pecos River- RGB

Colorado River Basin – CRB
Rio Grande Basin – RGB

Segments 1410, 1426, 1426B, and 1423A are not listed; segment 1421 is listed for bacteria and depressed dissolved oxygen, and 2311 is listed for depressed dissolved oxygen. The impacts associated with this project should not alter these parameters, but sediment and erosion controls would be used to minimize further water quality impacts. The 2008 Clean Water Act 303(d) list was used in this assessment.

Texas Pollutant Discharge Elimination System

If a project disturbs one or more acres, it meets the criteria of the TCEQ TPDES General Permit for Construction Activities (CGP). This project would include five or more acres of earth disturbance. TXDOT would comply with Texas Commission on Environmental Quality's (TCEQ's) Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP). A storm water Pollution Prevention Plan (SW3P) would be implemented, and a construction site notice would be posted on the construction site. A Notice of Intent (NOI) would be required.

The only regulated Municipal Separate Storm Sewer System within the boundaries of the project is San Angelo. None of the project's disturbed (material storage) areas are located within the boundaries of an MS4.

Groundwater

All appropriate measures would be taken to minimize effects to local groundwater. Impacts to groundwater are not anticipated to result from routine maintenance replacement of selected railroad ties, rail, and ballast.

Threatened/Endangered Species and Wildlife Habitat

Vegetation in Existing RR ROW

The right-of-way consists of the rail bed and track with a mowed and maintained clear zone up to the ditch line. Vegetation within the right-of-way in the clear zone can be characterized as primary growth, consisting primarily of weedy herbs and grasses. A mix of native and introduced grasses, herbs and shrubs grow in various stages of succession between the ditch line and the fence line. Woody fence line vegetation, when present, is dominated by trees and shrubs and includes mesquite, hackberry, acacia, four wing saltbush, tarbush, and creosote bush, cacti and yucca. The vegetation in the railroad right-of-way is regularly maintained. Vegetation maintenance consists of regular removal of woody vegetation seedlings and saplings that volunteer along the right-of-way as well as regular weed and grass removal. The track itself is regularly maintained and mostly devoid of vegetation.

Assessment of Potential Impacts on Vegetation and Wildlife and Recommendations

Field Survey and Results

III. Potential Impacts to Vegetation, Wildlife/Habitat and Threatened and Endangered Species

The proposed project will have no effect on any state or federally listed species or designated critical habitat, or on any species of concern. Impacts to vegetation will only occur to weeds and grasses that grow on the regularly maintained track bed and in designated material storage areas directly adjacent to the rail bed. These designated storage areas are generally maintained with mowing, etc. and will be allowed to revegetate through natural succession upon project completion. The total amount of impact to vegetation associated with the material storage areas is 11.38 acres. There would be no impacts to any wildlife/habitat or native vegetation since the extent of disturbance will be confined to the rail bed. All equipment and materials will be delivered to designated materials storage areas where SW3P plans are

established and/or brought in to the work areas on the existing track and accessed from a rail car or on-track mobile equipment. No haul roads will be built in conjunction with this project. All vehicular access will take place on existing roads and within material storage areas.

Protective measures will be taken to avoid any harm to migratory birds during the nesting season. Staff and crew would be advised to not harm any wildlife found on the project.

Farmland Protection Policy Act

The proposed project will take place on existing TxDOT ROW. Therefore, the FPPA does not apply.

Executive Memorandum on Beneficial Landscaping and Executive Order on Invasive Species

No landscaping is planned for this project. In accordance with the Executive Order on Invasive Species Executive Memorandum on Beneficial Landscaping, measures will be taken to prevent and control the spread of invasive species in those parts of the rail bed that are disturbed by construction.

Archeology

No actions are planned or anticipated that would require or result in extensive soil disturbance during the project. The work planned is primarily from the track except in material storage areas. The material storage areas are located adjacent to the track in areas of historically extensive disturbance.

In the event that evidence of archeological resources is encountered during construction, work in the immediate area would cease and the TxDOT ENV archeological staff would be contacted to initiate accidental discovery procedures under the provisions of the Programmatic Agreement among TxDOT, THC, FHWA, and the Advisory Council and the MOU between TxDOT and THC.

Historic Preservation

In accordance with the provisions of 36 CFR 800, Texas Department of Transportation personnel conducted a cultural resources survey within this project's area of potential effects to identify properties potentially eligible for listing in the National Register of Historic Places. For the purposes of this project, the area of potential effects was determined to be the existing right-of-way. In accordance with the provisions of our Statewide Programmatic Agreement for Cultural Resources, the Texas SHPO concurred with the determination that this maintenance project poses no effect on historic properties in the project area. The concurrence letter is attached in Appendix A.

Prime, Unique, and Special Farmland Impacts

Coordination with the Natural Resources Conservation Service under the Farmland Protection Policy Act does not apply to this proposed project since no additional ROW would need to be acquired.

Air Quality

The project is located in an area in attainment of all NAAQS; therefore, the transportation conformity rule does not apply. Topography and meteorology of the area in which the project is located will not seriously restrict dispersion of the air pollutants which may be emitted from EPA certified rail repair equipment.

Noise Assessment

The project is not on new location, does not substantially alter either the horizontal or vertical alignment,

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of construction noise, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are tolerable. No extended disruption of normal activities is expected. Provisions would be included in the project plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Hazardous Materials and Waste Sites

Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA), a Limited Site Assessment (LSA) was conducted to identify potentially contaminated sites within the proposed project study area which are “at risk” of impacting the project. This LSA is extremely restrictive in its scope of the study. A “Flash Report”, performed in February of 2002 by Environmental Resource Management (ERM) for Ferrocarril Mexicano, was used as the primary source for this investigation and no site survey was performed for this categorical exclusion. Although the study is small in scope, the lack of subsurface excavations and no new right-of-way preclude a more detailed investigation.

The “Flash Report” covers approximately 390 miles of railroad that bisects ten cities or towns. A database search was conducted that covered approximately .25 miles from each side of the right-of-way and ran the entire length of the rail line. Based on the findings from the report and included maps, potentially contaminated sites were identified along the route. Based on the narrowed search results, a limited site survey was conducted. Most of the rural areas of the railroad were never inspected due to their remoteness. Selected sites were inspected, however all rail line west of Alpine, Texas was left un-surveyed. Based on the information gathered above, ERM describes the following findings as potentially impacted areas along the route.

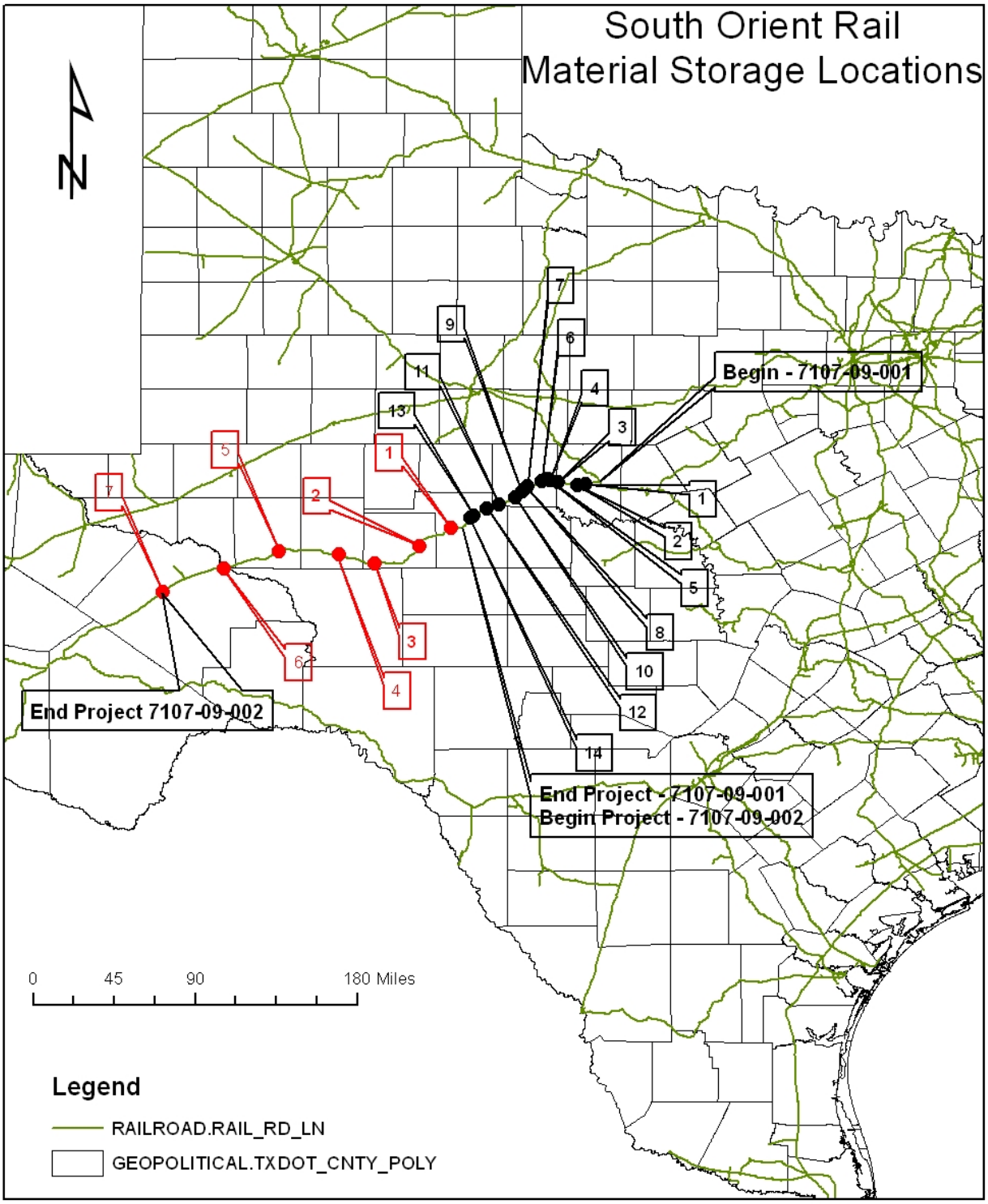
- The San Angelo Rail Yard - The ERM report states that all regulatory reports and historical information for the site show that no contamination exists. Although no releases have been reported, ERM expressed concern for the potential issues found on their site inspection. Based on the site inspection results, a more detailed investigation was conducted and did find significant soil and possible groundwater contamination. Remediation efforts are currently underway. Before any future subsurface work is conducted within this area, a more detailed review of the past assessments will need to be conducted.
- Valdera Siding (San Angelo, Texas) – Possible soil and groundwater contamination might exist onsite. Any subsurface work in this area will need to be precluded with a more detailed site investigation.

- Wendland Manufacturing (San Angelo, Texas) - Possible soil and groundwater contamination might exist onsite. Any subsurface work adjacent to this parcel will need to be precluded with a more detailed site investigation.
- Sesco (San Angelo, Texas) – PCB contamination exists immediately adjacent and down gradient of this facility. Any possible handling of surface soils will need to be precluded with a more detailed site investigation.
- Aquila Machine Shop (Big Lake, Texas) – Contaminated surface soils were identified in a small area immediately adjacent to the railroad right-of-way.
- American Metals Storage Yard (Fort Stockton, Texas) - Contaminated surface soils were identified in a small area immediately adjacent to the railroad right-of-way.
- Eddin Walcher property (Rankin, Texas) - Contaminated surface soils and groundwater was identified in a small area immediately adjacent to the railroad right-of-way.
- Multiple LPSTs, USTs, and monitoring wells were observed during the site visits. These locations are not outlined within the ERM "Flash Report".

Based on the limited subsurface work and the lack of newly acquired right-of-way, the potential to encounter contamination during the proposed improvements seems low. Although no contamination is expected to be encountered, it is not uncommon to come across previously unknown issues. If contamination is discovered during the actual construction, all Federal and State rules will be followed.

Conclusion

The engineering, social, economic, and environmental studies conducted thus far indicate that no significant environmental effects would occur; therefore, the proposed project qualifies as a categorical exclusion. In addition, the proposed action has no significant impacts as described in 23CFR771.117 (a) and (b).



CSJ 7107-09-001 - Black
CSJ 7107-09-002 - Red
See Corresponding Table 1

Created by Andrew Chisholm 2/26/2009
Using TXDOT GIS Map Layers and Field Data

Figure 1 – Material Storage Locations

Table 2. Material Storage Locations

	MSL	MP	Lat	Long	Sq Ft	Acreage	Cross Street
7107-09-001 (BLACK)	1	7	31° 45' 18.438" N	99° 28' 54.085" W	21,050	0.48	
	2	11.3	31° 44' 47.596" N	99° 32' 57.425" W	18,800	0.43	FM 503
	3	21	31° 46' 30.607" N	99° 42' 27.450" W	49,500	1.13	Main St.
	4	25	31° 47' 34.448" N	99° 46' 14.184" W	10,200	0.23	
	5	26	31° 47' 56.442" N	99° 47' 11.493" W	15,100	0.34	
	6	29	31° 46' 48.333" N	99° 49' 54.468" W	10,700	0.24	
	7	36.83	31° 44' 25.619" N	99° 56' 51.339" W	13,200	0.3	SH 158
	8	37.4	31° 44' 05.011" N	99° 57' 21.444" W	36,480	0.83	13th St.
	9	40	31° 41' 49.740" N	99° 59' 35.444" W	23,445	0.53	FM 1678
	10	44	31° 38' 58.638" N	100° 03' 01.906" W	28,800	0.66	FM 2872
	11	54.2	31° 35' 46.9784" N	100° 10' 54.6656" W	40,824	0.93	Main St.
	12	60.29	31° 33' 43.256" N	100° 16' 36.512" W	15,400	0.35	
	13	68	31° 30' 18.040" N	100° 22' 52.418" W	11,200	0.25	
	14	714	31° 29' 08.167" N	100° 24' 43.367" W	84,000	1.92	Bell St.
7107-09-002 (RED)	1	727.06	31° 24' 10.629" N	100° 33' 45.870" W	7,150	0.16	
	2	745.4	31° 15' 38.709" N	100° 48' 55.234" W	31,900	0.73	Fleming St.
	3	771.56	31° 07' 08.569" N	101° 10' 36.551" W	2,400	0.05	SH 163
	4	791	31° 11' 24.049" N	101° 28' 01.267" W	12,580	0.28	SH 137
	5	820.39	31° 13' 08.343" N	101° 56' 41.484" W	36,400	0.83	Buckland St.
	6	849.5	31° 04' 42.213" N	102° 23' 39.203" W	12,400	0.28	SH 11
	7	881.92	30° 53' 30.729" N	102° 52' 49.669" W	19,000	0.43	Nelson St.
TOTALS					**500,529**	**11.38**	

MSL = Material Storage Location
MP = Mile Point
Lat = Latitude
Long = Longitude
Sq ft = Square Feet

Photo 1 – San Angelo Junction facing west; Materials storage area on left.

Photo 2 – Road crossing in Talpa; Materials storage area on left.

Photo 3 – Road crossing in Talpa; Materials storage area in background.

Photo 4 – Road crossing in Talpa; Materials storage area on left.

Photo 5 – Road crossing in Mertzon; Proposed materials storage area on right.

Photo 6 – Road crossing in Rankin; Proposed materials storage area on right.

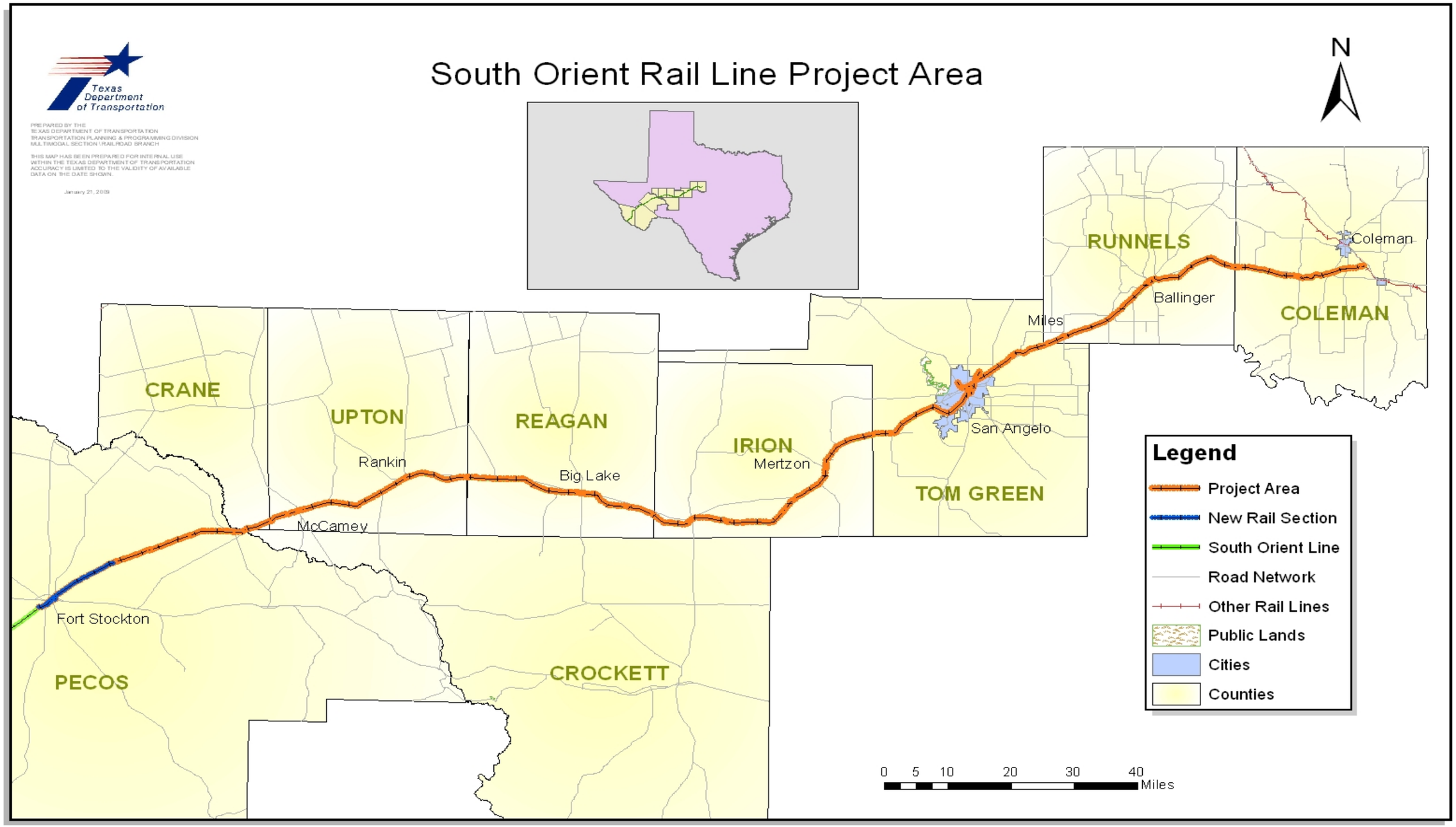


Figure 2 – Location Map of Project Area