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BEFORE THE
SURFACE TRANSPORTATION BOARD



DOCKET NO. AB-872X

GREAT NORTHWEST RAILROAD, INC.
- ABANDONMENT EXEMPTION -
IN CLEARWATER COUNTY, IDAHO

COMMENTS ON
PETITION FOR EXEMPTION

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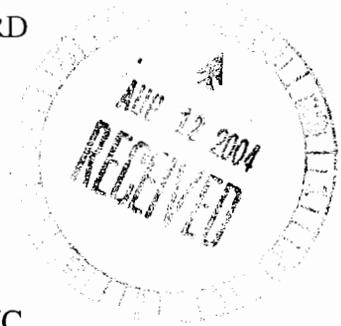
Dated: August 11, 2004

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GREAT NORTHWEST RAILROAD, INC.
– ABANDONMENT EXEMPTION –
IN CLEARWATER COUNTY, IDAHO

COMMENTS ON
PETITION FOR EXEMPTION



Great Northwest Railroad, Inc. (“GNR”) has filed with the Surface Transportation Board (“STB”) a petition for exemption from the requirements of 29 U.S.C. § 10903 in abandoning 27.5 miles of the Jaype Branch rail line located in Clearwater County, Idaho. Idaho Department of Lands (“IDL”), Idaho Department of Environmental Quality (“IDEQ”), and Idaho Department of Water Resources (“IDWR”), by and through their attorney, Deputy Attorney General Emily Kane, respectfully urges the STB to take into account the following comments and requests in considering GNR’s petition as well as GNR’s Environmental and Historic Reports.

It is IDL’s position that the STB, pursuant to 49 C.F.R. § 1152.50(d)(5), should require GNR to remove any and all bridges, trestles, culverts, rails, ties, abutments, and concrete barriers from that portion of the abandoned right-of-way traversing State land, if and when abandonment is consummated.

It is IDEQ's position that the STB, pursuant to 49 C.F.R. § 1152.50(d)(5), should require GNR to remove any and all bridges, trestles, culverts, rails, ties, abutments, and concrete barriers from the abandoned right-of-way, whether or not such structures are located on land that will revert to the State upon abandonment, if and when abandonment is consummated. IDEQ additionally requests that the STB require GNR to meet all State and federal environmental regulations in the process of salvage and abandonment.

It is IDWR's position that if the salvage effort will affect land below the ordinary high water mark of Orofino Creek or its tributaries, the STB should require GNR to comply with state and federal regulations regarding permitting and protocol.

STATE OF IDAHO'S INTEREST

As set forth in GNR's Petition for Exemption, GNR proposes to abandon a rail line located between milepost 3.5, near Orofino, Idaho, and milepost 31.0, near Jaype, Idaho. The line to be abandoned traverses, in part, land belonging to the State of Idaho and managed by IDL; that portion of the land underlying the rail line will revert to the State of Idaho upon abandonment. Several of the railroad structures are situated in, over, or near Orofino Creek and/or its tributaries, over which IDEQ and IDWR have regulatory authority.

COMMENTS OF IDAHO DEPARTMENT OF LANDS

IDL's functions include management of state lands and protection of Idaho's natural resources. Pursuant to article 9, section 7 of the Idaho Constitution,¹ IDL, on

¹ "The governor, superintendent of public instruction, secretary of state, attorney general and state controller shall constitute the state board of land commissioners, who shall have the direction, control and disposition of the public lands of the state, under such regulations as may be prescribed by law." Idaho Const. art. 9, § 7.

behalf of the State Board of Land Commissioners, is charged with the "direction, control, and disposition of the public lands of the state." Idaho Code § 58-101.²

The State of Idaho, through IDL, conveyed to GNR's predecessor, Northern Pacific Railway Company, rights-of-way traversing State land, via deeds dated May 19, 1928, and November 7, 1929. *See* Exhibit A hereto, Right Of Way Deed No. 252; and Exhibit B hereto, Right Of Way Deed No. 267. IDL granted these rights-of-way for the purpose of running the Jaype branch line over State land, pursuant to IDL's authority under Idaho Code § 58-603.³ (GNR, in its Historic Report, states that "the Line was constructed around 1908." GNR's Historic Report at 3. It may be the case that the railroad was constructed on State land prior to the State's issuance of the rights-of-way, but the 1908 construction date is inaccurate. The branch line was built to move logs from Jaype and Headquarters to the sawmill in Lewiston, which mill was built in the 1920s.)

The land adjacent to this portion of the railroad right-of-way to be abandoned is State land, and management thereof remains the responsibility of IDL. Upon abandonment of the Jaype branch line, the right-of-way will revert to, and be managed by, IDL.

Materials and structures on the right-of-way traversing State land include approximately thirteen (13) trestles and eleven (11) culverts, as well as uncounted rails,

² "The governor, secretary of state, attorney general, state controller, and superintendent of public instruction being constituted a state board of land commissioners by section 7 of article 9, of the Constitution of the state, as such board, have the direction, control and disposition of the public lands of the state. The board shall exercise the said constitutional functions through the instrumentality of a department of lands which is hereby created." Idaho Code § 58-101.

³ "The state board of land commissioners is hereby empowered to grant, over and upon any land owned or controlled by the state of Idaho, rights of way for railroad . . . lines[.]" Idaho Code § 58-603.

ties, abutments, and concrete barriers. (See Exhibit C hereto, UDL's Orofino-Jaype Railroad Line Structure Location Survey.)

The railroad structures are approximately eighty years old, and throughout their existence have been exposed to the stresses of regular use and constant exposure to often-harsh elements. Most of the trestles and culverts are already in various states of deterioration.

The ongoing weakening of these structures places at risk the integrity of Orofino Creek and the stream tributaries thereto, which have been channeled under trestles and through culverts along the Jaype branch line. Further, given that Orofino Creek has a high volume and steep gradient, in the event of a high water event on Orofino Creek, the trestles could collapse and wash massive amounts of debris downstream, potentially at flood levels. A high water event could also result in the accumulation of water, debris and sediment behind the trestles that, if released downstream, would create dangerous flood conditions. In addition to the threat posed to human health, it is likely that such a flood would cause extensive property damage, and downstream bridges and roads would be put at risk.

These foreseeable dangers, and other unforeseen contingencies, will likely arise if aging railroad structures are allowed to remain on the former railroad easement following conclusion of the salvage effort. Both are hazardous to the health, safety, and well being of the people, property, and natural resources of the State of Idaho.

GNR indicates that it does not intend to remove these structures. GNR's Environmental Report at 8. But should the salvage effort fail to accomplish removal of

all materials and structures on State land, IDL will be left with this task. This is a task for which IDL lacks adequate resources, and for which IDL should not be responsible.

For these reasons, it is the position of IDL that the STB should condition GNR's abandonment exemption upon GNR's removal of any and all trestles, culverts, rails, ties, abutments, and concrete barriers from the abandoned right-of-way traversing State land. Under 49 C.F.R. § 1152.50(d)(5),⁴ the STB does have the authority to subject the exemption to such a condition.

Notwithstanding the foregoing comment, if STB issues a Certificate for Interim Trail Use ("CITU"), pursuant to 16 U.S.C. § 1247(d) and 49 C.F.R. § 1152.29, the concerns underlying IDL's foregoing comment may be negated, if the interim trail user were to assume full management and maintenance responsibility, and legal liability, for the right-of-way and any structures remaining thereon. For this reason, IDL does not object to issuance of a CITU; nor would IDL persist in its comment if a CITU were issued.

COMMENTS OF IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY

Pursuant to Idaho Code §§ 39-101 *et seq.*, IDEQ is broadly authorized and charged with the protection of human health and the environment within the State of Idaho. IDEQ oversees the development, implementation, and enforcement of environmental programs and regulations to protect air and water quality and to ensure the appropriate handling of solid and hazardous wastes.

⁴ "A notice or decision to all parties will be issued if use of the exemption is made subject to environmental, energy, historic preservation, public use and/or interim trail use and rail banking conditions." 49 C.F.R. § 1152.50(d)(5).

As set forth above, if GNR is permitted to leave in place the railroad structures that span or channel Orofino Creek and its adjoining drainages, those aging structures will probably fail or collapse in the foreseeable future. Given that Orofino Creek has a high volume and steep gradient, the blockage of this watercourse would result in the accumulation of water, debris and sediment, which would be released downstream, potentially at flood levels.

Not only does this situation threaten the health and property of persons downstream, the deposition of such materials into these waters will (1) violate Idaho's Water Quality Standards and Wastewater Treatment Requirements (Idaho Administrative Rules 58.01.02.080.01), and (2) impair the designated beneficial uses of Orofino Creek, which include cold water biota, salmonid spawning, and primary contact recreation (Idaho Administrative Rules 58.01.02.120.08).

Further, leaving in place chemically-treated wood structures, without adequate maintenance to prevent their collapse into the waters of the State, is itself a violation of these water quality requirements. These structures include large quantities of chemically-treated wood and other components which constitute hazardous and deleterious materials (Idaho Administrative Rules 58.01.02.003.23; 58.01.02.003.49; and 58.01.02.800.02). Idaho Administrative Rule 58.01.02.800 specifically prohibits the storage, disposal or accumulation of hazardous and deleterious materials "adjacent to or in the immediate vicinity of state waters unless adequate measures and controls are provided to insure that those materials will not enter state waters as a result of high water, precipitation runoff...or unauthorized third party activities." The failure to either salvage or

maintain these railroad structures, therefore, constitutes a violation of Idaho's water quality standards.

In drafting its Environmental Report, GNR did request IDEQ's assistance in identifying potential effects on applicable water quality standards related to the proposed action. GNR's Environmental Report, Exhibit 7 (April 2, 2004 Letter from GNR Counsel Karl Morell to Division of Environmental Quality [*sic*]). At that time, GNR did not identify any specific activities related to its intended abandonment, nor did it state its intentions regarding the railroad structures within the right-of-way. Accordingly, IDEQ's response to this request was limited to general comments and concerns.

In an April 20, 2004 letter, IDEQ indicated that "additional or different conditions may be specified in connection with [IDEQ] review of specific activities." GNR's Environmental Report, Exhibit 8 (April 20, 2004 Letter from IDEQ Director C. Stephen Allred to Idaho Public Utilities Commission⁵). IDEQ clearly anticipated, and still does anticipate, that GNR would submit specific plans for its salvage effort for further review by IDEQ to ensure compliance with State environmental requirements.

As IDEQ's April 20 letter specified, there do exist State and federal permitting requirements, as well as the need for a "pollution prevention plan for sediment and erosion control." IDEQ has concerns regarding plugged culverts in the absence of

⁵ IDEQ provided its comments to Mr. Morell by way of the Idaho Public Utilities Commission pursuant to Executive Order 2002-7, issued by Governor Dirk Kempthorne on July 1, 2002, which reads, in part, "Now, therefore, I, Dirk Kempthorne, Governor of the State of Idaho, by the authority vested in me under the Constitution and laws of this state do hereby order as follows: . . . The Public Utilities Commission is designated as the lead agency for railroad matters and shall approve all state agency submissions to the STB prior to transmittal." See also Idaho Code § 62-424 ("The Idaho public utilities commission shall continue to intervene in federal surface transportation board abandonment proceedings when necessary to protect the state's interest").

maintenance, potential impacts on the hydrologic sensitivity of stream reaches, and the need for identification and cleanup of tie piles, debris dumps, and contaminated areas.

GNR's Environmental Report, however, fails to substantively address any of these requirements. The Report simply concludes, without analysis, that "GNR is confident that the proposed abandonment will be consistent with applicable water quality standards." GNR's Environmental Report at 7.

Further, the Environmental Report provides no details regarding whether, when, or how GNR will remove rails, track material, crossties, or rail structures. Nor does GNR specify whether, or how, it will review such activities with IDEQ to ensure compliance with State environmental requirements.

For these reasons, it is the position of IDEQ that the STB should condition GNR's abandonment exemption upon GNR's removal of any and all trestles, culverts, rails, ties, abutments, and concrete barriers from the entire abandoned right-of-way, whether or not such structures are located on land that will revert to the State following abandonment. IDEQ additionally requests that the STB condition GNR's exemption upon compliance with all state environmental requirements applicable to any removal or salvage activities of GNR, including those identified in IDEQ's April 20, 2004 letter. Under 49 C.F.R. § 1152.50(d)(5), the STB does have the authority to subject the exemption to such conditions.

Removal of the structures is not necessary in the event the STB issues a CITU – if, pursuant thereto, management and maintenance responsibilities are assumed by a qualified interim trail user. IDEQ does not object to issuance of a CITU.

COMMENTS OF IDAHO DEPARTMENT OF WATER RESOURCES

IDWR's functions include administration of the Idaho Stream Channel Protection Act, Idaho Code §§ 42-3801 *et seq.* This Act seeks to protect "the public health, safety and welfare [by requiring] that the stream channels of the state and their environments be protected against alteration for the protection of fish and wildlife habitat, aquatic life, recreation, aesthetic beauty, and water quality." Idaho Code § 42-3801.

IDWR's Stream Channel Alteration Rules define "alteration" as any act that would "obstruct, diminish, destroy, alter, modify, relocate or change the natural existing shape of the channel or to change the direction of flow of water of any stream channel within or below the mean high water mark." Idaho Administrative Rule 37.03.07.010.01. Alteration includes removal of material from the stream channel (*id.*), and Orofino Creek and its tributaries are stream channels (*see* Rule 37.03.07.010.12). Supporting components of several of the trestles and other such structures along the right-of-way to be abandoned are situated directly in or adjacent to the stream channels.

Further, pursuant to section 303(d) of the Clean Water Act,⁶ the Idaho Department of Environmental Quality has listed Orofino Creek as failing to meet water quality standards. Given that, and given that there are fisheries in Orofino Creek, the time period and circumstances under which any stream channel alteration might take place would likely be limited by State and federal law.

Thus, a salvage effort that would involve: (1) the removal of railroad structures (*e.g.*, trestles) currently situated in Orofino Creek or its tributaries; (2) crossing Orofino

⁶ "Each State shall identify those waters within its boundaries for which the effluent limitations . . . are not stringent enough to implement any water quality standard applicable to such waters. The State shall establish a priority ranking for such waters, taking into account the severity of the pollution and the uses to be made of such waters." 33 U.S.C. § 1313(d)(1)(A).

Creek or its tributaries with equipment, or (3) any activity that may potentially introduce sediments into Orofino Creek or its tributaries will require GNR's compliance with permitting and protocol regulations of IDWR and possibly the U.S. Corps of Engineers under 33 U.S.C.A. § 403.⁷

Notwithstanding IDWR's foregoing comment, if STB issues a CITU, the concerns underlying IDWR's comment may be negated if the interim trail user leaves the structures in place and, therefore, does not alter the stream channel. Regardless, the interim trail user would assume management responsibility and legal liability for the structures remaining on the right-of-way, rather than GNR, or the reversionary owners. For these reasons, IDWR does not object to issuance of a CITU. Nor would IDWR persist in its comment if a CITU were issued, if, under the CITU, the railroad structures situated in Orofino Creek and/or its tributaries would remain in place.

CONCLUSION

IDL respectfully requests that the STB, pursuant to 49 C.F.R. § 1152.50(d)(5), require GNR to remove any and all trestles, culverts, rails, ties, abutments, and concrete barriers from the abandoned right-of-way traversing State land, if and when abandonment is consummated.

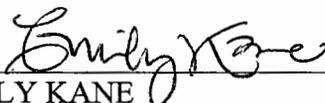
IDEQ respectfully requests that the STB, pursuant to 49 C.F.R. § 1152.50(d)(5), (1) require GNR to remove any and all trestles, culverts, rails, ties, abutments, and concrete barriers from the entire right-of-way, not just that portion traversing State land,

⁷ In part: "[I]t shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, . . . or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army prior to beginning the same."

and (2) require GNR to satisfy the requirements of IDEQ's April 20, 2004 letter and meet all state environmental requirements applicable to any removal or salvage activities.

IDWR respectfully requests that if a salvage effort does proceed, that the STB, pursuant to 49 C.F.R. § 1152.50(d)(5), require GNR to comply with state and federal laws and regulations regarding permitting and protocol for any effects of the salvage on land below the ordinary high water mark of Orofino Creek or its tributaries.

DATED this 11th day of August 2004.

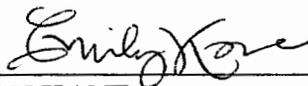


EMILY KANE
Deputy Attorney General
State of Idaho

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 11th day of August 2004, I caused to be served a true and correct copy of the foregoing **COMMENTS ON PETITION FOR EXEMPTION**, by placing the same in the United States Mail at Boise, Idaho, postage prepaid, addressed as follows:

Karl Morell, Counsel for Great Northwest Railroad, Inc.
Ball Janik LLP
1455 F Street, N.W., Suite 225
Washington, DC 20005



EMILY KANE
Deputy Attorney General
State of Idaho

EXHIBIT A
To
COMMENTS ON PETITION FOR EXEMPTION

Right of Way Deed No. 252

EXHIBIT A

No. 141.

RIGHT OF WAY DEED

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THIS DEED, executed the 19th day of May, 1928, by and between the State of Idaho, acting through the State Board of Land Commissioners, as party of the first part, and the Northern Pacific Railway Company, a corporation of the State of Wisconsin, as party of the second part;

WITNESSETH: That for and in consideration of the sum of Eight Hundred Seven and 80/100 Dollars (\$807.80), lawful money of the United States, the receipt whereof is hereby acknowledged; in pursuance of the statutes in such cases made and provided, the party of the first part does hereby grant and convey an easement or right of way for road purposes, unto said Northern Pacific Railway Company, its successors or assigns, over a tract of land containing Eighty and Seventy-eight Hundredths (80.78) acres, described as follows, to-wit:

A strip of land 100 feet wide extending across the S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 4, Township 36 North, Range 3 East, B. M., said strip being 50 feet wide on each side of the center line of the main track of the Oro Fino branch of the Northern Pacific Railway Company as the same is now constructed and operated, containing 6.01 acres, more or less.

A strip of land 100 feet wide extending across the S $\frac{1}{2}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and N $\frac{1}{2}$ SE $\frac{1}{4}$ Section

measured along said center line, containing 19.30 acres, more or less.

Abandoned

A strip of land 150 feet wide extending across Lot 1, S $\frac{1}{2}$ NW $\frac{1}{4}$ and SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 36, Township 38 North, Range 5 East, B.M., said strip being 90 feet wide on the easterly side and 60 feet wide on the westerly side of the center line of the main track of the Oro Fino Branch of the Northern Pacific Railway Company as the same is now constructed and operated. Also a strip of land 100 feet wide extending across the N $\frac{1}{2}$ SW $\frac{1}{4}$ and NW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 36, said strip being 50 feet wide on each side of said center line of main track. Also an additional strip of land 125 feet wide in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ and Lot 1 of said section lying on the westerly side of, immediately adjacent to and parallel with the strip first above described, and lying between two lines drawn at right angles to said center line of main track at points therein distant respectively 1227 feet and 1527 feet southerly from the north line of said section, when measured along said center line, containing 22.96 acres, more or less.

same

same

Sec 36
Sub 1 - 5.10
SW 1/4 NW 3.10
SE 1/4 NW 4.69
NW 1/4 SW 3.89
NW 1/4 SW 3.11
SW 1/4 NW 1.10
NW 1/4 SE 3.30

IN WITNESS WHEREOF, The State Board of Land Commissioners of the State of Idaho has caused these presents to be executed by its President, the Governor of the State

of Idaho, and countersigned by the Secretary of State and the State Land Commissioner, on the 4th day of June, A. D., 1928.

STATE BOARD OF LAND COMMISSIONERS.

By A. C. Baldridge
Governor.

Countersigned:

Fred E. Lawrence
Secretary of State.

W. W. Nash
State Land Commissioner.

STATE OF IDAHO)
County of Ada) ss.

On this 4th day of June,
1928, before me, a Notary Public, for the
State of Idaho, personally appeared Honorable
H. C. Baldrige, Governor of the State of
Idaho, Fred E. Lukens, Secretary of State,
and I. H. Nash, State Land Commissioner of
the State of Idaho, known to me to be the
persons whose names are subscribed to the
within instrument, and acknowledged to me
that they executed the same on behalf of the
State of Idaho, acting through the State
Board of Land Commissioners.

IN WITNESS WHEREOF, I have here-
unto set my hand and affixed my official seal
the day and year in this certificate first
above written.

Jessie L. Anderson
Notary Public for the
State of Idaho, residing
at Boise, Idaho.

EXHIBIT B
To
COMMENTS ON PETITION FOR EXEMPTION

Right of Way Deed No. 267

EXHIBIT B

Posted
Plat B 11-27-29
GESIGHT OF WAY DEED

-- o o o --

THIS DEED, executed the 7th day of November, 1929, by and between the State of Idaho, acting through the State Board of Land Commissioners, as party of the first part, and the Northern Pacific Railway Company, a corporation of the State of Wisconsin, as party of the second part;

WITNESSETH: That for and in consideration of the sum of One Hundred Forty-two and 80/100 Dollars (\$142.80), lawful money of the United States, the receipt whereof is hereby acknowledged; in pursuance of the statutes in such cases made and provided, the party of the first part does hereby grant and convey an easement or right of way for road purposes, unto said Northern Pacific Railway Company, its successors or assigns, over a tract of land containing Fourteen and Twenty-six Hundredths (14.26) acres, described as follows, to-wit:

Edwards

A strip of land 100 feet wide extending across Lot 1 of Section 6, Township 38 North, Range 4 East, B. M., said strip being 50 feet wide on each side of the center line of the main track of the Oro Fino Branch of the Northern Pacific Railway Company as the same is now constructed and operated. Also a strip of land 150 feet wide extending across

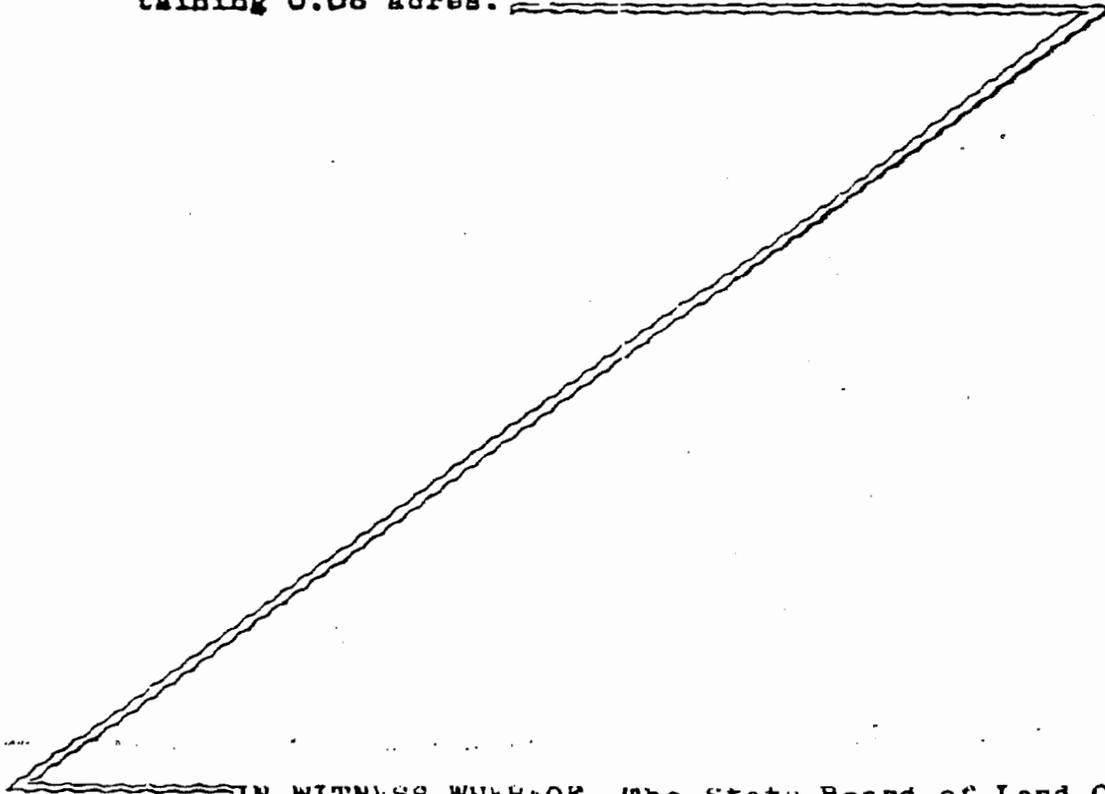
the SW $\frac{1}{4}$ NE $\frac{1}{4}$ of said section, said strip being 50 feet wide on the northwesterly side and 100 feet wide on the southeasterly side of said center line of main track. Also a strip of land 175 feet wide extending across the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of said section, said strip being 50 feet wide on the northwesterly side and 125 feet wide on the southeasterly side of said center line of main track, containing in all 8.83 acres, divided as follows:

Lot 1 -----	2.82	acres
SW $\frac{1}{4}$ NE $\frac{1}{4}$ -----	3.52	"
NW $\frac{1}{4}$ SE $\frac{1}{4}$ -----	<u>2.49</u>	"
Total -----	8.83	acres

Exchanged
 A strip of land 150 feet wide extending across Lot 4 of Section 5, Township 36 North, Range 5 East, B. M., said strip being 100 feet wide on the northerly side and 50 feet wide on the southerly side of the center line of the main track of the Oro Fino Branch of the Northern Pacific Railway Company as the same is now constructed and operated. Also an additional 50 foot strip lying on the northerly side of, immediately adjacent to and parallel with the strip above described, and lying between the south and east lines of said Lot 4 and a line drawn at right angles to said center line of main track at a point therein distant 788.6 feet easterly from the west line of said section, when measured

along said center line, containing 5.37 acres,

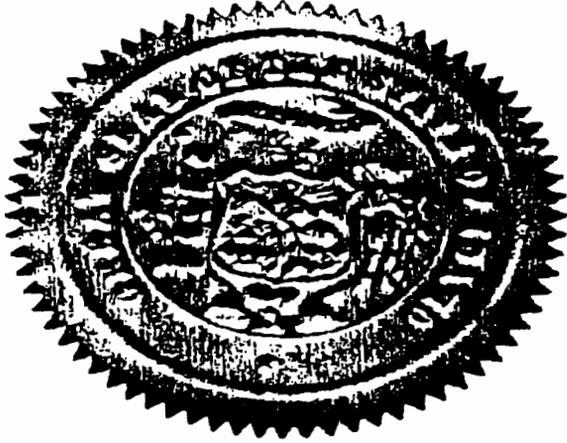
All that portion of the $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 21, Township 37 North, Range 5 East, E. M., lying northeasterly of a line drawn parallel with and distant 50 feet southwesterly, when measured at right angles, from the center line of the main track of the Oro Fino Branch of the Northern Pacific Railway Company as the same is now constructed and operated, containing 0.08 acres.



IN WITNESS WHEREOF, The State Board of Land Commissioners of the State of Idaho has caused these presents to be executed by its President, the Governor of the State.

*Conveyed
surface rights
to P.C. 4/17/92
Idaho Land Exch*

of Idaho, and countersigned by the Secretary of State and the
State Land Commissioner, on the 26th day of November,
A. D., 1929.



STATE BOARD OF LAND COMMISSIONERS.

BY H. C. Baldridge
Governor.

Countersigned:

Fred E. Lucens
Secretary of State.

A. H. Nash
State Land Commissioner.

EXHIBIT C
To
COMMENTS ON PETITION FOR EXEMPTION

**IDL'S OROFINO-JAYPE RAILROAD LINE
STRUCTURE LOCATION SURVEY
APRIL 2004**

EXHIBIT C

“END OF THE LINE”



OROFINO-JAYPE RAILROAD LINE

STRUCTURE LOCATION SURVEY

APRIL 2004

OROFINO-JAYPE RAILROAD SURVEY

LIME PIT SECTION

- START OWNERSHIP LINE BETWEEN SECTION 4 & SECTION 9, TOWNSHIP 36 NORTH,
RANGE 3 EAST.
Latitude N 46° 29' 07.9", Longitude W 116° 05' 08.9" (Accuracy ± 22.2')
- CULVERT 1 Culvert 36" x 40', fill depth approximately 5' (4' @ inlet, 6' @ outlet).
Live Class II Stream tributary to Orofino Creek, 5" wide X 1" deep.
Culvert bottom silted in 5" deep due to willow at outlet.
Water falling thru rock prior to inlet, rock wall supports culvert outlet.
Water drainage through sharp, narrow canyon.
Location SESE Section 4, Township 36 north, Range 3 East.
Latitude N 46° 29' 09.7", Longitude W 116° 05' 04.5" (Accuracy ± 65.1')
- CULVERT 2 Culvert 24" x 20', fill depth approximately 2-3'.
Live Class II stream tributary to Orofino Creek, 10" wide X 3" deep.
Water drainage through typical draw.
Location NESW Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 20.9", Longitude W 116° 04' 17.7" (Accuracy ± 28.2').
- R/R CROSSING Railroad crosses road to Lime Pit.
Location NWSE Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 25.5", Longitude W 116° 03' 56.5" (Accuracy ± 30.0')
- TRESTLE # 11 Trestle 12.3' wide X 160.9' long, maximum depth to water 16.4'.
Crosses Orofino Creek, a Class I Stream.
Abutment 4' tall on west end, Abutment on east end consist of a 5.4' vertical wall
and a 8.3' stepped wall (total height 13.7').
Trestle has 9 piers comprised of two single round post pilings, one double stringer
gabion piers, two double cement supported stringer piers (over water), one double
stringer gabion pier, one double round post piling, and two single round post pilings -
listed from west to east.
Location NWSE Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 28.6", Longitude W 116° 03' 48.7" (Accuracy ± 27.0')
- END OWNERSHIP LINE BETWEEN SECTION 3 & SECTION 2, TOWNSHIP 36 NORTH,
RANGE 3 EAST.
Latitude N 46° 29' 28.2", Longitude W 116° 03' 33.4" (Accuracy ± 22.7')

RUDO SECTION

START OWNERSHIP LINE BETWEEN THE NESW AND THE NWSE OF SECTION 6, TOWNSHIP 36 NORTH, RANGE 3 EAST.
Latitude N 46° 29' 26.7" , Longitude W 116° 00' 19.2" (Accuracy ± 21.2')

LINE CROSSING Orange "X" on dead Douglas-fir 150-200' north of tracks. Potlatch Location Tag dated 1/25/63. Approximately 7 chains north to 1/16 corner (corner common to the two state parcels). Tree located at Latitude N 46° 29' 40.4", W 115° 59' 57.5" (Accuracy ± 21.7')

Line crossing at tracks south of this tree and tag are at Latitude N 46° 29' 38.2", W 115° 59' 57.5" (Accuracy ± 21.2')

LINE CROSSING Orange "X" on dead Douglas-fir south of tracks. GPS of tracks is Latitude N 46° 29' 45.3", W 115° 59' 49.9" (Accuracy ± 26.2')

CULVERT 3 Culvert 36" x 40', fill depth approximately 4-5'. Culvert has rusted. Live Class II Stream tributary to Orofino Creek, 4" wide X 1" deep. Water falling down rock face 50-60' prior to inlet. Maximum water flow evidence indicates only 1/4 of culvert diameter used. Stream may be intermittent. Clean inlet area with minimal silt chance. Location NENE Section 6, Township 36 North, Range 4 East. Latitude N 46° 29' 48.1", Longitude W 115° 59' 45.4" (Accuracy ± 168')

END STATE ??? Latitude N 46° 29' 52.0", Longitude W 115° 59' 41.2" (Accuracy ± 26.1')
Approximately 60' west of the west abutment.

THIS IS OWNERSHIP LINE IF ENTIRE EAST LINE RUNS DUE NORTH

TRESTLE # 15 WEST SIDE Latitude N 46° 29' 52.0", Longitude W 115° 59' 40.4" (Accuracy ± 24.0')

TRESTLE # 15 Trestle 12.3' wide X 226' long, maximum depth to water 24'. Crosses Orofino Creek, a Class I stream. Abutments 2-3' tall on east end and 3' tall on west end. Trestle has 12 piers comprised of six single round post pilings, five double round post pilings, and one single piling - listed from west to east. Pilings 1-4 are above dry ground, pilings 5-11 are above water, and piling 12 is above dry ground. Piling # 7 has a gabion foundation.

THIS TRESTLE MAY OR MAY NOT BE ON STATE LAND DEPENDENT TO SECTION LINE ORIENTATION.

TRESTLE # 15 EAST SIDE Latitude N 46° 29' 52.0", Longitude W 115° 59' 37.2" (Accuracy ± 25.5')

LOWER COW CREEK SECTION

- START** OWNERSHIP LINE BETWEEN THE SWSW OF SECTION 33, TOWNSHIP 37 NORTH, RANGE 4 EAST AND THE NWNW SECTION 3, TOWNSHIP 36 NORTH, RANGE 4 EAST.
The approximate ownership line is painted with three orange stripes on trees on each side of the tracks and located at Latitude N 46° 29' 57.1", Longitude W 115° 57' 51.1". (Accuracy ± 19.5')
- Trestle # 17** Curved trestle 12.3' wide X 222' long with maximum height of 30'. The west abutment is 3' high and the east abutment is 3' high and based on a rock cliff that drops straight to the water level.
Trestle has 7 single stringers, 4 double stringers (last three over water), and a single stringer (over water) - listed from west to east.
Location SESW Section 33, Township 37 North, Range 5 East.
Latitude N 46° 30' 01.8", Longitude W 115° 57' 42.9" (Accuracy ± 21.0')
- Trestle # 17.1** Curved trestle 12.3' wide X 297' long with maximum height of 25'. The abutments are both 3' high.
Trestle has 8 single stringers, 6 double stringers (all over water), and 1 double stringer (over ground) - listed from west to east.
Location SESW Section 33, Township 37 North, Range 5 East.
Latitude N 46° 30' 00.5", Longitude W 115° 57' 35.6" (Accuracy ± 23.3')
- Leave State** Leave state ownership approximately 3 chains east of Trestle # 17.1. Approximate line is marked with an orange "S" and arrow on a rock face.
Location section line between the SESW Section 33, Township 37 North, Range 5 East and the NENW Section 3, Township 36 North, Range 5 East.
Latitude N 46° 29' 57.1", Longitude W 115° 57' 32.6" (Accuracy ± 27.8')
- Enter State** Enter state ownership approximately 50' west of Trestle # 17.3 (Trestle 17.2 is on Railroad land). Approximate line is marked with an orange "S" and arrow on a rock.
Location section line between the SWSE Section 33, Township 37 North, Range 5 East and the NWNE Section 3, Township 36 North, Range 5 East.
Latitude N 46° 29' 57.1", Longitude W 115° 57' 22.9" (Accuracy ± 27.5')
- Trestle # 17.3** Straight trestle 12.3' wide X 314' long with maximum height of 30.5'. The west abutment is 3' high and the west abutment has a 3' abutment with a 4' step abutment below the first abutment.
Trestle has 5 single stringers (last one over water), 3 double stringers (all over water), 6 single pilings, 2 piling/stringer combination, and a single stringer.
Location SWSE Section 33, Township 37 North, Range 5 East.
Latitude N 46° 29' 59.0", Longitude W 115° 57' 20.8" (Accuracy ± 28.0')
- Pond / Culverts (Culvert 4)** Culvert inlet not visible (believed to be below water level). Approximate depth of fill over inlet is 30'. Two 48" culvert outlets are visible at creek level with fill depth of 40-50'. These culverts service a major drainage.
Location SESE Section 33, Township 37 North, Range 5 East.
Latitude N 46° 30' 04.3", Longitude W 115° 57' 06.1" (Accuracy ± 25.5')

LOWER COW CREEK SECTION - CONTINUED

- Culvert 5 Culvert 36" X 40' with no water present. Distortion noticed in band area but no soil displacement visible. Fill depth 3-4'. A slide is evident into Orofino Creek for 120' west of culvert. Approximately 11 concrete "Jersey Barriers" placed by railroad to prevent bank washout have displaced into the middle of Orofino Creek.
Location SESE Section 33, Township 37 North, Range 5 East.
Latitude N 46° 29' 59.5", Longitude W 115° 56' 54.2" (Accuracy ± 20.6')
- Trestle # 18 Curved trestle 12.3' wide X 219' long with maximum height of 26.5'. The west Trestle has 3 single pilings, a double piling, 4 double stringers, and 5 single stringers - listed from west to east. The double stringers are over water but no concrete visible. Angle iron braces are present.
Location SESW Section 34, Township 37 North, Range 5 East.
Latitude N 46° 30' 02.4", Longitude W 115° 56' 36.1" (Accuracy ± 25.4')
- Materials A pile of abutment materials is located approximately 100' west of the Trestle # 18.1 at Latitude 46° 29' 58.7" , Longitude W 115° 56' 30.4" (Accuracy ± 26.7').
- Trestle #18.1 Approximately 46.5' of the west end of the trestle is on state. Trestle height is 16' at the ownership line. Three stringers are on state, all over ground.
An orange painted "S" and an arrow on a bridge tie on the north side of the trestle indicates the ownership line.
Location SESW Section 34, Township 37 North, Range 5 East.
Latitude N 46° 29' 57.1", Longitude W 115° 56' 28.3" (Accuracy ± 22.4')
- END STATE OWNERSHIP LINE BETWEEN THE SESW OF SECTION 34, TOWNSHIP 37 NORTH, RANGE 4 EAST AND THE NENW SECTION 3, TOWNSHIP 36 NORTH, RANGE 4 EAST.
The line lies across the west end of Trestle # 18.1 located at Latitude N 46° 29' 57.1", Longitude W 115° 56' 28.3" (Accuracy ± 22.4')

RUDE-COW SECTION

- START APPROXIMATE OWNERSHIP LINE BETWEEN THE W2 AND E2 OF SECTION 36, TOWNSHIP 37 NORTH, RANGE 4 EAST. NO VISIBLE LINE CROSSING.
Latitude N 46° 30' 03.0", Longitude W 115° 54' 21.4" (Accuracy ±18.3')
PROCEED EAST.
- CULVERT 6 Culvert 24" x 24', fill depth approximately 3'. Culvert has some rust.
No water flowing at time of inspection. Probably only carries spring runoff.
Clean inlet area. Outlet filled with silt about 1/3 of diameter for a distance of 5'.
Location SWNE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 01.6", Longitude W 115° 54' 13.2" (Accuracy ± 25.8')
- CULVERT 7 Culvert 36" x 40', fill depth approximately 4-5'.
Live Class II Stream tributary to Orofino Creek, Flow 5" wide X 2" deep.
Some brush in inlet area. Lower 1/2 of culvert filled about 1/4 diameter with small rocks.
Location SWNE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 16.8", Longitude W 115° 53' 54.2" (Accuracy ± 26.3')
- CULVERT 8 Culvert 24" x 40', fill depth approximately 10'. No water present.
Brush in inlet area but culvert usable. No picture due to brush.
Location SENE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 30.4", Longitude W 115° 53' 37.9" (Accuracy ± 19.9')
- CULVERT 9 Diagonal culvert 36" x 74', fill depth approximately 6-8'.
Live Class II Stream tributary to Orofino Creek, Flow 12" wide X 3" deep.
Maximum use appears to be 1/4 culvert diameter.
Location SENE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 31.6", Longitude W 115° 53' 30.4" (Accuracy ± 30.3')
- CULVERT 10 Culvert 24" x 36', fill depth approximately 6'. Culvert in good shape.
Spring, flow of 3" X 1" at time of inspection.
Location SENE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 31.4", Longitude W 115° 53' 27.3" (Accuracy ± 30.2')
- TRESTLE # 21 Trestle 12.3' wide X 75' long, maximum depth to water 21'.
Live Class I Stream tributary to Orofino Creek, Flow 5' wide X 2-3' deep.
Abutments 3' tall on each end. Trestle has 4 piers comprised of five single round post pilings. Two pilings in water, two are on dry ground.
Trestle is 65' west of the ownership line.
Location SENE Section 36, Township 37 North, Range 4 East.
Latitude N 46° 30' 28.2", Longitude W 115° 53' 07.0" (Accuracy ± 25.3')
- END STATE Latitude N 46° 30' 28.2", Longitude W 115° 53' 06.0" (Accuracy ± 22.5')

PIERCE SECTION

START OWNERSHIP LINE BETWEEN THE NENE OF SECTION 5 AND THE NWNW OF SECTION 4, TOWNSHIP 36 NORTH, RANGE 5 EAST.
The line lies across the west abutment of the trestle at Latitude N 46° 29' 55.1", Longitude W 115° 50' 50.5" (Accuracy ± 29.9')

TRESTLE # 24 Straight Trestle 12.3' wide X 155' long, maximum depth to water 34'.
Crosses Orofino Creek.
Abutments 4' tall on each end. Trestle has 3 single stringers, a double piling round post piling, a single piling, a double piling, and 2 single pilings - listed from west to east.
Extensive crib abutment on west end of trestle.
Location NWNW Section 4, Township 36 North, Range 5 East.
Latitude N 46° 29' 55.1", Longitude W 115° 50' 49.1" (Accuracy ± 22.9')

TRESTLE Curved Trestle 12.3' wide X 157' long, maximum depth to water 34'.
Crosses Orofino Creek. Tin-covered ties.
Abutments 4' tall on each end. Trestle has all round pilings listed as follows from west to east - single, 4 double, and 3 single pilings. Old pilings visible.
Extensive crib abutment on west end of trestle.
Location NWNW Section 4, Township 36 North, Range 5 East.
Latitude N 46° 29' 54.5", Longitude W 115° 50' 43.5" (Accuracy ± 22.9')

TRESTLE Curved Trestle 12.3' wide X 244' long, maximum depth to water 34'.
Crosses Orofino Creek.
Abutments 3' tall on each end. Trestle has stringers or pilings listed as follows from west to east - 3 single stringers, 3 single pilings, a double piling, 2 single pilings, a double piling, and 4 single pilings.
Location NWNW Section 4, Township 36 North, Range 5 East.
Latitude N 46° 29' 48.1", Longitude W 115° 50' 34.8" (Accuracy ± 33.7')

END STATE East side of the NWNW Section 4, Township 36 North, Range 5 East.
Latitude N 46° 29' 46.7", Longitude W 115° 50' 31.7" (Accuracy ± 21.0')

ENTER STATE West side of SESE Section 33, Township 37 North, Range 5 East.
Latitude N 46° 30' 07.5", Longitude W 115° 49' 39.7" (Accuracy ± 18.1')

CULVERT 11 Culvert 24" X 80' (approximately). Runs diagonally upstream. Flow 4' deep X 6" wide.
Fill 4' at inlet and 12' at outlet. Outlet not visible (buried in rocks).
Location SESE Section 33, Township 37 North, Range 5 East.
Latitude N 46° 30' 07.3", Longitude W 115° 49' 25.0" (Accuracy ± 19.1')

TRESTLE 25 Straight Trestle 12.3' wide X 168' long, maximum depth to water 20.5'.
Crosses Orofino Creek.
Abutments 3' tall on each end. Trestle has all pilings listed as follows from west to east - 2 single pilings, 5 double pilings, and 1 single piling.
Location SESW Section 34, Township 37 North, Range 5 East.
Latitude N 46° 30' 06.1", Longitude W 115° 49' 11.3" (Accuracy ± 24.2')

PIERCE SECTION - CONTINUED

TRESTLE Curved Trestle 12.3' wide X 174' long, maximum depth to water 23.5'.
Crosses Orofino Creek.
Abutments 3' tall on each end. Trestle has 2 single stringers, a double stringer,
3 double pilings, a double stringer, and 2 single stringers - listed from west to east.
Location SESW Section 34, Township 37 North, Range 5 East.
Latitude N 46° 30' 06.5", Longitude W 115° 48' 52.5" (Accuracy ± 18.8')

END STATE East side of the SESW Section 34, Township 37 North, Range 5 East.
Latitude N 46° 30' 00.1", Longitude W 115° 48' 43.1" (Accuracy ± 22.7')

SUMMARY OF CULVERTS AND TRESTLES
OROFINO-JAYPE RAILROAD LINE

LIME PIT SECTION

<u>OBJECT</u>	<u>SIZE</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
CULVERT 1	36" x 40'	N 46° 29' 09.7"	W 116° 05' 04.5"
CULVERT 2	24" x 20'	N 46° 29' 20.9"	W 116° 04' 17.7"
TRESTLE # 11	160.9'	N 46° 29' 28.6"	W 116° 03' 48.7"

RUDO SECTION

CULVERT 3	36" x 40'	N 46° 29' 48.1"	W 115° 59' 45.4"
TRESTLE # 15	226'	N 46° 29' 52.0"	W 115° 59' 40.4"

THIS TRESTLE MAY OR MAY NOT BE ON STATE LAND DEPENDENT TO SECTION LINE ORIENTATION.

LOWER COW CREEK SECTION

Trestle # 17	222'	N 46° 30' 01.8"	W 115° 57' 42.9"
Trestle # 17.1	297'	N 46° 30' 00.5"	W 115° 57' 35.6"
Trestle # 17.3	314'	N 46° 29' 59.0"	W 115° 57' 20.8"
Pond / Culverts (Culvert 4)	2 - 48"	N 46° 30' 04.3"	W 115° 57' 06.1"
Culvert 5	36" X 40'	N 46° 29' 59.5"	W 115° 56' 54.2"
Trestle # 18	219'	N 46° 30' 02.4"	W 115° 56' 36.1"
Trestle #18.1	46.5' *	N 46° 29' 57.1"	W 115° 56' 28.3"

* Rest of trestle is on Potlatch Corporation land.

RUDE-COW SECTION

CULVERT 6	24" X24'	N 46° 30' 01.6"	W 115° 54' 13.2"
CULVERT 7	36" x 40'	N 46° 30' 16.8"	W 115° 53' 54.2"
CULVERT 8	24" X 40'	N 46° 30' 30.4"	W 115° 53' 37.9"
CULVERT 9	36" x 74'	N 46° 30' 31.6"	W 115° 53' 30.4"
CULVERT 10	24" x 36'	N 46° 30' 31.4"	W 115° 53' 27.3"
TRESTLE # 21	75'	N 46° 30' 28.2"	W 115° 53' 07.0"

PIERCE SECTION

TRESTLE # 24	155'	N 46° 29' 55.1"	W 115° 50' 49.1"
TRESTLE	157'	N 46° 29' 54.5"	W 115° 50' 43.5"
TRESTLE	244'	N 46° 29' 48.1"	W 115° 50' 34.8"
CULVERT 11	24" X 80'	N 46° 30' 07.3"	W 115° 49' 25.0"
TRESTLE 25	168'	N 46° 30' 06.1"	W 115° 49' 11.3"
TRESTLE	174'	N 46° 30' 06.5"	W 115° 48' 52.5"

TOTAL TRESTLE LENGTH = 2,458'

OROFINO-JAYPE RAILROAD SURVEY

LIME PIT SECTION

- START OWNERSHIP LINE BETWEEN SECTION 4 & SECTION 9, TOWNSHIP 36 NORTH, RANGE 3 EAST.
Latitude N 46° 29' 07.9", Longitude W 116° 05' 08.9" (Accuracy ± 22.2')
- CULVERT 1 Culvert 36" x 40', fill depth approximately 5' (4' @ inlet, 6' @ outlet).
Live Class II Stream tributary to Orofino Creek, 5" wide X 1" deep.
Culvert bottom silted in 5" deep due to willow at outlet.
Water falling thru rock prior to inlet, rock wall supports culvert outlet.
Water drainage through sharp, narrow canyon.
Location SESE Section 4, Township 36 north, Range 3 East.
Latitude N 46° 29' 09.7", Longitude W 116° 05' 04.5" (Accuracy ± 65.1')
- CULVERT 2 Culvert 24" x 20', fill depth approximately 2-3'.
Live Class II stream tributary to Orofino Creek, 10" wide X 3" deep.
Water drainage through typical draw.
Location NESW Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 20.9", Longitude W 116° 04' 17.7" (Accuracy ± 28.2').
- R/R CROSSING Railroad crosses road to Lime Pit.
Location NWSE Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 25.5", Longitude W 116° 03' 56.5" (Accuracy ± 30.0')
- TRESTLE # 11 Trestle 12.3' wide X 160.9' long, maximum depth to water 16.4'.
Crosses Orofino Creek, a Class I Stream.
Abutment 4' tall on west end, Abutment on east end consist of a 5.4' vertical wall and a 8.3' stepped wall (total height 13.7').
Trestle has 9 piers comprised of two single round post pilings, one double stringer gabion piers, two double cement supported stringer piers (over water), one double stringer gabion pier, one double round post piling, and two single round post pilings - listed from west to east.
Location NWSE Section 3, Township 36 North, Range 3 East.
Latitude N 46° 29' 28.6", Longitude W 116° 03' 48.7" (Accuracy ± 27.0')
- END OWNERSHIP LINE BETWEEN SECTION 3 & SECTION 2, TOWNSHIP 36 NORTH, RANGE 3 EAST.
Latitude N 46° 29' 28.2", Longitude W 116° 03' 33.4" (Accuracy ± 22.7')



CULVERT # 1 INLET

Culvert 36" x 40', Fill Depth approximately 5' (4' @ inlet, 6' @ outlet).

Live Class II Stream tributary to Orofino Creek, 5" wide X 1" deep.

Culvert bottom silted in 5" deep due to willow at outlet.

Water falling thru rock prior to inlet, rock wall supports culvert outlet.

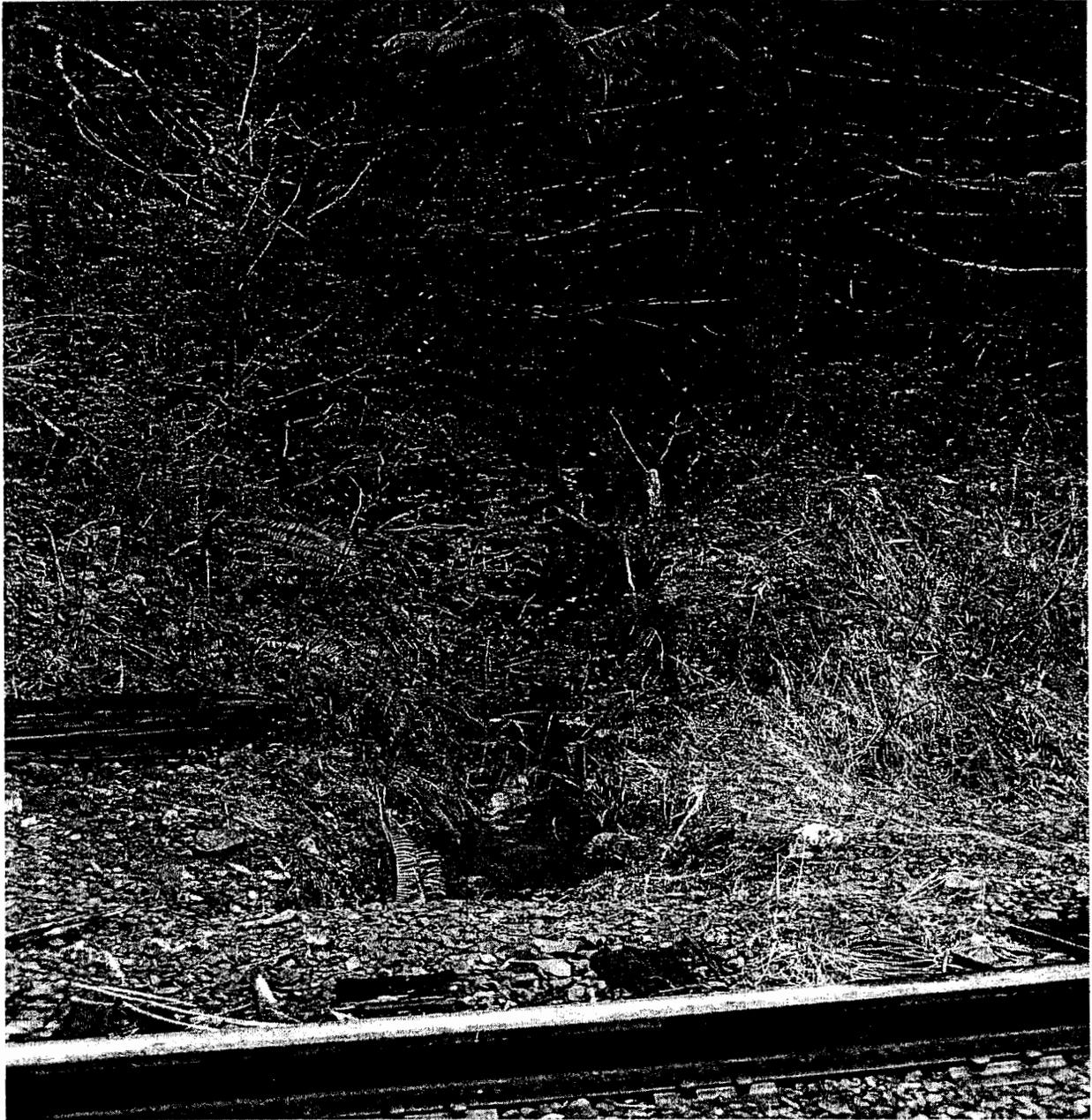
Location SESE Section 4, Township 36 north, Range 3 East.

Latitude N 46° 29' 09.7", Longitude W 116° 05' 04.5" (Accuracy ± 65.1')



**CULVERT # 1
(OUTLET)**

OROFINO CREEK ON LEFT SIDE OF PICTURE



CULVERT # 2
WATER SOURCE INTO INLET

Culvert 24" x 20", Fill Depth approximately 2-3'.
Live Class II stream tributary to Orofino Creek, 10" wide X 3" deep.

Location NESW Section 3, Township 36 North, Range 3 East.

Latitude N 46° 29' 20.9", Longitude W 116° 04' 17.7" (Accuracy \pm 28.2').



CULVERT # 2

TOP PICTURE-
CLOSE-UP VIEW OF
INLET



PICTURE TO RIGHT-
VIEW OF OUTLET



Trestle # 11

Trestle 12.3' wide X 160.9' long, maximum depth to water 16.4'.
Crosses Orofino Creek, a Class I Stream.

Abutment 4' tall on West end, Abutment on East end consist of a 5.4' vertical wall and a 8.3' stepped wall (total height 13.7').
Trestle has 9 piers comprised of two single round post pilings, one double stringer gabion piers, two double cement supported stringer piers (over water), one double stringer gabion pier, one double round post piling, and two single round post pilings - listed from west to east.

Location NWSE Section 3, Township 36 North, Range 3 East.

Latitude N 46° 29' 28.6", Longitude W 116° 03' 48.7" (Accuracy ± 27.0')



Trestle # 11
Side View



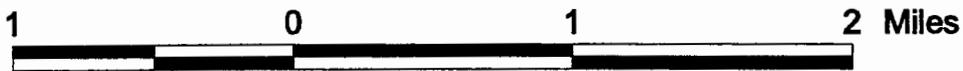
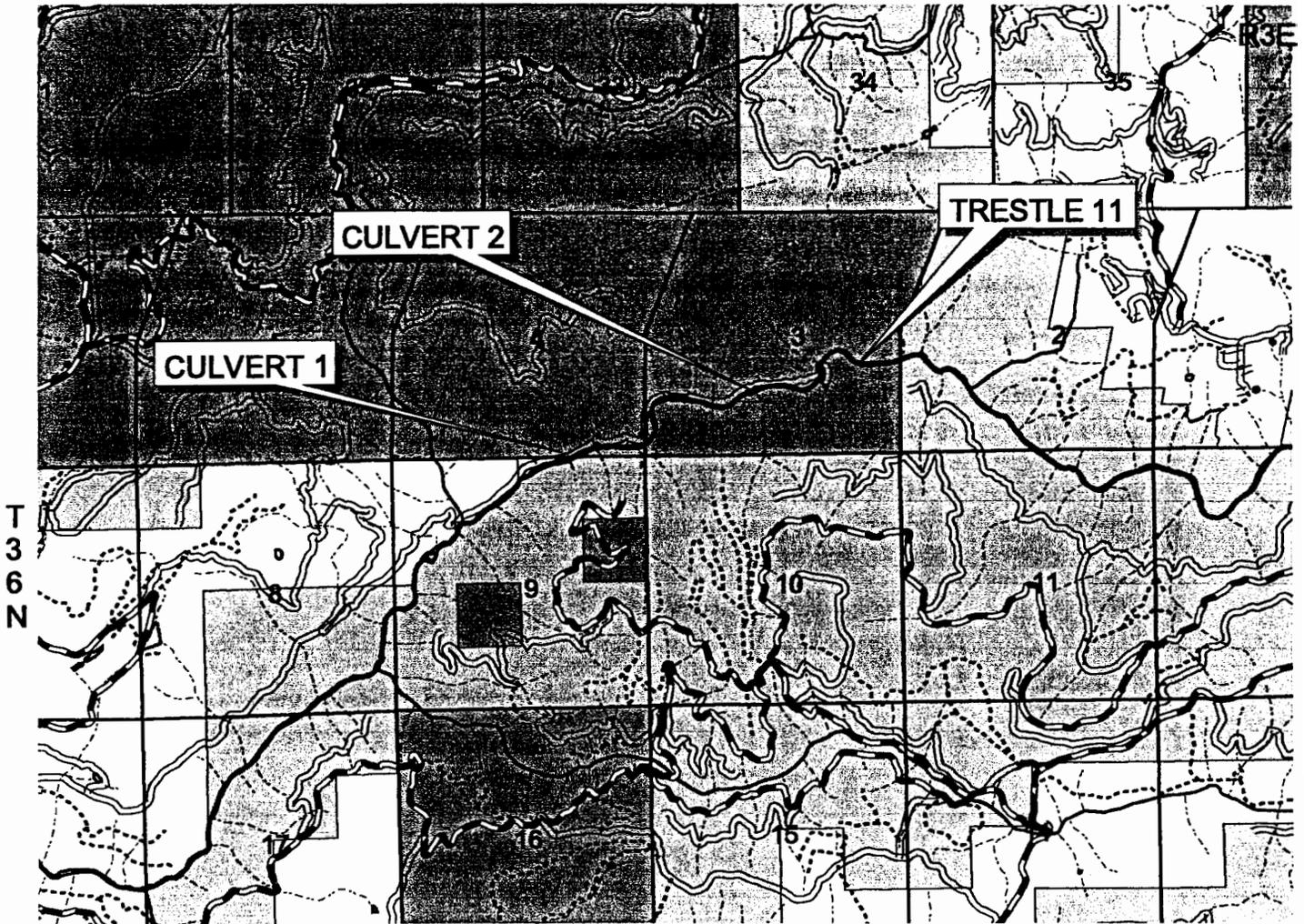
TYPICAL ROUND PILING CONSTRUCTION



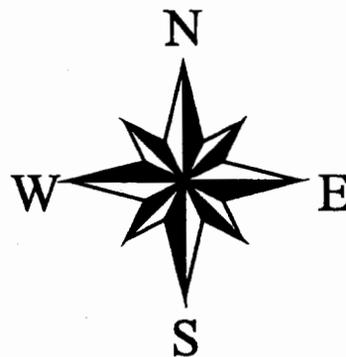
TYPICAL CEMENT PIER SUPPORT

RAILROAD ABANDONMENT LIME PIT SECTION

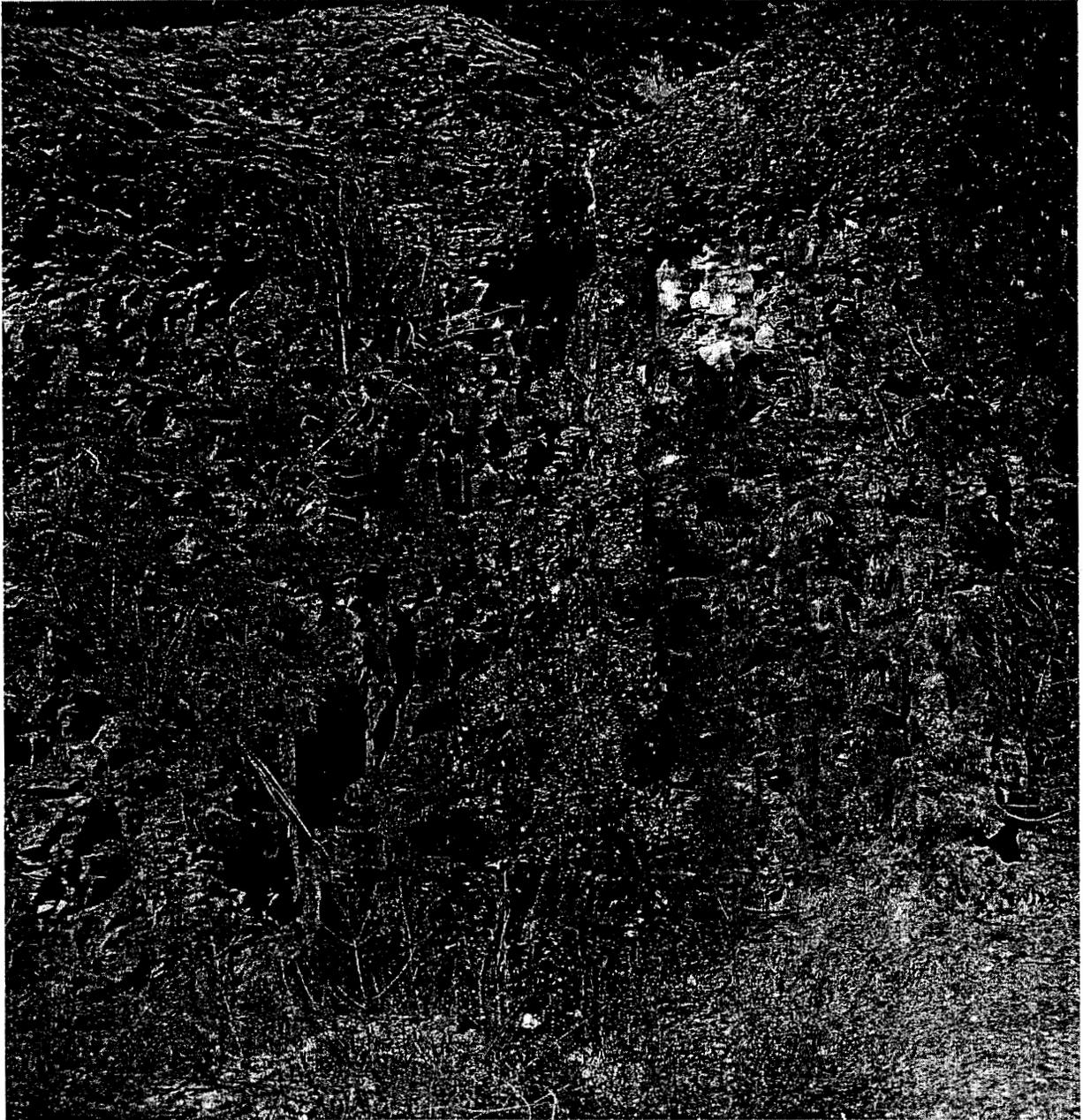
R3E



- ROADS**
- PAVED
 - GRAVEL
 - SECONDARY
 - PRIMITIVE
- Streams**
- Major Streams and Lakes
 - Perennial
 - Intermittent
- OWNERSHIP**
- POTLATCH
 - USFS
 - IDL
 - BLM
 - ARMY COE
 - PLUM CREEK
 - BENNETT
 - PRIVATE
 - RIVERS & LAKES



KNR 04/21/04



CULVERT # 3 WATER SOURCE

Culvert 36" x 40', Fill Depth approximately 4-5'. Culvert has rusted.
Live Class II Stream tributary to Orofino Creek, 4" wide X 1" deep.
Water falling down rock face 50-60' prior to inlet.
Maximum water flow evidence indicates only 1/4 of culvert diameter used.
Stream may be intermittent.
Clean inlet area with minimal silt chance.

Location NENE Section 6, Township 36 North, Range 4 East.

Latitude N 46° 29' 48.1", Longitude W 115° 59' 45.4" (Accuracy ± 168')



CULVERT # 3
INLET AREA



CULVERT # 3
OUTLET



TRESTLE # 15

PICTURE TAKEN FROM EAST SIDE OF TRESTLE

Trestle 12.3' wide X 226' long, maximum depth to water 24'.

Crosses Orofino Creek, a Class I stream.

Abutment 2-3' tall on east end, Abutment 3' tall on west end.

Trestle has 12 piers comprised of six single round post pilings, five double round post pilings, and one single piling - listed from west to east.

Pilings 1-4 are above dry ground, pilings 5-11 are above water, and piling 12 is above dry ground.

Piling # 7 has a gabion foundation.

Location NENE Section 6, Township 36 North, Range 4 East.

Latitude N 46° 29' 52.0", Longitude W 115° 59' 37.2" (Accuracy ± 25.5')

THIS TRESTLE MAY OR MAY NOT BE ON STATE LAND DEPENDENT TO SECTION LINE ORIENTATION.



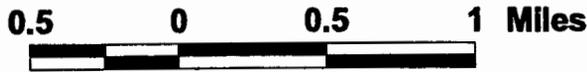
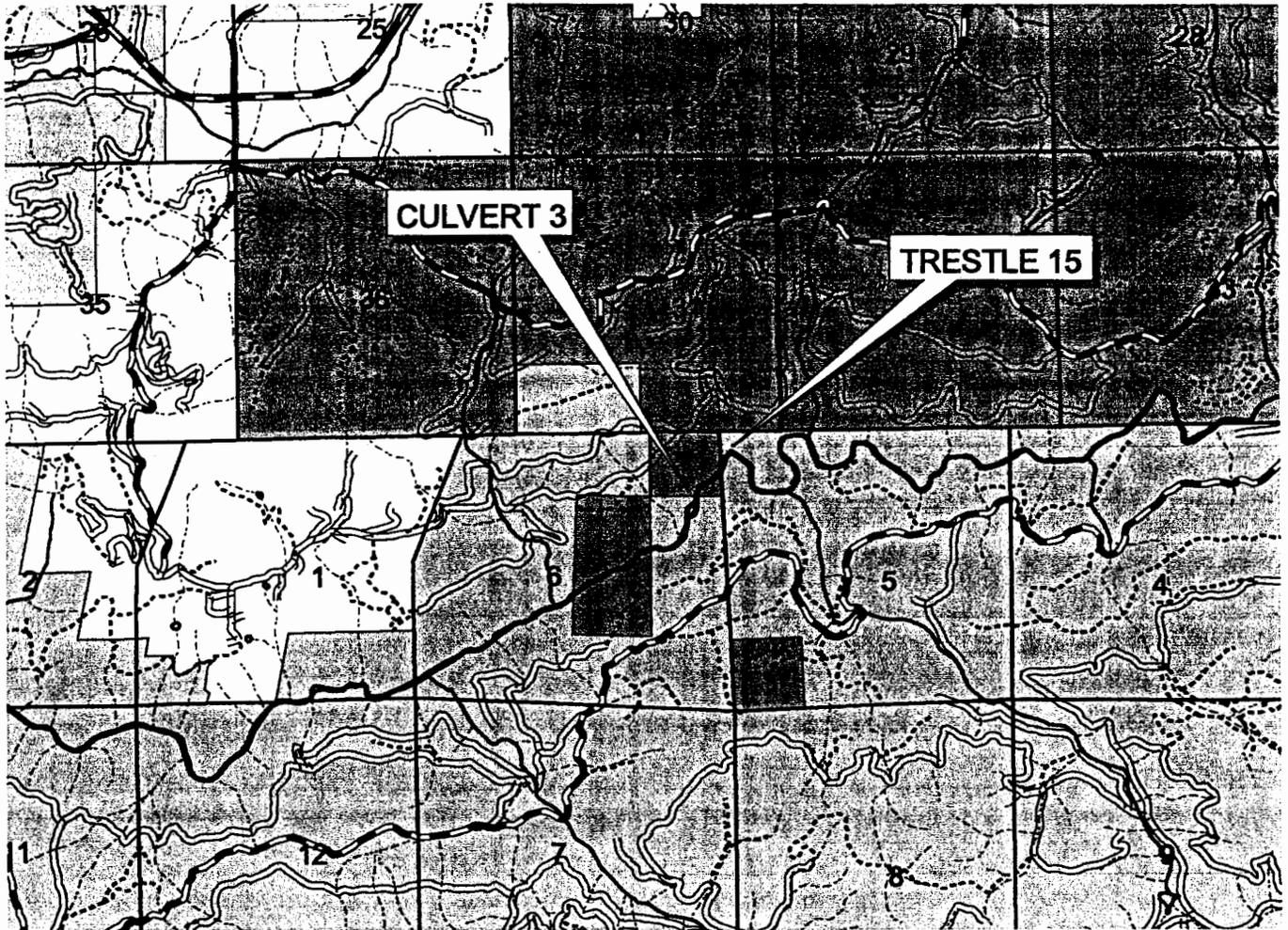
TRESTLE # 15

SIDE VIEW FROM EAST END OF TRESTLE

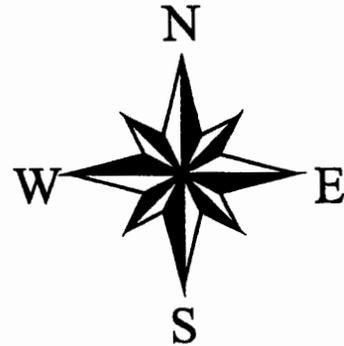
RAILROAD ABANDONMENT RUDO SECTION

R4E

T
3
6
Z



- ROADS**
- PAVED
 - GRAVEL
 - SECONDARY
 - PRIMITIVE
- Streams**
- Major Streams and Lakes
 - Perennial
 - Intermittent
- OWNERSHIP**
- POTLATCH
 - USFS
 - IDL
 - BLM
 - ARMY COE
 - PLUM CREEK
 - BENNETT
 - PRIVATE
 - RIVERS & LAKES





TRESTLE # 17

VIEW FROM WEST END OF TRESTLE

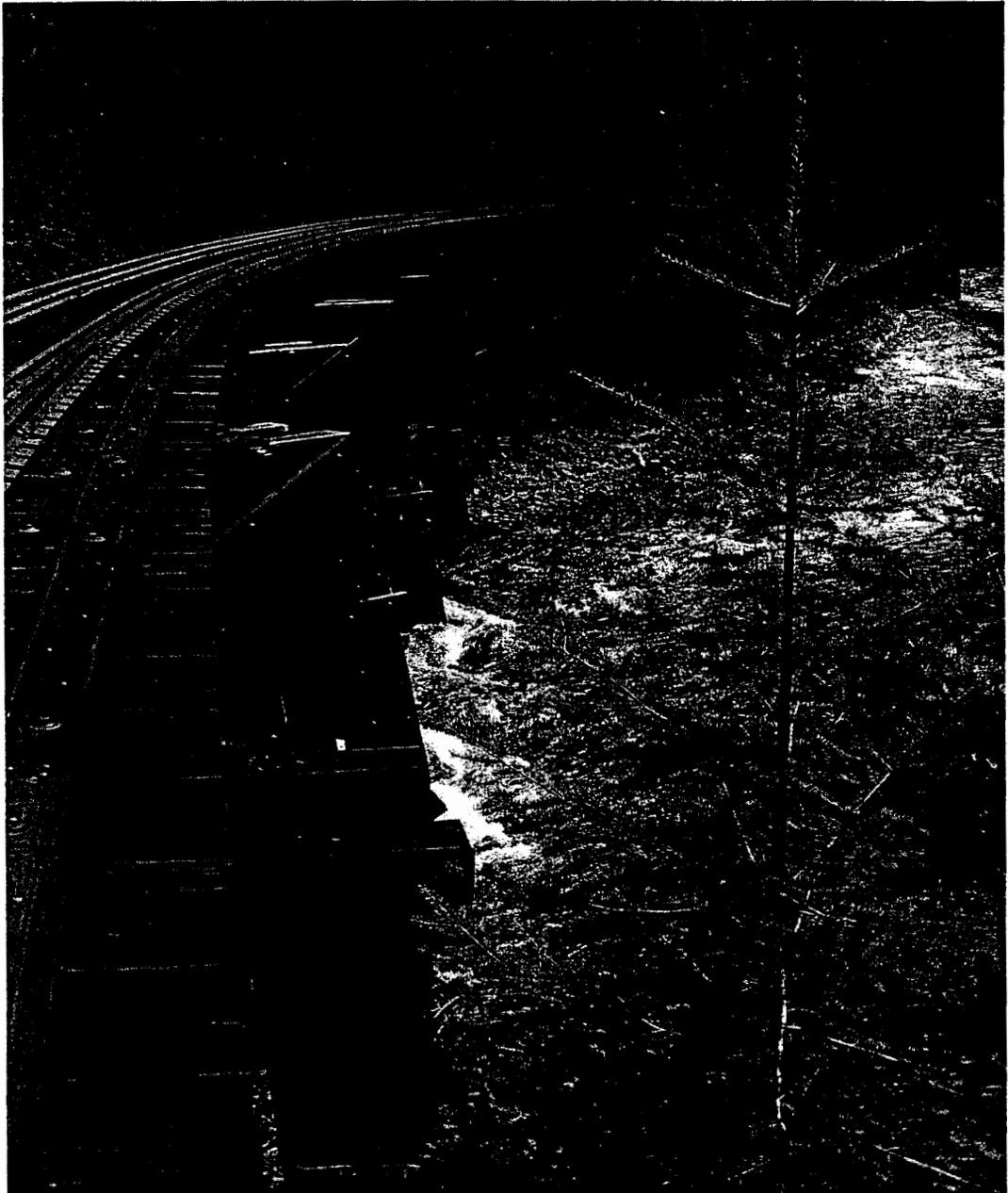
Curved trestle 12.3' wide X 222' long with maximum height of 30'.

Both abutments are 3' high with the east abutment based on a rock cliff that drops straight to the water level.

Trestle has 7 single stringers, 4 double stringers (last three over water), and a single stringer (over water) - listed from west to east.

Location SESW Section 33, Township 37 North, Range 5 East.

Latitude N 46° 30' 01.8", Longitude W 115° 57' 42.9" (Accuracy ± 21.0')



TRESTLE # 17

SIDE VIEW FROM WEST END OF TRESTLE



TRESTLE # 17.1

VIEW FROM WEST END OF TRESTLE

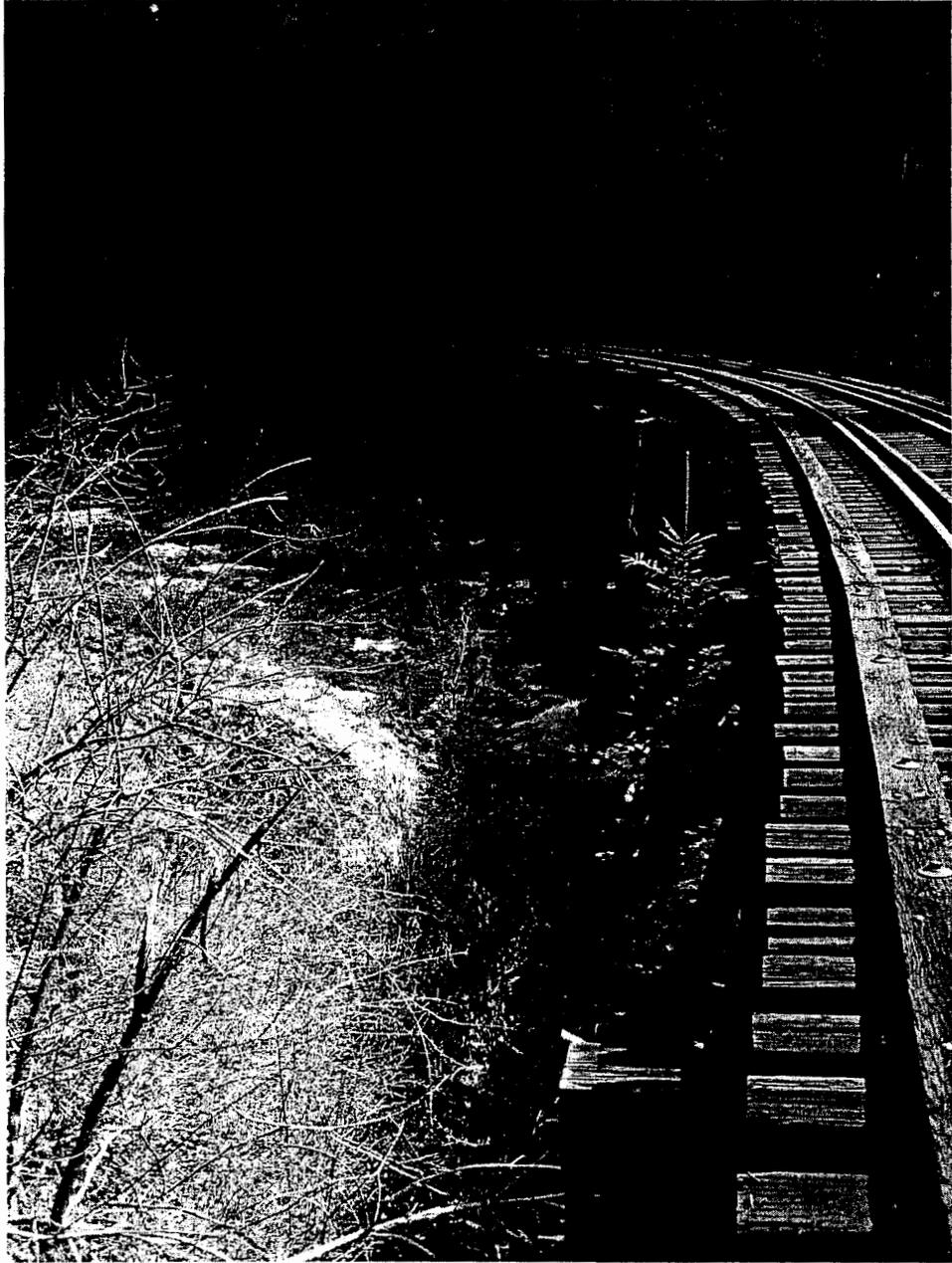
Curved trestle 12.3' wide X 297' long with maximum height of 25'.

The abutments are both 3' high.

Trestle has 8 single stringers, 6 double stringers (all over water), and 1 double stringer (over ground) - listed from west to east.

Location SESW Section 33, Township 37 North, Range 5 East.

Latitude N 46° 30' 00.5", Longitude W 115° 57' 35.6" (Accuracy ± 23.3')



CULVERT # 17.1

SIDE VIEW FROM WEST END OF TRESTLE



TRESTLE # 17.3

VIEW FROM WEST END OF TRESTLE

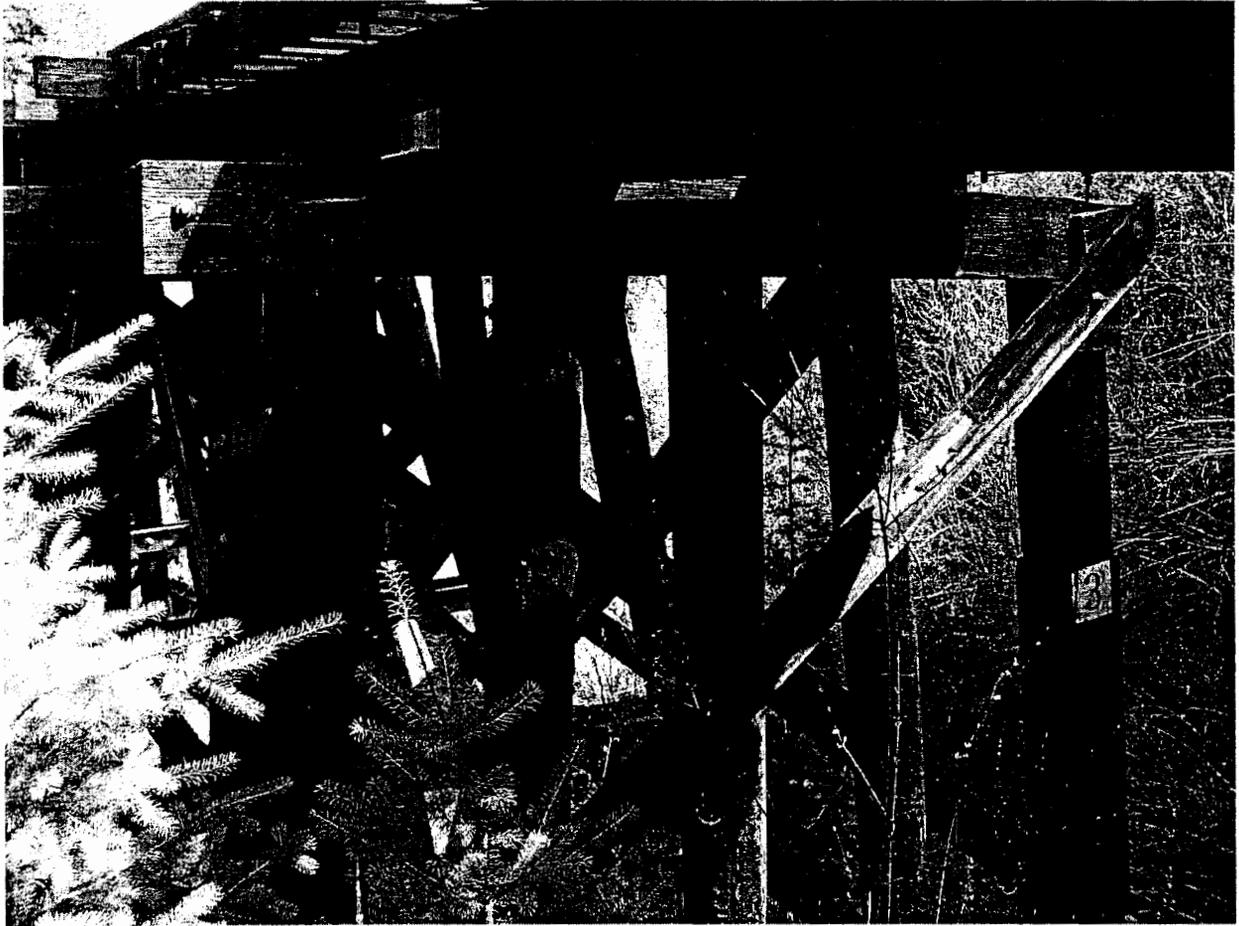
Straight trestle 12.3' wide X 314' long with maximum height of 30.5'.

The west abutment is 3' high and the west abutment has a 3' abutment with a 4' step abutment below the first abutment.

Trestle has 5 single stringers (last one over water), 3 double stringers (all over water), 6 single pilings, 2 piling/stringer combination, and a single stringer.

Location SWSE Section 33, Township 37 North, Range 5 East.

Latitude N 46° 29' 59.0", Longitude W 115° 57' 20.8" (Accuracy ± 28.0')



TRESTLE # 17.3

SIDE VIEW

Some trestles have combination stringer / round piling supports.
This side view shows that combination.



POND AND ASSOCIATED CULVERTS

Culvert inlet not visible (believed to be below water level). Approximate depth of fill over inlet is 30'. Two 48" culvert outlets are visible at creek level with fill depth of 40-50'. These culverts service a major drainage.

Location SESE Section 33, Township 37 North, Range 5 East.

Latitude N 46° 30' 04.3", Longitude W 115° 57' 06.1" (Accuracy ± 25.5')



CULVERT # 5

INLET

Culvert 36" X 40' with no water present. Distortion noticed in band area but no soil displacement visible. Fill depth 3-4'. A slide evident into Orofino Creek for 120' west of culvert. Approximately 11 concrete "Jersey Barriers" placed by railroad to prevent bank washout have displaced into the middle of Orofino Creek.

Location SESE Section 33, Township 37 North, Range 5 East.

Latitude N 46° 29' 59.5", Longitude W 115° 56' 54.2" (Accuracy ± 20.6')



CULVERT # 5

OUTLET

NOTE CEMENT "JERSEY BARRIERS" AT EDGE OF OROFINO CREEK.



SLIDE AREA AND "JERSEY BARRIERS"

A slide evident into Orofino Creek for 120' west of culvert. Approximately 11 concrete "Jersey Barriers" placed by railroad to prevent bank washout have displaced into the middle of Orofino Creek.

Location SESE Section 33, Township 37 North, Range 5 East.

Latitude N 46° 29' 59.5", Longitude W 115° 56' 54.2" (Accuracy ± 20.6')



TRESTLE # 18

VIEW FROM WEST END OF TRESTLE

Curved trestle 12.3' wide X 219' long with maximum height of 26.5'.

Trestle has 3 single pilings, a double piling, 4 double stringers, and 5 single stringers - listed from west to east. The double stringers are over water but no concrete visible. Angle iron braces are present.

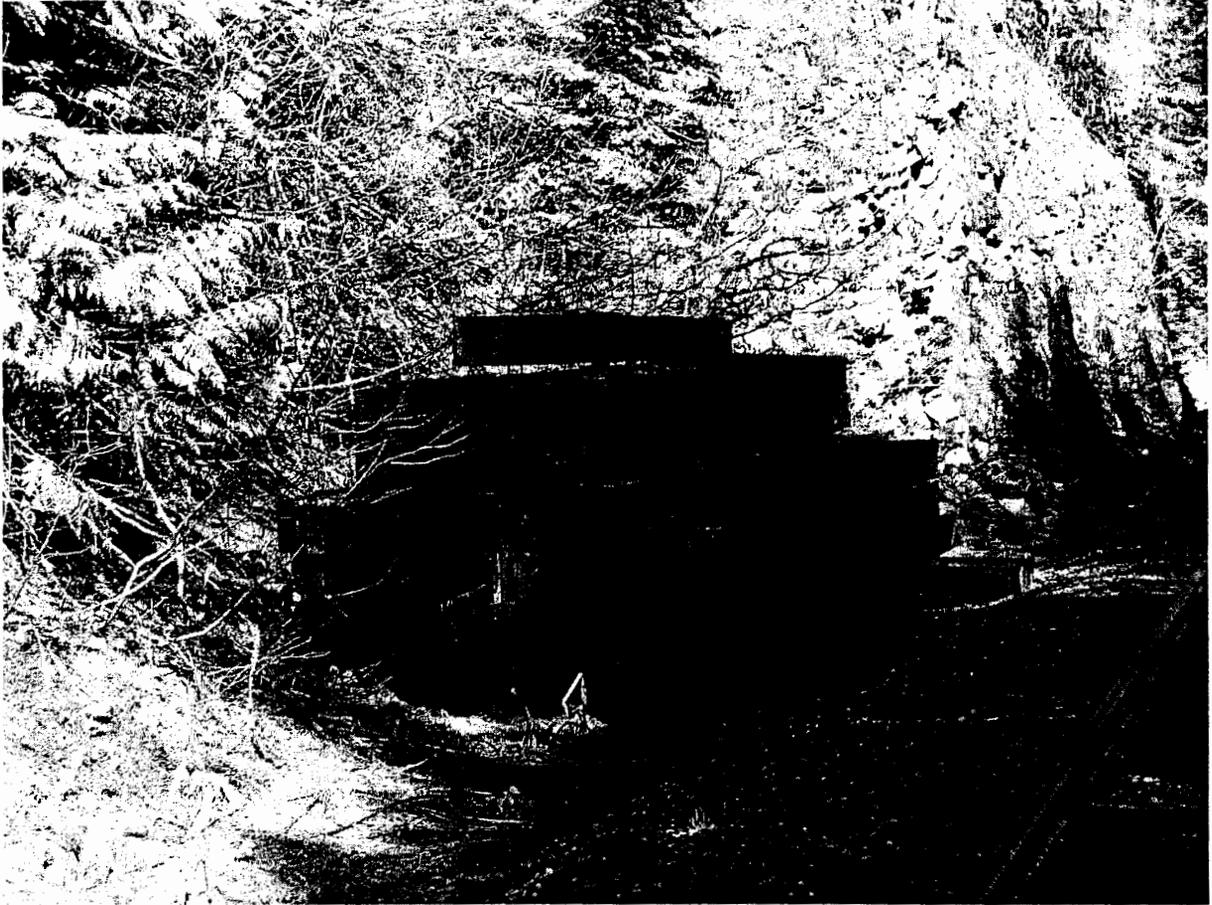
Location SESW Section 34, Township 37 North, Range 5 East.

Latitude N 46° 30' 02.4", Longitude W 115° 56' 36.1" (Accuracy ± 25.4')



TRESTLE # 18

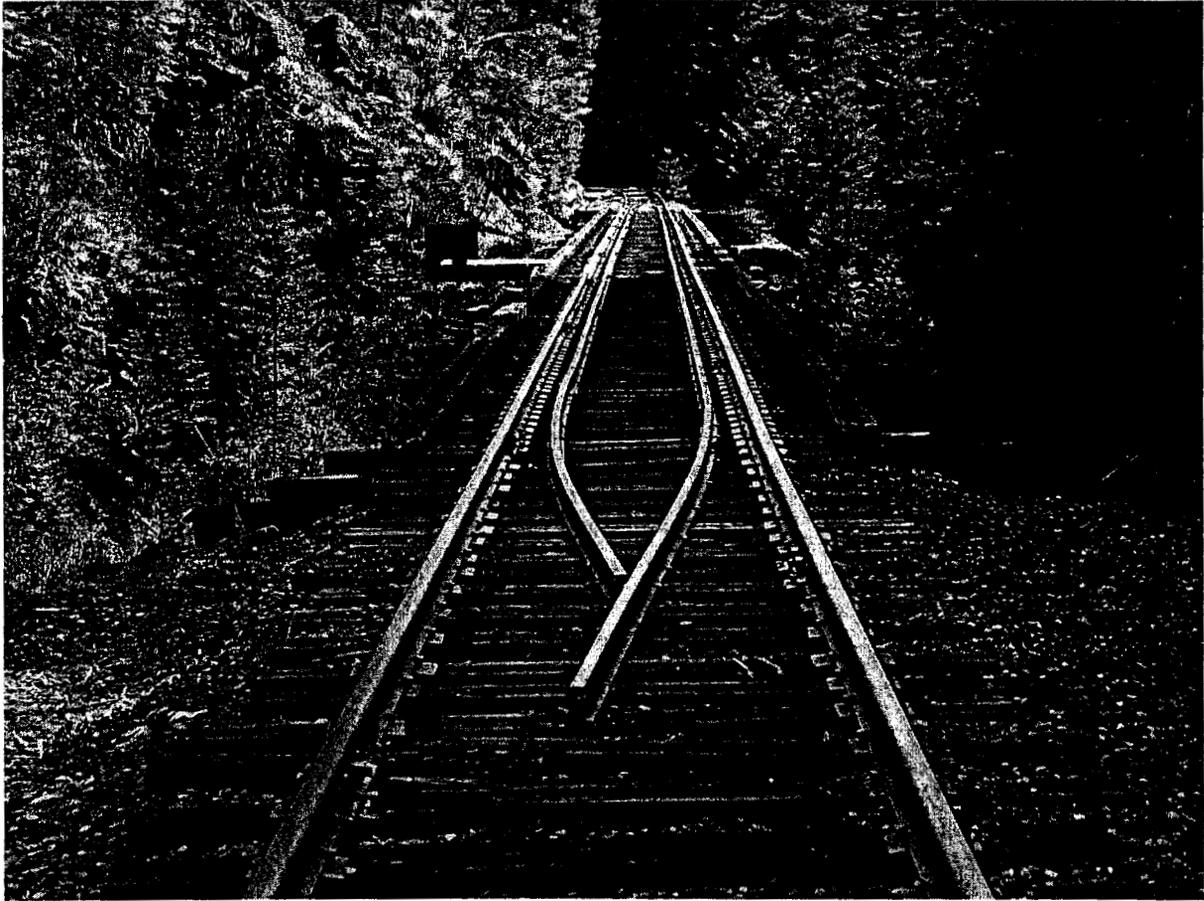
SIDE VIEW



ABUTMENT MATERIAL STOCKPILE

A pile of abutment materials is located approximately 100' west of the Trestle # 18.1

Latitude 46° 29' 58.7" , Longitude W 115° 56' 30.4" (Accuracy ± 26.7').



TRESTLE # 18.1

VIEW FROM WEST END OF TRESTLE

Approximately 46.5' of the west end of the trestle is on state. Trestle height is 16' at the ownership line. Three stringers are on state, all over ground. An orange painted "S" and an arrow on a bridge tie on the north side of the trestle indicates the ownership line.

Location SESW Section 34, Township 37 North, Range 5 East.

Latitude N 46° 29' 57.1", Longitude W 115° 56' 28.3" (Accuracy ± 22.4')



TRESTLE # 18.1

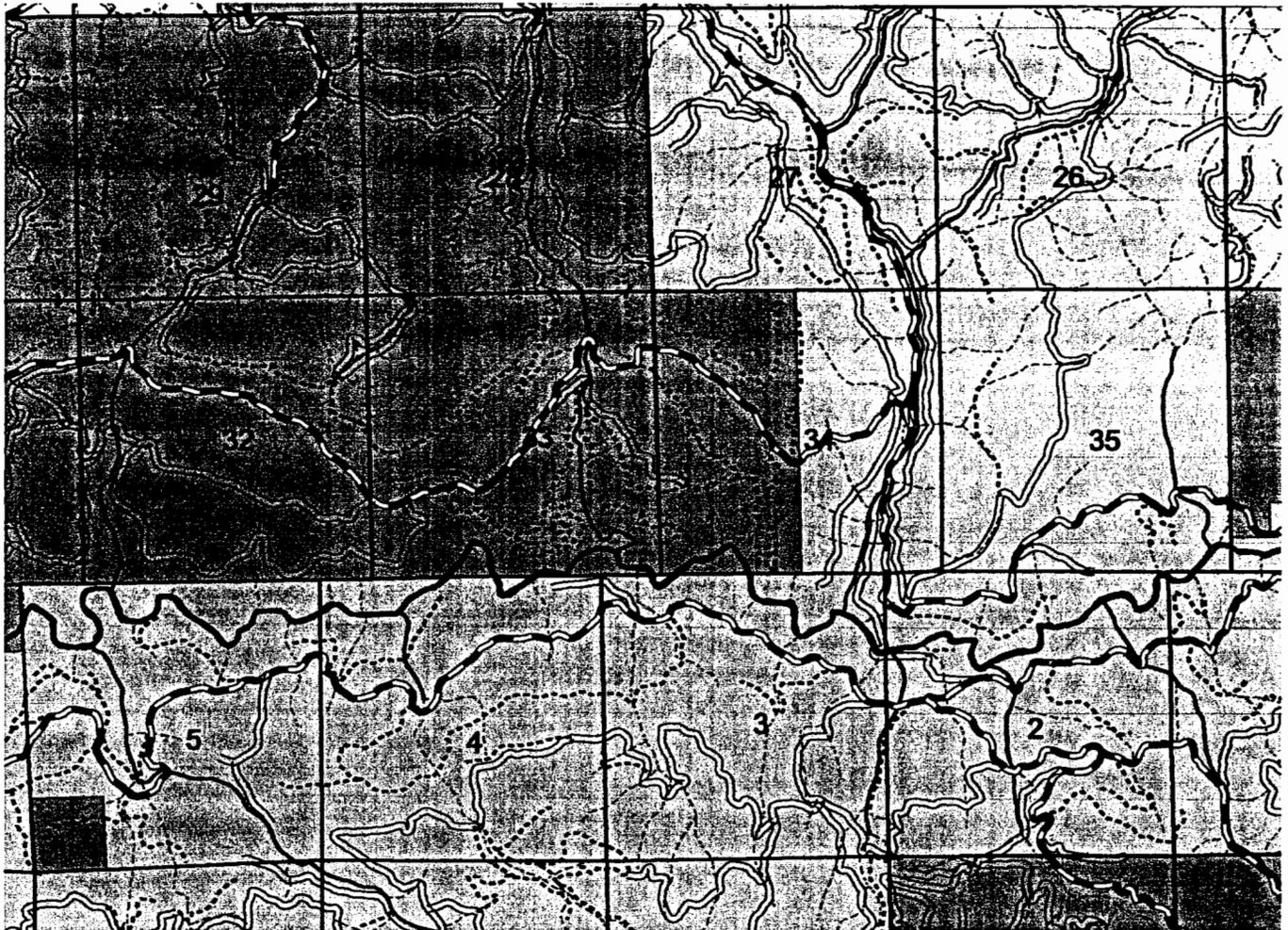
SIDE VIEW FROM WEST END OF TRESTLE

RAILROAD ABANDONMENT LOWER COW CREEK SECTION

VICINITY MAP

R4E

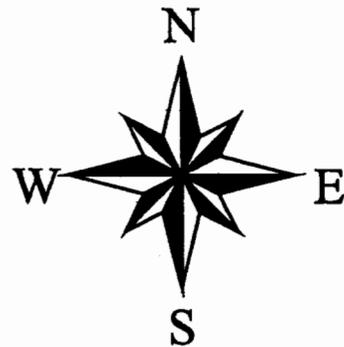
T
3
7
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0.5 0 0.5 1 Miles



- ROADS**
- PAVED
 - GRAVEL
 - SECONDARY
 - PRIMITIVE
- Streams**
- Major Streams and Lakes
 - Perennial
 - Intermittent
- OWNERSHIP**
- POTLATCH
 - USFS
 - IDL
 - BLM
 - ARMY COE
 - PLUM CREEK
 - BENNETT
 - PRIVATE
 - RIVERS & LAKES

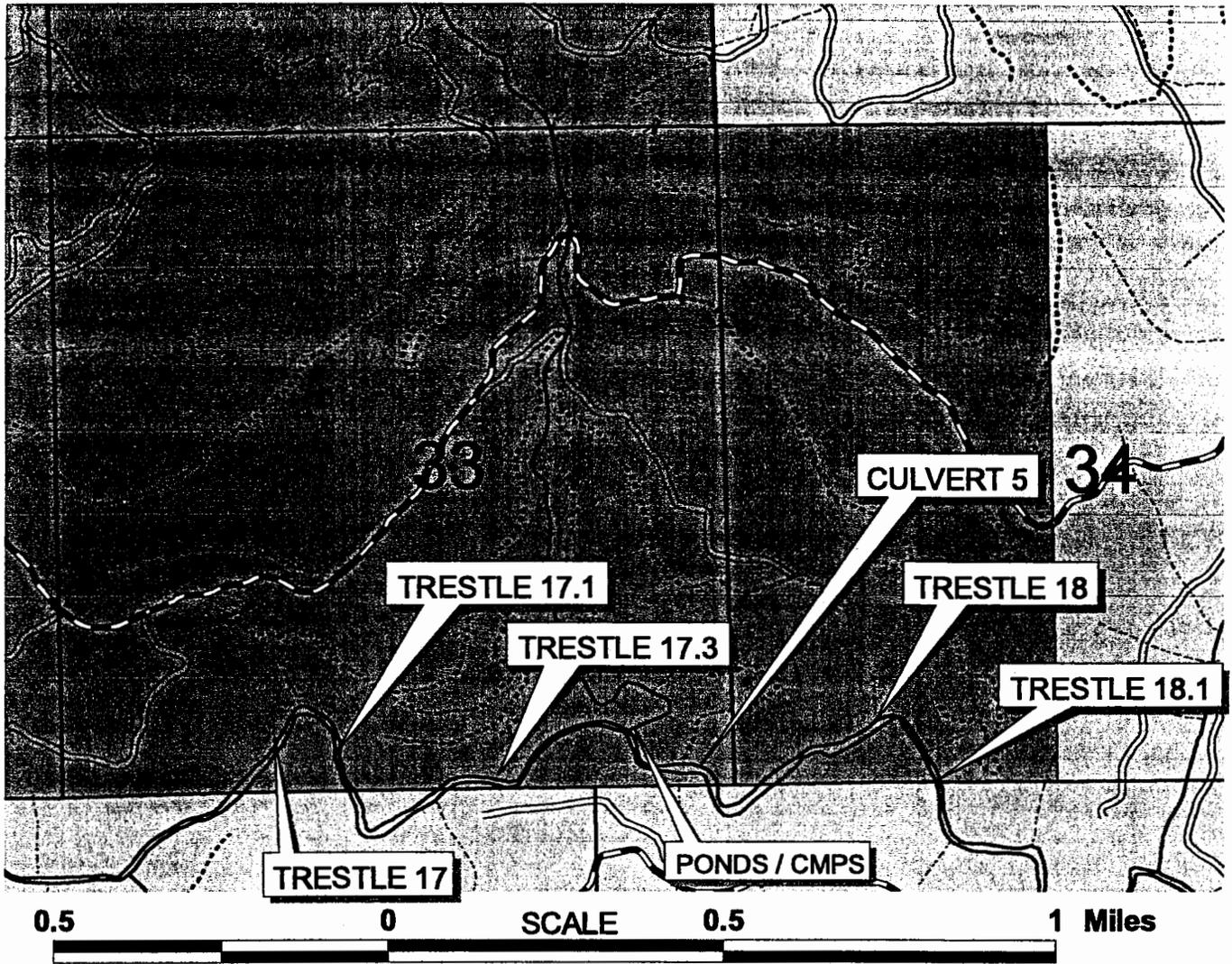


KNR 04/21/04

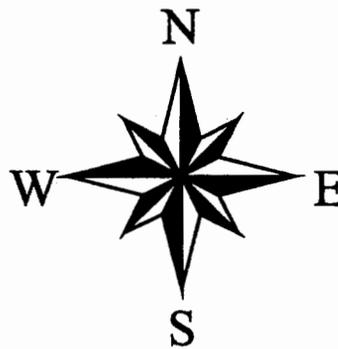
RAILROAD ABANDONMENT LOWER COW CREEK SECTION

R4E

T
3
7
N



- ROADS**
- PAVED
 - GRAVEL
 - SECONDARY
 - PRIMITIVE
- Streams**
- Major Streams and Lakes
 - Perennial
 - Intermittent
- OWNERSHIP**
- POTLATCH
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 - BLM
 - ARMY COE
 - PLUM CREEK
 - BENNETT
 - PRIVATE
 - RIVERS & LAKES



KNR 04/21/04



CULVERT # 6

INLET

Culvert 24" x 24', Fill Depth approximately 3'. Culvert has some rust.
No water flowing at time of inspection. Probably only carries spring runoff.
Clean inlet area. Outlet filled with silt about 1/3 of diameter for a distance of 5'.

Location SWNE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 01.6", Longitude W 115° 54' 13.2" (Accuracy ± 25.8')



CULVERT # 6

OUTLET



CULVERT # 7

INLET

Culvert 36" x 40', Fill Depth approximately 4-5'.
Live Class II Stream tributary to Orofino Creek, Flow 5" wide X 2" deep.
Some brush in inlet area. Lower 1/2 of culvert filled about 1/4 diameter with small rocks.

Location SWNE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 16.8", Longitude W 115° 53' 54.2" (Accuracy ± 26.3')



CULVERT # 7

OUTLET



CULVERT # 8

OUTLET

Culvert 24" x 40', Fill Depth approximately 10'. No water present.
Brush in inlet area but culvert usable. No inlet picture due to brush.

Location SENE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 30.4", Longitude W 115° 53' 37.9" (Accuracy ± 19.9')



CULVERT # 9

INLET

Diagonal culvert 36" x 74', Fill Depth approximately 6-8'.
Live Class II Stream tributary to Orofino Creek, Flow 12" wide X 3" deep.
Maximum use appears to be 1/4 culvert diameter.

Location SENE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 31.6", Longitude W 115° 53' 30.4" (Accuracy ± 30.3')



CULVERT # 9

OUTLET



CULVERT # 9 OUTLET POOL



CULVERT # 10

INLET

Culvert 24" x 36", Fill Depth approximately 6'. Culvert in good shape.
Spring, flow of 3" X 1" at time of inspection.

Location SENE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 31.4", Longitude W 115° 53' 27.3" (Accuracy ± 30.2')



CULVERT # 10

OUTLET



TRESTLE # 21

Trestle 12.3' wide X 75' long, maximum depth to water 21'.

Live Class I Stream tributary to Orofino Creek, Flow 5' wide X 2-3' deep.

Abutments 3' tall on each end. Trestle has 4 piers comprised of five single round post pilings. Two pilings in water, two are on dry ground.

Trestle is 65' west of the ownership line.

Location SENE Section 36, Township 37 North, Range 4 East.

Latitude N 46° 30' 28.2", Longitude W 115° 53' 07.0" (Accuracy ± 25.3')



TRESTLE # 21

SIDE VIEW



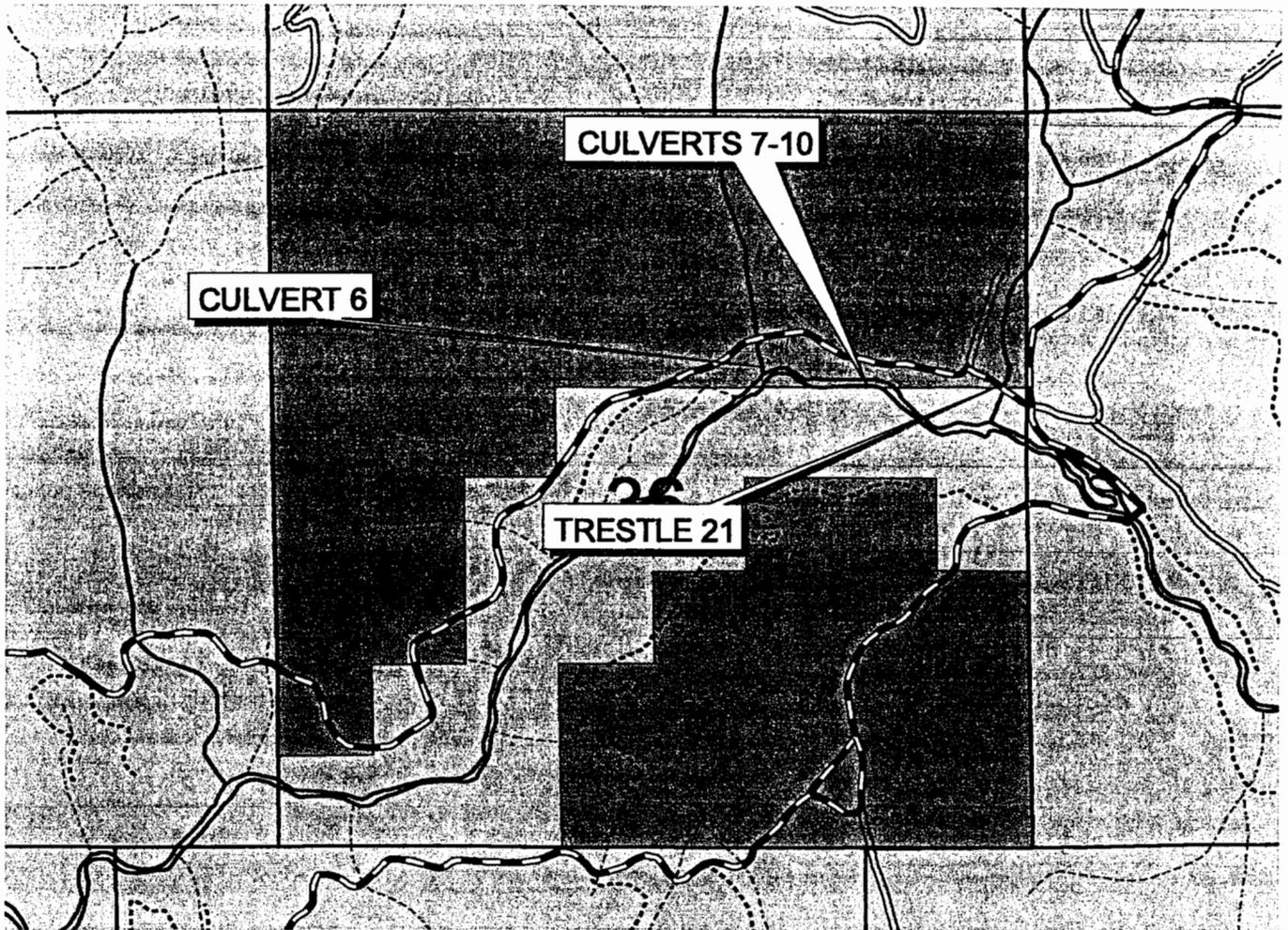
TRESTLE # 21

PICTURE OF WATER FLOW FROM CLASS I TRIBUTARY

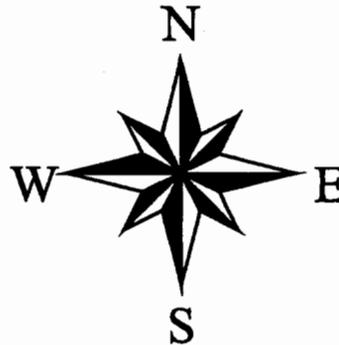
RAILROAD ABANDONMENT RUDE-COW SECTION

R4E

T 3 7 N



- ROADS**
- PAVED
- GRAVEL
- SECONDARY
- PRIMITIVE
- Streams**
- Major Streams and Lakes
- Perennial
- Intermittent
- OWNERSHIP**
- POTLATCH
- USFS
- IDL
- BLM
- ARMY COE
- PLUM CREEK
- BENNETT
- PRIVATE
- RIVERS & LAKES



KNR 04/21/04



TRESTLE # 24

Straight Trestle 155' Long X 12.3' Wide, Maximum depth to water 34'.

Crosses Orofino Creek.

Abutments 4' tall on each end. Trestle has 3 single stringers, a double piling round post piling, a single piling, a double piling, and 2 single pilings - listed from west to east.

Extensive crib abutment on west end of trestle.

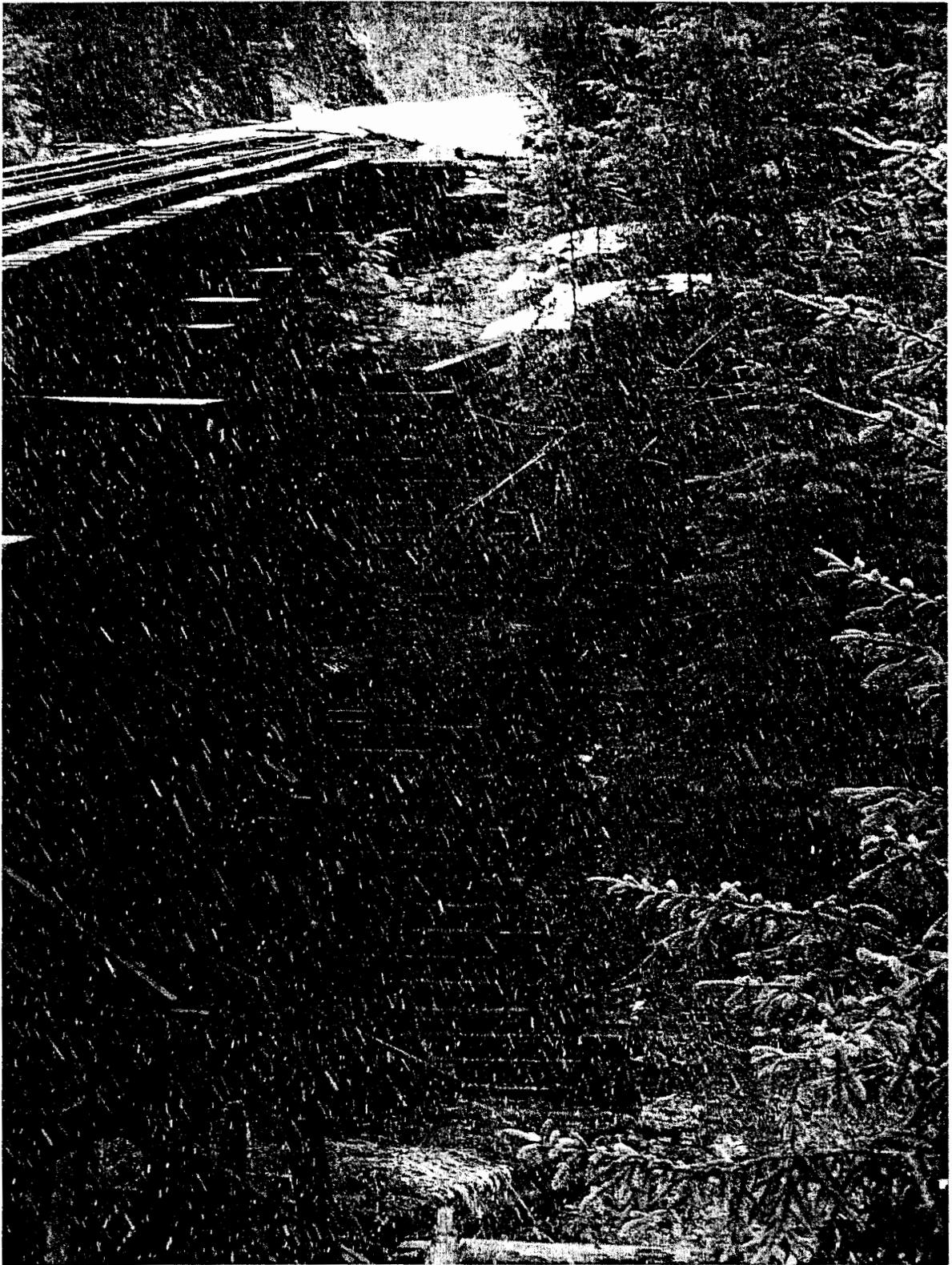
Location NWNW Section 4, Township 36 North, Range 5 East.

Latitude N 46° 29' 55.1", Longitude W 115° 50' 49.1" (Accuracy ± 22.9')



TRESTLE # 24

SIDE VIEW



TRESTLE # 24 ABUTMENT



TRESTLE # 24.1 (?)

Curved Trestle 157' Long X 12.3' Wide, Maximum depth to water 34'.
Crosses Orofino Creek.

Abutments 4' tall on each end. Trestle has all round pilings listed as follows from
west to east - single, 4 double, and 3 single pilings.
Extensive crib abutment on west end of trestle.

Location NWNW Section 4, Township 36 North, Range 5 East.

Latitude N 46° 29' 54.5", Longitude W 115° 50' 43.5" (Accuracy ± 22.9')



TRESTLE # 24.1 (?)

SIDE VIEW

NOTE BANK STABILIZATION ON EAST ABUTMENT



CULVERT # 11

INLET

Culvert 24" X 80' (approximately). Runs diagonally upstream. Flow 4' deep X 6" wide.
Fill 4' at inlet and 12' at outlet. Outlet not visible (buried in rocks).

Location SESE Section 33, Township 37 North, Range 5 East.

Latitude N 46° 30' 07.3", Longitude W 115° 49' 25.0" (Accuracy ± 19.1')



CULVERT # 11

OUTLET AREA (CULVERT NOT VISIBLE)



TRESTLE # 25

Straight Trestle 168' Long X 12.3' Wide, Maximum depth to water 20.5'.
Crosses Orofino Creek.

Abutments 3' tall on each end. Trestle has all pilings listed as follows from
west to east - 2 single pilings, 5 double pilings, and 1 single piling.

Location SESW Section 34, Township 37 North, Range 5 East.

Latitude N 46° 30' 06.1", Longitude W 115° 49' 11.3" (Accuracy ± 24.2')



TRESTLE # 25—SIDE VIEW OF WEST AND EAST END OF TRESTLE





TRESTLE (NO NUMBER)

Curved Trestle 174' Long X 12.3' Wide, Maximum depth to water 23.5'.

Crosses Orofino Creek.

Abutments 3' tall on each end. Trestle has 2 single stringers, a double stringer, 3 double pilings, a double stringer, and 2 single stringers - listed from west to east.

Location SESW Section 34, Township 37 North, Range 5 East.

Latitude N 46° 30' 06.5", Longitude W 115° 48' 52.5" (Accuracy ± 18.8')

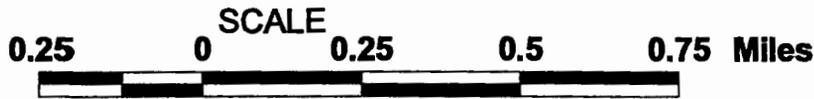
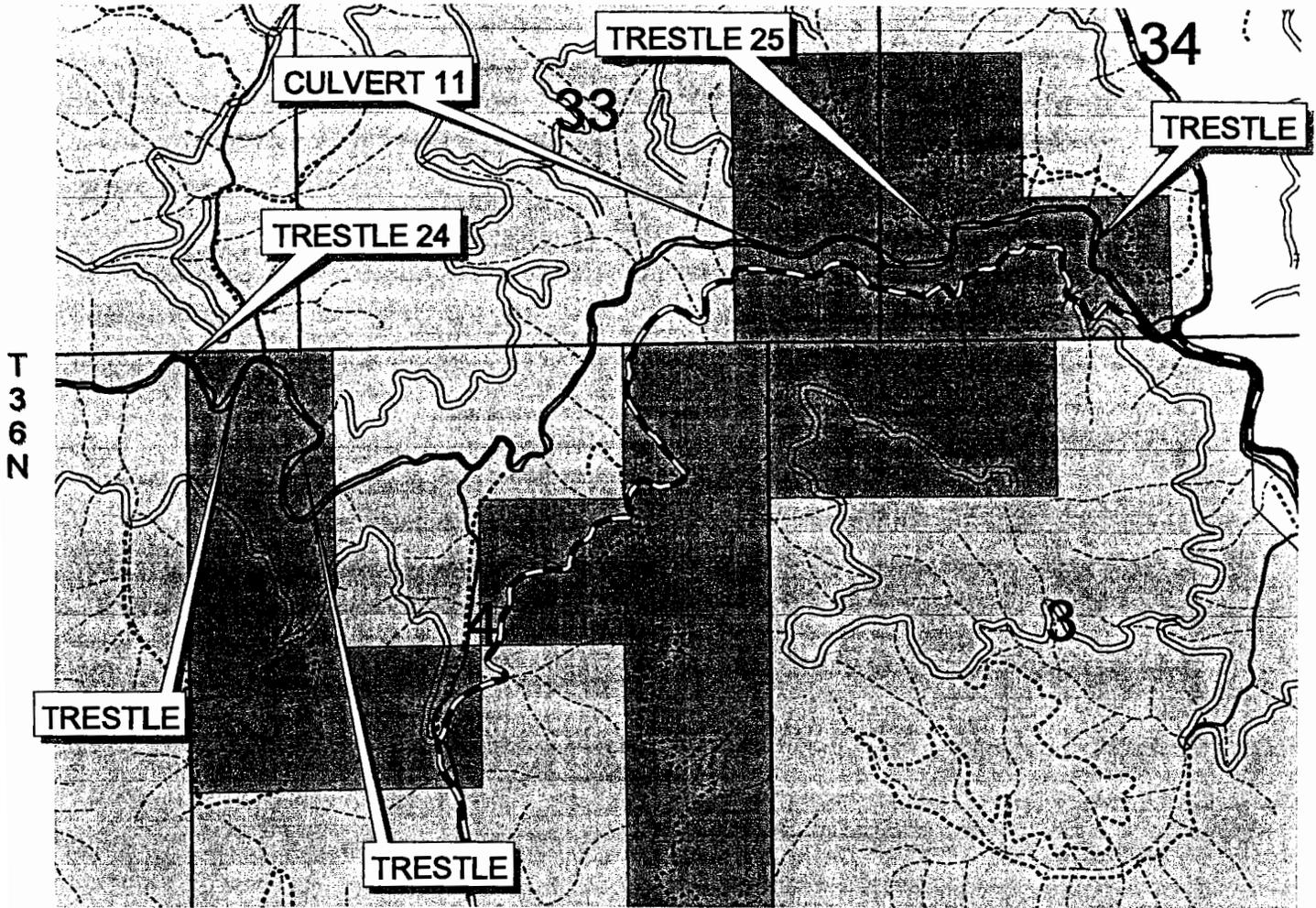


TRESTLE (NO NUMBER)

SIDE VIEW

RAILROAD ABANDONMENT PIERCE SECTION

R5E



- ROADS**
- PAVED
 - GRAVEL
 - SECONDARY
 - PRIMITIVE
- Streams**
- Major Streams and Lakes
 - Perennial
 - Intermittent
- OWNERSHIP**
- POTLATCH
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