9/3/87
D-316

Temple-EasTex
INCORPORATED
P.O. Drawer N / Diboll, TX 75941 / (409) 829-5511

August 31, 1987

General Land Office
Survey Division
1700 N. Congress Ave.
Stephen F. Austin Building
Austin, TX 78701

Re: Proposed SR&N Railroad Extension
Jasper County, Texas

Greetings:

Per recent conversation, please find enclosed a "preview packet" for the referenced project.

The Corps of Engineers, via field investigations, has determined that wetland segments exist in the proposed 8-1/2 mile track route located on Temple-Eastex Incorporated property, and that a 404 Permit is applicable. A 404 Permit application, thus, is being prepared for submission.

The route selected, we feel, will have the least impact since it closely parallels an existing highway. Efforts are also being taken in the design and construction to minimize adverse impacts to wetland areas.

We appreciate the opportunity to work with you through our permit acquisition efforts. Should you have any questions or concerns, or require additional information, please contact me at 409/829-1671.

Very truly yours,

Linda Syler

Linda P. Syler, Supervisor
Water & Solid Waste Regulations

LPS/kl
Enclosure

cc: Mr. Mike Harbordt
Mr. Bob Williams
Mr. Richard Jones
Mr. Tony Humphrey

File No. Sketch File 36
Jasper County
Proposed Rail Extension For Sabine River & Northern Railroad
Filed September 3 1987
GARRY MAURO, Com'r
By Douglas Howard

county 27872

PROPOSED RAIL EXTENSION FOR
SABINE RIVER AND NORTHERN RAILROAD
JASPER COUNTY, TEXAS

This proposed project consists of constructing approximately 8 1/2 miles of rail extension that will connect to the existing Sabine River and Northern trackage at the east end and to the existing Santa Fe trackage at the west end. The proposed project is generally located between SH #62 and FM #1131 (Gum Slough Road) with its alignment north of and approximately parallel to FM #2246 (see location maps attached). The easterly tie-in is located at SH #62 approximately 0.9 miles north of FM #2246 with the westerly tie-in located just west of FM #1131 approximately 500 feet north of FM #2246. The track will be located entirely on Temple-Eastex Incorporated property.

The purpose of this project is to provide for direct rail access between the Temple-Eastex Pulp & Paperboard Mill in Evadale, the Inland-Orange facility east of SH #87 and north of Orange, and the Buna Sawmill near Buna.

Anticipated traffic along this rail would be one or two trains per day with 20 to 30 cars each. Primarily, the rail traffic will carry wood chip products between the sites. Other possible products that may be transported are Sulfuric Acid, Chlorine, 50% Caustic (NaOH), Slurry Clays, Bi-Sulfides, Resin, Starch, Black Liquor, Grain Liquor, and Raw Turpentine.

The areas designated as wetlands by the Corps of Engineers that are to be crossed by the proposed project are shown on the attached eight (8) plan drawings. Limits of the wetlands are provided by baseline stationing with acreage for each segment given between the stations. The acreage for each is based on the full 100-foot right-of-way width. Designated wetlands areas total 38.1 acres. The location of each major stream crossing and, where applicable, adjacent roadways and other landmarks are shown on the plan views.

Construction Details (See Typical Cross Section Drawing)

The railroad bedding materials will consist of topballast, subballast and compacted/stabilized natural soils. It is also intended to use a geotextile fabric between the prepared natural soils and the subballast.

The topballast will be of hard rock crushed to suitable size; or crushed gravel, if there is a sufficient quantity of angular material to prevent rolling. This Type A select fill material will be natural stone; free of shale, clay, friable materials and debris, graded in accordance with ANSI/ASTM C136. Good results will generally be obtained with a ballast size and gradation of which 100% will pass a sieve with 1-1/2-inch -square openings; 90 to 100%, 1-inch; 40 to 75%, 3/4 inch; 15 to 35%, 1/2 inch; 0 to 15%, 3/8 inch; and 0 to 5%, No. 4 sieve.

The subballast will be of small particles of a material that will not disintegrate (ASTM D1241). Its purpose is to provide drainage and to keep the subgrade from penetrating up into the topballast while wet and under pressure. Stone screenings and sand make acceptable subballast. Subballast will be placed in layers and thoroughly compacted. Subballast may be pea gravel, free of clay, shale, organic matter, 1/4 inch minimum to 5/8 inch maximum size graded in accordance with ANSI/ASTM C136. Sand may also be used. It will be natural river or bank sand, washed, free of silt, clay, loam, friable or soluble materials, and organic matter, graded in accordance with ANSI/ASTM C136.

It is anticipated that a maximum of three (3) borrow sources outside wetland areas will be designated around and near the construction site. Construction will be planned and executed by methods designed to control surface drainage from cuts and fills, from borrow and from adjacent graded areas, and to prevent erosion and sedimentation. Earthwork will be inspected periodically to detect evidence of erosion and sedimentation and corrective measures will be promptly taken should any be found. The amount of bare soil exposed at one time will be minimized, and temporary measures such as berms, dikes, and drains, will be provided to prevent water flow. Fill and

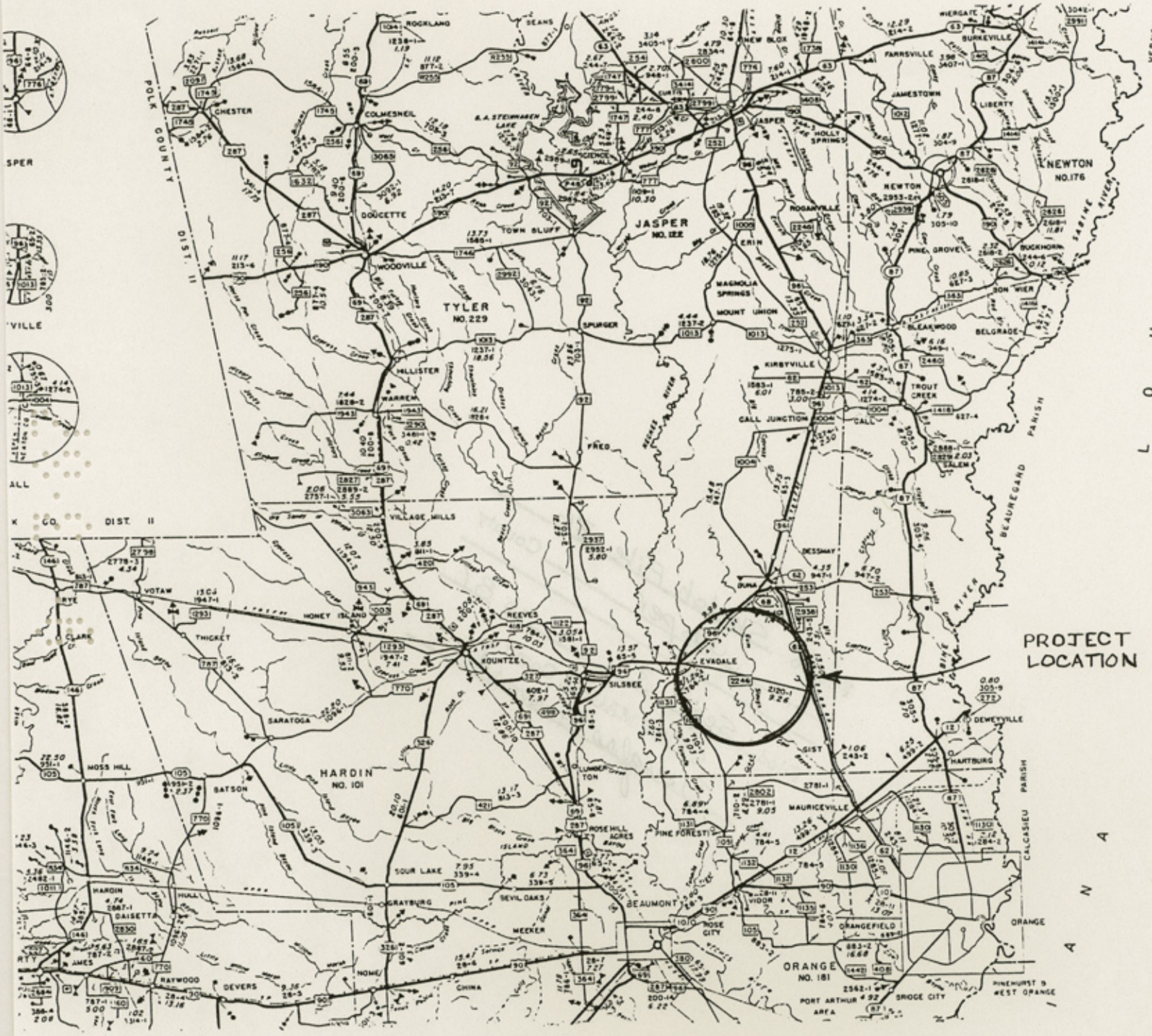
graded areas will be constructed by selective placement to avoid erosive surface silts or clays.

Final grading will be designed to drain the site to drainage ditches, fence lines and natural streams and waterways. Surplus debris and material will be removed from site after construction.

Drainage at major stream crossings will be accomplished with concrete box culverts. Either concrete box or pipe culverts will be used at intermediate drainage outlets as required to maintain proper drainage. Headwalls, wingwalls, or similar structures will be used at entrances and outlets of drainage structures to minimize erosion. All drainage structures will be designed to equal or exceed the capacity of comparable structures on FM #2246. This will result in the existing outlets at FM #2246 being the limiting structures thereby maintaining conditions north of FM #2246 basically equal to existing conditions.

Equipment and construction material storage site(s) will be located along the proposed route in areas not designated as wetlands. Storage sites will be selected to facilitate access to the construction site yet minimize crossings of wetlands and public thoroughfares. Most of the property adjacent to the proposed route is owned by Temple-Eastex and provides ample land to select storage sites to meet this criteria. Specifications will require restoration of these sites.

D-316



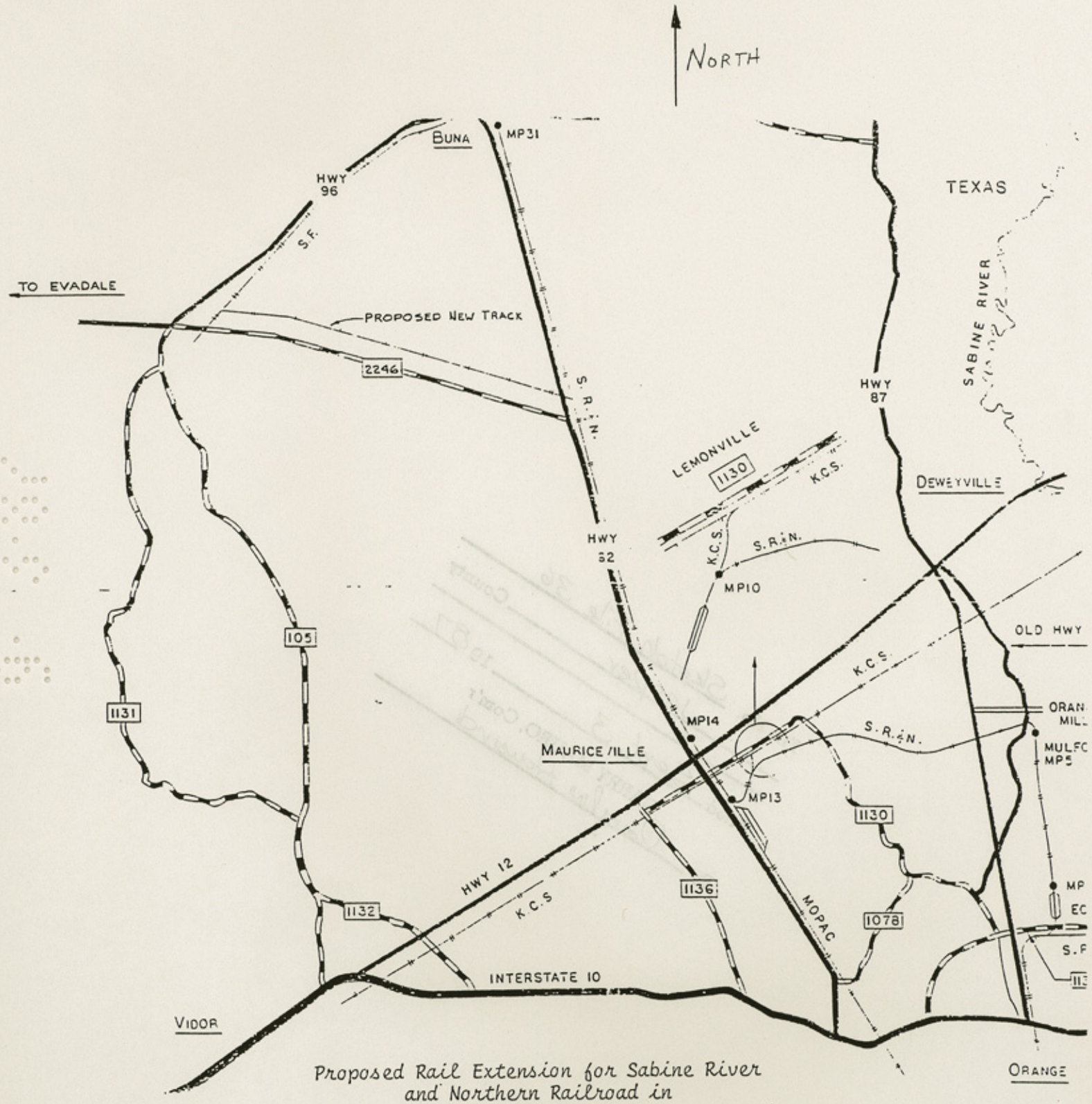
Proposed Rail Extension for Sabine River
and Northern Railroad in
Jasper County, Texas

Location Map

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: NTS	Sheet 1 Of 2
Checked By: TWH	Date: Aug. 1987	

counter 27876

D-316



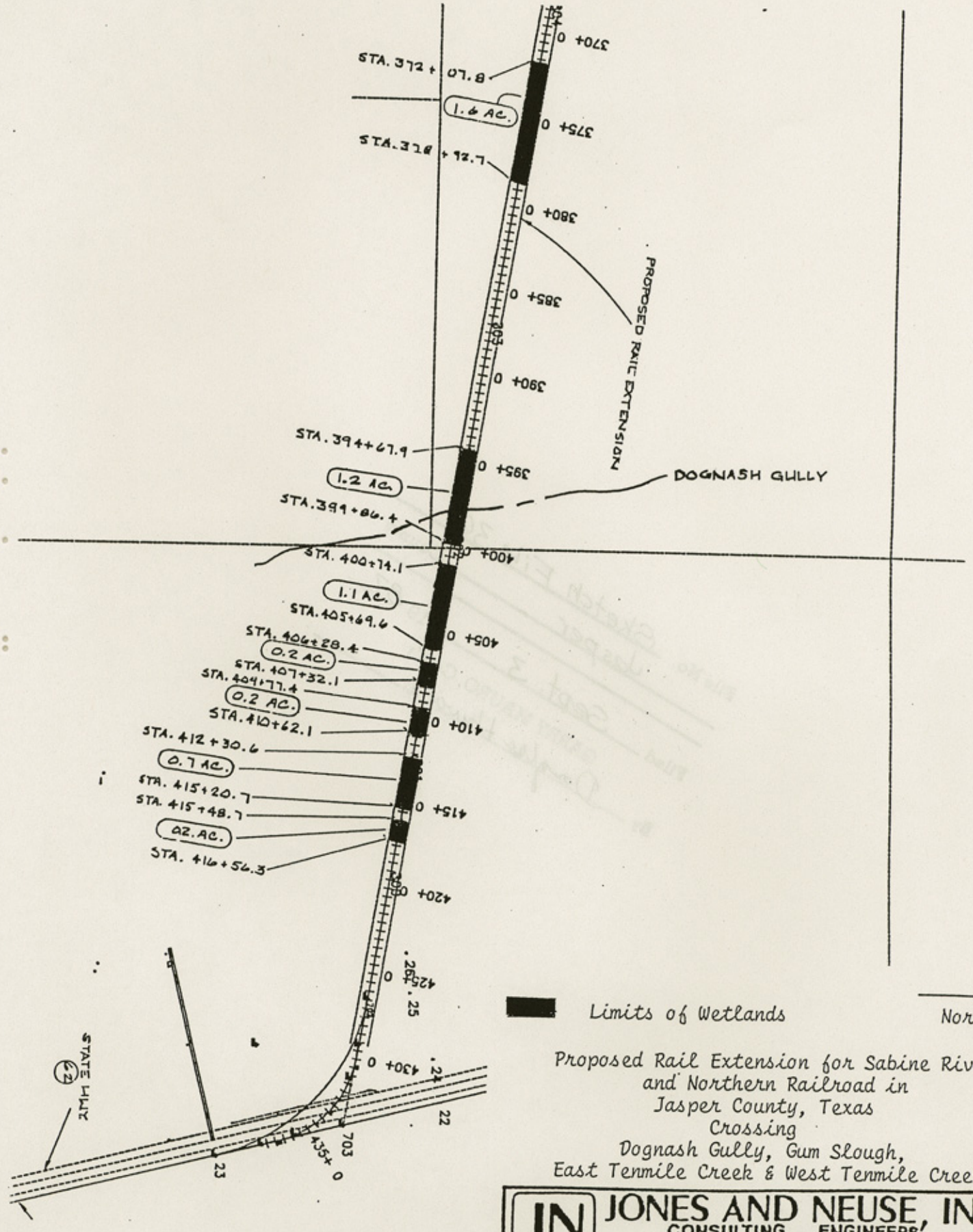
Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas

Location Map

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: NTS	Sheet 2 Of 2
Checked By: TWH	Date: Aug. 1987	

counter 27877

D-310

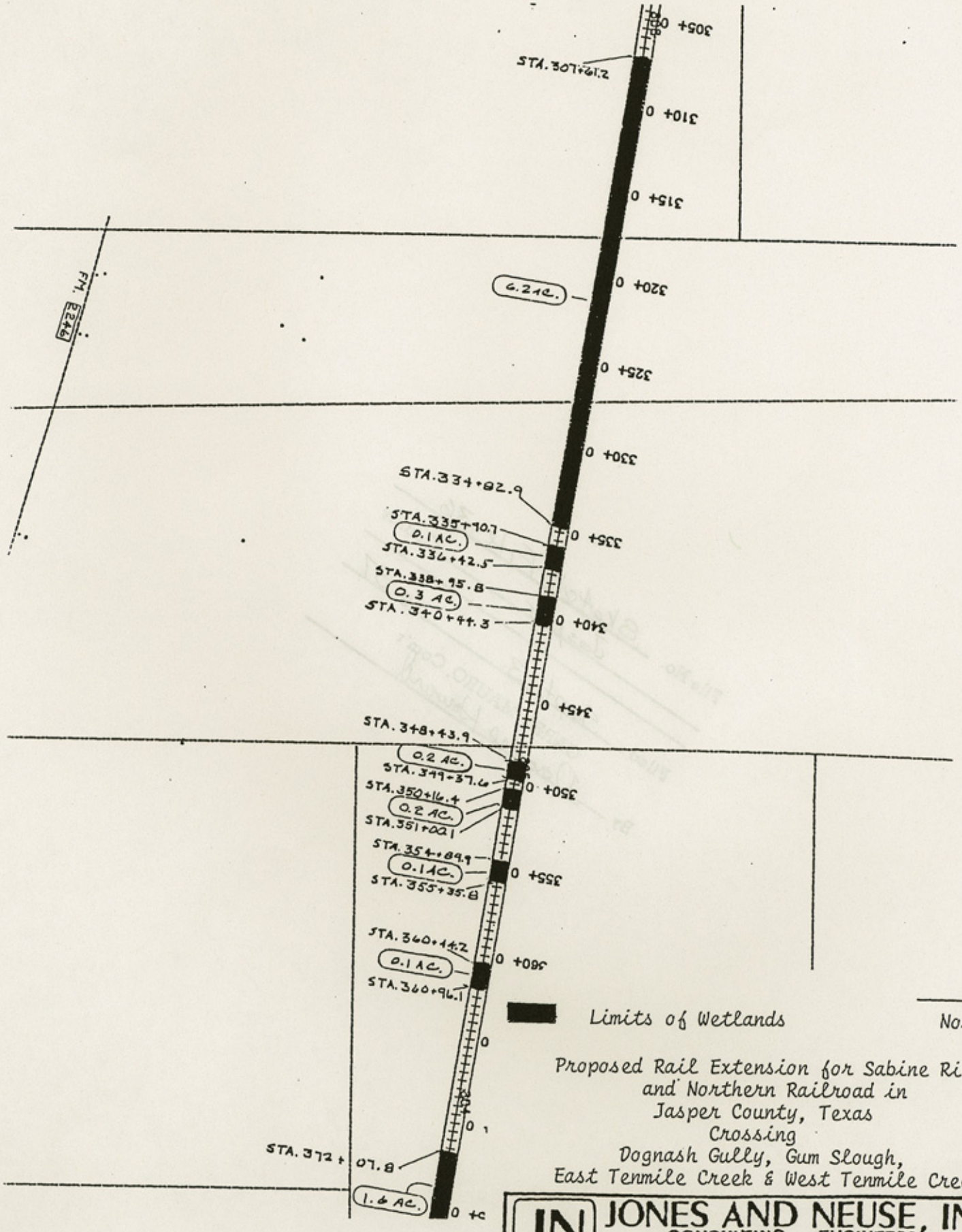


Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 1 Of 8

Counter 27878

D-316



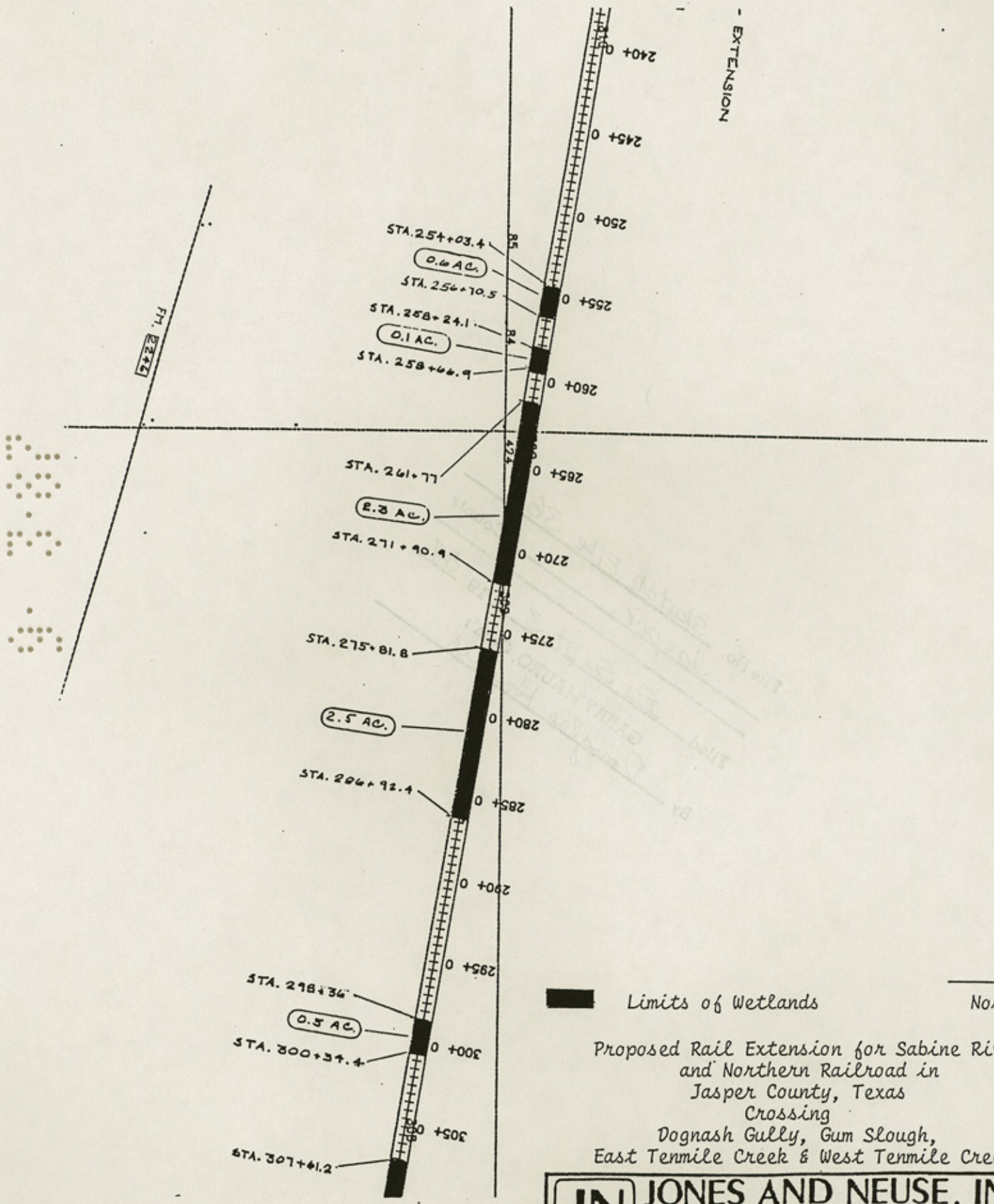
Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JN JONES AND NEUSE, INC.
CONSULTING ENGINEERS
AUSTIN, TEXAS

Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 2 Of 8

Counter 07577

D-316



Limits of Wetlands

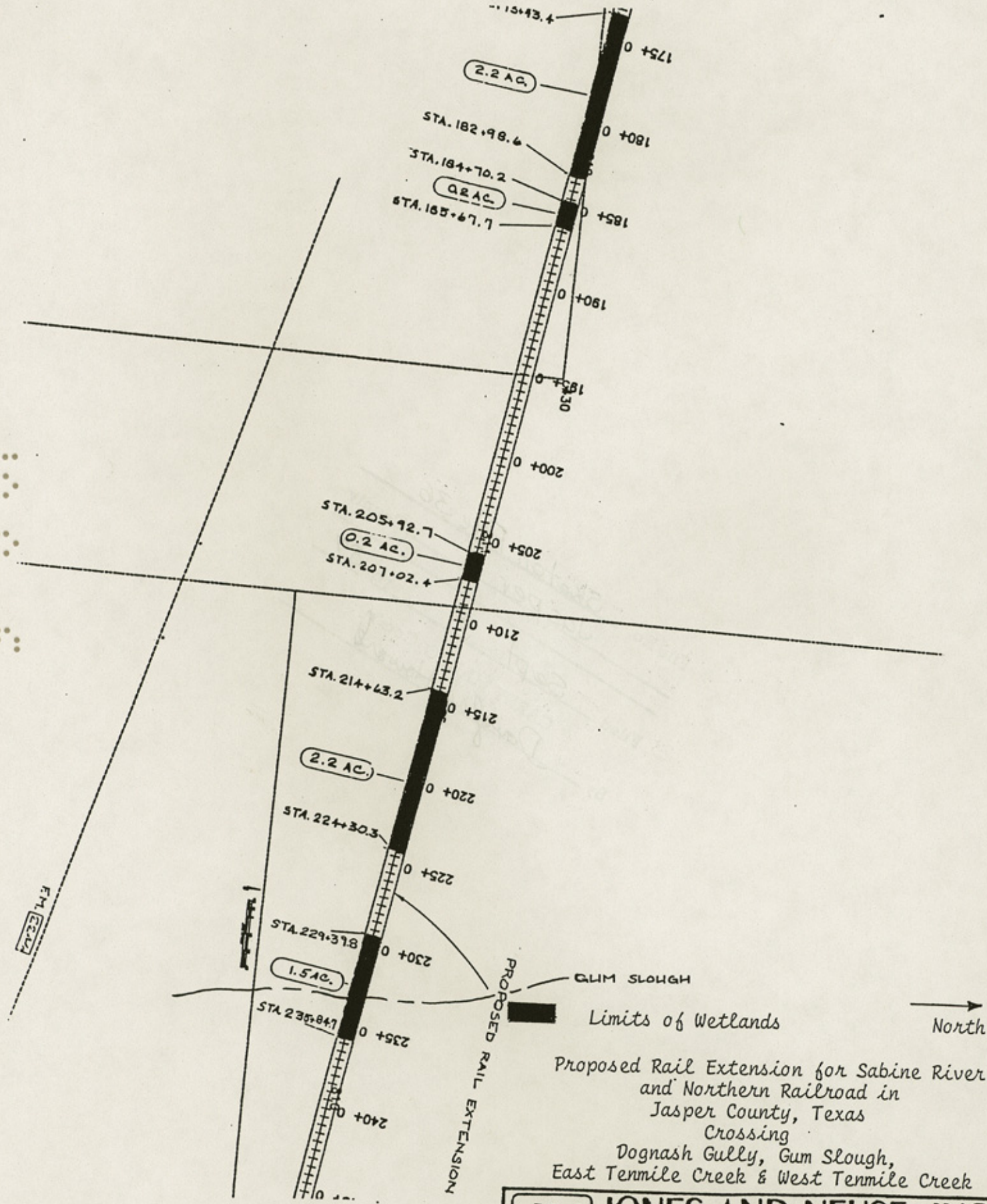
North

Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 3 Of 8

Counter 27880

D-316

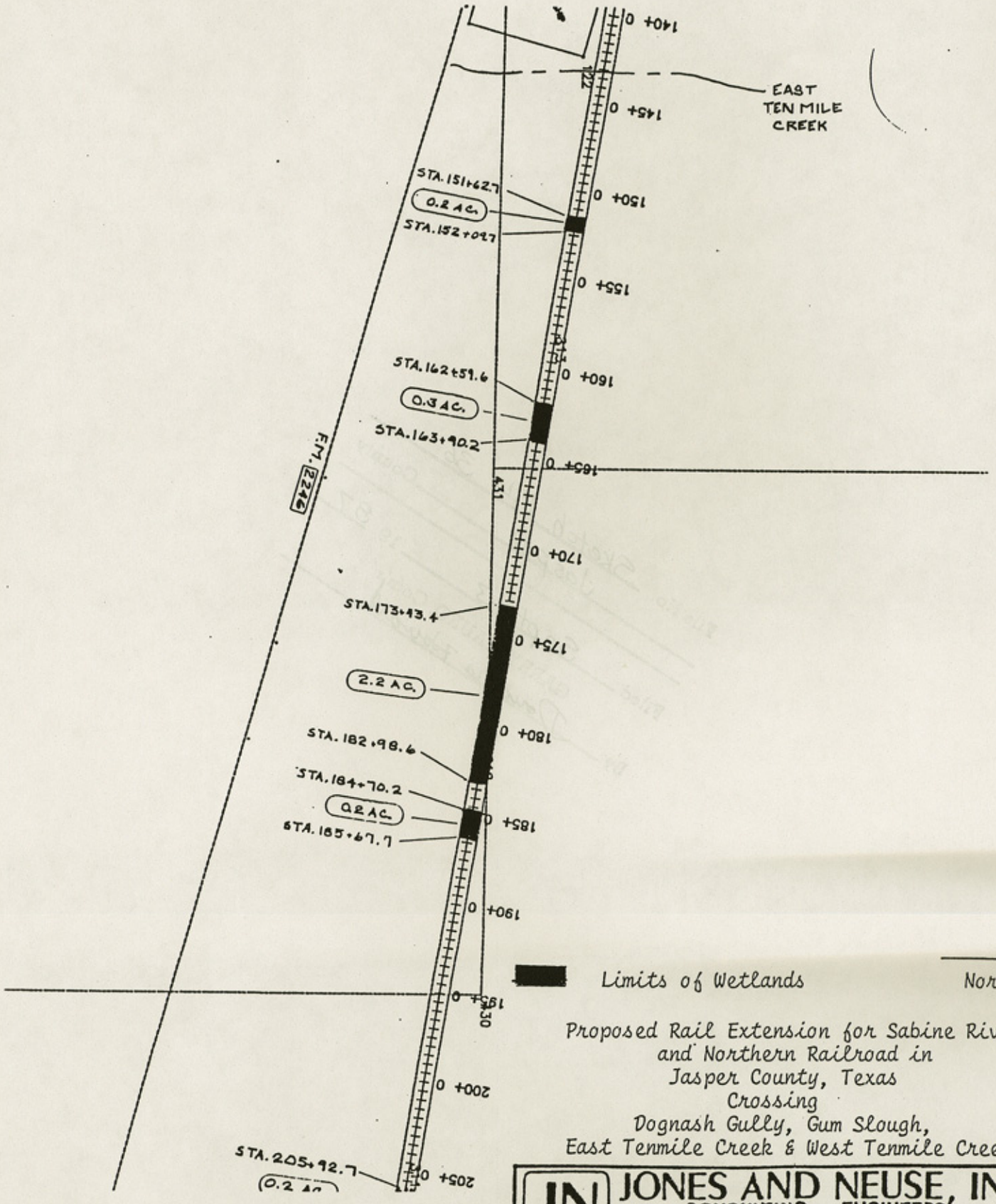


Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 4 Of 8

Counter27881

D-316



Limits of Wetlands

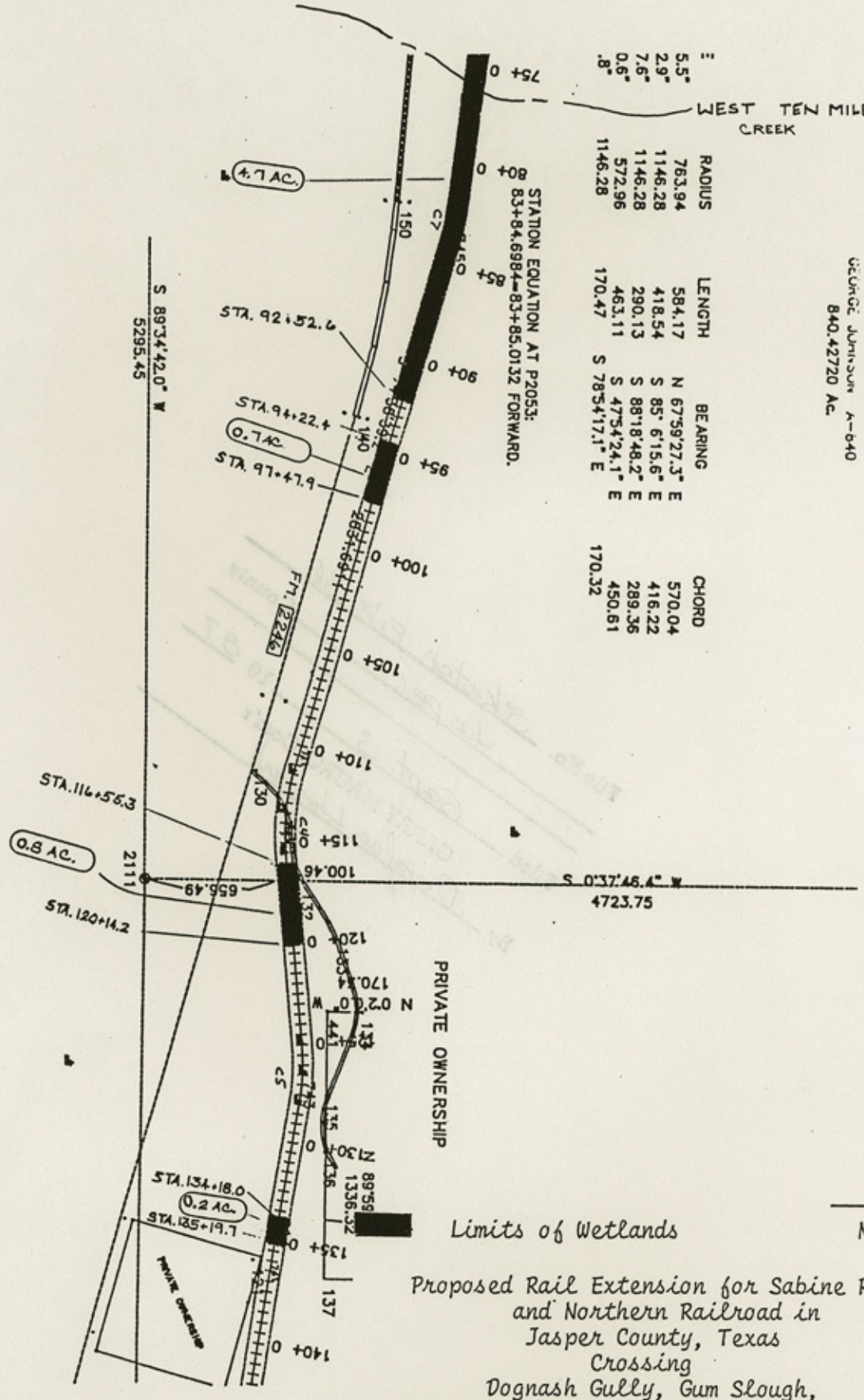
North

Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC.
CONSULTING ENGINEERS
AUSTIN, TEXAS

Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 5 Of 8

counter 27882

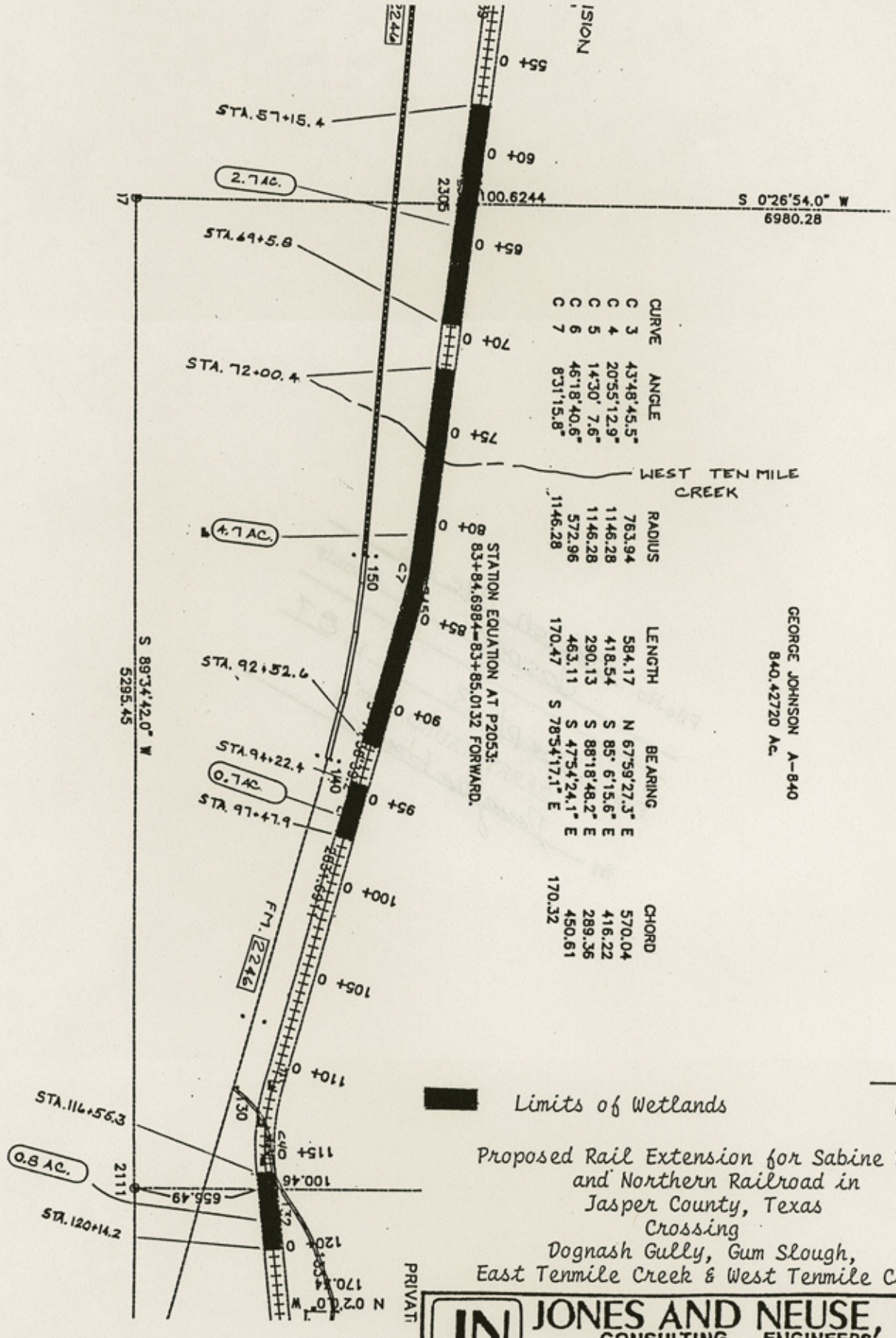


Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas Crossing Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	Sheet 6 Of 8
Checked By: TWH	Date: Aug. 1987	

Counter27883

D-316



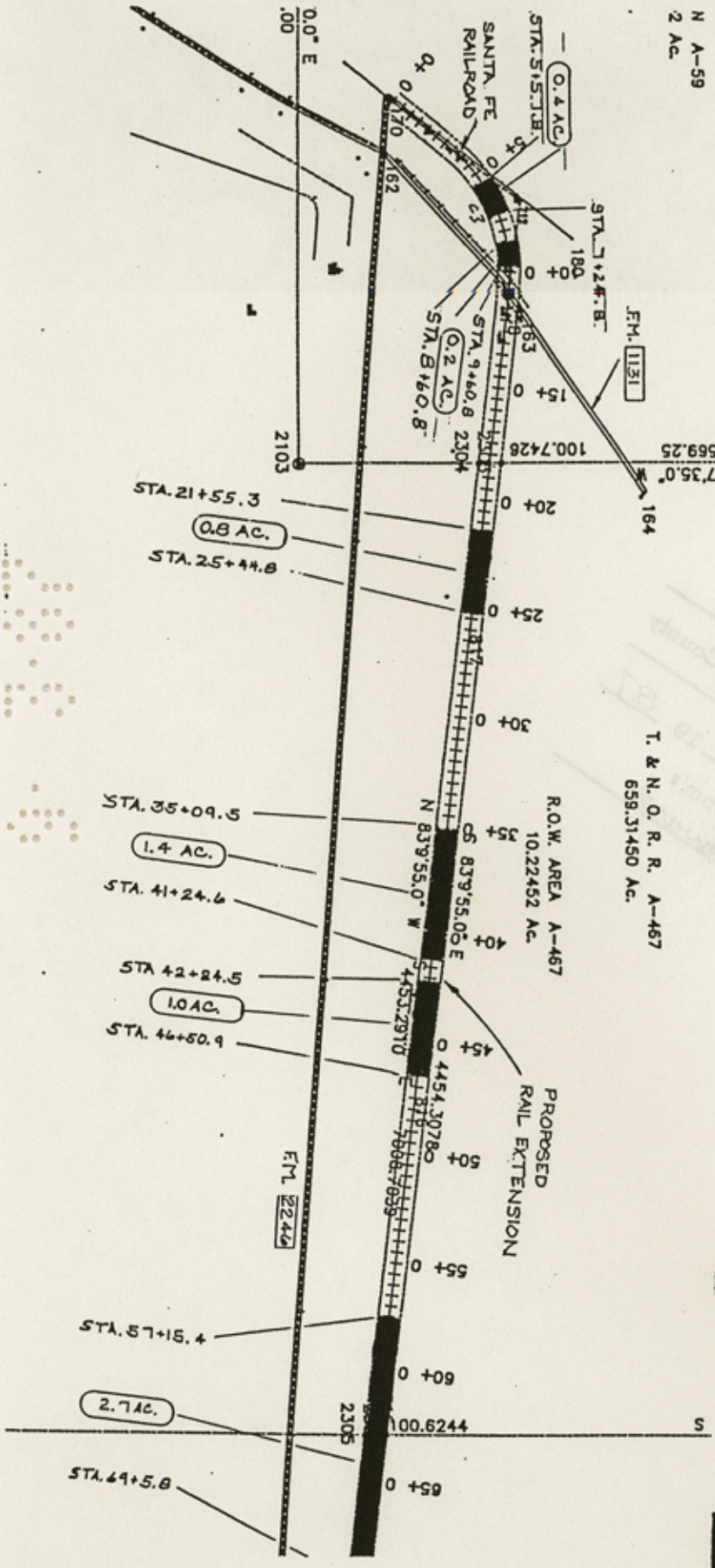
CURVE	ANGLE	RADIUS	LENGTH	BEARING	CHORD
C 3	43°48'45.5"	763.94	584.17	N 67°59'27.3" E	570.04
C 4	20°55'12.9"	1146.28	418.54	S 85° 6'15.6" E	416.22
C 5	14°30' 7.6"	1146.28	290.13	S 88°18'48.2" E	289.36
C 6	46°18'40.6"	572.96	463.11	S 47°54'24.1" E	450.61
C 7	8°31'15.8"	1146.28	170.47	S 78°54'17.1" E	170.32

Proposed Rail Extension for Sabine River and Northern Railroad in Jasper County, Texas
Crossing
Dognash Gully, Gum Slough, East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	Sheet 7 Of 8
Checked By: TWH	Date: Aug. 1987	

counter 27884

D-316



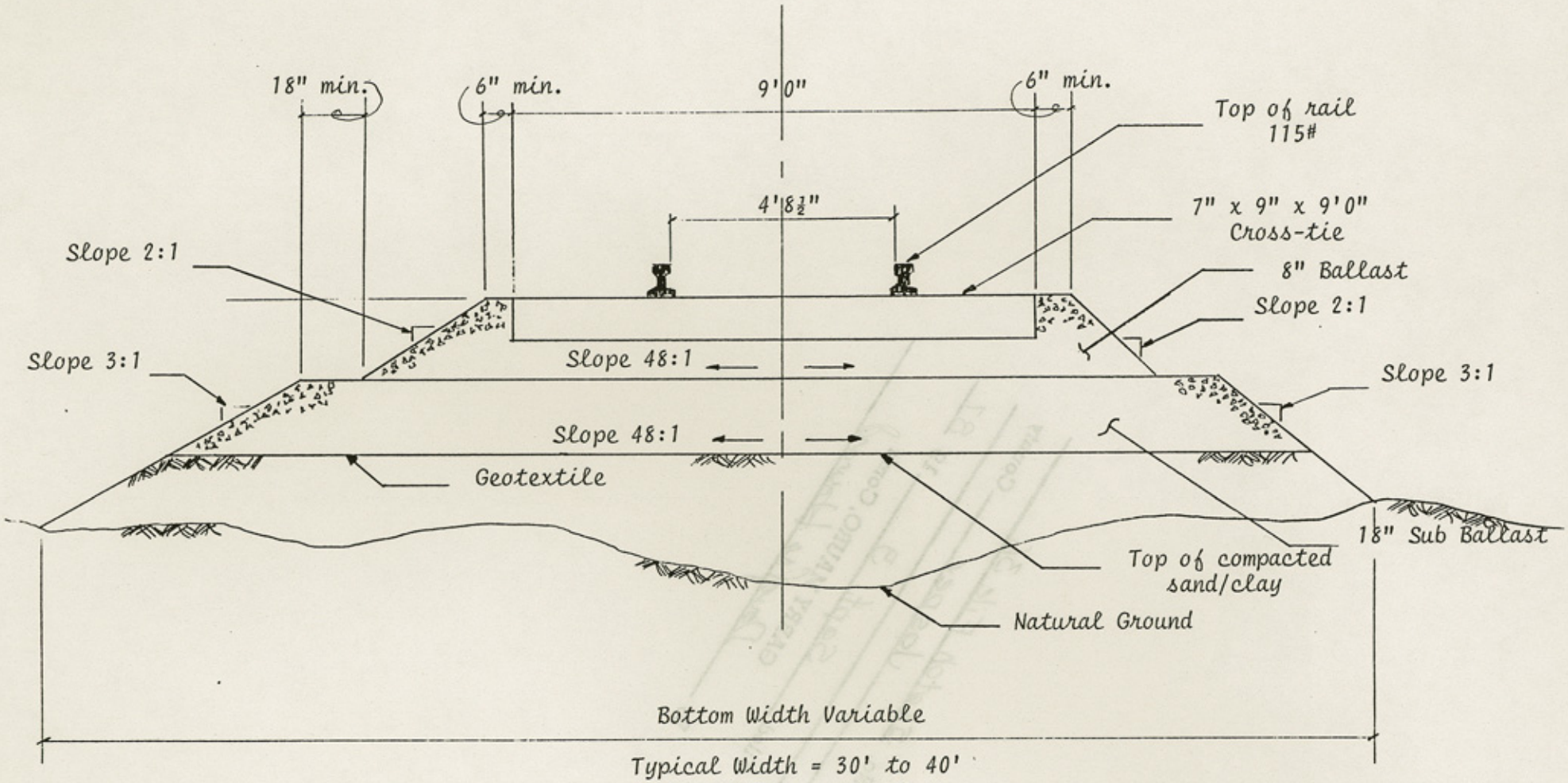
Limits of Wetlands

North

Proposed Rail Extension for Sabine River
and Northern Railroad in
Jasper County, Texas
Crossing
Dognash Gully, Gum Slough,
East Tenmile Creek & West Tenmile Creek

JONES AND NEUSE, INC. CONSULTING ENGINEERS' AUSTIN, TEXAS		
Drawn By: T.H.	Scale: 1"=800'	
Checked By: TWH	Date: Aug. 1987	Sheet 8 Of 8

counter27885



Proposed Rail Extension for Sabine River
and Northern Railroad in
Jasper County, Texas

Typical Cross Section

JONES AND NEUSE, INC. CONSULTING ENGINEERS AUSTIN, TEXAS		
Drawn By: T.H.	Scale: NTS	
Checked By: TWH	Date: Aug. 1987	Sheet 1 Of 1

File No. Sketch File 36

Jasper County

Filed Sept. 3 19 87

GARRY MAURO, Com'r

By Douglas Howard

Counter 27887