

APPENDIX N

Draft Section 404(1)b Evaluation

**DRAFT SECTION 404(b)(1) EVALUATION
TONGUE RIVER RAILROAD
BIG HORN, CUSTER, POWDER RIVER, AND ROSEBUD COUNTIES
MONTANA**

STB FINANCE DOCKET NO. 30186

Prepared by



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SECTION 1: INTRODUCTION

The 404(b)(1) Guidelines, found in Title 40 of the Code of Federal Regulations, Part 230, are the substantive criteria used in evaluating discharges of dredged or fill material into waters of the United States under Section 404 of the Clean Water Act and are applicable to all Section 404 permitting decisions. Fundamental to these Guidelines is the precept that dredged or fill material should not be discharged into the aquatic ecosystems unless it can be demonstrated that such discharges would not have unacceptable adverse impacts, either individually or in combination with known and/or probable impacts of other activities affecting the ecosystems of concern.

Subpart B of the Guidelines establishes four conditions that must be satisfied to make a finding of compliance with the Guidelines:

- a) Except as provided under Section 404(b)(2), no discharge of dredged material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences.
- b) No discharge of dredged or fill material shall be permitted if it violates state water quality standards, Section 307 of the Clean Water Act, or the Endangered Species Act of 1973.
- c) No discharge of dredge or fill material shall be permitted which would cause or contribute to significant degradation of the waters of the United States.
- d) Except as provided under Section 404(b)(2), no discharge shall be permitted unless appropriate and practicable steps have been taken which will minimize adverse impacts of the discharge on the aquatic ecosystem.

Mitigation to offset significant and insignificant adverse impacts may be developed which could result in bringing a project into compliance with the guidelines. Impacts must be avoided to the maximum extent practicable and remaining unavoidable impacts will then be mitigated to the extent appropriate and practicable by requiring steps to minimize impacts and finally, by compensation for loss of aquatic resource values.

Section 230.11 of the Guidelines sets forth the factual determinations which are to be considered in determining whether a discharge satisfies the four conditions of compliance. These determinations are contained in the following evaluation.

SECTION 2: PROJECT DESCRIPTION

A: LOCATION

The Tongue River Railroad Company, Inc. (“TRRC”) proposes to construct a rail line between the BNSF Railway branch line at Colstrip, Montana and Ashland/Otter Creek, Montana. The alternatives currently under consideration for the rail line are located in Rosebud, Powder River, Big Horn, and Custer Counties. Figures 1 through 5 identify the locations of each of the project alternatives. The project alternatives are summarized in Section 2(H)(2) below.

TRRC’s preferred alternative, referred to herein as the “Colstrip Alignment,” will extend approximately 42 miles between Colstrip and the Ashland/Otter Creek, MT area. The proposed

Colstrip Alignment at its northern end will connect to the existing BNSF Colstrip Subdivision just south of Colstrip, MT and continue southeast, crossing and paralleling Cowcreek Road for about seven miles before crossing Rosebud Creek Road and then Greenleaf Road (S-447).

The rail line will then run generally parallel to Greenleaf Road for about eleven miles to the southeast before crossing Tongue River Road (S-332) and then the Tongue River. From just east of the Tongue River crossing, approximately nine miles north of Ashland, MT, the proposed TRRC rail line will continue south traversing a route east of Ashland where the line will split into two branches: (1) one of which will continue southwest and terminate at Terminus Point 1, the previously proposed Montco Mine location (“Montco Mine Spur”), and (2) the other of which will continue south along the Otter Creek drainage to Terminus Point 2 at the planned Otter Creek Mine (“Otter Creek Spur”).

The Colstrip Alignment connects to the BNSF Forsyth Subdivision main line via the existing BNSF Colstrip Subdivision branch line, which intersects the Forsyth Subdivision at a BNSF station known as “Nichols Wye” approximately six miles west of Forsyth, MT. Upgrades to the BNSF Colstrip Subdivision and the connection between the Colstrip and Forsyth Subdivisions will be made to bring the branch line up to current main line standards.

The Colstrip Alternative has been determined, based on factors described in this evaluation document, to be the least environmentally damaging practicable alternative. As demonstrated by this evaluation document, the Colstrip Alternative would be the practicable alternative with the lowest amount of total waterbody crossings and wetland impacts, including the lowest acreage of Category II and III (moderate quality) wetlands impacts. The Colstrip Alternative not only impacts fewer wetlands than any other alternative under review, but it would also require less earthwork than any other alternative; and, due to its shorter length and relatively greater distance from the Tongue River compared to several other alternatives, would have fewer impacts on biological resources, and on human use of the area. Further, the Colstrip Alternative avoids entirely the Miles City Fish Hatchery and the United States Department of Agriculture Agricultural Research Service Fort Keogh Livestock and Range Research Laboratory (“LARRL”). None of the other alternatives would have less adverse impact on the aquatic ecosystem. In addition, the other rail alternatives and the non-rail alternatives would have significant environmental impacts, and/or would fail to meet the stated purpose of the project. Also, the non-rail alternatives are not practicable for reasons discussed below.

B: GENERAL DESCRIPTION

TRRC filed a Revised Application for Construction and Operation Authority with the federal Surface Transportation Board (“STB”) on December 17, 2012 to construct the proposed rail line (the “Revised Application”). The Revised Application proposes that TRRC will construct and BNSF Railway Company (“BNSF”) will operate a rail line between the BNSF branch line at Colstrip, Montana and Ashland/Otter Creek, Montana.

The STB’s Office of Environmental Analysis (“OEA”) is conducting an environmental review pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321, *et seq.* (“NEPA”). As part of its NEPA review, the STB is preparing a Supplemental Environmental Impact Statement (“SEIS”) which will assess the potential impacts to natural resources resulting from the construction, operation and maintenance of the proposed rail line, including practicable alternatives. As a result of the STB’s SEIS and final decision, the proposed alignment could be

modified or an alternative alignment may be chosen. The STB's authorization may also include mitigation measures that could apply during the construction, operation, and/or maintenance of the proposed rail line.

Upon STB licensing for construction of the project, TRRC will apply, as necessary, to the U.S. Army Corps of Engineers ("USACE") for Section 404 permits for the linear transportation crossings for the approved alignment. The potential impacts to waters resulting from the construction of the rail line are identified in this report. However, actual impacts resulting from the project will be identified and quantified following final surveying along the chosen alternative and that information will be presented to the Corps in any application TRRC might file under Section 404.

C: AUTHORITY AND PURPOSE

Although the proposed rail line would be a common carrier railroad for all shippers who might request service and for virtually all commodities, the principal purpose of the project is to transport low-sulfur, sub-bituminous coal from proposed and future mine sites in Rosebud and Powder River Counties, including the proposed Otter Creek mine. The TRRC line will provide a direct and efficient link between such Montana coal resources and the national rail network. The STB is conducting an environmental review of the proposed project and certain alternative routes for the proposed rail line.

All of the rail alternatives under consideration require linear transportation crossings of multiple waterbodies. This report evaluates impacts to aquatic ecosystems in order to demonstrate the project's compliance with the Section 404(b)(1) Guidelines. The potential environmental impacts resulting from the construction, operation, and maintenance of the proposed rail line will be further assessed in the SEIS that is being prepared by the STB. Non-rail build alternatives have been eliminated from further study because they are not feasible, will result in significant environmental impacts, and/or will not provide the necessary rail infrastructure to transport coal from the proposed mine sites. Such non-rail alternatives are summarized in Section 2(H)(2) below.

The proposed rail line is not a water dependent project.

D: DESCRIPTION OF DISPOSAL METHODS

The type of disposal methods will depend on the type of construction that is undertaken in the vicinity of a waterbody, stream, or wetland. The primary construction activities that may impact waters of the United States include: the placement of culverts and drainage structures, bridge construction, rail embankment construction, and road relocation. The general construction methods for these activities are discussed below.

Unless otherwise indicated, TRRC would perform all construction activities within the right-of-way for the alternative chosen by the STB. The average right-of-way would be approximately 400 feet for the alternatives, although the right-of-way could extend over 1,000 for some alternatives. The size of the right-of-way would be depending on site-specific conditions such as topography, soil slope stability, and other geotechnical conditions.

The footprint for the proposed rail line would include the railbed as well as the full width of the area cleared and cut or filled as a result of construction. The footprint would include other physical structures installed as part of the proposed rail line such as access roads, the rail bed, staging areas, fence lines, and associated facilities in some locations. These facilities may include communication towers, siding tracks and set-out tracks, and power distribution lines. There could be minor disturbances outside of the proposed rail line footprint during construction for activities such as bridge material and crane staging, installation of erosion control, and seeding.

TRRC would also build access roads within the right-of-way to provide access to siding tracks, set-out tracks, bridge abutments, signals, and detectors. Existing roads near the build alternatives could connect with these access roads. Therefore, rail line access roads would not be constructed continuously along any of the build alternatives. Any required access roads would be constructed of aggregate material similar to track subballast. The locations of the access roads would be determined during final surveys once an alternative has been chosen by the STB. Any access roads would be placed in locations to avoid impacts to waters.

In addition, temporary staging areas may be necessary during project construction to store equipment and materials, provide space to weld sections of the rail line, and otherwise support rail line construction activities. TRRC anticipates that most, if not all, staging areas would be located within the railroad right-of-way in generally level areas with public access. Construction contractors would determine the locations and sizes of staging areas during final engineering. Staging areas located inside the right-of-way would be reclaimed and restored after construction. Any temporary staging areas would be placed in locations to avoid impacts to waters.

Water Crossing Structures: The proposed rail line and associated road relocations would require bridges, culverts, and other drainage structures to cross streams, rivers, and some drainages. The locations, types, and sizes of bridges and culverts, as well as their exact locations would be determined during final design once an alternative has been chosen by the STB.

- **Culverts:** TRRC would install culverts consisting of either a structural plate pipe or a corrugated metal pipe from 36 to 180 inches in diameter to cross surface waters. Culverts placed in streams or other water bodies would be incorporated into the existing grade of the streambed to avoid, to the extent possible, changing the character of the streambed and affecting migrating amphibians and reptiles where applicable. In accordance with Montana design criteria, the culverts will be designed to span the bankfull width of the channels. Depending on the build alternative selected, between 54 and 147 culverts would be required to cross surface waters, as described in Table 1 below.

Culvert construction would require excavation of the streambed in order to lay the culvert. The bottom of the culvert will be set at a lower elevation than the natural streambed, and then natural flow will redistribute sediment and restore a natural streambed within the culvert. Non-erodible material, such as stone, may be placed beneath the culvert for support. Erodible fill may also be necessary for culvert placement across specific water crossings, such as wetlands. The quantity of fill

material resulting from the culvert placement will vary depending on the size of the channel and culvert at each location, and will be determined upon final project design.

In addition to culverts, 26 to 68 drainage structures may also be required at other identified surface waters. Such drainage structures would most likely consist of a culvert at the surface water crossing, although surface water may alternatively be diverted along the railbed for a distance to the next-closest surface water crossing with a conveyance structure. All culverts and other drainage structures would comply with the design criteria guidelines of the American Railway Engineering and Maintenance of Way Association and BNSF to minimize impacts on railroad facilities and adjacent properties during flood events. Any reference to culvert in this report includes references to any required drainage structures.

- ***Bridges:*** TRRC would construct up to eight rail bridge crossings, depending on build alternative, potentially across Rosebud Creek, Lay Creek, Otter Creek, Tongue River, Ash Creek, Foster Creek, Liscom Creek, Beaver Creek, and Moon Creek. All bridge structures would be designed to span water bodies completely above the ordinary high-water mark with no permanent in-water structures; however, an in-water structure may be required to construct a bridge over the Tongue River. Because the Decker Alternatives would require a longer bridge across the Tongue River, the design of that bridge may include in-water structures. The locations of the bridges, as well as impacts to waters resulting from their construction, would be identified upon final design once an alternative has been chosen by the STB.

The bridge piers will be designed with two concrete cast-in-place drilled shaft pilings separated by several feet depending on the size of the structure. TRRC would size bridges crossing rivers and streams in accordance with BNSF hydraulic design criteria, which require that each bridge is designed based on site-specific 50-year and 100-year flood events. The lowest structural element of any bridge would be above the water surface elevation associated with 50-year flood events, and water elevation associated with 100-year flood events would not overtop the rail track subgrade at its lowest point on either side of the bridge. Additionally, the hydraulic conveyance through the structure would be designed to minimize adverse impacts during a 100-year flood event. Riprap may be installed underneath bridge embankments, but any riprap would be located above the ordinary high-way mark for the water crossings.

The construction contractor(s) may install temporary construction access crossings, dewatering structures, or work platforms for each bridge location. The actual construction methods will be determined by the contractor(s) and are unknown at this time. Temporary construction access fill or dewatering structures would be removed to upland areas when no longer needed for construction and the stream beds lightly re-graded to pre-construction contours.

Rail Embankment Construction: Before any track could be placed, TRRC would construct a suitable railbed. The railbed would typically measure 28 feet in width. Railbed construction would include clearing and excavating earth and rock on previously undisturbed land.

Due to the variable topography, construction of all the rail alternatives will require both cuts and fills in upland areas. Table 8 shows the relative estimated cut and fill quantities for each

alternative. TRRC intends that earthen materials used to construct railroad embankment in upland areas will come from nearby cut areas within the railroad construction limits. The Colstrip, Tongue River Road, Moon Creek (primary), and Decker Alternatives appear to require more cut than fill, resulting in between 0.01 million to 3.0 million cubic yards of excess earth. Some of the excess material may be accounted for in material shrinkage when soil and soft rock are cut from existing loose bank conditions and placed in compacted railroad embankment. The remainder will be utilized onsite in flattened fill slopes. The Tongue River and Moon Creek East Alternatives appear to require more fill than cut, and may require up to 0.5 million cubic yards of fill.

The Colstrip Alternative requires the smallest quantities of total earthwork and would produce the smallest volume of excess material. The Tongue River Road East Alternative requires the largest quantities of total earthwork.

To the extent practicable, TRRC would adjust the design to balance cut and fill quantities such that the amount of cut would equal the amount of fill and no export or import of cut or fill would be required. TRRC would remove any excess fill material and would transport and deposit it appropriately.

TRRC would require ballast, subballast, fill material, rail ties, and rail for construction of the proposed rail line. TRRC would obtain fill material from cut-and-fill activities during railbed construction. If site-specific cut volumes were not sufficient to balance fill volume requirements, TRRC might need to import fill material. In such instances, TRRC would obtain additional fill material from sources within the right-of-way or from off site.

Subballast material is available at most rock quarries in the area. Quarries near Forsyth are capable of producing the subballast material in the quality and quantity needed for the proposed rail line. Subballast would be transported by truck, train, or a combination of both, as determined by construction contractors based on economic evaluation. Construction contractors would also evaluate the potential cost savings of using asphalt beneath the track ballast in lieu of subballast.

TRRC would transport ballast to the construction site and apply it to the rail line after the ties and rails have been installed. The ballast material used in construction would be acquired from the Pipestone Quarry near Whitehall, Montana; transported to the work site by trains; and dumped into place on new skeletonized track constructed by a track-laying machine. TRRC plans to use water for dust suppression and soil compaction during construction. The construction contractor would coordinate the purchase of water rights from the Tongue River, the Yellowstone River, water wells, or a combination thereof.

Earthen fill material may be placed within waters of the United States as a result of embankment construction. Whether fill material will be required will depend on the final routing chosen by the STB and whether streams, surface waters, and/or wetlands must be filled to allow for construction of the embankment on that route. TRRC will identify any fill areas and the extent of fill necessary for embankment construction following final surveys along the chosen route.

Road Relocations: TRRC has identified existing public and private roads that may be relocated in order to accommodate the proposed rail line. The number of roads proposed for relocation would range from 10 to 49, and the length of any given relocation would range from 0.05 mile to

2.7 miles, depending on build alternative. The number of road relocations required for each alternative is identified in Table 2 below.

Road relocations may have the potential to impact waters of the United States. For example, roads which must be relocated may require water crossings, such as bridges and culverts. The specific locations of road relocations, and the types of structures necessary for relocated road crossings will be identified during final survey work along the alternative chosen by the STB.

E: GENERAL DESCRIPTION OF THE DREDGED OR FILL MATERIAL

1) *General Characteristics of Fill Material*

Fill material may be discharged or placed into waters of the United States as a result of culvert placement, construction of the earthen embankment, or due to road relocations. It is anticipated that any required fill would be obtained from nearby cut areas within the construction right-of-way, or from nearby quarries. Thus, the fill materials would be excavated locally and will be similar in physical and chemical characteristics to substrate to waters that are filled. General fill material may be suitable soils, including earth and crushed or naturally occurring sands and gravels. Some fill material may be concrete, steel, or similar materials that could be used for culvert construction.

As noted, TRRC does not anticipate that the concrete drilled-shaft pilings for rail line bridges will be placed into waters. The only exception may be the additional support necessary for the construction of the bridge over the Tongue River for the Decker Alternative. If the STB were to choose the Decker Alternative, and a support were required to be placed into the River, the proposed concrete pilings would not have the effect of a discharge of fill material, and thus, would not subject to Section 404 permitting requirements. Indeed, as set forth under 40 CFR 323.3(c)(2), “[p]lacement of pilings in waters of the United States that does not have or would not have the effect of a discharge of fill material shall not require a Section 404 permit. Placement of pilings for linear projects, such as bridges, elevated walkways, and powerline structures generally does not have the effect of a discharge of fill material.” This report nonetheless discusses these pilings to demonstrate that the proposed railroad bridges would not cause any chemical or biological effects to aquatic habitats.

It is expected that the construction contractor(s) will install temporary construction access crossings or work platforms during the construction of the bridge pilings near water crossings. The actual temporary construction access methods will be determined by the contractor(s) and are unknown at this time. No permanent erodible materials will be placed as fill materials in wetlands or waterbodies as a result of piling placement.

Additional and/or different dredged or fill material may be required depending on final engineering design along the route that is chosen by the STB.

2) *Quantity of Fill Material*

The quantity of fill material resulting from the culvert placement, earthen embankment construction, and/or road relocations will vary depending on the type of water crossing at issue and the final routing for the rail line. To the extent that fill is required, fill quantities will be determined during the final design phase of project design. Fill quantities will be sufficient to

stabilize the embankment and relocated roads through any waters, and to install and secure culverts at crossing locations.

No permanent fill is expected as a result of bridge construction. Fill, however, may be necessary for temporary construction access. The quantity of such fill will be determined upon the approval of an alternative by the STB.

3) Source of Fill Material

To the extent that fill material is required, such fill material will be excavated locally from nearby cut areas within the construction area, or may be obtained from nearby quarries. Excavation areas have not yet been identified, but will be identified following final surveys along the route chosen by the STB. Any source areas will be similar in physical and chemical characteristics to substrate in waters that are filled.

F: EXISTING CONDITIONS

Wetlands and waterbody impacts were estimated by field determinations (where available), observations from public roadways, reviews of historical and current aerial photography, and reviews of available mapping resources. When a route is chosen by the STB, and full access to the ROW is obtained, TRRC will complete field wetland and waterbody determinations to confirm the actual project impacts to resulting from the construction of the selected alternative.

The report also describes the potential impacts to site wetlands that are associated with the build alternatives, and the proposed mitigation for each alternative. A listing of the linear transportation crossings for all of the project alternatives is provided in Appendix A.

1) Location of Sites

The locations of stream crossings are shown generally in Figures 1 through 5. All of the project alternatives cross the Tongue River once. Table 1 summarizes the linear transportation crossings of waterbodies for each alternative. The exact location of discharge sites, including wetlands, will be identified once the STB has licensed a routing alternative.

2) Size of Sites

Preliminary estimates of the areas of wetlands and waterbodies located within the right-of-way of each of the alternatives have been estimated. Tables 3 through 6 summarize the types and sizes of potentially affected wetlands within the right-of-way of each alternative.

The size of discharge sites, including temporary construction access sites, will be determined once the STB has licensed a routing alternative. The sizes of discharge sites will also be determined by the type of linear transportation crossing structure to be installed at each location. Table 1 summarizes the numbers and types of linear transportation crossings for each project alternative. The size of sites will depend on the final surveys once the STB has chosen an alternative route. The size of the sites will be based on the width of the channel multiplied by the length of the culvert.

Table 1. Summary of Linear Transportation Crossings/Discharge Sites

Route	Bridges	Culverts	Drainage Structures	Total
Colstrip	4	54	4	62
Colstrip East	3	73	6	82
Decker	1	100	12	113
Decker East	1	100	12	113
Moon Creak	4	127	26	157
Moon Creek East	4	147	28	179
Tongue River	2	127	16	145
Tongue River East	2	147	18	167
Tongue River Road	7	111	51	169
Tongue River Road East	7	130	52	189

As noted above, roads may need to be relocated outside of the project right-of-way in order to facilitate project construction. Such relocations may require the construction of water crossing structures. The exact location of the relocations, including the locations of the water crossing structures, would be assessed during final surveys along the route chosen by the STB. The potential water crossings resulting from road relocations are identified in Table 2 below.

Table 2. Summary of Water Crossings/Discharge Sites for Road Relocations

Route	Bridges	Culverts/Drainage Structures	Total
Colstrip	-	27	27
Colstrip East	1	20	21
Decker	-	16	16
Decker East	-	15	15
Moon Creak	-	31	31
Moon Creek East	1	24	25

Tongue River	-	25	25
Tongue River East	1	18	19
Tongue River Road	-	17	17
Tongue River Road East	1	10	11

3) *Type of Sites*

Tables 3 through 6 summarize the types of waters that may be impacted as a result of the construction of each alternative. The types of discharge sites to be affected by the project include the Tongue River, other named and unnamed streams listed in Appendix A, at least one emergent wetland observed at the banks of Lay Creek on the Colstrip Alternative, other potential wetland areas, and numerous intermittent and ephemeral drainages, some of which may be non-jurisdictional.

4) *Types of Wetland Habitats*

Tables 3 through 6 summarize the wetland types within the right-of-way of each project alternative and potentially affected by road relocations. The types of wetlands include palustrine emergent (PEM), palustrine scrub-shrub (PSS), palustrine aquatic bed (PAB), palustrine (P), and riverine (R) wetlands.

Table 4 presents the functional ratings of wetlands within the right-of-way of each project alternative. No Category I (highest quality) wetlands were identified on any of the alternatives. The Colstrip Alternative has the lowest acreage of Category II and III (moderate quality) wetlands, as well as the least total acreage of wetlands within its right-of-way.

Wetlands in the region are generally found adjacent to relatively permanent streams. Since most of the proposed rail line would run on high ground over upland areas and based on personal observations of the project alternatives, TRRC considers these estimates to overestimate the actual areas of wetlands present within the project alternatives. When an alternative is licensed by the STB and full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands. Ongoing refinements to the project plans will reduce impacts to wetlands and waterbodies as much as practicable.

Table 3. Wetland Types within the Right-of-Way by Build Alternative (Acres)

Alternative	PEM	PSS	PAB	P	R	Total Acres
Tongue River	6.9	0.5	3.9	4.7	12.7	28.8
Tongue River East	7.4	0.7	3.7	4.5	16.0	32.3
Colstrip	1.3	0.0	0.5	0.3	6.0	8.1
Colstrip East	4.5	3.4	0.3	0.0	10.2	18.4
Tongue River Road	8.6	0.0	5.8	3.7	13.3	31.4
Tongue River Road East	8.6	0.0	5.6	3.4	15.7	33.3
Moon Creek	3.8	0.5	2.5	3.4	16.0	26.3
Moon Creek East	4.3	0.7	2.3	3.2	19.3	29.8
Decker	0.0	0.0	0.0	0.3	9.2	9.5
Decker East	0.0	0.0	0.0	0.0	8.6	8.6

Notes:
Lacustrine (L) wetlands are not shown in the table because none of the build alternatives' right-of-way would affect these wetlands.
Total acres may not equal sum of values due to rounding.

Table 4. Functional Rating of Wetlands within the Right-of-Way by Build Alternative (Acres)

Alternative	Functional Assessment Category			
	I	II	III	IV
Tongue River	0.0	2.6	19.4	6.8
Tongue River East	0.0	4.1	19.4	8.9
Colstrip	0.0	2.0	2.1	3.9
Colstrip East	0.0	9.8	2.5	6.1
Tongue River Road	0.0	2.3	19.4	9.6
Tongue River Road East	0.0	2.3	19.4	11.6
Moon Creek	0.0	2.6	14.7	8.9
Moon Creek East	0.0	4.1	14.7	11.0
Decker	0.0	2.1	1.9	5.5
Decker East	0.0	2.1	1.5	5.1

Note:
Sums may not equal totals presented in Table 4 due to rounding.

Table 5. Wetlands Affected by Road Relocations by Wetland Type (Acres)

Alternative	PEM	PSS	PAB	P	R	Total Acres
Tongue River	0.2	0.0	0.0	0.0	0.1	0.3
Tongue River East	0.2	0.0	0.0	0.0	0.1	0.3
Colstrip	0.1	0.0	0.0	0.0	0.1	0.2
Colstrip East	0.1	0.0	0.0	0.0	0.1	0.2
Tongue River Road	0.0	0.0	0.0	0.0	0.1	0.2
Tongue River Road East	0.0	0.0	0.0	0.0	0.1	0.2
Moon Creek	0.2	0.0	0.0	0.0	0.1	0.3
Moon Creek East	0.2	0.0	0.0	0.0	0.1	0.3
Decker	0.0	0.0	0.0	0.0	0.0	0.0
Decker East	0.0	0.0	0.0	0.0	0.1	0.1

Notes:
Lacustrine (L) wetlands are not shown in the table because none of the build alternatives' right-of-way would affect these wetlands.
Wetland impacts would include only those associated with road relocations outside of the right-of-way. Road relocation wetland impacts within the right-of-way are included in Table 4.
Impact acreages of 0.0 may include impacts that are too small (<0.05 acre) to report to one decimal point.

Table 6. Wetlands Affected by Road Relocations by Functional Rating (Acres)

Alternative	Functional Assessment Category			
	I	II	III	IV
Tongue River	0.0	0.0	0.2	0.1
Tongue River East	0.0	0.0	0.2	0.1
Colstrip	0.0	0.0	0.1	0.1
Colstrip East	0.0	0.0	0.1	0.2
Tongue River Road	0.0	0.0	0.0	0.1
Tongue River Road East	0.0	0.0	0.0	0.1
Moon Creek	0.0	0.0	0.2	0.1
Moon Creek East	0.0	0.0	0.2	0.1
Decker	0.0	0.0	0.0	0.0
Decker East	0.0	0.0	0.0	0.1

Notes:
Sums may not equal totals presented in Table 5 due to rounding.
Wetland impacts include only those associated with road relocations outside of the right-of-way. Road relocation wetland impacts within the right-of-way are included in Table 4.
Impact acreages of 0.0 may include impacts that are too small (<0.05 acre) to report to one decimal point

5) Timing and Duration of Discharges

The timing and duration of discharge activities will depend on the alternative chosen by the STB, market conditions, and other factors. The timing and duration of discharges will also be dependent on the number and location of culverts required to be placed for the chosen alternative, as well as the extent of fill required for embankment construction. A detailed schedule for construction will be prepared during later phases of design after an alternative is selected. The timing and duration of any discharges will be designed to minimize turbidity and other disturbances in the wetlands and streams.

G: AVOIDANCE AND MINIMIZATION

1) Actions Taken to Avoid and Minimize Impacts

According to the Clean Water Act, Section 404 Guidelines, and the state of Montana's Interagency Memorandum of Understanding (1992), permit issuance will only be allowed for the least environmentally damaging, practicable alternative. No discharge of materials into wetlands or other waters of the United States can be permitted if there is a practicable alternative to the proposed discharge which would have less adverse effects to the aquatic ecosystem and as long as the alternative does not have other significant adverse environmental consequences. Based on the analysis set forth in this evaluation document, the preferred alternative, namely the Colstrip Alignment, was carefully selected to represent the least damaging, practicable alternative.

The proposed rail line will be designed to avoid and minimize impacts to aquatic ecosystems and organisms. All of the rail alternatives run primarily on high ground through upland areas, with numerous crossings of streams, small adjacent wetlands, and ephemeral drainages. When full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands. Final rail routing will avoid resources, including wetlands and water crossings, to the extent possible. Ongoing refinements to the project plans will also reduce impacts to wetlands and waterbodies as much as practicable.

Subject to railroad design parameters, the rail alignment will be designed as much as practicable with perpendicular stream crossings. Stream relocations or realignments may be required, but the extent, if any, will depend on the final routing along STB's chosen alternative.

The bridges over permanent and intermittent streams will be designed to span the channels, i.e., no bridge piers will be placed between the ordinary high water marks of the streams. The size of discharges at culvert installations will vary depending on the width of the channel multiplied by the length of the culvert. The culverts in smaller and ephemeral streams and drainages will be designed to span the bankfull width of the channels. All bridges and culverts on the project will be designed to pass anticipated high flows of the 50-year and 100-year flood interval based on BNSF and MDT hydraulic criteria, and therefore would not be expected to restrict the movement of aquatic species or change the stream erosion or accretion patterns. It is likely that the construction contractor(s) will install temporary construction access crossings or work platforms for each bridge and culvert location.

Temporary construction access fill or dewatering structures would be removed to upland areas when no longer needed for construction and the stream beds lightly re-graded to pre-

construction contours. It is anticipated the construction contractor(s) will install culverts “in the dry,” meaning the stream or drainage will be diverted around the construction area while the culvert is installed.

Impacts to aquatic ecosystems, organisms, physical substrates, and erosion and accretion patterns are expected to be minimal, short-term, and localized during bridge and culvert construction. The proposed project has the potential to cause erosion of areas disturbed as a result of construction, thereby producing increased levels of suspended sediments and turbidity in surface waters. Such activities in flowing streams may cause short-term, localized disturbances of the streambeds and increases in suspended sediments and turbidity. Best Management Practices (BMPs) will be implemented during construction to minimize disturbances of the streambeds, increases in suspended sediments, and water turbidity. Although benthic organisms may be washed downstream or buried in redistributed sediment, they would be expected to readily re-establish themselves within disturbed areas.

The proposed Colstrip Alternative avoids the Miles City Fish Hatchery and the LARRL. The Colstrip Alternative follows established transportation corridors along most of its length, where animals may have become accustomed to vehicular traffic.

None of the rail alternatives under consideration would discharge biological or chemical pollutants. TRRC does not plan to construct or operate any maintenance or fueling facilities as part of this project. Therefore, there should be no storm water discharges associated with industrial activities or wastewater discharges.

Further, TRRC will obtain coverage under the Montana Department of Environmental Quality General Permit for Storm Water Discharges Associated with Construction Activity (MTR10000) and implement a SWPPP during construction. BMPs will be designed, installed, and maintained to prevent erosion and control sediment runoff from disturbed land surfaces. BMPs will be maintained until all disturbed land surfaces have been finally stabilized in accordance with the permit. Project effects to aquatic ecosystems are predicted to be short-term, temporary, and minor.

2) Compensatory Actions Taken to Minimize Impacts

When full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands on the selected alternative. TRRC will apply to the USACE for Section 404 permits for any unavoidable impacts to waters of the United States associated with the linear transportation crossings. Although all possible action will be taken to avoid and minimize impacts to wetlands and surface waters, some compensatory mitigation may be required to offset impacts to waters of the United States, including wetlands and streams. It is the current policy of the U.S. Environmental Protection Agency (“USEPA”) and the USACE to provide compensatory mitigation in-kind (i.e., wetland for wetland, stream for stream) and in areas adjacent to, or within, the project area whenever possible. After these efforts are exhausted, then offsite compensatory mitigation should be pursued.

The actual acreage or functional assessments of wetlands to be impacted by the railroad are undetermined at this time. When the wetland impacts are confirmed, TRRC will develop a mitigation plan in consultation with USACE. Any compensatory mitigation, to the extent

required, may be accomplished by the following methods or a combination of the methods, depending on the availability of mitigation credits, feasibility, and regulatory approval:

- a) Purchase of mitigation credits from an approved wetland mitigation bank. TRRC understands a Lower Middle Yellowstone Mitigation Bank is going through the approval process at the time this report was prepared and may be available when TRRC needs the credits.
- b) Purchase of mitigation credits from the Montana Aquatic Resources Services (MARS) in-lieu fee program. According to representatives of USACE and MARS in July 2013, the MARS in-lieu fee program is available state-wide for stream and wetland mitigation.
- c) Permittee-responsible mitigation, such as creation and/or restoration of impacted wetlands. Small impacts, such as stream banks impacted during construction, will be restored as much as practicable to their pre-construction conditions. Restored stream banks will be seeded with native grasses to prevent erosion, and then vegetation will be allowed to reestablish by natural succession. Creation of compensatory wetlands is not anticipated, but could be proposed if mitigation banks or the in-lieu fee program are not available.

3) *Monitoring of Mitigation Actions*

If stream and wetland impacts are mitigated by the purchase of credits from an approved wetland mitigation bank or the MARS in-lieu fee program, no monitoring of the mitigation actions would be proposed. If permittee-responsible mitigation is conducted, a mitigation monitoring plan will be submitted for USACE approval.

H: PROJECT ALTERNATIVES

As part of its NEPA review for the project, the STB is evaluating the alternatives listed in Table 7 below. Maps that identify the route for each of the alternatives are provided in Figures 1-5.

Table 7. Rail Alternatives

Alternative	Primary Route and Variation Combinations
Colstrip	Colstrip Alternative
Colstrip East	Colstrip Alternative + Ashland East Variation
Tongue River	Tongue River Alternative
Tongue River East	Tongue River Alternative + Ashland East Variation
Tongue River Road	Tongue River Road Alternative
Tongue River Road East	Tongue River Road Alternative + Ashland East Variation
Moon Creek	Moon Creek Alternative
Moon Creek East	Moon Creek Alternative + Ashland East Variation
Decker	Decker Alternative
Decker East	Decker Alternative + Terminus 1 Variation Segment Only

The project alternatives include five primary routes and five combinations of the primary routes and segment variations. The Ashland East Variation would replace part of the northern alternatives, running farther east of Ashland. The Terminus 1 Variation would replace part of the Decker Alternative, running farther east of the primary Decker route.

The characteristics of the project alternatives are summarized in Table 8 below.

Table 8. Rail Alternative Characteristics

	Colstrip	Colstrip East	Tongue River	Tongue River East	Tongue River Road
Length of New Construction (Miles)	42.1	44.8	83.0	85.7	83.0
Cut (cubic yards)¹	15,595,000	21,250,000	19,135,000	24,660,000	29,220,000
Fill (cubic yards)¹	15,900,000	22,645,000	21,905,000	29,095,000	31,630,000
Rock Cut (cubic yards)¹	2,320,000	3,785,000	2,485,000	3,940,000	3,005,000
Total Grading (cubic yards)¹	33,815,000	47,680,000	43,525,000	57,695,000	63,855,000
Conceptual Estimate of Probable Cost (2013 \$Million)	403	541	626	760	772
Conceptual Estimate of Probable Cost per Mile (2013 \$Million/Mile)	9.58	12.06	7.54	8.87	9.30

¹ Includes grading for proposed single main track and public road relocations

	Tongue River Road East	Moon Creek	Moon Creek East	Decker	Decker East
Length of New Construction (Miles)	85.3	81.8	84.4	51.1	49.6
Cut (cubic yards)¹	36,505,000	28,435,000	33,960,000	30,865,000	28,890,000
Fill (cubic yards)¹	37,625,000	31,395,000	38,585,000	37,355,000	38,345,000
Rock Cut (cubic yards)¹	4,160,000	2,970,000	4,425,000	7,510,000	7,020,000
Total Grading (cubic yards)¹	78,290,000	62,800,000	76,970,000	75,730,000	74,255,000
Conceptual Estimate of Probable Cost (2013 \$Million)	909	753	887	762	730
Conceptual Estimate of Probable Cost per Mile (2013 \$Million/Mile)	10.65	9.20	10.51	14.92	14.71

¹ Includes grading for proposed single main track and public road relocations

1) Alternatives Screen Criteria

The screening criteria for the alternatives included engineering feasibility (construction and operating), environmental consequences discernible at this stage, and cost considerations. In screening alternatives, attention was also paid to the length of the track that would need to be constructed, avoiding sensitive areas and reducing known environmental impacts where possible. Track alignment was designed using current main line standards, including maximum curvature of 2.5-degrees except at connections to existing BNSF trackage and a maximum ruling grade of 1%, while minimizing cuts and fills to the extent practical. The route alternatives and variations are evaluated relative to the corresponding attributes of the proposed Colstrip Alignment.

2) Summary of Alternative Routes

Colstrip Alternative (TRRC's Preferred Alternative)

The Colstrip Alternative was identified in TRRC's Revised Application as its preferred route. The location of the Colstrip Alternative is shown on Figure 1 below. The north end of the Colstrip Alternative will connect to the existing BNSF Colstrip Subdivision just south of Colstrip, Montana and continue east and south, crossing and paralleling Cow Creek Road for about seven miles before crossing Rosebud Creek Road and then running generally parallel to Greenleaf Road for about 11 miles to the south and east, passing north of the Northern Cheyenne Indian Reservation, before crossing both Tongue River Road and then the Tongue River on new bridges. From just east of the Tongue River crossing, approximately 9 miles north of Ashland, Montana, the alignment matches the Tongue River Alternative continuing southward on the east side of the river and passing east of Ashland. The railroad would cross U.S. Route 212 and Otter Creek on new bridges, and then split into two branches, running southwesterly and southeasterly, respectively, to mine sites at Terminus Points 1 and 2. Terminus Point 1 is near the previously permitted Montco Mine site and Terminus Point 2 is near the proposed Otter Creek Mine site. The total length of new railroad construction for the Colstrip Alternative is about 42 miles including the trackage south of the bifurcation point serving both Terminus Points 1 and 2. The estimated cost to construct the Colstrip Alternative is \$403 Million (2013 Cost). Upgrades to the existing BNSF Colstrip Subdivision and the connection between the Colstrip and Forsyth Subdivisions will be made to bring the branch line up to current main line standards as well.

The Colstrip Alternative is TRRC's preferred alternative since it has the shortest route of 42.1 miles, and will result in the fewest environmental impacts. Construction of the Colstrip Alternative will also require the least amount of cut and fill, have the smallest grading footprint, require the least right-of-way acquisition, and significantly less length of this Alternative will parallel the Tongue River valley compared to the other alternative. The Colstrip Alternative will also not require a new grade separation of I-94, would not impact LARRL or the Miles City Fish Hatchery and would follow existing transportation corridors to a far greater extent than the other rail alternatives.

Further, the Colstrip Alternative will have the least impact on waters of the United States. For example, construction of the Colstrip Alternative will require the fewest number of total water crossings – a total of 62 crossings, which includes 4 bridges, 54 culverts, and 4 drainage structures. The Colstrip Alternative would also affect the fewest acres of wetlands within its right-of-way. For example, as indicated in Tables 4 and 6 above, it is anticipated that only 8.1 total acres of wetlands would be impacted by this rail alignment, and only 0.2 total acres would be affected as a result of road relocations. The Colstrip Alternative would also have the lowest acreage of Category II and III (moderate quality) wetlands.

Tongue River Alternative

The location of the Tongue River Alternative is shown on Figure 2. This alternative originates at a wye connection to the existing BNSF mainline at Miles City, Montana. The west leg of the wye would pass through the northeastern edge of the Miles City Fish Hatchery. The alignment would cross Interstate 94 beneath a new highway grade separation and then follow the west side of the Tongue River south from Miles City. This portion of the route would cross the LARRL. The alignment continues southward west of the Tongue River, generally on high ground outside the floodplain of the river; however, at a few locations, due to the topography and river meanders, the alignment runs within about 500 to 1,000 feet of the river. About 10 miles north of Ashland, the alignment crosses the Tongue River on a new bridge north of the Northern Cheyenne Indian Reservation. The alignment continues southward on the east side of the river, passing east of Ashland. The railroad would cross U.S. Route 212 and Otter Creek on new bridges dividing at the bifurcation point and continuing to Terminus Points 1 and 2. The total length of new railroad construction is about 83 miles, including the trackage south of the bifurcation point serving both Terminus Points 1 and 2. The estimated cost to construct the Tongue River Alternative is \$626 Million (2013 Cost).

The Tongue River Alternative was not chosen as the Preferred Alternative as it is nearly double the length of the Colstrip Alternative and would cost approximately \$223 million more to construct. This Alternative would also require approximately thirty percent more cut/full and total grading as compared to the Colstrip Alternative. It would also require 145 water crossings, which is significantly higher than the 62 required for the Colstrip Alternative. As indicated in Table 1, a total of 2 bridges, 127 culverts, and 16 drainage structures would be required. It would also impact 28.8 total acres of wetlands within its right-of-way, as compared to only 8.1 acres for the Colstrip Alternative. It would also impact the highest number of Category III wetlands, and have a greater total acreage impact to wetlands affected by road relocations.

Tongue River Road Alternative

The location of the Tongue River Road Alternative is shown on Figure 3. The northern portion of the Tongue River Road Alternative is the same as the Tongue River Alternative. Both alternatives originate at a wye connection to the existing BNSF mainline at Miles City. The current configuration includes the west leg of the wye passing through the northeastern edge of the Miles City Fish Hatchery. The alignment would cross Interstate 94 beneath a new highway grade separation and then follow the west side of the Tongue River south from Miles City. This portion of the route would cross the LARRL. The alignment continues about 2 miles south of the LARRL, and then crosses to the east side of the river on a new bridge. The route continues southward on the east side of the river, generally parallel to the east side of Tongue River Road until the Tongue River Road turns and crosses to the west side of the river, about 19 miles

north of Ashland. The railroad continues southward on the east side of the river to Ashland. The portion of this route, from about 10 miles north of Ashland to Terminus Points 1 and 2, follows the same alignment as the Tongue River Alternative. The alignment passes east of Ashland, crosses U.S. Route 212 and Otter Creek on new bridges, and then continues to Terminus Points 1 and 2. The total length of new railroad construction for the Tongue River Road Alternative is about 83 miles including the trackage south of the bifurcation point serving both Terminus Points 1 and 2. The estimated cost to construct the Tongue River Road Alternative is \$772 Million (2013 Cost).

The Tongue River Road Alternative was not chosen as the Preferred Alternative as it is nearly double the length of the Colstrip Alternative and would cost approximately \$368 million more to construct. This Alternative would also require approximately double the amount of cut/full and total grading as compared to the Colstrip Alternative. As indicated in Table 1, it would also have 169 crossings of discharge sites, which is far more than the 62 crossings expected as a result of the construction of the Colstrip Alternative. Three additional bridges would also be required for this Alternative. It would also impact 31.4 total acres of wetlands within its right-of-way, as compared to only 8.1 acres for the Colstrip Alternative. In addition, it would also impact a greater number of Category II, III and IV wetlands as compared to the Colstrip Alternative.

Moon Creek Alternative

The location of the Moon Creek Alternative is shown on Figure 4. The Moon Creek Alternative was considered to minimize impacts to the Miles City Fish Hatchery and the LARRL. This alternative originates at a wye connection to the existing BNSF mainline, about 8.4 miles west of Miles City, and does not cross the Miles City Fish Hatchery. Previous versions of this alignment originated at the old Milwaukee Road alignment and required a new bridge crossing the Yellowstone River; the current configuration does not cross the Yellowstone River. The alignment runs southward and crosses Interstate 94 beneath a new highway grade separation. The alignment passes through about 2.4 miles of the western edge of the LARRL, and then continues southeasterly along the Moon Creek drainage for about 17.2 miles toward the Tongue River. The alignment then runs southward along the same alignment as the Tongue River Alternative, crossing the Tongue River and continuing southwest and southeast of Ashland to Terminus Points 1 and 2. The total length of new railroad construction for the Moon Creek Alternative is about 82 miles including the trackage south of the bifurcation point serving both Terminus Points 1 and 2. The estimated cost to construct the Moon Creek Alternative is \$753 Million (2013 Cost).

The Moon Creek Alternative was not chosen as the Preferred Alternative as it is nearly double the length of the Colstrip Alternative and would cost approximately \$250 million more to construct. This Alternative would also require approximately double the amount of cut/full and total grading as compared to the Colstrip Alternative. As indicated in Table 1, it would also have 157 crossings of discharge sites, which is far more than the 62 crossings expected as a result of the construction of the Colstrip Alternative. It would also impact 26.3 total acres of wetlands within its right-of-way, as compared to only 8.1 acres for the Colstrip Alternative. In addition, it would also impact a greater number of Category II, III and IV wetlands as compared to the Colstrip Alternative.

Decker Alternative

The location of the Decker Alternative is shown on Figure 5. The Decker Alternative would depart from Terminus Point 2 at the proposed Otter Creek Mine, and follow Otter Creek approximately five miles north along the same route used for the Otter Creek Spur and then travel southwest generally paralleling the Tongue River through Terminus Point 1. It would run along the eastern side of the Tongue River and then cross from the east to the west side of the Tongue River on a new bridge just north of Birney, Montana to avoid the Wolf Mountains Battlefield National Historic Landmark (NHL). The alignment would continue on the west side of the Tongue River for the remainder of its course. The total length of new railroad construction for the Decker Alternative would be about 51 miles. The estimated cost to construct the Decker Alternative is \$762 Million (2013 Cost).

The Decker Alternative was not chosen as the Preferred Alternative as it has a greater length than the Colstrip Alternative, and is approximately \$358 million more expensive to construct. This Alternative would also require approximately double the amount of cut/full, and nearly 42 million more cubic yards of total grading. Also, the location of the routing for the Decker Alignments relative to the presumed primary target markets for the transported coal renders the Decker Alternative infeasible given that trains would be required to travel further distances to reach the same target markets. In terms of water impacts, and as indicated in Table 1, the Decker Alternative would also have a total of 113 crossings of discharge sites, which is higher than the 62 crossings that will result from the construction of the Colstrip Alternative. It would also impact more total acres of wetlands within its right-of-way (i.e., 9.5 acres), as compared to only 8.1 acres for the Colstrip Alternative.

Ashland East Variation

STB developed the Ashland East Variation in response to a scoping comment from the Northern Cheyenne Tribe requesting an alternative as far as possible from the eastern boundary of the Northern Cheyenne Reservation and the Tongue River. It could be used to replace segments of the Colstrip Alternative, Tongue River Alternative, Tongue River Road Alternative, or the Moon Creek Alternative, as shown on Figures 1, 2, 3, and 4. Starting at its northern end, this variation would connect to the Colstrip Alternative where it begins to curve to the south, at a location just east of its crossing of Tongue River Road. The Ashland East Variation would connect to the Tongue River Alternative approximately 0.8 mile east of the intersection of Greenleaf Road and Tongue River Road. From there, the Ashland East Variation would continue east for approximately 3 miles before curving to the south. This variation would generally parallel the Tongue River, but would be offset to the east at distances ranging from approximately 2 miles to 4 miles. To lower the grade for the Otter Creek crossing, it would include a gradual westward bulge which would be located approximately 2 miles east of Ashland at its closest point. The variation would pass approximately 2 miles east of Ashland before connecting to the Otter Creek Spur, and either Terminus 1 or Terminus 1 Variation through a wye track approximately 2.5 miles northwest of Terminus Point 2.

The total length of new railroad construction for the Ashland East Variation is about 15.9 miles, compared to about 13.9 miles for the corresponding portion of the proposed Colstrip alignment. The Ashland East variation also does not parallel to any extent any existing transportation corridors, in contrast to the Colstrip Alternative which parallels existing corridors for

approximately 32% of its length. The estimated cost to construct the Ashland East Variation adds about \$134 to \$138 Million to each primary route, depending on the connection to the primary route (2013 Cost).

The Ashland East Variation was not chosen to modify any of the alternatives previously discussed above since it results in a higher construction cost for each primary route due to the fact that that the Variation requires substantially larger earthwork quantities as a result of the rougher terrain and a longer rail line.

Further, the Ashland East Variation was not chosen to modify any of the alternatives discussed above because:

- Portions of the Ashland East Variation would cross over mineable coal reserves, which would require future relocation of the railroad as mining progresses. The fact that this variation would be constructed over mineable coal reserves in the Ashland area provides a significant disqualifying factor for this variation.
- Construction of the Ashland East Variation would require about 2 more miles of new railroad construction than the proposed primary alignments.
- The Ashland East Variation route would run about 5.4 miles against adverse grades (uphill), compared to about 4.2 miles on the corresponding segment of the proposed primary alignments.
- Due to the topography encountered, construction of the Ashland East Variation route is estimated to require about 30 million more cubic yards of excavation and embankment construction compared to the proposed alignment.
- The Ashland East Variation route would require acquisition of about 415 more acres of right-of-way than the proposed alignment.
- Primarily due to the added length and the substantial additional earthwork, construction of the Ashland East Variation is estimated to cost about \$148 Million more than the corresponding segment of the proposed alignment.
- The Ashland East Variation route would disturb a greater number of acres crossing the Otter Creek drainage along with potentially greater impacts to riparian habitat and agricultural land.
- The Ashland East Variation does not parallel any existing transportation corridor, while by contrast the other alternatives under review for this area do parallel the Tongue River Road or other existing roads.
- The Ashland East Variation would run near the western boundaries of the Custer National Forest. It is unclear what, if any, additional consultation requirements may be incurred with the U.S. Forest Service for this routing.
- There are no apparent offsetting benefits to this route variation. While the route would be somewhat more distant from the Northern Cheyenne reservation compared to the Northern Alternatives and thus noise impacts on the reservation could be lower, the number of receptors in the eastern portion of the reservation in comparison to the number of receptors in the area traversed by the Ashland East Variation would need to be determined in order to meaningfully compare noise impacts. Also, further study would be required to assess air quality impacts to the reservation of the proposed Variation in contrast to the originally proposed routes. However, given the other disadvantages of this variation alternative noted above, including most notably the fact that the variation would be constructed over mineable reserves, such further study is not warranted.

In sum, the Ashland East Variation would result in substantial engineering, construction, and operating disadvantages in comparison to the preferred Colstrip Alternative Alignment. Further, there continues to be no apparent offsetting engineering, operational or other rail-related benefits to this alternative variation.

Terminus 1 Variation

STB developed the Terminus 1 Variation in response to scoping comments from the Northern Cheyenne Tribe, which requested an alternative as far as possible from the eastern Reservation boundary and the Tongue River, as shown on Figure 5. This variation would start at a point approximately 1.8 miles southeast of the proposed Terminus Point 1. From there, it would travel northeast, largely paralleling the spur leading to Terminus Point 1 before joining with the Ashland East Variation. The Terminus 1 Variation connects to the Ashland East Variation and from there could connect to any of the northern alternatives (i.e., Colstrip, Tongue River, Tongue River Road, or Moon Creek Alternatives) and could also connect to the southern Decker Alternative.

The total length of new railroad construction for the Terminus 1 Variation is about 8.3 miles, compared to about 7.5 miles for the corresponding portion of the proposed alignment. The estimated cost to construct the Terminus 1 Variation on the northern alternatives is \$141 Million compared to \$76 Million for the corresponding segment of the proposed alignment (2013 Cost). The higher cost of the Terminus 1 Variation is primarily due to substantially larger earthwork quantities required by the rougher terrain. The Terminus 1 Variation would decrease the length of the Decker Alternative by about 1.5 miles, and decrease the cost by about \$32 Million. The Terminus 1 Variation was not chosen, however, for the same reasons that the Decker Alternative was not chosen, as explained above.

Further, the Terminus 1 Variation also has the following disadvantages:

- Portions of the Terminus 1 Variation would cross over mineable coal reserves, which would require future relocation of the railroad as mining progresses. The fact that this variation would be constructed over mineable coal reserves in the Ashland area provides a significant disqualifying factor for this variation.
- Construction of the Terminus 1 Variation would require about 0.8 more mile of new railroad construction than the proposed primary alignment.
- The Terminus Point 1 Variation does not parallel the existing transportation corridor of Tongue River Road as this segment of the Northern Alternatives does.
- The Terminus 1 Variation route would run about 5 miles against adverse grades (uphill), compared to about 4.1 miles on the corresponding segment of the proposed alignment.
- Due to the topography encountered, construction of the Terminus 1 Variation route is estimated to require about 8.8 million more cubic yards of excavation and embankment construction compared to the proposed alignment.

Non-Rail Alternatives

- **Conveyor:** TRRC concluded that building and operating a conveyor system to transport coal from the would not be feasible for the following reasons:
 - The cost of constructing and operating a conveyor system from Terminus Point 2 to Miles City would be higher than the cost of transporting the product on the proposed railroad. The higher cost would have a negative impact on the marketability of coal. Since the current proposed route to Colstrip is less than half the distance to Miles City, the total costs of a conveyor system would be less than the costs previously determined. It is assumed the costs of a conveyor and the proposed railroad to Colstrip would each be proportional to the shorter length of the current proposal. Therefore the conveyor system would be expected to have a higher cost than the proposed railroad.
 - The constructor or operator of a conveyor system might not have the legal power of eminent domain to acquire right-of-way for the conveyor. It is not likely that all of the required right-of-way could be acquired through negotiation.
 - A conveyor system operating 24/7 may cause constant noise annoyance.
 - The conveyor system would likely present a significant barrier to wildlife migration at most or all portions of the conveyor route.
 - Conveyor systems are normally designed for a specific tonnage capacity. With the possibility of additional mines being developed in the Otter Creek area, any conveyor system would require upgrading, or re-construction, to handle additional tonnage from new mines.
 - Conveyor systems as long as that which would be needed here are highly uncommon.

- **Coal Slurry Pipeline:** TRRC concluded that building and operating a coal slurry pipeline system would not be feasible for the following reasons:
 - The cost of constructing and operating a coal slurry pipeline system from Terminus Point 2 to Miles City would be higher than the cost of transporting the product on the proposed railroad. The higher cost would have a negative impact on the marketability of coal. As described above for a conveyor system, a coal slurry pipeline would be expected to have a higher cost than the proposed railroad, even along the shorter proposed route to Colstrip.
 - The constructor or operator of a coal slurry pipeline system would likely not have the legal power of eminent domain to acquire right-of-way for the conveyor. It is not likely that all of the required right-of-way could be acquired through negotiation.
 - A coal slurry pipeline system requires a reliable source of sufficient water to operate. It is unlikely that sufficient water supply is present in this area.

- **Hauling by Truck:** TRRC concluded that hauling coal by trucks would not be feasible for the following reasons:
 - The cost of hauling coal by truck from Terminus Point 2 to Miles City would be higher than the cost of transporting the product on the proposed railroad. The higher cost would have a negative impact on the marketability of coal. The costs of hauling coal by truck via Colstrip have not been determined, but typical cost per ton-mile for other similar haul situations indicates that truck hauling costs would be significantly higher than rail.

- Hauling the coal by truck would likely have a greater negative impact on air quality than transportation by rail, including higher fugitive dust emissions from the roadways and higher diesel exhaust emissions from the required number of operating trucks compared to the projected numbers of railroad locomotives.
- The large number of trucks operating on public roadways would cause significant increases in traffic, road damage, noise, and vibration. Using an assumption of 38 tons/truck maximum capacity for highway trucks with an additional trailer, the anticipated coal production of 20 MMT/year would require 1,442 round trips via truck every day of the year. This equates to approximately one round trip per minute.
- **Mine Mouth Power Generation:** TRRC concluded that constructing and operating a mine-mouth electrical generating plant near the proposed mine would not be comparatively advantageous to rail transportation for the following reasons:
 - The environmental impacts of constructing and operating an electrical generating power plant in this area would be substantial, including the plant's needs for large amounts of water, which would not be available in the area, and a greater potential for deterioration of air quality as compared to the proposed rail line, including to the Northern Cheyenne Indian Reservation.
 - Substantial environmental impacts would also result from siting and constructing the necessary high-voltage transmission lines from the plant.

No-Action Alternative

The No-Action Alternative would result in not constructing a rail line or other bulk material transportation systems, such as conveyors or coal-slurry pipeline, to transport coal from the Otter Creek mine or other future mines in the Ashland area. The No-Action Alternative is based on the assumptions that either: (1) there will not be a need to transport coal from the proposed mines near Ashland/Otter Creek; or (2) an existing mode of transportation is preferable to the proposed railroad, i.e., hauling coal by truck over existing public roadways.

At this time, permitting for the Otter Creek mine is progressing. If the mine is permitted, there will be a need to transport coal from the area. Since the No-Action Alternative would not include any construction, there would be no discharges of dredged or fill material to waters of the United States. However, alternatives screening performed by TRRC demonstrated that the No-Action Alternative would not be feasible for the following reasons:

- The cost of hauling coal by truck from Terminus Point 2 to Miles City would be higher than the cost of transporting the product on the proposed railroad. The higher cost passed on to consumers would have a negative impact on the marketability of coal and therefore could make extraction of the coal uneconomic.
- Hauling the coal by truck would likely have a greater negative impact on air quality than transportation by rail, including higher fugitive dust emissions from the roadways and higher diesel exhaust emissions from the required number of operating trucks compared to the projected numbers of railroad locomotives.
- The large number of trucks operating on public roadways would cause significant increases in traffic, road damage, noise, and vibration. Using an assumption of

38 tons/truck maximum capacity for highway trucks with an additional trailer, the anticipated coal production of 20 MMT/year would require 1,442 round trips via truck every day of the year. This equates to approximately one round trip per minute.

- Use of truck haulage would require significant road improvements, which in turn would result in significant environmental and cost impacts.

Figure 1. Colstrip Alternatives

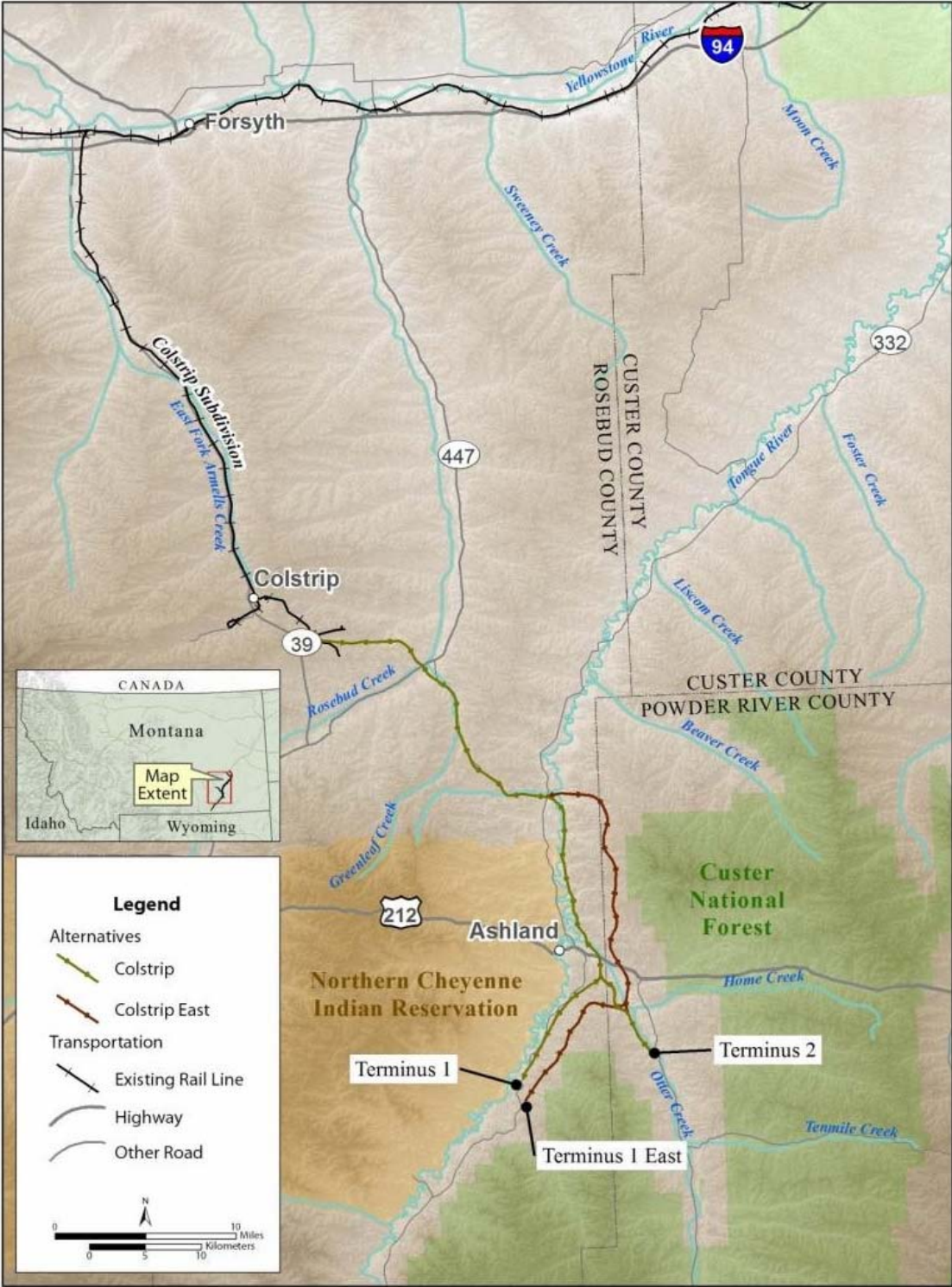


Figure 2. Tongue River Alternatives



Figure 3. Tongue River Road Alternatives

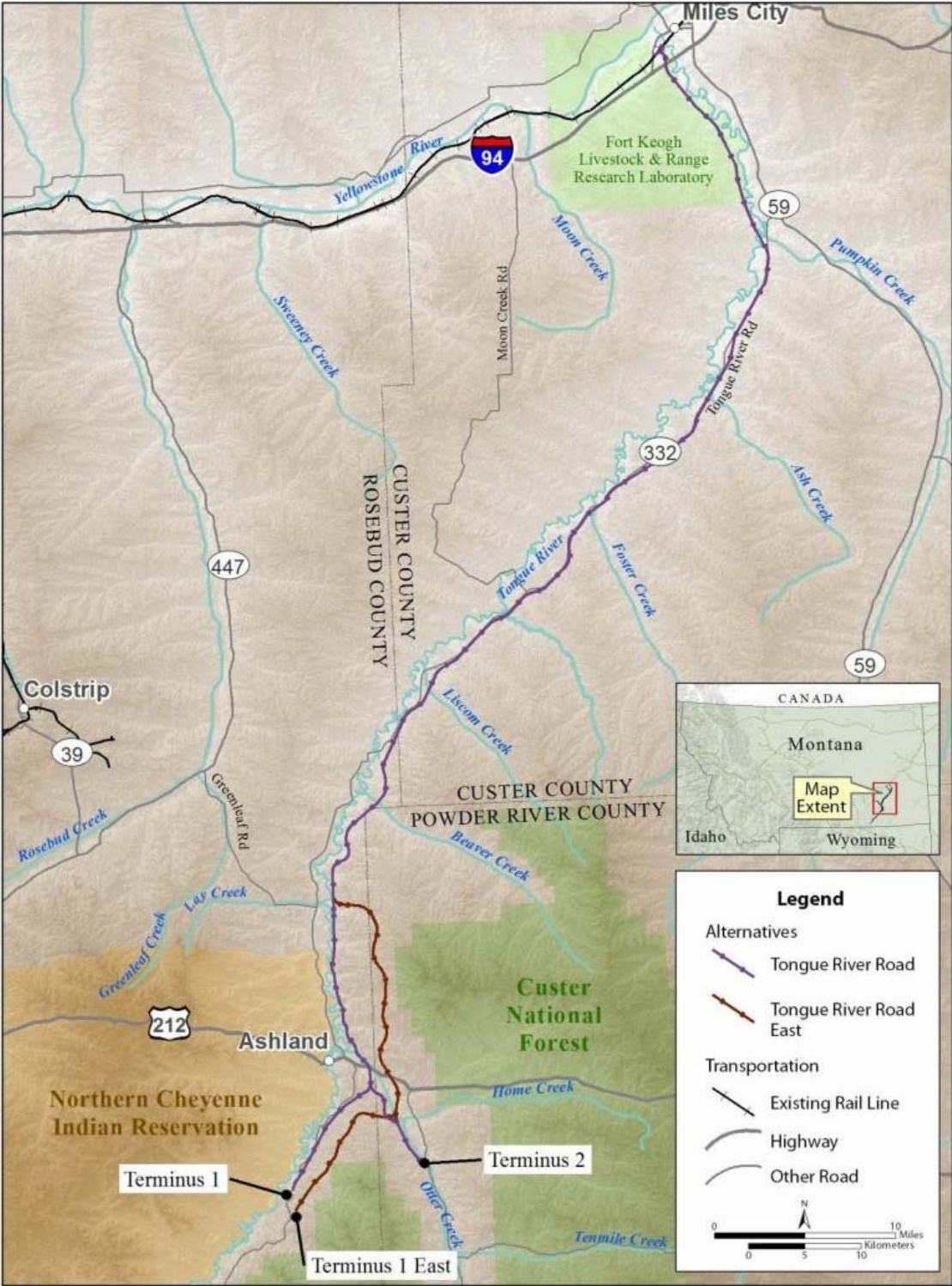


Figure 4. Moon Creek Alternatives

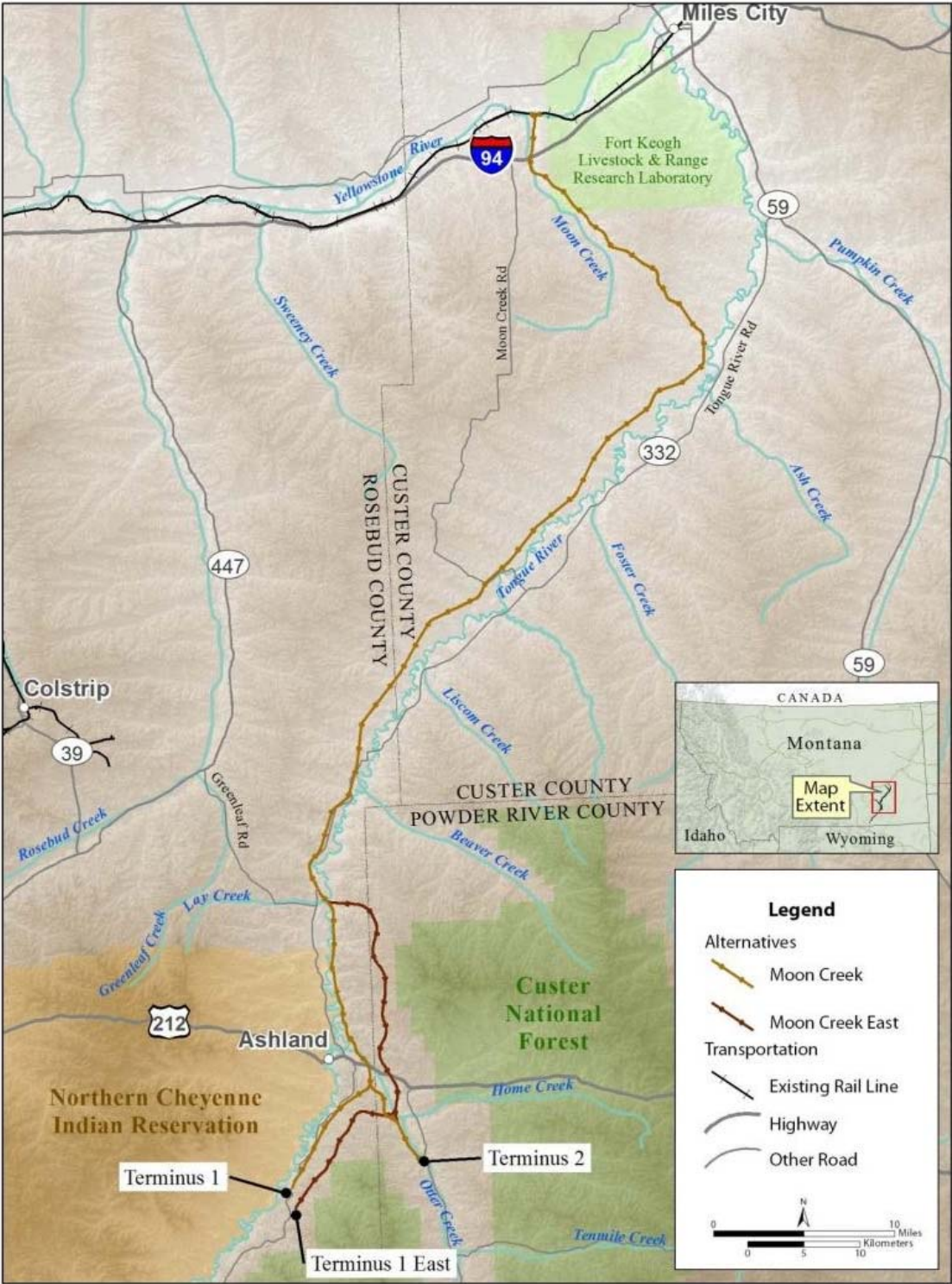
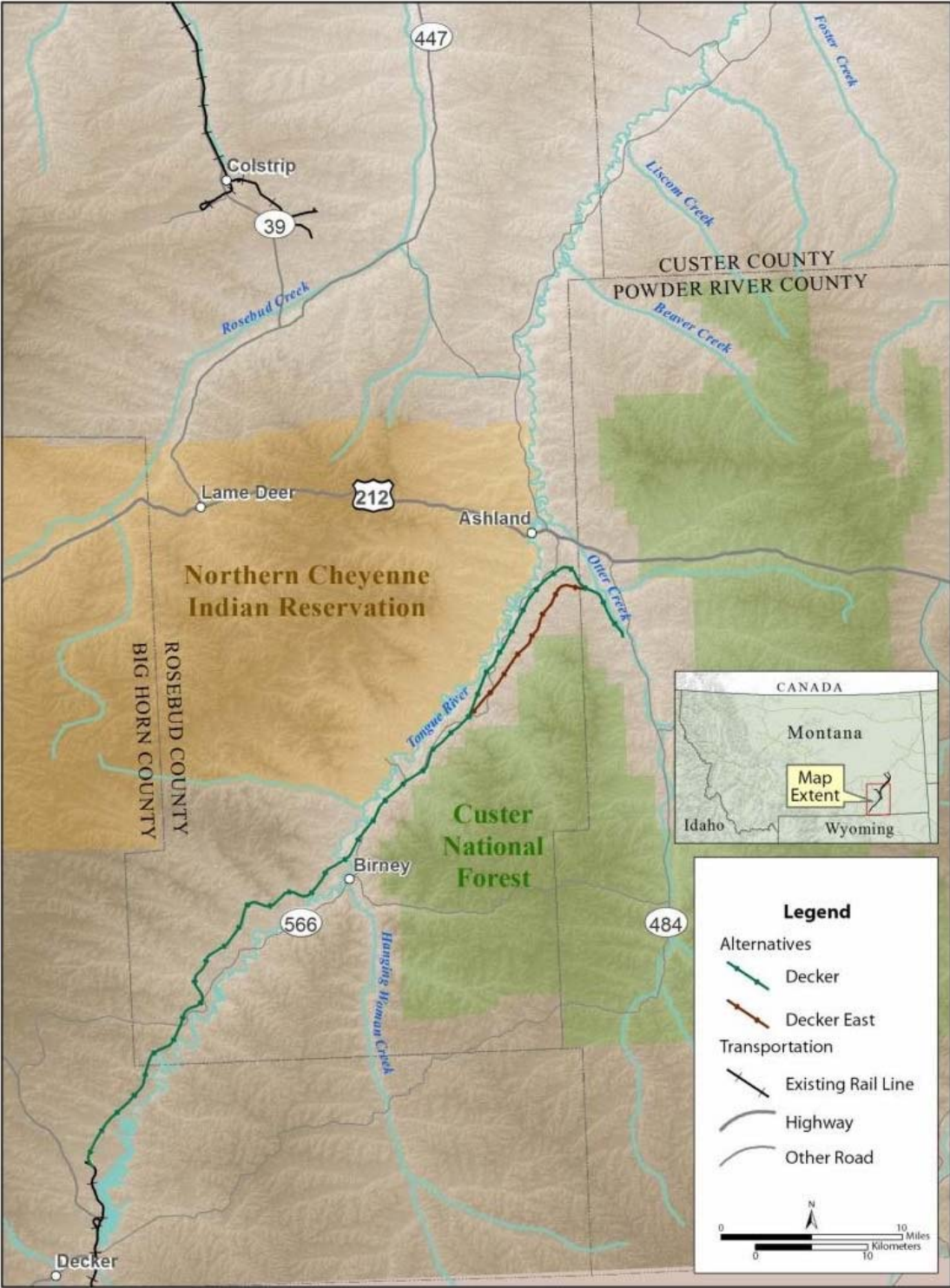


Figure 5. Decker Alternatives



SECTION 3: FACTUAL DETERMINATIONS

A: PHYSICAL SUBSTRATE DETERMINATIONS

1) *Substrate Elevation and Slope*

The bridges would not change the streambed substrate elevation and/or slope since all bridge supports would be constructed outside of the ordinary high water mark for all waters. Any fill material required for temporary construction access will be removed, and any impacted substrate will be returned to its original elevation and slope.

Culvert placement will require excavation of the streambed in order to lay the culvert. The bottom of the culvert will be set at a lower elevation than the natural streambed, and material may be placed underneath the culvert for support. The natural flow of the water will then redistribute sediment and restore a natural streambed within the culvert. To the extent that fill material is necessary for the installation of culverts in certain waters (e.g., wetlands), the fill be placed similar to the elevation and slope of the existing substrate, and to the extent that it is not, natural redistribution of the sediment will recreate the previously existing elevation and slope.

Stream relocations may be necessary depending on final routing surveys. To the extent that stream relocations are necessary, the relocated stream will be configured to match appropriate natural conditions. Changes to natural surface flow patterns and changes in the natural erosion and accretion patterns will be avoided.

2) *Comparison of Fill Material and Substrate at Discharge Sites*

At stream crossings, the substrate is expected to be smooth cobbles with clean gravels and fine sediments along the embankments and in the streambed. The fill used would be select granular backfill having similar characteristics.

Substrates in wetland areas could be fine sediments, organic soils (histosols), or glacial outwash that is common to many wetlands in this sort of area, supplied by feeder streams and precipitation runoff. It is anticipated that the fill material placed in the wetlands or stream crossings would be granular material from nearby project cut areas.

Non-erodible stone materials will be used to construct temporary construction crossings or work platforms for bridge construction, or earth materials may be placed within dewatered cofferdam structures. The non-erodible stone materials would be obtained from nearby quarries. No earthen material will be placed within waters of the United States as a result of bridge construction, except perhaps behind dewatering structures for temporary construction access. Any earthen material required for temporary construction access would be obtained from nearby upland cut areas, and would be removed upon the completion of construction.

It is anticipated that any required fill material required for culvert placement, embankment construction, and/or road relocations would be obtained from nearby cut areas within the construction right-of-way, or from nearby quarries. Thus, the fill materials would be excavated locally and will be similar in physical and chemical characteristics to substrate to waters that are filled. General fill material may be suitable soils, including earth and crushed or naturally

occurring sands and gravels. Some fill material may be concrete, steel, or similar materials that could be used for culvert construction.

3) Dredged/Fill Material

The fill materials used in the stream crossings would be granular materials that are not susceptible to movement by water action. Any fill that is placed in wetlands or streams for the construction of the proposed alignment will be done in such a manner as to avoid or minimize to the greatest possible extent movement due to erosion.

4) Physical Effects on Benthos, Invertebrates, and Vertebrates

a) Physical Effects on Benthos: For this project, benthic and invertebrate species may include mussels, snails, worms, amphipods, crayfish, and the larvae of aquatic insects. TRRC is not aware of any studies that may have been performed to determine the presence of actual benthic species within the project areas.

Construction activities in flowing streams may cause short-term, localized disturbances of the streambeds and increases in suspended sediments and turbidity. Benthic organisms may be washed downstream or buried in redistributed sediment. BMPs will be implemented during construction to minimize disturbances of the streambeds, increases in suspended sediments, and water turbidity. Benthic organisms would be expected to readily re-establish themselves within disturbed areas.

b) Physical Effects on Invertebrates: Similar to the effects on benthos, construction activities in flowing streams may cause short-term, localized disturbances of the streambeds and increases in suspended sediments and turbidity. Invertebrates may be washed downstream or buried in redistributed sediment. BMPs will be implemented during construction to minimize disturbances of the streambeds, increases in suspended sediments, and water turbidity. Invertebrates would be expected to readily re-establish themselves within disturbed areas.

c) Physical Effects on Vertebrates: Suspended sediments and construction noise and vibrations may cause short-term, localized interruptions in fish movements and/or spawning patterns. Stream flow will be maintained and BMPs will be implemented during construction to minimize physical effects on fish.

5) Erosion and Accretion Patterns

All bridges required for the project will be designed to pass anticipated high flows of the 50-year and 100-year flood interval based on BNSF and MDT hydraulic criteria. In accordance with Montana design criteria, culverts will be designed to span the bankfull width of the channels.

The bridges over streams will be designed to span the channels, i.e., no bridge piers will be placed between the ordinary high water marks of the streams. Since no permanent structures will be placed in flowing water, the bridges would not be expected to change the stream erosion or accretion patterns.

It is likely the construction contractor(s) will install temporary construction access crossings, dewatering structures, or work platforms for each bridge location. Stream flow of relatively permanent waters will be maintained during construction. Localized increases of water velocity may occur around temporary construction access or dewatering structures, which may cause scouring of the stream bed or banks and deposition of sediment around the temporary structures. Temporary construction access fill or dewatering structures would be removed to upland areas when no longer needed for construction and the stream beds lightly re-graded to pre-construction contours, thereby not causing any permanent erosion or accretion effects.

Culvert construction will require excavation of the streambed in order to lay the culvert. The bottom of the culvert will be set at a lower elevation than the natural streambed, and then natural flow will redistribute sediment and restore a natural streambed within the culvert. The culverts will be designed to accommodate the flows associated with a storm event, and orientation to match stream flows will reduce and minimize impacts associated with erosion.

Specific impacts at each water crossing will be quantified and described once a design alternative has been decided upon, and the final design is complete. To minimize erosion impacts, TRRC will design the routing to avoid wetland or stream areas if at all possible by shifting alignment or altering grade. Fill will be placed into waters in the smallest possible area, and fill similar to the existing substrate will be used whenever possible. The scheduling of construction activities will also coincide with the lowest flows, if possible. TRRC will also implement BMPs to prevent erosion of disturbed areas and to minimize the discharge of pollutants and sediments into surface waters.

B: WATER CIRCULATION, FLUCTUATION, AND SALINITY DETERMINATIONS

1) Water

The SEIS being prepared by the STB will contain a discussion of surface waters and their associated quality. TRRC has not performed any water analyses in connection with this project for water quality parameters including salinity, water chemistry, clarity, color, odor, taste, dissolved gas levels, nutrients, or eutrophication. The following sections provide a general discussion of the proposed project's impact on various components of the water quality.

All alternatives cross at least one waterbody/stream that is listed on the state 303(d) list. Such waters include the Tongue Rive, Rosebud Creek, and Otter Creek. Some alternatives cross more than one of these 303(d) listed waters. The STB's SEIS will include additional information pertaining to 303(d) listed waters.

Potential impacts to water quality parameters are discussed below:

a) Salinity: No site-specific tests for salinity have been performed. Changes to salinity would most likely result from altering the hydraulic regime and interconnection of wetlands and streams or the use of fill materials significantly different from native soils. Neither of these changes are predicted to occur as a result of the proposed action.

b) Water Chemistry: Although no site-specific tests have been performed, there is no reason to suspect that the proposed action would significantly alter the alkalinity, hardness, pH level, or mineral concentration in surface waters.

c) Suspended Sediments/Turbidity: Temporary, localized, and/or minor increases in suspended sediments may occur during construction activities, especially near streams. Stable, granular fill materials and appropriate construction methods would be used to minimize these impacts.

d) Clarity: There may be temporary, localized increases in turbidity as a result of construction activities. These increases in turbidity would be very minor compared to the increases which naturally occur during spring run-off conditions or after heavy rainstorms. This short-term impact would be minimal. However, even minor increases that do not occur with a corresponding spike in the hydrograph can be very damaging to aquatic ecosystems (no flushing would occur, and gravels could be smothered, etc.). The use of appropriate erosion control BMPs will help to avoid or minimize temporary, localized increases in turbidity.

e) Color: The placement of fill could disrupt the substrate and increase the suspended sediments and turbidity in the water. This would have the effect of temporarily and locally altering the color of the waters in the vicinity of the construction activity, especially immediately following the fill placement. This change in color would be similar to the change in color during the spring runoff when high concentrations of sediments from the surrounding drainages give the water a milky color.

f) Odor: The project will not change any natural odors in the streams or wetlands.

g) Taste: The project will not significantly alter the taste of the surface water or the groundwater in the project area precluding any unknown spills or highly abnormal conditions.

h) Dissolved Gas Levels: Construction of the proposed project is not expected to significantly increase the turbulence of flows, cause stagnation in streams and wetlands, or cause other changes to hydraulic regimes; therefore, it is unlikely that the existing dissolved gas levels will be altered in any way.

i) Nutrients: Current sources of nutrients such as phosphorous and nitrogen predominantly come from non-point agricultural sources, and other naturally occurring high organic loads such as decaying algae. None of these conditions are expected to be impacted by the proposed project and since the hydraulics of wetlands and surface waters throughout the project area will be maintained, there should be no impact from nutrient loading.

j) Eutrophication: The proposed project is not expected to contribute significant quantities of sediment or nutrients to project vicinity surface waters or wetlands. The waters that will be impacted by the proposed project are primarily streams and wetlands, and not lakes. Streams are generally well mixed and plant growth induced by excessive nutrients is generally not a problem. Wetlands are, by their nature, already subject to eutrophication. Since there will be no significant increase in nutrients and the hydraulic regimes will be preserved, there are no anticipated impacts from increased eutrophication. When small hydrologically isolated wetlands (potholes) are partially filled,

eutrophication may occur more rapidly. Once final design has been completed, potential impacts from eutrophication can be quantified.

2) **Current Patterns and Circulation**

a) Current Patterns, Drainage Patterns. Normal and Low Flows: All of the local drainage crossings and patterns will be maintained if they are presently adequate to maintain natural current and drainage patterns. Seasonal variations in stream flow and groundwater table naturally affect flow volumes and hydraulic patterns. However, construction of the proposed project is not expected to change or alter these patterns and the total flow of water should not be altered.

b) Velocity: The intent of the rail line design and construction will be to maintain existing stream velocities if it is representative of a suitable natural condition. The drainage culverts will be designed to have no more than minimal effect on the hydraulic flow characteristics of the natural system, including velocity.

c) Stratification: Proposed improvements are not expected to alter the current stratification of waters in any of the streams or wetlands.

d) Hydrological Regime: The project is not expected to affect any of the existing hydrologic regimes of the streams or wetlands in the project area.

e) Aquifer Recharge: The proposed action is not expected to have any adverse effect on the quality or extent of any aquifer recharge.

3) **Normal Water Level Fluctuations**

The bridges over permanent and intermittent streams will be designed to span the channels, i.e., no bridge piers will be placed between the ordinary high water marks of the streams. The culverts in smaller and ephemeral streams and drainages will be designed to span the bankfull width of the channels. All bridges and culverts on the project will be designed to pass anticipated high flows of the 50-year and 100-year flood interval based on BNSF and MDT hydraulic criteria, and therefore would not be expected to inhibit normal water level fluctuations.

4) **Salinity Gradients**

All of the waterbodies in the project area are inland freshwater streams. There are no salinity gradients to be affected by the proposed construction.

5) **Actions Taken to Avoid and Minimize Impacts**

Other than short-term temporary increases in suspended sediments and current patterns around temporary construction access fill or dewatering structures, the project is not expected to impact water quality, circulation, or normal water level fluctuations. However, to minimize impacts, the following measures will be taken:

- a) Bridge and culvert openings will be sized to maintain the appropriate natural water levels and velocities in the streams.
- b) Culverts and hydraulic structures will be sized to maintain natural cross-highway drainage patterns, and to allow for passage of fish and other aquatic life in fishbearing streams.
- c) Fill material will not cause more than minimal changes to the natural hydraulic flow characteristics of the streams or increase flooding.

C: SUSPENDED PARTICULATE/TURBIDITY DETERMINATIONS

1) *Expected Changes in Suspended Particulate and Turbidity Levels*

Other than short-term temporary increases in suspended sediments and current patterns around temporary construction access fill or dewatering structures, the project is not expected to change suspended particulate and turbidity levels within the water. However, the placement of fill at stream channel crossings may introduce some fine materials to the surface waters, which would cause temporary increases in the level of suspended particulates during construction. The placement of fill may re-suspend bottom sediments. As a result, turbidity levels may temporarily increase in the vicinity of stream or wetland encroachments.

Stormwater runoff from areas in the vicinity of streams and wetlands can also transport sediment to the surface waters. This would result in an increase in suspended particulates and turbidity levels. It will be necessary to ensure that a standard erosion control work plan is carefully established and followed to keep erosion at a minimum. Removal of sediment that erodes into a wetland from disturbed areas on the project will be required.

2) *Effects on Chemical and Physical Properties of the Water Column*

a) *Light Penetration*: Other than short-term temporary increases in suspended sediments and current patterns around temporary construction access fill or dewatering structures, the project is not expected to affect the chemical and physical properties of the water column. Increased levels of suspended particulates and turbidity in the surface waters near the construction site may, however, decrease the amount of light penetration. These impacts would be short-term and would occur only temporarily during the construction activities.

b) *Dissolved Oxygen*: The proposed project should not result in any increased turbulence or stagnation of the surface waters to the point of affecting the dissolved oxygen levels.

c) *Toxic Metals and Organics*: To the extent that any fill is necessary, no fill material will be taken from any hazardous material site.

d) *Pathogens*: There are no known major sources of viruses or pathogenic organisms in the project area, although livestock and wildlife waste is evident in places throughout the corridor. The use of clean, inorganic fill material would prevent the introduction of pathogens in surface waters.

e) Aesthetics: The project would affect the aesthetics of surface water in the project area in a condition similar to the spring runoff conditions, albeit at a reduced scale. The effects would be temporary, localized, and occur near or just downstream of the actual construction activities. The expected impacts are the increased suspended particulate levels in the surface waters near the placement activity, which should disperse as the distance from the source increases.

3) **Effects on Biota**

a) Primary Production, Photosynthesis: Because no significant increases in water turbidity are expected which may impair the rate of photosynthesis or inhibit the feeding ability of sight-dependent species, the project should not substantially lower the rate of photosynthesis and primary productivity in surface waters. As indicated in the previous section, changes in suspended particulates and turbidity levels are expected to be localized and temporary. These conditions should not be significant enough to affect the level of dissolved oxygen in the surface waters.

b) Suspension / Filter Feeders: Suspension and filter feeders capture and use organic particles suspended in the water current. Due to the increased levels of suspended particulates and turbidity near construction activities, these organisms would be impacted. Excessive sediment can bury organisms, abrade their gills, and damage their habitat. However, the impacts would be very localized and short-termed. The organisms would be expected to naturally repopulate the area very quickly after the construction activities have been completed.

c) Sight Feeders: Sight feeders rely on clear water to find their food. Therefore, they may be impacted by the short-term, localized increases in suspended particulates and turbidity due to the placement of fill materials. Similar to filter feeders, excessive sediment can bury these organisms, abrade their gills, and damage their habitat. Suspended particulates and turbidity should rapidly diminish after the actual placement of fill materials, allowing quick recovery for sight feeders.

D: AQUATIC ECOSYSTEM AND ORGANISM DETERMINATIONS

1) **Effects on Special Aquatic Sites**

a) Species Sites: The Tongue River and Tongue River Road Alternatives would pass through a portion of the Miles City Fish Hatchery at Miles City, Montana. The Miles City Fish Hatchery raises warm and cool water fish including the endangered pallid sturgeon, walleye, northern pike, and largemouth and smallmouth bass. TRRC reached a tentative agreement with the Montana Department of Fish, Wildlife & Parks for an easement for the proposed railroad to pass through the fish hatchery; however, mitigation including construction of at least one replacement hatchery basin would be required.

The Tongue River, Tongue River Road, and Moon Creek Alternatives would pass through portions of the LARRL. Although the LARRL is not a sanctuary or refuge for the preservation of fish and wildlife resources, it is an important government facility engaged in researching ecologically and economically sustainable range animal (primarily cattle)

management systems to improve beef production efficiency. Noise and vibration associated with railroad construction and operation may disrupt cattle grazing patterns or other research activities.

None of the other rail alternatives pass through or near the Miles City Fish Hatchery, the LARRL, or any wildlife sanctuaries or refuges.

b) Wetlands: All of the rail alternatives pass through wetlands, which are considered special aquatic sites. Tables 3 through 6 summarize the potentially affected wetlands for each alternative. Wetlands in the region are generally found adjacent to relatively permanent streams and would be affected by filling where the track crosses the streams. Since most of the proposed rail line would run on high ground over upland areas and based on personal observations of the project alternatives, TRRC considers the estimates presented in Tables 3 through 6 to overestimate the actual areas of wetlands present within the project alternatives. When full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands. Ongoing refinements to the project plans will reduce impacts to wetlands and waterbodies as much as practicable.

Permanent impacts to wetlands are anticipated to be limited to areas where culverts are required, and for embankment stabilization across waters. The width of bank stabilization or embankment fill is typically proportional to the height of the railroad embankment at the crossing and will be determined during final design. Except for bank stabilization stone, the stream banks will be seeded for erosion control and then vegetation will be allowed to reestablish by natural succession.

c) Mud flats: TRRC is not aware of any mud flats in the project area, and the project is not expected to create any new mud flats.

d) Vegetated Shallows: These are areas that are permanently inundated and support rooted, aquatic vegetation. These areas are generally classified as wetlands. The proposed project is not expected to create any new vegetated shallows.

e) Riffle and Pool Complexes: Adverse impacts on these complexes are not anticipated, as bridges and culverts will be engineered to maintain existing hydraulic characteristics. All of the riffle/pool complexes within the project corridor will need to be delineated prior to final design. After which, specific impacts to each riffle/pool complex can be quantified.

2) Effects on Threatened and Endangered Species and Their Habitats

The United States Fish and Wildlife Service's (USFWS) October 2014 list of Endangered, Threatened, Proposed, and Candidate Species in Montana Counties indicates that the species summarized in Table 10 may be present in Big Horn, Custer, Powder River, and Rosebud Counties.

Table 9. Listed Threatened and Endangered Species

Species Name	Status	Colstrip	Tongue River	Tongue River Road	Moon Creek	Decker
Pallid sturgeon	Endangered	•	•	•	•	•
Interior least tern	Endangered	•	•	•	•	•
Black-footed ferret	Endangered	•	•	•	•	•
Whooping crane	Endangered		•	•	•	
Northern long-eared bat	Proposed	•	•	•	•	•
Red knot	Proposed	•	•	•	•	•
Greater sage grouse	Candidate	•	•	•	•	•
Sprague’s pipit	Candidate	•	•	•	•	•

• Indicates species is listed within a county the rail alternative passes through.

The SEIS being prepared by the STB will contain a discussion of potential impacts to threatened and endangered species. TRRC will be in a position to revise this report once the STB’s draft SEIS has been issued.

At this time, it is anticipated that because all the alternative routes cross the Tongue River and traverse similar upland terrain, the potential for these listed species or their habitat to be present within each alternative alignment appears to be approximately equivalent. The Colstrip Alternative may cause the fewest effects to listed species and their habitat because of its shorter length and its location adjacent to existing roadways.

Project effects to threatened and endangered species and their habitats are expected to be short-term and temporary, limited to construction activity, noise and vibration. The bridges over permanent and intermittent streams will be designed to span the channels, i.e., no bridge piers will be placed between the ordinary high water marks of the streams. Therefore, no effects to the pallid sturgeon are anticipated. No effects to the listed bird species or other migratory birds are anticipated.

3) Effects on Other Animals

The SEIS being prepared by the STB will contain a discussion of potential impacts to other animals that may result from the construction, operation, and maintenance of the proposed rail line. TRRC will be in a position to revise this report once the STB’s draft SEIS has been issued.

At this time, it is anticipated that all of the rail alternatives run primarily on high ground through upland areas, with numerous crossings of streams, small adjacent wetlands, and ephemeral drainages. These areas likely provide habitat for a diversity of large and small mammals, birds, amphibians, and fish species. The primary effects on animals will result from construction activities. Noise and vibration, operation of large construction equipment, and land disturbance including vegetation removal may result in displacement of animals within the project corridor, disruption or change of nesting or breeding areas, or restrictions of movements of terrestrial animals.

Once operational, the completed railroad may restrict movements of certain terrestrial animals. Cattle passes will be installed at certain locations to be determined in order to allow ranch

animals to safely pass beneath the railroad. The railroad will not discharge pollutants or contaminants to water or land that would affect water quality in storm water runoff or receiving waters; no impacts to water quality are anticipated that would adversely affect wildlife species that rely on sight to feed or disrupt food chain organisms.

The Colstrip and Tongue River Road Alternatives may cause fewer effects on animals since these alternatives run along established transportation corridors; animals may be accustomed to traffic along these alternatives. The Colstrip Alternative may cause the fewest effects on animals due to its shorter length and corresponding shorter duration of construction activities.

E: POTENTIAL EFFECTS ON HUMAN USE CHARACTERISTICS

The SEIS being prepared by the STB will contain a discussion of potential impacts to human use characteristics that may result from the construction, operation, and maintenance of the proposed rail line. TRRC will be in a position to revise this report once the STB's draft SEIS has been issued.

At this time, it is anticipated that the proposed railroad would not adversely affect municipal, private, or potential water supplies. Community water supplies within the project alternatives include the Ashland Water and Sewer District, the City of Colstrip, the St. Labre Indian School, Custer County Water and Sewer District, City of Miles City, Palisades Apartments (Miles City), and Pine Hills Youth Correctional Facility. The City of Colstrip draws its water supply from Castle Rock Lake. The City of Miles City, Custer County Water and Sewer District, and the Pine Hills Youth Correctional Facility draw their water supplies from the Yellowstone River. The Ashland Water and Sewer District, St. Labre Indian School, and Palisades Apartments draw their water supplies from groundwater wells. Private wells are used for domestic supplies and irrigation within the project area. When property access is obtained, detailed ground surveys will be performed for design purposes. If any community or private wells are found to be located within the proposed railroad right-of-way, TRRC will coordinate with the affected user to remove the well from service, properly seal the well, and replace the water supply if needed.

The extent of recreational and commercial fishing in the Tongue River and other streams within the project area is unknown. Fishing and other access will be restricted within construction zones during construction. Operation of the railroad is not expected to cause any long-term adverse effects to fish populations. Waterborne access beneath the railroad bridges will be permitted for fishing and other water-related recreational uses. However, access to the stream banks beneath the railroad bridges will be restricted to prevent potential injuries to persons.

The railroad will affect the aesthetics of the natural aquatic ecosystem by the presence of bridges where none currently exist. At the current level of design, all the proposed bridges are low-profile girders on two-piling piers to reduce the visual impacts of the bridges.

Livestock grazing potential will be lost on areas where rangeland vegetation is destroyed or where livestock are prevented from grazing, either during construction or operation. The impact will be negligible because the project area comprises only a small portion of rangeland that may be used for grazing purposes.

The Decker Alternative crosses to the west side of the Tongue River to avoid the Wolf Mountains Battlefield NHL near Birney, Montana. The Ashland East Variation for the northern

alternatives passes closer to recreational facilities of the Custer National Forest than the primary route alternatives. None of the rail alternatives pass through any parks or national and historic landmarks.

F: DETERMINATION OF CUMULATIVE EFFECTS ON THE AQUATIC ECOSYSTEMS

Cumulative effects are the changes in aquatic ecosystems attributable to the collective effects of a number of individual discharges of fill material. Although the impact of a particular discharge may be a minor change in itself, the cumulative effect of many such changes can result in major impairments of water resources and interfere with the productivity and water quality of surface water and wetlands.

The railroad project will be designed to avoid and minimize impacts to aquatic ecosystems and organisms. All of the rail alternatives run primarily on high ground through upland areas, with numerous crossings of streams, small adjacent wetlands, and ephemeral drainages. In most cases, the linear transportation crossings are located far apart along the railroad alignment. Therefore, project effects to aquatic ecosystems, which are predicted to be short-term, temporary, and minor on all the rail alternatives, would be distributed at discrete locations along the railroad and would not combine to cause cumulative effects on the aquatic ecosystems.

Project reconstruction and other activities in, or adjacent to, surface waters and wetlands present the potential for spreading noxious weeds. Invasion of wetlands by non-native or invasive plant species can affect native wetland communities. Following construction, TRRC will implement a noxious weed control program utilizing a combination of mechanical and herbicide spray methods to control noxious weeds.

G: DETERMINATION OF SECONDARY EFFECTS ON THE AQUATIC ECOSYSTEMS

Secondary effects are effects on an aquatic ecosystem that are associated with discharges of dredged or fill materials but do not result from the actual placement of the dredged or fill material. The most prevalent secondary effect on the aquatic ecosystems from the proposed project may result from surface storm water runoff during construction.

For this reason, TRRC will obtain coverage under the Montana Department of Environmental Quality General Permit for Storm Water Discharges Associated with Construction Activity (MTR10000) and implement a SWPPP during construction. BMPs will be designed, installed, and maintained to prevent erosion and control sediment runoff from disturbed land surfaces. BMPs will be maintained until all disturbed land surfaces have been finally stabilized in accordance with the permit.

TRRC does not plan to construct or operate any maintenance or fueling facilities as part of this project. Therefore, there should be no storm water discharges associated with industrial activities or wastewater discharges.

SECTION 4: FINDINGS OF COMPLIANCE

A: ADAPTATION OF THE SECTION 404(B)(1) GUIDELINES TO THIS EVALUATION

This evaluation is based on a conceptual and preliminary design of the project alternatives and identifies and quantifies the environmental impacts associated with the proposed action insofar as present design data allows. Before the project can be advanced to the design stage, the preferred alternative must be approved by the STB and a formal design for it must be developed and approved.

Some project-specific information required for the Section 404(b)(1) evaluation might not be accurately predicted until the STB's SEIS has been issued, and final design plans are available. All of the practicable alternatives under consideration require linear transportation crossings of multiple waterbodies. Upon STB licensing for construction of the project, TRRC will complete field wetland determinations and apply to the USACE for Section 404 permits or utilize a nationwide permit for the linear transportation crossings.

B: EVALUATION OF AVAILABILITY OF PRACTICAL ALTERNATIVES TO THE PROPOSED DISCHARGE SITE WHICH WOULD HAVE LESS ADVERSE IMPACT ON THE AQUATIC ECOSYSTEM

Section 230.10(a) of the Guidelines states "Except as provided under 404(b)(2), no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

Wetlands and waterbodies located within the right-of-way of each of the alternatives have been estimated. Tables 3 through 6 summarize the potentially affected wetlands for each alternative. Wetlands in the region are generally found adjacent to relatively permanent streams.

The current wetland estimates indicate that the Colstrip Alternative would be the practicable alternative with the lowest amount of total wetland impacts, as well as the lowest acreage of Category II and III (moderate quality) wetlands impacts. Indeed, it is estimated that only 8.1 total acres of wetlands may be located within the right-of-way for the Colstrip Alternative, as compared to a total of 33.3 total acres of wetlands that may be located within the right-of-way for the Tongue River Road East Alternative, which would impact the greatest number of wetlands. The Colstrip Alternative (or the Colstrip Alternative East variation) would also require the fewest number of crossings of any alternative, requiring only 4 bridges and 121 culverts, as compared to the Moon Creek Alternative which would have the greatest number of crossings, totaling 4 bridges and 251 culverts.

Since most of the proposed rail line would run on high ground over upland areas, TRRC considers these estimates to overestimate the actual areas of wetlands that would be impacted by construction of the proposed railroad. When full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands. TRRC anticipates the actual amounts of wetland impacts will be reduced from the amounts shown in Table 4 when the right-of-way becomes available for onsite wetland determinations. Ongoing refinements to the project plans will reduce impacts to wetlands and

waterbodies as much as practicable. TRRC anticipates the linear transportation crossings on any of the build alternatives could separately be authorized under current nationwide Section 404 permits.

C: COMPLIANCE WITH APPLICABLE STATE WATER QUALITY STANDARDS

None of the rail alternatives under consideration would discharge biological or chemical pollutants. TRRC anticipates the linear transportation crossings on any of the build alternatives would meet the Montana Department of Environmental Quality Section 401 Water Quality Certification conditions for the applicable nationwide permits.

TRRC will obtain coverage under the Montana Department of Environmental Quality General Permit for Storm Water Discharges Associated with Construction Activity (MTR10000) and implement a SWPPP during construction. BMPs will be designed, installed, and maintained to prevent erosion and control sediment runoff from disturbed land surfaces. BMPs will be maintained until all disturbed land surfaces have been finally stabilized in accordance with the permit. Project effects to aquatic ecosystems are predicted to be short-term, temporary, and minor.

The project is in compliance with the following federal water quality standards:

- a) Clean Water Act, as Amended (Federal Water Pollution Control Act), 33 USC 1251 et seq:** The project is in compliance. Although Section 404 permit processing has not been initiated, the USACE and the USEPA will be contacted for early coordination to allow for proper planning in order to meet all requirements.
- b) Fish and Wildlife Coordination Act, as Amended, 16 USC 661, et seq:** In compliance.
- c) Floodplain Management (Executive Order 11988):** In compliance. The project will be designed to not have significant effects on floodplains.
- d) Protection of Wetlands (Executive Order 11990):** In compliance. The project will involve work below the ordinary high water line. The project will take the appropriate measures to first avoid, then minimize, then to provide compensatory mitigation for all impacts that cannot be avoided.

The following federal water quality standards are not considered to be applicable to this project:

- a) Coastal Zone Management Act, as Amended, 16 USC, 1531, et seq:** This Act is not applicable because the project does not involve a coastal zone.
- b) Estuary Protection Act, 16 USC, 1221, et seq:** This Act is not applicable because the project does not involve an estuary.
- c) Federal Water Project Recreation Act, as Amended, 16 USC, 460-1(12), et seq:** This Act is not applicable because the project is not considered to be a water recreation project.

d) Marine Protection, Research, and Sanctuaries Act 33 USC, 1401, et seq: This Act is not applicable because the project does not involve the discharge of material into the ocean.

e) Rivers and Harbors Act, 33 USC, 401, et seq: This Act is not applicable because the project would not place obstruction in a navigable waterway.

f) Watershed Protection and Flood Prevention Act, 16 USC, 1101, et seq: This Act is not applicable because the project does not involve the construction of dams in an upstream watershed.

D: COMPLIANCE WITH APPLICABLE TOXIC EFFLUENT CLEAN WATER ACT STANDARD OR PROHIBITION UNDER SECTION 307 OF THE CLEAN WATER ACT

Section 307 of the Clean Water Act imposes effluent limitations on discharge of materials containing toxic pollutants into surface waters, specifically aldrin/dieldrin, several DDT compounds, endrin, toxaphene, benzidine, and polychlorinated biphenyls (PCB). The project will not discharge any of these specified toxic pollutants; therefore it will be in compliance with Section 307 of the Clean Water Act.

E: COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

The alternative routes will be subject to updated comparative cultural resources reviews during the on-going EIS and Section 106 processes. Those updated reviews have not yet been completed. The additional cultural resources information, including information on impacts to traditional Native American cultural properties, will need to be reviewed and the relevant impacts assessed.

F: COMPLIANCE WITH THE ENDANGERED SPECIES ACT OF 1973, AS AMENDED

Potential effects to threatened and endangered species are discussed above. Since all the alternative routes cross the Tongue River and traverse similar upland terrain, the potential for listed species or their habitat to be present within each alternative alignment appears to be approximately equivalent. The Colstrip Alternative may cause the fewest impacts to listed species and their habitat because of its shorter length and its location adjacent to existing roadways.

TRRC anticipates that USACE will consult with USFWS during the Section 404 permitting process to determine if mitigation measures regarding threatened and endangered species may be imposed.

G: COMPLIANCE WITH SPECIFIC MEASURES FOR MARINE SANCTUARIES DESIGNATED BY THE MARINE PROTECTION, RESEARCH, AND SANCTUARIES ACT OF 1972

Due to the fact that this project does not involve the ocean, this Act is not applicable.

H: EVALUATION OF EXTENT OF DEGRADATION OF WATERS OF THE UNITED STATES

Each of the following sections have previously been discussed in this evaluation. The following statements represent the conclusions of these discussions.

1) Significant Adverse Effects on Human Health and Welfare: This project will not adversely affect municipal or private water supplies, recreation and commercial fisheries, aesthetics, or water-borne disease rates. Although temporary water quality degradation associated with turbidity and sedimentation would occur during construction, no long-term adverse impacts on water quality or the human environment are anticipated.

2) Significant Adverse Effects on Life Stages of Aquatic Life and Other Wildlife Dependent on Aquatic Ecosystems: Short-term temporary disruption to wildlife habitat, benthos, invertebrates, vertebrates, photosynthesis, plankton and sightfeeders may occur as a result from the turbidity and sedimentation caused by construction. However this project will not significantly or adversely produce long-term effects on the life stages of aquatic organisms or other wildlife dependent on aquatic ecosystems.

3) Significant Adverse Effects on the Aquatic Ecosystem, Ecosystem Diversity, Productivity, and Stability: This project will not produce significant adverse effects on the diversity, productivity, or stability of the aquatic ecosystems in the project area.

4) Significant Adverse Effects on Recreational, Aesthetic, and Economic Values: This project will not have a significant adverse effect on the recreational, aesthetic, or economic value of any waters of the United States or aquatic ecosystems in the project area.

I: LOCAL AUTHORITIES

Once an alternative is selected TRRC will comply with applicable local regulations to the extent that these are not preempted by federal law.

SECTION 5: CONCLUSIONS

Based on the factual determinations presented in this report, the Colstrip Alternative complies with Section 230.12 of the Guidelines as the least environmentally damaging practicable alternative. The Colstrip Alternative impacts fewer wetlands than any other alternative under review, including the fewest acres of Category II and Category III wetlands; would require less earthwork than any other alternative; and, due to its shorter length and relatively greater distance from the Tongue River compared to several other alternatives, would have fewer impacts on biological, aquatic ecosystem resources and on human use of the area. Further, the Colstrip Alternative avoids entirely the Miles City Fish Hatchery and the LARRL.

The proposed project will not violate water quality standards or Section 307 of the Clean Water Act. No discharge of dredged or fill material would cause significant degradation to waters of the United States. Any impacts would be temporary, and limited to the time of construction.

When full access to the right-of-way is obtained, TRRC will complete field wetland determinations to confirm the actual project impacts to wetlands. Ongoing refinements to the project plans will reduce impacts to wetlands and waterbodies as much as practicable. TRRC will apply to the USACE for Section 404 permits for the linear transportation crossings.

TRRC anticipates the linear transportation crossings on the Colstrip Alternative could separately be authorized under current nationwide Section 404 permits. Wetland and stream mitigation would be accomplished by either: purchasing credits in an approved wetland mitigation bank; purchasing credits in the MARS in-lieu fee program; or by developing permittee-responsible mitigation (not anticipated).

The SEIS being prepared by the STB will further detail all appropriate and practicable steps that may be taken to first avoid, then minimize, then compensate for all areas of wetlands that would be impacted by the proposed project. TRRC anticipates the STB will impose mitigation measures as conditions of the licensing of the proposed railroad. The additional mitigation measures, unknown at this time, may include measures to address project impacts to aquatic resources.

On the basis of the guidelines, the proposed disposal sites for the direct discharge of dredged or fill material are specified as complying with the requirements and the guidelines, with the inclusion of appropriate and practicable conditions to minimize pollution or adverse effects to the aquatic system.

SECTION 6: REFERENCES

The following references were utilized to prepare this Section 404(b)(1) evaluation.

Title 40 of the Code of Federal Regulations Part 230 – Section 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Materials

Montana Department of Transportation (MDT) Environmental Manual, Chapter 45 404(b)(1) Evaluation

U.S. Department of the Interior Fish and Wildlife Service, Endangered, Threatened, Proposed and Candidate Species in Montana Counties, October 2014.

TRRC Water Crossings

ALT	MEAS	CROSSING	TYPE_GENERAL
Tongue River Road East	0.46	Wetland	Drainage Structure
Tongue River Road	0.46	Wetland	Drainage Structure
Tongue River East	0.46	Wetland	Drainage Structure
Tongue River	0.46	Wetland	Drainage Structure
Moon Creek	0.42	Stream/Drainage	Drainage Structure
Moon Creek	0.43	Stream/Drainage	Drainage Structure
Moon Creek East	0.42	Stream/Drainage	Drainage Structure
Moon Creek East	0.43	Stream/Drainage	Drainage Structure
Colstrip	4.175727864	Stream/Drainage	SPP
Colstrip	12.05745593	Stream/Drainage	SPP
Colstrip East	4.175727864	Stream/Drainage	SPP
Colstrip East	12.05745593	Stream/Drainage	SPP
Colstrip East	5.14107132	Stream/Drainage	SPP
Tongue River East	5.14107132	Stream/Drainage	SPP
Moon Creek	2.466641005	Stream/Drainage & Wetland	SPP
Moon Creek	6.121798193	Stream/Drainage	SPP
Moon Creek	7.174774957	Stream/Drainage	SPP
Moon Creek East	2.466641005	Stream/Drainage & Wetland	SPP
Moon Creek East	6.121798193	Stream/Drainage	SPP
Moon Creek East	7.174774957	Stream/Drainage	SPP
Moon Creek East	5.14107132	Stream/Drainage	SPP
Tongue River Road	17.33221018	Stream/Drainage & Wetland	SPP
Tongue River Road	29.45467812	Stream/Drainage	SPP
Tongue River Road	33.48748952	Stream/Drainage	SPP
Tongue River Road	35.34765119	Stream/Drainage	SPP
Tongue River Road	38.62064679	Wetland	SPP
Tongue River Road	39.3034	Stream/Drainage & Wetland	SPP
Tongue River Road	46.83393692	Stream/Drainage	SPP
Tongue River Road East	17.33221018	Stream/Drainage & Wetland	SPP
Tongue River Road East	29.45467812	Stream/Drainage	SPP
Tongue River Road East	33.48748952	Stream/Drainage	SPP
Tongue River Road East	35.34765119	Stream/Drainage	SPP
Tongue River Road East	38.62064679	Wetland	SPP
Tongue River Road East	39.3034	Stream/Drainage & Wetland	SPP
Tongue River Road East	46.83393692	Stream/Drainage	SPP
Tongue River Road East	5.14107132	Stream/Drainage	SPP
Decker East	41.93242868	Stream/Drainage	SPP
Colstrip East	25.86544776	Stream/Drainage	SPP
Colstrip East	28.74360255	Stream/Drainage	SPP
Colstrip East	8.217962291	Stream/Drainage	SPP
Tongue River	3.981987284	Stream/Drainage	SPP
Tongue River	11.07956744	Stream/Drainage	SPP
Tongue River	16.60120762	Stream/Drainage	SPP
Tongue River	18.41453394	Stream/Drainage	SPP
Tongue River	20.60419607	Stream/Drainage	SPP
Tongue River	36.23809561	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River	40.71648669	Stream/Drainage	SPP
Tongue River	43.17078824	Stream/Drainage	SPP
Tongue River	52.03624559	Stream/Drainage	SPP
Tongue River East	3.981987284	Stream/Drainage	SPP
Tongue River East	11.07956744	Stream/Drainage	SPP
Tongue River East	16.60120762	Stream/Drainage	SPP
Tongue River East	18.41453394	Stream/Drainage	SPP
Tongue River East	20.60419607	Stream/Drainage	SPP
Tongue River East	36.23809561	Stream/Drainage	SPP
Tongue River East	40.71648669	Stream/Drainage	SPP
Tongue River East	43.17078824	Stream/Drainage	SPP
Tongue River East	52.03624559	Stream/Drainage	SPP
Tongue River East	66.11211619	Stream/Drainage	SPP
Tongue River East	68.99026478	Stream/Drainage	SPP
Tongue River East	8.217962291	Stream/Drainage	SPP
Moon Creek	3.135016734	Stream/Drainage	SPP
Moon Creek	19.20079607	Stream/Drainage	SPP
Moon Creek	34.83469561	Stream/Drainage	SPP
Moon Creek	39.31308669	Stream/Drainage	SPP
Moon Creek	41.76738824	Stream/Drainage	SPP
Moon Creek	50.63284559	Stream/Drainage	SPP
Moon Creek East	3.135016734	Stream/Drainage	SPP
Moon Creek East	19.20079607	Stream/Drainage	SPP
Moon Creek East	34.83469561	Stream/Drainage	SPP
Moon Creek East	39.31308669	Stream/Drainage	SPP
Moon Creek East	41.76738824	Stream/Drainage	SPP
Moon Creek East	50.63284559	Stream/Drainage	SPP
Moon Creek East	64.70871619	Stream/Drainage	SPP
Moon Creek East	67.58686478	Stream/Drainage	SPP
Moon Creek East	8.217962291	Stream/Drainage	SPP
Tongue River Road	3.981987284	Stream/Drainage	SPP
Tongue River Road	11.07956744	Stream/Drainage	SPP
Tongue River Road	20.42053957	Stream/Drainage	SPP
Tongue River Road	25.12657888	Stream/Drainage & Wetland	SPP
Tongue River Road	41.3940467	Stream/Drainage	SPP
Tongue River Road	47.7092155	Stream/Drainage	SPP
Tongue River Road East	3.981987284	Stream/Drainage	SPP
Tongue River Road East	11.07956744	Stream/Drainage	SPP
Tongue River Road East	20.42053957	Stream/Drainage	SPP
Tongue River Road East	25.12657888	Stream/Drainage & Wetland	SPP
Tongue River Road East	41.3940467	Stream/Drainage	SPP
Tongue River Road East	47.7092155	Stream/Drainage	SPP
Tongue River Road East	65.71384776	Stream/Drainage	SPP
Tongue River Road East	68.59196478	Stream/Drainage	SPP
Tongue River Road East	8.217962291	Stream/Drainage	SPP
Decker	14.6008451	Stream/Drainage	SPP
Decker	27.0693432	Stream/Drainage	SPP

TRRC Water Crossings

Decker East	38.85545884	Stream/Drainage	SPP
Decker East	14.6008451	Stream/Drainage	SPP
Decker East	27.0693432	Stream/Drainage	SPP
Colstrip East	29.04069849	Stream/Drainage	SPP
Tongue River	30.37718622	Stream/Drainage	SPP
Tongue River East	30.37718622	Stream/Drainage	SPP
Tongue River East	69.28739849	Stream/Drainage	SPP
Moon Creek	28.97378622	Stream/Drainage	SPP
Moon Creek East	28.97378622	Stream/Drainage	SPP
Moon Creek East	67.88399849	Stream/Drainage	SPP
Tongue River Road	23.5371343	Stream/Drainage	SPP
Tongue River Road	38.03471512	Stream/Drainage	SPP
Tongue River Road	48.19444246	Stream/Drainage	SPP
Tongue River Road	51.12333183	Stream/Drainage	SPP
Tongue River Road East	23.5371343	Stream/Drainage	SPP
Tongue River Road East	38.03471512	Stream/Drainage	SPP
Tongue River Road East	48.19444246	Stream/Drainage	SPP
Tongue River Road East	51.12333183	Stream/Drainage	SPP
Tongue River Road East	68.88909849	Stream/Drainage	SPP
Decker	0.517824879	Stream/Drainage	SPP
Decker	1.687699922	Stream/Drainage	SPP
Decker	38.77889259	Stream/Drainage	SPP
Decker East	1.687699922	Stream/Drainage	SPP
Decker East	0.517824879	Stream/Drainage	SPP
Colstrip	24.5065	Stream/Drainage	SPP
Colstrip	34.408	Stream/Drainage	SPP
Colstrip	2.529530459	Wetland	SPP
Colstrip	6.247511819	Stream/Drainage	SPP
Colstrip East	30.06773527	Stream/Drainage	SPP
Colstrip East	36.157	Stream/Drainage	SPP
Colstrip East	3.738525081	Stream/Drainage	SPP
Tongue River	6.008025057	Stream/Drainage	SPP
Tongue River	14.70927066	Stream/Drainage & Wetland	SPP
Tongue River	28.91898055	Stream/Drainage & Wetland	SPP
Tongue River	32.4782281	Stream/Drainage	SPP
Tongue River	38.81341735	Stream/Drainage	SPP
Tongue River	65.2728	Stream/Drainage	SPP
Tongue River	75.1743	Stream/Drainage	SPP
Tongue River	2.529530459	Wetland	SPP
Tongue River	6.247511819	Stream/Drainage	SPP
Tongue River East	6.008025057	Stream/Drainage	SPP
Tongue River East	14.70927066	Stream/Drainage & Wetland	SPP
Tongue River East	28.91898055	Stream/Drainage & Wetland	SPP
Tongue River East	32.4782281	Stream/Drainage	SPP
Tongue River East	38.81341735	Stream/Drainage	SPP
Tongue River East	70.31443527	Stream/Drainage	SPP
Tongue River East	76.4037	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River East	3.738525081	Stream/Drainage	SPP
Moon Creek	27.51558055	Stream/Drainage & Wetland	SPP
Moon Creek	31.0748584	Stream/Drainage	SPP
Moon Creek	37.41001735	Stream/Drainage	SPP
Moon Creek	63.8694	Stream/Drainage	SPP
Moon Creek	73.7709	Stream/Drainage	SPP
Moon Creek	2.529530459	Wetland	SPP
Moon Creek	6.247511819	Stream/Drainage	SPP
Moon Creek East	27.51558055	Stream/Drainage & Wetland	SPP
Moon Creek East	31.0748584	Stream/Drainage	SPP
Moon Creek East	37.41001735	Stream/Drainage	SPP
Moon Creek East	68.91103527	Stream/Drainage	SPP
Moon Creek East	75.0003	Stream/Drainage	SPP
Moon Creek East	3.738525081	Stream/Drainage	SPP
Tongue River Road	6.008025057	Stream/Drainage	SPP
Tongue River Road	49.61754004	Stream/Drainage	SPP
Tongue River Road	65.2214	Stream/Drainage	SPP
Tongue River Road	75.1228	Stream/Drainage	SPP
Tongue River Road	2.529530459	Wetland	SPP
Tongue River Road	6.247511819	Stream/Drainage	SPP
Tongue River Road East	6.008025057	Stream/Drainage	SPP
Tongue River Road East	49.61754004	Stream/Drainage	SPP
Tongue River Road East	69.91613527	Stream/Drainage	SPP
Tongue River Road East	76.0054	Stream/Drainage	SPP
Tongue River Road East	3.738525081	Stream/Drainage	SPP
Decker	40.41428818	Stream/Drainage	SPP
Decker	44.13226954	Wetland	SPP
Decker	50.7024	Stream/Drainage	SPP
Decker East	43.33497492	Stream/Drainage	SPP
Decker East	49.2448	Stream/Drainage	SPP
Colstrip East	28.93775554	Stream/Drainage	SPP
Tongue River East	69.18445554	Stream/Drainage	SPP
Moon Creek	7.786882872	Stream/Drainage	SPP
Moon Creek	11.1404683	Stream/Drainage	SPP
Moon Creek East	7.786882872	Stream/Drainage	SPP
Moon Creek East	11.1404683	Stream/Drainage	SPP
Moon Creek East	67.78105554	Stream/Drainage	SPP
Tongue River Road	30.09424669	Stream/Drainage	SPP
Tongue River Road	48.75720208	Stream/Drainage	SPP
Tongue River Road East	30.09424669	Stream/Drainage	SPP
Tongue River Road East	48.75720208	Stream/Drainage	SPP
Tongue River Road East	68.78615554	Stream/Drainage	SPP
Decker	30.7692	Stream/Drainage	SPP
Decker East	30.7692	Stream/Drainage	SPP
Decker	9.757399914	Stream/Drainage	SPP
Decker East	9.757399914	Stream/Drainage	SPP
Colstrip East	6.572146344	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River East	6.572146344	Stream/Drainage	SPP
Moon Creek East	6.572146344	Stream/Drainage	SPP
Tongue River Road	24.64061064	Stream/Drainage	SPP
Tongue River Road	51.99971719	Stream/Drainage	SPP
Tongue River Road	59.13094851	Stream/Drainage	SPP
Tongue River Road East	24.64061064	Stream/Drainage	SPP
Tongue River Road East	51.99971719	Stream/Drainage	SPP
Tongue River Road East	6.572146344	Stream/Drainage	SPP
Decker	6.437599535	Stream/Drainage	SPP
Decker East	40.501353366	Stream/Drainage	SPP
Decker East	6.437599535	Stream/Drainage	SPP
Decker	16.47074509	Stream/Drainage	CMP
Decker East	16.47074509	Stream/Drainage	CMP
Tongue River Road	14.45803948	Stream/Drainage	SPP
Tongue River Road	35.80169579	Stream/Drainage	SPP
Tongue River Road	44.2793118	Stream/Drainage	SPP
Tongue River Road East	14.45803948	Stream/Drainage	SPP
Tongue River Road East	35.80169579	Stream/Drainage	SPP
Tongue River Road East	44.2793118	Stream/Drainage	SPP
Decker	36.57899246	Stream/Drainage	SPP
Decker East	36.4687762	Stream/Drainage	SPP
Tongue River	18.49514602	Stream/Drainage	SPP
Tongue River East	18.49514602	Stream/Drainage	SPP
Moon Creek	17.04008703	Stream/Drainage	SPP
Moon Creek	17.06723387	Stream/Drainage	SPP
Moon Creek	17.1097	Stream/Drainage	SPP
Moon Creek East	17.04008703	Stream/Drainage	SPP
Moon Creek East	17.06723387	Stream/Drainage	SPP
Moon Creek East	17.1097	Stream/Drainage	SPP
Tongue River Road	26.70517153	Stream/Drainage	SPP
Tongue River Road	42.3213368	Stream/Drainage	SPP
Tongue River Road East	26.70517153	Stream/Drainage	SPP
Tongue River Road East	42.3213368	Stream/Drainage	SPP
Decker	2.237699911	Stream/Drainage	SPP
Decker	2.487699952	Stream/Drainage	SPP
Decker	3.587699921	Stream/Drainage	SPP
Decker East	3.587699921	Stream/Drainage	SPP
Decker East	2.487699952	Stream/Drainage	SPP
Decker East	2.237699911	Stream/Drainage	SPP
Tongue River Road	15.97984639	Stream/Drainage	SPP
Tongue River Road	18.24612745	Stream/Drainage	SPP
Tongue River Road	28.06168352	Stream/Drainage	SPP
Tongue River Road	57.73792029	Stream/Drainage	SPP
Tongue River Road East	15.97984639	Stream/Drainage	SPP
Tongue River Road East	18.24612745	Stream/Drainage	SPP
Tongue River Road East	28.06168352	Stream/Drainage	SPP
Tongue River Road East	57.73792029	Stream/Drainage	SPP

TRRC Water Crossings

Decker	13.13107687	Stream/Drainage	SPP
Decker	18.62055917	Stream/Drainage	SPP
Decker East	13.13107687	Stream/Drainage	SPP
Decker East	18.62055917	Stream/Drainage	SPP
Tongue River	34.37522783	Stream/Drainage & Wetland	SPP
Tongue River East	34.37522783	Stream/Drainage & Wetland	SPP
Moon Creek	32.97189042	Stream/Drainage & Wetland	SPP
Moon Creek East	32.97189042	Stream/Drainage & Wetland	SPP
Colstrip	21.98615852	Stream/Drainage	CMP
Colstrip	31.5454326	Stream/Drainage	CMP
Colstrip	32.52897305	Stream/Drainage	CMP
Colstrip	3.180683381	Stream/Drainage	CMP
Colstrip	5.231062179	Stream/Drainage	CMP
Colstrip	7.294467688	Stream/Drainage	CMP
Colstrip East	30.79383727	Stream/Drainage	CMP
Colstrip East	31.6874806	Stream/Drainage	CMP
Colstrip East	34.27797305	Stream/Drainage	CMP
Tongue River	12.25617109	Stream/Drainage	CMP
Tongue River	17.03574573	Stream/Drainage	CMP
Tongue River	18.9181642	Stream/Drainage	CMP
Tongue River	23.47209601	Stream/Drainage	CMP
Tongue River	27.82132237	Stream/Drainage	CMP
Tongue River	30.68055028	Stream/Drainage	CMP
Tongue River	31.99364599	Stream/Drainage	CMP
Tongue River	35.04334019	Stream/Drainage	CMP
Tongue River	35.27035565	Stream/Drainage	CMP
Tongue River	39.36243734	Stream/Drainage	CMP
Tongue River	40.4614774	Stream/Drainage	CMP
Tongue River	41.2368	Stream/Drainage	CMP
Tongue River	41.67380646	Stream/Drainage	CMP
Tongue River	42.58291261	Stream/Drainage	CMP
Tongue River	55.3087365	Stream/Drainage	CMP
Tongue River	56.894527	Stream/Drainage	CMP
Tongue River	62.75242096	Stream/Drainage	CMP
Tongue River	72.3117326	Stream/Drainage	CMP
Tongue River	73.29521351	Stream/Drainage	CMP
Tongue River	3.180683381	Stream/Drainage	CMP
Tongue River	5.231062179	Stream/Drainage	CMP
Tongue River	7.294467688	Stream/Drainage	CMP
Tongue River East	12.25617109	Stream/Drainage	CMP
Tongue River East	17.03574573	Stream/Drainage	CMP
Tongue River East	18.9181642	Stream/Drainage	CMP
Tongue River East	23.47209601	Stream/Drainage	CMP
Tongue River East	27.82132237	Stream/Drainage	CMP
Tongue River East	30.68055028	Stream/Drainage	CMP
Tongue River East	31.99364599	Stream/Drainage	CMP
Tongue River East	35.04334019	Stream/Drainage	CMP

TRRC Water Crossings

Tongue River East	35.27035565	Stream/Drainage	CMP
Tongue River East	39.36243734	Stream/Drainage	CMP
Tongue River East	40.4614774	Stream/Drainage	CMP
Tongue River East	41.2368	Stream/Drainage	CMP
Tongue River East	41.67380646	Stream/Drainage	CMP
Tongue River East	42.58291261	Stream/Drainage	CMP
Tongue River East	55.3087365	Stream/Drainage	CMP
Tongue River East	56.894527	Stream/Drainage	CMP
Tongue River East	71.04047253	Stream/Drainage	CMP
Tongue River East	71.93412406	Stream/Drainage	CMP
Tongue River East	74.52461351	Stream/Drainage	CMP
Moon Creek	17.5147642	Stream/Drainage	CMP
Moon Creek	22.06869601	Stream/Drainage	CMP
Moon Creek	26.41792237	Stream/Drainage	CMP
Moon Creek	29.27715028	Stream/Drainage	CMP
Moon Creek	30.59029624	Stream/Drainage	CMP
Moon Creek	33.639975	Stream/Drainage	CMP
Moon Creek	33.86698101	Stream/Drainage	CMP
Moon Creek	37.95903734	Stream/Drainage	CMP
Moon Creek	39.0580774	Stream/Drainage	CMP
Moon Creek	39.8334	Stream/Drainage	CMP
Moon Creek	40.27040646	Stream/Drainage	CMP
Moon Creek	41.17951261	Stream/Drainage	CMP
Moon Creek	53.9053365	Stream/Drainage	CMP
Moon Creek	55.491127	Stream/Drainage	CMP
Moon Creek	61.34905852	Stream/Drainage	CMP
Moon Creek	70.9083326	Stream/Drainage	CMP
Moon Creek	71.89181351	Stream/Drainage	CMP
Moon Creek	3.180683381	Stream/Drainage	CMP
Moon Creek	5.231062179	Stream/Drainage	CMP
Moon Creek	7.294467688	Stream/Drainage	CMP
Moon Creek East	17.5147642	Stream/Drainage	CMP
Moon Creek East	22.06869601	Stream/Drainage	CMP
Moon Creek East	26.41792237	Stream/Drainage	CMP
Moon Creek East	29.27715028	Stream/Drainage	CMP
Moon Creek East	30.59029624	Stream/Drainage	CMP
Moon Creek East	33.639975	Stream/Drainage	CMP
Moon Creek East	33.86698101	Stream/Drainage	CMP
Moon Creek East	37.95903734	Stream/Drainage	CMP
Moon Creek East	39.0580774	Stream/Drainage	CMP
Moon Creek East	39.8334	Stream/Drainage	CMP
Moon Creek East	40.27040646	Stream/Drainage	CMP
Moon Creek East	41.17951261	Stream/Drainage	CMP
Moon Creek East	53.9053365	Stream/Drainage	CMP
Moon Creek East	55.491127	Stream/Drainage	CMP
Moon Creek East	69.63707253	Stream/Drainage	CMP
Moon Creek East	70.53072406	Stream/Drainage	CMP

TRRC Water Crossings

Moon Creek East	73.12121351	Stream/Drainage	CMP
Tongue River Road	62.70102096	Stream/Drainage	CMP
Tongue River Road	72.26029188	Stream/Drainage	CMP
Tongue River Road	73.24381351	Stream/Drainage	CMP
Tongue River Road	3.180683381	Stream/Drainage	CMP
Tongue River Road	5.231062179	Stream/Drainage	CMP
Tongue River Road	7.294467688	Stream/Drainage	CMP
Tongue River Road East	70.64217253	Stream/Drainage	CMP
Tongue River Road East	71.5358806	Stream/Drainage	CMP
Tongue River Road East	74.12637305	Stream/Drainage	CMP
Decker	39.36733231	Stream/Drainage	CMP
Decker	41.43073782	Stream/Drainage	CMP
Decker	43.48111662	Stream/Drainage	CMP
Decker	48.82337305	Stream/Drainage	CMP
Decker East	46.38279647	Stream/Drainage	CMP
Decker East	47.36577305	Stream/Drainage	CMP
Colstrip	4.077411214	Stream/Drainage	CMP
Tongue River	14.28505005	Stream/Drainage	CMP
Tongue River	23.92814537	Stream/Drainage	CMP
Tongue River	31.34961675	Stream/Drainage	CMP
Tongue River	32.12803628	Stream/Drainage	CMP
Tongue River	38.18818182	Stream/Drainage	CMP
Tongue River	43.85280547	Stream/Drainage	CMP
Tongue River	4.077411214	Stream/Drainage	CMP
Tongue River East	14.28505005	Stream/Drainage	CMP
Tongue River East	23.92814537	Stream/Drainage	CMP
Tongue River East	31.34961675	Stream/Drainage	CMP
Tongue River East	32.12803628	Stream/Drainage	CMP
Tongue River East	38.18818182	Stream/Drainage	CMP
Tongue River East	43.85280547	Stream/Drainage	CMP
Moon Creek	22.52474537	Stream/Drainage	CMP
Moon Creek	29.94629352	Stream/Drainage	CMP
Moon Creek	30.724681	Stream/Drainage	CMP
Moon Creek	36.78478182	Stream/Drainage	CMP
Moon Creek	42.44940547	Stream/Drainage	CMP
Moon Creek	4.077411214	Stream/Drainage	CMP
Moon Creek East	22.52474537	Stream/Drainage	CMP
Moon Creek East	29.94629352	Stream/Drainage	CMP
Moon Creek East	30.724681	Stream/Drainage	CMP
Moon Creek East	36.78478182	Stream/Drainage	CMP
Moon Creek East	42.44940547	Stream/Drainage	CMP
Tongue River Road	4.077411214	Stream/Drainage	CMP
Decker	42.58438879	Stream/Drainage	CMP
Tongue River	52.96379477	Stream/Drainage & Wetland	CMP
Tongue River East	52.96379477	Stream/Drainage & Wetland	CMP
Moon Creek	51.56039477	Stream/Drainage & Wetland	CMP
Moon Creek East	51.56039477	Stream/Drainage & Wetland	CMP

TRRC Water Crossings

Colstrip	13.9695	Stream/Drainage	CMP
Colstrip	26.7666	Stream/Drainage	CMP
Colstrip	27.87253655	Stream/Drainage	CMP
Colstrip	29.41752333	Stream/Drainage	CMP
Colstrip	30.85436198	Stream/Drainage	CMP
Colstrip	33.33833828	Stream/Drainage	CMP
Colstrip	34.7453637	Stream/Drainage	CMP
Colstrip	1.837974711	Stream/Drainage	CMP
Colstrip	6.636374396	Stream/Drainage	CMP
Colstrip East	13.9695	Stream/Drainage	CMP
Colstrip East	24.57898896	Stream/Drainage	CMP
Colstrip East	28.00594694	Stream/Drainage	CMP
Colstrip East	30.99403893	Stream/Drainage	CMP
Colstrip East	35.08738634	Stream/Drainage	CMP
Colstrip East	36.4943637	Stream/Drainage	CMP
Colstrip East	2.9963709	Stream/Drainage	CMP
Colstrip East	8.410104022	Stream/Drainage	CMP
Tongue River	8.664972429	Stream/Drainage & Wetland	CMP
Tongue River	11.5699061	Stream/Drainage & Wetland	CMP
Tongue River	12.3211	Stream/Drainage	CMP
Tongue River	13.864	Stream/Drainage	CMP
Tongue River	18.0683638	Wetland	CMP
Tongue River	19.12824659	Stream/Drainage	CMP
Tongue River	21.13121941	Stream/Drainage	CMP
Tongue River	22.8337482	Stream/Drainage	CMP
Tongue River	27.93071863	Stream/Drainage	CMP
Tongue River	29.0762165	Stream/Drainage	CMP
Tongue River	31.54725675	Stream/Drainage	CMP
Tongue River	33.01669236	Stream/Drainage	CMP
Tongue River	38.71841382	Stream/Drainage	CMP
Tongue River	43.5877988	Stream/Drainage	CMP
Tongue River	46.01265674	Stream/Drainage	CMP
Tongue River	51.15656522	Stream/Drainage	CMP
Tongue River	56.38095982	Stream/Drainage	CMP
Tongue River	57.03507773	Stream/Drainage	CMP
Tongue River	57.80374778	Stream/Drainage	CMP
Tongue River	58.3121366	Stream/Drainage	CMP
Tongue River	67.5329	Stream/Drainage	CMP
Tongue River	68.63883655	Stream/Drainage	CMP
Tongue River	70.18382333	Stream/Drainage	CMP
Tongue River	71.62063154	Stream/Drainage	CMP
Tongue River	74.10463828	Stream/Drainage	CMP
Tongue River	75.5116637	Stream/Drainage	CMP
Tongue River	1.837974711	Stream/Drainage	CMP
Tongue River	6.636374396	Stream/Drainage	CMP
Tongue River East	8.664972429	Stream/Drainage & Wetland	CMP
Tongue River East	11.5699061	Stream/Drainage & Wetland	CMP

TRRC Water Crossings

Tongue River East	12.3211	Stream/Drainage	CMP
Tongue River East	13.864	Stream/Drainage	CMP
Tongue River East	18.0683638	Wetland	CMP
Tongue River East	19.12824659	Stream/Drainage	CMP
Tongue River East	21.13121941	Stream/Drainage	CMP
Tongue River East	22.8337482	Stream/Drainage	CMP
Tongue River East	27.93071863	Stream/Drainage	CMP
Tongue River East	29.0762165	Stream/Drainage	CMP
Tongue River East	31.54725675	Stream/Drainage	CMP
Tongue River East	33.01669236	Stream/Drainage	CMP
Tongue River East	38.71841382	Stream/Drainage	CMP
Tongue River East	43.5877988	Stream/Drainage	CMP
Tongue River East	46.01265674	Stream/Drainage	CMP
Tongue River East	51.15656522	Stream/Drainage	CMP
Tongue River East	56.38095982	Stream/Drainage	CMP
Tongue River East	57.03507773	Stream/Drainage	CMP
Tongue River East	57.80374778	Stream/Drainage	CMP
Tongue River East	58.3121366	Stream/Drainage	CMP
Tongue River East	64.82568896	Stream/Drainage	CMP
Tongue River East	68.25264694	Stream/Drainage	CMP
Tongue River East	71.24063893	Stream/Drainage	CMP
Tongue River East	75.33403828	Stream/Drainage	CMP
Tongue River East	76.7410637	Stream/Drainage	CMP
Tongue River East	2.9963709	Stream/Drainage	CMP
Tongue River East	8.410104022	Stream/Drainage	CMP
Moon Creek	17.72484659	Stream/Drainage	CMP
Moon Creek	19.72781941	Stream/Drainage	CMP
Moon Creek	21.43035662	Stream/Drainage	CMP
Moon Creek	26.52731863	Stream/Drainage	CMP
Moon Creek	27.6728165	Stream/Drainage	CMP
Moon Creek	30.14392538	Stream/Drainage	CMP
Moon Creek	31.61330049	Stream/Drainage	CMP
Moon Creek	37.31501382	Stream/Drainage	CMP
Moon Creek	42.1843988	Stream/Drainage	CMP
Moon Creek	44.60925674	Stream/Drainage	CMP
Moon Creek	49.75316522	Stream/Drainage	CMP
Moon Creek	54.97755982	Stream/Drainage	CMP
Moon Creek	55.63167773	Stream/Drainage	CMP
Moon Creek	56.40034778	Stream/Drainage	CMP
Moon Creek	56.9087366	Stream/Drainage	CMP
Moon Creek	66.1295	Stream/Drainage	CMP
Moon Creek	67.23543655	Stream/Drainage	CMP
Moon Creek	68.78042333	Stream/Drainage	CMP
Moon Creek	70.21726198	Stream/Drainage	CMP
Moon Creek	72.70123828	Stream/Drainage	CMP
Moon Creek	74.1082637	Stream/Drainage	CMP
Moon Creek	1.837974711	Stream/Drainage	CMP

TRRC Water Crossings

Moon Creek	6.636374396	Stream/Drainage	CMP
Moon Creek East	17.72484659	Stream/Drainage	CMP
Moon Creek East	19.72781941	Stream/Drainage	CMP
Moon Creek East	21.43035662	Stream/Drainage	CMP
Moon Creek East	26.52731863	Stream/Drainage	CMP
Moon Creek East	27.6728165	Stream/Drainage	CMP
Moon Creek East	30.14392538	Stream/Drainage	CMP
Moon Creek East	31.61330049	Stream/Drainage	CMP
Moon Creek East	37.31501382	Stream/Drainage	CMP
Moon Creek East	42.1843988	Stream/Drainage	CMP
Moon Creek East	44.60925674	Stream/Drainage	CMP
Moon Creek East	49.75316522	Stream/Drainage	CMP
Moon Creek East	54.97755982	Stream/Drainage	CMP
Moon Creek East	55.63167773	Stream/Drainage	CMP
Moon Creek East	56.40034778	Stream/Drainage	CMP
Moon Creek East	56.9087366	Stream/Drainage	CMP
Moon Creek East	63.42228896	Stream/Drainage	CMP
Moon Creek East	66.84924694	Stream/Drainage	CMP
Moon Creek East	69.83724129	Stream/Drainage	CMP
Moon Creek East	73.93063828	Stream/Drainage	CMP
Moon Creek East	75.3376637	Stream/Drainage	CMP
Moon Creek East	2.9963709	Stream/Drainage	CMP
Moon Creek East	8.410104022	Stream/Drainage	CMP
Tongue River Road	8.664972429	Stream/Drainage & Wetland	CMP
Tongue River Road	11.56992574	Stream/Drainage & Wetland	CMP
Tongue River Road	67.4815	Stream/Drainage	CMP
Tongue River Road	68.58733655	Stream/Drainage	CMP
Tongue River Road	70.13242333	Stream/Drainage	CMP
Tongue River Road	71.56923154	Stream/Drainage	CMP
Tongue River Road	74.05318634	Stream/Drainage	CMP
Tongue River Road	75.4602637	Stream/Drainage	CMP
Tongue River Road	1.837974711	Stream/Drainage	CMP
Tongue River Road	6.636374396	Stream/Drainage	CMP
Tongue River Road East	8.664972429	Stream/Drainage & Wetland	CMP
Tongue River Road East	11.56992574	Stream/Drainage & Wetland	CMP
Tongue River Road East	64.42738896	Stream/Drainage	CMP
Tongue River Road East	67.85434694	Stream/Drainage	CMP
Tongue River Road East	70.84243893	Stream/Drainage	CMP
Tongue River Road East	74.93578634	Stream/Drainage	CMP
Tongue River Road East	76.3427637	Stream/Drainage	CMP
Tongue River Road East	2.9963709	Stream/Drainage	CMP
Tongue River Road East	8.410104022	Stream/Drainage	CMP
Decker	10.92729234	Stream/Drainage	CMP
Decker	15.60103834	Stream/Drainage	CMP
Decker	17.41078792	Stream/Drainage	CMP
Decker	18.04735334	Stream/Drainage	CMP
Decker	18.1806921	Wetland	CMP

TRRC Water Crossings

Decker	20.00030004	Stream/Drainage	CMP
Decker	20.34029994	Stream/Drainage	CMP
Decker	20.75030078	Stream/Drainage	CMP
Decker	23.33984912	Stream/Drainage	CMP
Decker	28.97919995	Stream/Drainage	CMP
Decker	30.41919991	Stream/Drainage	CMP
Decker	31.20919996	Stream/Drainage	CMP
Decker	31.85916766	Stream/Drainage	CMP
Decker	33.33899493	Stream/Drainage	CMP
Decker	38.21888919	Stream/Drainage	CMP
Decker	40.02537338	Stream/Drainage	CMP
Decker	44.82382529	Stream/Drainage	CMP
Decker	49.63278634	Stream/Drainage	CMP
Decker	51.0397637	Stream/Drainage	CMP
Decker East	44.0771291	Stream/Drainage	CMP
Decker East	38.66339598	Stream/Drainage	CMP
Decker East	37.64425328	Stream/Drainage	CMP
Decker East	48.17518634	Stream/Drainage	CMP
Decker East	49.58222199	Stream/Drainage	CMP
Decker East	20.00030004	Stream/Drainage	CMP
Decker East	31.85916766	Stream/Drainage	CMP
Decker East	30.41919991	Stream/Drainage	CMP
Decker East	10.92729234	Stream/Drainage	CMP
Decker East	18.1806921	Wetland	CMP
Decker East	20.34029994	Stream/Drainage	CMP
Decker East	33.33899493	Stream/Drainage	CMP
Decker East	28.97919995	Stream/Drainage	CMP
Decker East	20.75030078	Stream/Drainage	CMP
Decker East	31.20919996	Stream/Drainage	CMP
Decker East	23.33984912	Stream/Drainage	CMP
Decker East	17.41078792	Stream/Drainage	CMP
Decker East	15.60103834	Stream/Drainage	CMP
Decker East	18.04735334	Stream/Drainage	CMP
Colstrip	3.810512291	Stream/Drainage	CMP
Colstrip	21.31241819	Stream/Drainage	CMP
Colstrip	21.79160317	Stream/Drainage	CMP
Colstrip East	3.810512291	Stream/Drainage	CMP
Colstrip East	26.66512498	Stream/Drainage	CMP
Tongue River	1.923701976	Stream/Drainage	CMP
Tongue River	12.81035611	Stream/Drainage	CMP
Tongue River	19.42416352	Stream/Drainage	CMP
Tongue River	19.869	Stream/Drainage	CMP
Tongue River	37.29066338	Stream/Drainage	CMP
Tongue River	38.58627085	Stream/Drainage & Wetland	CMP
Tongue River	39.70344978	Stream/Drainage	CMP
Tongue River	40.21546841	Stream/Drainage	CMP
Tongue River	40.65048428	Stream/Drainage	CMP

TRRC Water Crossings

Tongue River	40.82305815	Stream/Drainage & Wetland	CMP
Tongue River	46.12666313	Stream/Drainage	CMP
Tongue River	46.42968024	Stream/Drainage	CMP
Tongue River	48.56271191	Stream/Drainage	CMP
Tongue River	57.1853186	Stream/Drainage	CMP
Tongue River	62.07871819	Stream/Drainage	CMP
Tongue River	62.55790317	Stream/Drainage	CMP
Tongue River East	1.923701976	Stream/Drainage	CMP
Tongue River East	12.81035611	Stream/Drainage	CMP
Tongue River East	19.42416352	Stream/Drainage	CMP
Tongue River East	19.869	Stream/Drainage	CMP
Tongue River East	37.29066338	Stream/Drainage	CMP
Tongue River East	38.58627085	Stream/Drainage & Wetland	CMP
Tongue River East	39.70344978	Stream/Drainage	CMP
Tongue River East	40.21546841	Stream/Drainage	CMP
Tongue River East	40.65048428	Stream/Drainage	CMP
Tongue River East	40.82305815	Stream/Drainage & Wetland	CMP
Tongue River East	46.12666313	Stream/Drainage	CMP
Tongue River East	46.42968024	Stream/Drainage	CMP
Tongue River East	48.56271191	Stream/Drainage	CMP
Tongue River East	57.1853186	Stream/Drainage	CMP
Tongue River East	66.91182498	Stream/Drainage	CMP
Moon Creek	4.728414208	Stream/Drainage	CMP
Moon Creek	18.02076352	Stream/Drainage	CMP
Moon Creek	18.4657	Stream/Drainage	CMP
Moon Creek	35.88726338	Stream/Drainage	CMP
Moon Creek	37.18287085	Stream/Drainage & Wetland	CMP
Moon Creek	38.30004978	Stream/Drainage	CMP
Moon Creek	38.81206841	Stream/Drainage	CMP
Moon Creek	39.24708428	Stream/Drainage	CMP
Moon Creek	39.41965815	Stream/Drainage & Wetland	CMP
Moon Creek	44.72326313	Stream/Drainage	CMP
Moon Creek	45.02628024	Stream/Drainage	CMP
Moon Creek	47.15931191	Stream/Drainage	CMP
Moon Creek	55.7819186	Stream/Drainage	CMP
Moon Creek	60.67531819	Stream/Drainage	CMP
Moon Creek	61.15450317	Stream/Drainage	CMP
Moon Creek East	4.728414208	Stream/Drainage	CMP
Moon Creek East	18.02076352	Stream/Drainage	CMP
Moon Creek East	18.4657	Stream/Drainage	CMP
Moon Creek East	35.88726338	Stream/Drainage	CMP
Moon Creek East	37.18287085	Stream/Drainage & Wetland	CMP
Moon Creek East	38.30004978	Stream/Drainage	CMP
Moon Creek East	38.81206841	Stream/Drainage	CMP
Moon Creek East	39.24708428	Stream/Drainage	CMP
Moon Creek East	39.41965815	Stream/Drainage & Wetland	CMP
Moon Creek East	44.72326313	Stream/Drainage	CMP

TRRC Water Crossings

Moon Creek East	45.02628024	Stream/Drainage	CMP
Moon Creek East	47.15931191	Stream/Drainage	CMP
Moon Creek East	55.7819186	Stream/Drainage	CMP
Moon Creek East	65.50842498	Stream/Drainage	CMP
Tongue River Road	1.923701976	Stream/Drainage	CMP
Tongue River Road	15.35555236	Stream/Drainage	CMP
Tongue River Road	62.02724836	Stream/Drainage	CMP
Tongue River Road	62.50644778	Stream/Drainage	CMP
Tongue River Road East	1.923701976	Stream/Drainage	CMP
Tongue River Road East	15.35555236	Stream/Drainage	CMP
Tongue River Road East	66.51352498	Stream/Drainage	CMP
Decker	12.46116225	Stream/Drainage	CMP
Decker	15.95215404	Stream/Drainage	CMP
Decker	17.26076836	Stream/Drainage	CMP
Decker	19.02040002	Stream/Drainage	CMP
Decker	22.50332423	Stream/Drainage	CMP
Decker	25.49939994	Stream/Drainage	CMP
Decker	28.2092999	Stream/Drainage	CMP
Decker	28.56928047	Stream/Drainage	CMP
Decker	29.73923034	Stream/Drainage	CMP
Decker	34.18896677	Stream/Drainage	CMP
Decker East	12.46116225	Stream/Drainage	CMP
Decker East	22.50332423	Stream/Drainage	CMP
Decker East	25.49939994	Stream/Drainage	CMP
Decker East	19.02040002	Stream/Drainage	CMP
Decker East	34.18896677	Stream/Drainage	CMP
Decker East	28.2092999	Stream/Drainage	CMP
Decker East	17.26076836	Stream/Drainage	CMP
Decker East	15.95215404	Stream/Drainage	CMP
Decker East	29.73923034	Stream/Drainage	CMP
Decker East	28.56928047	Stream/Drainage	CMP
Colstrip	5.9293	Stream/Drainage	CMP
Colstrip	1.270131871	Stream/Drainage	CMP
Colstrip East	5.9293	Stream/Drainage	CMP
Colstrip East	22.73822389	Stream/Drainage	CMP
Colstrip East	26.19979941	Stream/Drainage	CMP
Colstrip East	26.50755454	Stream/Drainage	CMP
Colstrip East	1.770391952	Stream/Drainage	CMP
Tongue River	21.42841669	Stream/Drainage	CMP
Tongue River	28.12117325	Stream/Drainage & Wetland	CMP
Tongue River	54.5945021	Stream/Drainage	CMP
Tongue River	1.270131871	Stream/Drainage	CMP
Tongue River East	21.42841669	Stream/Drainage	CMP
Tongue River East	28.12117325	Stream/Drainage & Wetland	CMP
Tongue River East	54.5945021	Stream/Drainage	CMP
Tongue River East	62.98492389	Stream/Drainage	CMP
Tongue River East	66.44644997	Stream/Drainage	CMP

TRRC Water Crossings

Tongue River East	66.75419671	Stream/Drainage	CMP
Tongue River East	1.770391952	Stream/Drainage	CMP
Moon Creek	20.02501669	Stream/Drainage	CMP
Moon Creek	26.71777325	Stream/Drainage & Wetland	CMP
Moon Creek	53.1911021	Stream/Drainage	CMP
Moon Creek	1.270131871	Stream/Drainage	CMP
Moon Creek East	20.02501669	Stream/Drainage	CMP
Moon Creek East	26.71777325	Stream/Drainage & Wetland	CMP
Moon Creek East	53.1911021	Stream/Drainage	CMP
Moon Creek East	61.58152389	Stream/Drainage	CMP
Moon Creek East	65.04304997	Stream/Drainage	CMP
Moon Creek East	65.35085454	Stream/Drainage	CMP
Moon Creek East	1.770391952	Stream/Drainage	CMP
Tongue River Road	19.8487815	Stream/Drainage & Wetland	CMP
Tongue River Road	40.31006708	Stream/Drainage	CMP
Tongue River Road	1.270131871	Stream/Drainage	CMP
Tongue River Road East	19.8487815	Stream/Drainage & Wetland	CMP
Tongue River Road East	40.31006708	Stream/Drainage	CMP
Tongue River Road East	62.58662389	Stream/Drainage	CMP
Tongue River Road East	66.04819941	Stream/Drainage	CMP
Tongue River Road East	66.35595454	Stream/Drainage	CMP
Tongue River Road East	1.770391952	Stream/Drainage	CMP
Decker	10.83731912	Stream/Drainage	CMP
Decker	20.98019585	Stream/Drainage	CMP
Decker	21.54010005	Stream/Drainage	CMP
Decker	22.28993924	Stream/Drainage	CMP
Decker	23.87961132	Stream/Drainage	CMP
Decker	25.79939994	Stream/Drainage	CMP
Decker	25.95939994	Stream/Drainage	CMP
Decker	26.18939992	Stream/Drainage	CMP
Decker	27.88934635	Stream/Drainage	CMP
Decker	28.83919992	Stream/Drainage	CMP
Decker	29.58925018	Stream/Drainage	CMP
Decker	30.08919992	Stream/Drainage	CMP
Decker	32.97910096	Stream/Drainage	CMP
Decker	36.8688984	Stream/Drainage	CMP
Decker	45.39166813	Stream/Drainage	CMP
Decker East	45.30310805	Stream/Drainage	CMP
Decker East	27.88934635	Stream/Drainage	CMP
Decker East	20.98019585	Stream/Drainage	CMP
Decker East	10.83731912	Stream/Drainage	CMP
Decker East	32.97910096	Stream/Drainage	CMP
Decker East	26.18939992	Stream/Drainage	CMP
Decker East	28.83919992	Stream/Drainage	CMP
Decker East	23.87961132	Stream/Drainage	CMP
Decker East	29.58925018	Stream/Drainage	CMP
Decker East	25.79939994	Stream/Drainage	CMP

TRRC Water Crossings

Decker East	30.08919992	Stream/Drainage	CMP
Decker East	22.28993924	Stream/Drainage	CMP
Decker East	25.95939994	Stream/Drainage	CMP
Decker East	21.54010005	Stream/Drainage	CMP
Colstrip East	21.09050208	Stream/Drainage	CMP
Colstrip East	21.85280188	Stream/Drainage	CMP
Colstrip East	24.87218615	Stream/Drainage	CMP
Colstrip East	26.89721607	Stream/Drainage	CMP
Colstrip East	29.11160857	Stream/Drainage	CMP
Colstrip East	33.68253748	Stream/Drainage	CMP
Colstrip East	4.890318233	Stream/Drainage	CMP
Colstrip East	6.034005879	Stream/Drainage	CMP
Tongue River East	61.3371662	Stream/Drainage	CMP
Tongue River East	62.09950188	Stream/Drainage	CMP
Tongue River East	65.11888615	Stream/Drainage	CMP
Tongue River East	67.14391607	Stream/Drainage	CMP
Tongue River East	69.35830857	Stream/Drainage	CMP
Tongue River East	73.92913748	Stream/Drainage	CMP
Tongue River East	4.890318233	Stream/Drainage	CMP
Tongue River East	6.034005879	Stream/Drainage	CMP
Moon Creek	4.9322	Stream/Drainage	CMP
Moon Creek	11.64090793	Stream/Drainage	CMP
Moon Creek East	4.9322	Stream/Drainage	CMP
Moon Creek East	11.64090796	Stream/Drainage	CMP
Moon Creek East	59.9337662	Stream/Drainage	CMP
Moon Creek East	60.69610188	Stream/Drainage	CMP
Moon Creek East	63.71548615	Stream/Drainage	CMP
Moon Creek East	65.74051607	Stream/Drainage	CMP
Moon Creek East	67.95490857	Stream/Drainage	CMP
Moon Creek East	72.52581796	Stream/Drainage	CMP
Moon Creek East	4.890318233	Stream/Drainage	CMP
Moon Creek East	6.034005879	Stream/Drainage	CMP
Tongue River Road	39.49906688	Stream/Drainage	CMP
Tongue River Road	43.86879474	Stream/Drainage	CMP
Tongue River Road	50.1700484	Stream/Drainage	CMP
Tongue River Road East	39.49906688	Stream/Drainage	CMP
Tongue River Road East	43.86879474	Stream/Drainage	CMP
Tongue River Road East	50.1700484	Stream/Drainage	CMP
Tongue River Road East	60.9388662	Stream/Drainage	CMP
Tongue River Road East	61.70120188	Stream/Drainage	CMP
Tongue River Road East	64.72058615	Stream/Drainage	CMP
Tongue River Road East	66.74561607	Stream/Drainage	CMP
Tongue River Road East	68.96000857	Stream/Drainage	CMP
Tongue River Road East	73.53091796	Stream/Drainage	CMP
Tongue River Road East	4.890318233	Stream/Drainage	CMP
Tongue River Road East	6.034005879	Stream/Drainage	CMP
Decker	5.6885	Stream/Drainage	CMP

TRRC Water Crossings

Decker	7.737492744	Stream/Drainage	CMP
Decker	8.487492941	Stream/Drainage	CMP
Decker	29.94920249	Stream/Drainage	CMP
Decker	32.51913854	Stream/Drainage	CMP
Decker	37.83889176	Stream/Drainage	CMP
Decker East	41.03949412	Stream/Drainage	CMP
Decker East	42.18316232	Stream/Drainage	CMP
Decker East	29.94920249	Stream/Drainage	CMP
Decker East	8.487492914	Stream/Drainage	CMP
Decker East	7.737492744	Stream/Drainage	CMP
Decker East	5.6885	Stream/Drainage	CMP
Decker East	32.51913854	Stream/Drainage	CMP
Colstrip	6.4742	Stream/Drainage	CMP
Colstrip	18.5376	Stream/Drainage	CMP
Colstrip	20.96906807	Stream/Drainage	CMP
Colstrip East	6.4742	Stream/Drainage	CMP
Colstrip East	20.11381674	Stream/Drainage	CMP
Colstrip East	23.70295113	Stream/Drainage	CMP
Tongue River	22.13253975	Stream/Drainage	CMP
Tongue River	23.0600343	Stream/Drainage	CMP
Tongue River	24.10693652	Stream/Drainage & Wetland	CMP
Tongue River	25.03644056	Stream/Drainage	CMP
Tongue River	30.05691179	Stream/Drainage & Wetland	CMP
Tongue River	31.05492658	Stream/Drainage	CMP
Tongue River	44.04181024	Stream/Drainage	CMP
Tongue River	44.42081986	Stream/Drainage	CMP
Tongue River	61.73536807	Stream/Drainage	CMP
Tongue River East	22.13253975	Stream/Drainage	CMP
Tongue River East	23.0600343	Stream/Drainage	CMP
Tongue River East	24.10693652	Stream/Drainage & Wetland	CMP
Tongue River East	25.03644056	Stream/Drainage	CMP
Tongue River East	30.05691179	Stream/Drainage & Wetland	CMP
Tongue River East	31.05492658	Stream/Drainage	CMP
Tongue River East	44.04181024	Stream/Drainage	CMP
Tongue River East	44.42081986	Stream/Drainage	CMP
Tongue River East	60.36051674	Stream/Drainage	CMP
Tongue River East	63.94962873	Stream/Drainage	CMP
Moon Creek	4.598569249	Stream/Drainage	CMP
Moon Creek	9.891770089	Wetland	CMP
Moon Creek	13.23059295	Stream/Drainage	CMP
Moon Creek	20.72921582	Stream/Drainage	CMP
Moon Creek	21.65669285	Stream/Drainage	CMP
Moon Creek	22.70353652	Stream/Drainage & Wetland	CMP
Moon Creek	23.63309615	Stream/Drainage	CMP
Moon Creek	28.65351179	Stream/Drainage & Wetland	CMP
Moon Creek	29.65161548	Stream/Drainage	CMP
Moon Creek	42.63841024	Stream/Drainage	CMP

TRRC Water Crossings

Moon Creek	43.01741986	Stream/Drainage	CMP
Moon Creek	60.33196807	Stream/Drainage	CMP
Moon Creek East	4.598569249	Stream/Drainage	CMP
Moon Creek East	9.891770089	Wetland	CMP
Moon Creek East	13.23059295	Stream/Drainage	CMP
Moon Creek East	20.72921582	Stream/Drainage	CMP
Moon Creek East	21.65669285	Stream/Drainage	CMP
Moon Creek East	22.70353652	Stream/Drainage & Wetland	CMP
Moon Creek East	23.63309615	Stream/Drainage	CMP
Moon Creek East	28.65351179	Stream/Drainage & Wetland	CMP
Moon Creek East	29.65161548	Stream/Drainage	CMP
Moon Creek East	42.63841024	Stream/Drainage	CMP
Moon Creek East	43.01741986	Stream/Drainage	CMP
Moon Creek East	58.95711674	Stream/Drainage	CMP
Moon Creek East	62.54625113	Stream/Drainage	CMP
Tongue River Road	15.77515501	Stream/Drainage	CMP
Tongue River Road	38.40249995	Stream/Drainage & Wetland	CMP
Tongue River Road	40.71106616	Stream/Drainage	CMP
Tongue River Road	45.81422056	Stream/Drainage	CMP
Tongue River Road	52.10886086	Stream/Drainage & Wetland	CMP
Tongue River Road	61.68392965	Stream/Drainage	CMP
Tongue River Road East	15.77515501	Stream/Drainage	CMP
Tongue River Road East	38.40249995	Stream/Drainage & Wetland	CMP
Tongue River Road East	40.71106616	Stream/Drainage	CMP
Tongue River Road East	45.81422054	Stream/Drainage	CMP
Tongue River Road East	52.10886086	Stream/Drainage & Wetland	CMP
Tongue River Road East	59.96221674	Stream/Drainage	CMP
Tongue River Road East	63.55135113	Stream/Drainage	CMP
Decker	0.677765383	Stream/Drainage	CMP
Decker	21.21008954	Stream/Drainage	CMP
Decker	34.96899994	Stream/Drainage	CMP
Decker	37.40889471	Stream/Drainage	CMP
Decker East	34.96899994	Stream/Drainage	CMP
Decker East	21.21008954	Stream/Drainage	CMP
Decker East	0.677765383	Stream/Drainage	CMP
Colstrip East	23.35818186	Stream/Drainage	SPP
Colstrip East	27.28535025	Stream/Drainage	SPP
Colstrip East	28.1669	Stream/Drainage	SPP
Colstrip East	1.023720266	Stream/Drainage	SPP
Colstrip East	3.424114606	Stream/Drainage	SPP
Colstrip East	5.235648224	Stream/Drainage	SPP
Tongue River	11.56981946	Stream/Drainage & Wetland	SPP
Tongue River East	11.56981946	Stream/Drainage & Wetland	SPP
Tongue River East	63.60488186	Stream/Drainage	SPP
Tongue River East	67.53202278	Stream/Drainage	SPP
Tongue River East	68.4136	Stream/Drainage	SPP
Tongue River East	1.023720266	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River East	3.424114606	Stream/Drainage	SPP
Tongue River East	5.235648224	Stream/Drainage	SPP
Moon Creek	1.904541684	Stream/Drainage	SPP
Moon Creek East	1.904541684	Stream/Drainage	SPP
Moon Creek East	62.20148186	Stream/Drainage	SPP
Moon Creek East	66.12865025	Stream/Drainage	SPP
Moon Creek East	67.0102	Stream/Drainage	SPP
Moon Creek East	1.023720266	Stream/Drainage	SPP
Moon Creek East	3.424114606	Stream/Drainage	SPP
Moon Creek East	5.235648224	Stream/Drainage	SPP
Tongue River Road	11.5698386	Stream/Drainage & Wetland	SPP
Tongue River Road	19.02848739	Stream/Drainage	SPP
Tongue River Road	28.44842801	Stream/Drainage	SPP
Tongue River Road	32.21556898	Stream/Drainage	SPP
Tongue River Road	44.41547544	Stream/Drainage	SPP
Tongue River Road	45.63461113	Stream/Drainage	SPP
Tongue River Road	47.35122328	Wetland	SPP
Tongue River Road	49.92790827	Stream/Drainage	SPP
Tongue River Road	50.67338175	Stream/Drainage	SPP
Tongue River Road East	11.5698386	Stream/Drainage & Wetland	SPP
Tongue River Road East	19.02848739	Stream/Drainage	SPP
Tongue River Road East	28.44842801	Stream/Drainage	SPP
Tongue River Road East	32.21556898	Stream/Drainage	SPP
Tongue River Road East	44.41547547	Stream/Drainage	SPP
Tongue River Road East	45.63461113	Stream/Drainage	SPP
Tongue River Road East	47.35122328	Wetland	SPP
Tongue River Road East	49.92790827	Stream/Drainage	SPP
Tongue River Road East	50.67338175	Stream/Drainage	SPP
Tongue River Road East	63.20658186	Stream/Drainage	SPP
Tongue River Road East	67.13375025	Stream/Drainage	SPP
Tongue River Road East	68.0153	Stream/Drainage	SPP
Tongue River Road East	1.023720266	Stream/Drainage	SPP
Tongue River Road East	3.424114606	Stream/Drainage	SPP
Tongue River Road East	5.235648224	Stream/Drainage	SPP
Decker	7.34761975	Stream/Drainage	SPP
Decker	15.55079978	Stream/Drainage	SPP
Decker	19.71033737	Stream/Drainage	SPP
Decker	29.26929261	Stream/Drainage	SPP
Decker	31.59919993	Stream/Drainage	SPP
Decker	31.63919927	Stream/Drainage	SPP
Decker East	41.83785178	Stream/Drainage	SPP
Decker East	43.64928539	Stream/Drainage	SPP
Decker East	46.04977973	Stream/Drainage	SPP
Decker East	29.26929261	Stream/Drainage	SPP
Decker East	31.59919993	Stream/Drainage	SPP
Decker East	7.34761975	Stream/Drainage	SPP
Decker East	19.71033737	Stream/Drainage	SPP

TRRC Water Crossings

Decker East	31.63919927	Stream/Drainage	SPP
Decker East	15.55079978	Stream/Drainage	SPP
Tongue River	42.10612586	Stream/Drainage	CMP
Tongue River East	42.10612586	Stream/Drainage	CMP
Moon Creek	40.70272586	Stream/Drainage	CMP
Moon Creek East	40.70272586	Stream/Drainage	CMP
Colstrip	1.254933485	Stream/Drainage	SPP
Colstrip	2.645699292	Stream/Drainage	SPP
Colstrip	2.809916659	Stream/Drainage	SPP
Colstrip	12.34723883	Stream/Drainage	SPP
Colstrip	17.05414673	Stream/Drainage & Wetland	SPP
Colstrip	33.29015285	Stream/Drainage	SPP
Colstrip East	1.254933485	Stream/Drainage	SPP
Colstrip East	2.645699292	Stream/Drainage	SPP
Colstrip East	2.809916659	Stream/Drainage	SPP
Colstrip East	12.34723883	Stream/Drainage	SPP
Colstrip East	17.05414673	Stream/Drainage & Wetland	SPP
Colstrip East	20.70603405	Stream/Drainage	SPP
Colstrip East	21.63580905	Stream/Drainage	SPP
Colstrip East	22.15115753	Stream/Drainage	SPP
Colstrip East	30.47466271	Stream/Drainage	SPP
Colstrip East	33.94142007	Stream/Drainage	SPP
Colstrip East	35.0391698	Stream/Drainage	SPP
Tongue River	42.38477129	Stream/Drainage	SPP
Tongue River	74.05645285	Stream/Drainage	SPP
Tongue River East	42.38477129	Stream/Drainage	SPP
Tongue River East	60.95263405	Stream/Drainage	SPP
Tongue River East	61.88250905	Stream/Drainage	SPP
Tongue River East	62.39778016	Stream/Drainage	SPP
Tongue River East	70.72127458	Stream/Drainage	SPP
Tongue River East	74.18810254	Stream/Drainage	SPP
Tongue River East	75.28585285	Stream/Drainage	SPP
Moon Creek	14.6070992	Stream/Drainage	SPP
Moon Creek	40.98137129	Stream/Drainage	SPP
Moon Creek	72.65305285	Stream/Drainage	SPP
Moon Creek East	14.6070992	Stream/Drainage	SPP
Moon Creek East	40.98137129	Stream/Drainage	SPP
Moon Creek East	59.54926567	Stream/Drainage	SPP
Moon Creek East	60.47910905	Stream/Drainage	SPP
Moon Creek East	60.99445753	Stream/Drainage	SPP
Moon Creek East	69.31787458	Stream/Drainage	SPP
Moon Creek East	72.78470254	Stream/Drainage	SPP
Moon Creek East	73.88245285	Stream/Drainage	SPP
Tongue River Road	17.01967798	Stream/Drainage	SPP
Tongue River Road	20.12756504	Stream/Drainage	SPP
Tongue River Road	26.35580652	Stream/Drainage & Wetland	SPP
Tongue River Road	33.08153609	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River Road	33.34726497	Stream/Drainage	SPP
Tongue River Road	41.79031948	Stream/Drainage	SPP
Tongue River Road	43.48021728	Stream/Drainage	SPP
Tongue River Road	50.54564616	Stream/Drainage	SPP
Tongue River Road	74.0049698	Stream/Drainage	SPP
Tongue River Road East	17.01967798	Stream/Drainage	SPP
Tongue River Road East	20.12756504	Stream/Drainage	SPP
Tongue River Road East	26.35580652	Stream/Drainage & Wetland	SPP
Tongue River Road East	33.08153609	Stream/Drainage	SPP
Tongue River Road East	33.34726497	Stream/Drainage	SPP
Tongue River Road East	41.79031948	Stream/Drainage	SPP
Tongue River Road East	43.48021728	Stream/Drainage	SPP
Tongue River Road East	50.54564616	Stream/Drainage	SPP
Tongue River Road East	60.55443405	Stream/Drainage	SPP
Tongue River Road East	61.48420905	Stream/Drainage	SPP
Tongue River Road East	61.99955753	Stream/Drainage	SPP
Tongue River Road East	70.32306271	Stream/Drainage	SPP
Tongue River Road East	73.78982007	Stream/Drainage	SPP
Tongue River Road East	74.8875698	Stream/Drainage	SPP
Decker	2.827669738	Stream/Drainage	SPP
Decker	14.6641951	Stream/Drainage	SPP
Decker	26.57930147	Stream/Drainage	SPP
Decker	27.44937914	Stream/Drainage	SPP
Decker	33.61898912	Stream/Drainage	SPP
Decker	49.5845698	Stream/Drainage	SPP
Decker East	37.96214466	Stream/Drainage	SPP
Decker East	48.1269698	Stream/Drainage	SPP
Decker East	27.44937914	Stream/Drainage	SPP
Decker East	26.57930147	Stream/Drainage	SPP
Decker East	2.827669738	Stream/Drainage	SPP
Decker East	33.61898912	Stream/Drainage	SPP
Decker East	14.6641951	Stream/Drainage	SPP
Colstrip	2.281443521	Stream/Drainage	SPP
Colstrip	8.507597263	Stream/Drainage	SPP
Colstrip	8.9037	Stream/Drainage	SPP
Colstrip	10.16130934	Stream/Drainage	SPP
Colstrip	11.3354	Stream/Drainage	SPP
Colstrip	12.6812225	Stream/Drainage	SPP
Colstrip	13.11438491	Stream/Drainage	SPP
Colstrip East	2.281443521	Stream/Drainage	SPP
Colstrip East	8.507597263	Stream/Drainage	SPP
Colstrip East	8.9037	Stream/Drainage	SPP
Colstrip East	10.16130934	Stream/Drainage	SPP
Colstrip East	11.3354	Stream/Drainage	SPP
Colstrip East	12.6812225	Stream/Drainage	SPP
Colstrip East	13.11438491	Stream/Drainage	SPP
Colstrip East	2.786687726	Stream/Drainage	SPP

TRRC Water Crossings

Tongue River East	2.786687726	Stream/Drainage	SPP
Moon Creek	3.48500046	Stream/Drainage	SPP
Moon Creek	12.73133853	Stream/Drainage	SPP
Moon Creek East	3.48500046	Stream/Drainage	SPP
Moon Creek East	12.73133853	Stream/Drainage	SPP
Moon Creek East	2.786687726	Stream/Drainage	SPP
Tongue River Road	13.41858795	Stream/Drainage	SPP
Tongue River Road	22.53222617	Stream/Drainage	SPP
Tongue River Road	32.70648191	Stream/Drainage	SPP
Tongue River Road	34.74250439	Stream/Drainage	SPP
Tongue River Road	36.62771232	Stream/Drainage	SPP
Tongue River Road	53.70137465	Stream/Drainage	SPP
Tongue River Road	54.26140937	Stream/Drainage	SPP
Tongue River Road East	13.41858795	Stream/Drainage	SPP
Tongue River Road East	22.53222617	Stream/Drainage	SPP
Tongue River Road East	32.70648191	Stream/Drainage	SPP
Tongue River Road East	34.74250439	Stream/Drainage	SPP
Tongue River Road East	36.62771232	Stream/Drainage	SPP
Tongue River Road East	53.70137465	Stream/Drainage	SPP
Tongue River Road East	54.26140937	Stream/Drainage	SPP
Tongue River Road East	2.786687726	Stream/Drainage	SPP
Decker	11.56986356	Stream/Drainage	SPP
Decker	11.97280308	Stream/Drainage	SPP
Decker	27.79939237	Stream/Drainage	SPP
Decker	34.58899998	Stream/Drainage	SPP
Decker	38.34889576	Stream/Drainage	SPP
Decker East	44.28671227	Stream/Drainage	SPP
Decker East	11.97280308	Stream/Drainage	SPP
Decker East	11.56986356	Stream/Drainage	SPP
Decker East	27.79939237	Stream/Drainage	SPP
Decker East	34.58899998	Stream/Drainage	SPP
Colstrip	4.527957311	Stream/Drainage	SPP
Colstrip	9.4262	Stream/Drainage	SPP
Colstrip	10.92813061	Stream/Drainage	SPP
Colstrip	11.08541119	Stream/Drainage	SPP
Colstrip	12.11382171	Stream/Drainage	SPP
Colstrip	19.93142624	Stream/Drainage	SPP
Colstrip	31.2929	Stream/Drainage	SPP
Colstrip	32.2007	Stream/Drainage	SPP
Colstrip	33.23101477	Stream/Drainage	SPP
Colstrip	4.907261344	Stream/Drainage	SPP
Colstrip	5.759655371	Stream/Drainage	SPP
Colstrip East	4.527957311	Stream/Drainage	SPP
Colstrip East	9.4262	Stream/Drainage	SPP
Colstrip East	10.92813061	Stream/Drainage	SPP
Colstrip East	11.08541119	Stream/Drainage	SPP
Colstrip East	12.11382171	Stream/Drainage	SPP

TRRC Water Crossings

Colstrip East	34.98002669	Stream/Drainage	SPP
Colstrip East	7.665191723	Stream/Drainage	SPP
Tongue River	7.741595591	Wetland	SPP
Tongue River	9.499439334	Wetland	SPP
Tongue River	13.5702	Stream/Drainage	SPP
Tongue River	37.46437841	Stream/Drainage	SPP
Tongue River	46.89419152	Stream/Drainage	SPP
Tongue River	47.58474529	Stream/Drainage	SPP
Tongue River	47.86876135	Stream/Drainage	SPP
Tongue River	49.30794753	Stream/Drainage	SPP
Tongue River	56.63259607	Stream/Drainage	SPP
Tongue River	60.69772624	Stream/Drainage	SPP
Tongue River	72.0592	Stream/Drainage	SPP
Tongue River	72.967	Stream/Drainage	SPP
Tongue River	73.99731477	Stream/Drainage	SPP
Tongue River	4.907261344	Stream/Drainage	SPP
Tongue River	5.759655371	Stream/Drainage	SPP
Tongue River East	7.741595591	Wetland	SPP
Tongue River East	9.499439334	Wetland	SPP
Tongue River East	13.5702	Stream/Drainage	SPP
Tongue River East	37.46437841	Stream/Drainage	SPP
Tongue River East	46.89419152	Stream/Drainage	SPP
Tongue River East	47.58474529	Stream/Drainage	SPP
Tongue River East	47.86876135	Stream/Drainage	SPP
Tongue River East	49.30794753	Stream/Drainage	SPP
Tongue River East	56.63259607	Stream/Drainage	SPP
Tongue River East	75.22671477	Stream/Drainage	SPP
Tongue River East	7.665191723	Stream/Drainage	SPP
Moon Creek	5.228352278	Stream/Drainage	SPP
Moon Creek	9.11599712	Wetland	SPP
Moon Creek	36.06097841	Stream/Drainage	SPP
Moon Creek	45.49079152	Stream/Drainage	SPP
Moon Creek	46.18134529	Stream/Drainage	SPP
Moon Creek	46.46536135	Stream/Drainage	SPP
Moon Creek	47.90454753	Stream/Drainage	SPP
Moon Creek	55.22919607	Stream/Drainage	SPP
Moon Creek	59.29432624	Stream/Drainage	SPP
Moon Creek	70.6558	Stream/Drainage	SPP
Moon Creek	71.5636	Stream/Drainage	SPP
Moon Creek	72.59391477	Stream/Drainage	SPP
Moon Creek	4.907261344	Stream/Drainage	SPP
Moon Creek	5.759655371	Stream/Drainage	SPP
Moon Creek East	5.228352278	Stream/Drainage	SPP
Moon Creek East	9.11599712	Wetland	SPP
Moon Creek East	36.06097841	Stream/Drainage	SPP
Moon Creek East	45.49079152	Stream/Drainage	SPP
Moon Creek East	46.18134529	Stream/Drainage	SPP

TRRC Water Crossings

Moon Creek East	46.46536135	Stream/Drainage	SPP
Moon Creek East	47.90454753	Stream/Drainage	SPP
Moon Creek East	55.22919607	Stream/Drainage	SPP
Moon Creek East	73.82331477	Stream/Drainage	SPP
Moon Creek East	7.665191723	Stream/Drainage	SPP
Tongue River Road	7.741595591	Wetland	SPP
Tongue River Road	9.499439334	Wetland	SPP
Tongue River Road	18.70605246	Stream/Drainage	SPP
Tongue River Road	23.72312752	Stream/Drainage	SPP
Tongue River Road	25.34481746	Stream/Drainage	SPP
Tongue River Road	27.28037425	Stream/Drainage	SPP
Tongue River Road	34.210441	Stream/Drainage	SPP
Tongue River Road	37.21226231	Stream/Drainage	SPP
Tongue River Road	46.16502283	Stream/Drainage	SPP
Tongue River Road	58.81402183	Stream/Drainage	SPP
Tongue River Road	60.64627939	Stream/Drainage	SPP
Tongue River Road	72.0078	Stream/Drainage	SPP
Tongue River Road	72.9156	Stream/Drainage	SPP
Tongue River Road	73.94582669	Stream/Drainage	SPP
Tongue River Road	4.907261344	Stream/Drainage	SPP
Tongue River Road	5.759655371	Stream/Drainage	SPP
Tongue River Road East	7.741595591	Wetland	SPP
Tongue River Road East	9.499439334	Wetland	SPP
Tongue River Road East	18.70605246	Stream/Drainage	SPP
Tongue River Road East	23.72312752	Stream/Drainage	SPP
Tongue River Road East	25.34481746	Stream/Drainage	SPP
Tongue River Road East	27.28037425	Stream/Drainage	SPP
Tongue River Road East	34.210441	Stream/Drainage	SPP
Tongue River Road East	37.21226231	Stream/Drainage	SPP
Tongue River Road East	46.16502283	Stream/Drainage	SPP
Tongue River Road East	58.81402183	Stream/Drainage	SPP
Tongue River Road East	74.82842669	Stream/Drainage	SPP
Tongue River Road East	7.665191723	Stream/Drainage	SPP
Decker	23.00989998	Stream/Drainage	SPP
Decker	32.03915559	Stream/Drainage	SPP
Decker	40.90214463	Stream/Drainage	SPP
Decker	41.75453866	Stream/Drainage	SPP
Decker	48.4951	Stream/Drainage	SPP
Decker	49.52542669	Stream/Drainage	SPP
Decker East	39.40830828	Stream/Drainage	SPP
Decker East	48.06782669	Stream/Drainage	SPP
Decker East	47.0376	Stream/Drainage	SPP
Decker East	32.03915559	Stream/Drainage	SPP
Decker East	23.00989998	Stream/Drainage	SPP
Colstrip	7.376624507	Stream/Drainage	BRIDGE
Colstrip	16.11359682	Stream/Drainage & Wetland	BRIDGE
Colstrip	19.12110867	Wetland	BRIDGE

TRRC Water Crossings

Colstrip	28.3825	Stream/Drainage & Wetland	BRIDGE
Colstrip East	7.376624507	Stream/Drainage	BRIDGE
Colstrip East	16.11359682	Stream/Drainage & Wetland	BRIDGE
Colstrip East	32.75470952	Stream/Drainage & Wetland	BRIDGE
Tongue River	59.0835	Wetland	BRIDGE
Tongue River	69.1488	Stream/Drainage & Wetland	BRIDGE
Tongue River East	59.0835	Wetland	BRIDGE
Tongue River East	73.00134756	Stream/Drainage & Wetland	BRIDGE
Moon Creek	0.703374343	Wetland	BRIDGE
Moon Creek	3.738511134	Wetland	BRIDGE
Moon Creek	57.6801	Wetland	BRIDGE
Moon Creek	67.7454	Stream/Drainage & Wetland	BRIDGE
Moon Creek East	0.703374343	Wetland	BRIDGE
Moon Creek East	3.738511134	Wetland	BRIDGE
Moon Creek East	57.6801	Wetland	BRIDGE
Moon Creek East	71.59800952	Stream/Drainage & Wetland	BRIDGE
Tongue River Road	12.17787136	Wetland	BRIDGE
Tongue River Road	21.23732362	Stream/Drainage	BRIDGE
Tongue River Road	30.65414241	Stream/Drainage & Wetland	BRIDGE
Tongue River Road	39.22564339	Stream/Drainage & Wetland	BRIDGE
Tongue River Road	44.81611214	Stream/Drainage	BRIDGE
Tongue River Road	52.95278793	Stream/Drainage & Wetland	BRIDGE
Tongue River Road	69.0974	Stream/Drainage & Wetland	BRIDGE
Tongue River Road East	12.17787136	Wetland	BRIDGE
Tongue River Road East	21.23732362	Stream/Drainage	BRIDGE
Tongue River Road East	30.65414241	Stream/Drainage & Wetland	BRIDGE
Tongue River Road East	39.22564339	Stream/Drainage & Wetland	BRIDGE
Tongue River Road East	44.81611214	Stream/Drainage	BRIDGE
Tongue River Road East	52.95278793	Stream/Drainage & Wetland	BRIDGE
Tongue River Road East	72.60310952	Stream/Drainage & Wetland	BRIDGE
Decker	25.01724624	Stream/Drainage & Wetland	BRIDGE
Decker East	25.01724624	Stream/Drainage & Wetland	BRIDGE
Colstrip	7.5298	Stream/Drainage & Wetland	Drainage Structure
Colstrip	12.08348593	Stream/Drainage	Drainage Structure
Colstrip	14.81425036	Wetland	Drainage Structure
Colstrip	19.91648305	Stream/Drainage	Drainage Structure
Colstrip East	7.5298	Stream/Drainage & Wetland	Drainage Structure
Colstrip East	12.08348593	Stream/Drainage	Drainage Structure
Colstrip East	14.81425036	Wetland	Drainage Structure
Colstrip East	19.36034257	Stream/Drainage	Drainage Structure
Colstrip East	25.20828675	Stream/Drainage	Drainage Structure
Colstrip East	28.528	Stream/Drainage	Drainage Structure
Tongue River	0.4342	Wetland	Drainage Structure
Tongue River	3.541765823	Wetland	Drainage Structure
Tongue River	3.575636622	Wetland	Drainage Structure
Tongue River	3.681896818	Wetland	Drainage Structure
Tongue River	3.783123946	Wetland	Drainage Structure

TRRC Water Crossings

Tongue River	6.063642262	Wetland	Drainage Structure
Tongue River	8.613545844	Wetland	Drainage Structure
Tongue River	26.84412668	Stream/Drainage & Wetland	Drainage Structure
Tongue River	29.78029922	Stream/Drainage	Drainage Structure
Tongue River	30.01706071	Stream/Drainage	Drainage Structure
Tongue River	34.26981051	Wetland	Drainage Structure
Tongue River	36.59147357	Wetland	Drainage Structure
Tongue River	36.75843578	Wetland	Drainage Structure
Tongue River	59.19825754	Wetland	Drainage Structure
Tongue River	60.68278305	Stream/Drainage	Drainage Structure
Tongue River East	0.4342	Wetland	Drainage Structure
Tongue River East	3.541765823	Wetland	Drainage Structure
Tongue River East	3.575636622	Wetland	Drainage Structure
Tongue River East	3.681896818	Wetland	Drainage Structure
Tongue River East	3.783123946	Wetland	Drainage Structure
Tongue River East	6.063642262	Wetland	Drainage Structure
Tongue River East	8.613545844	Wetland	Drainage Structure
Tongue River East	26.84412668	Stream/Drainage & Wetland	Drainage Structure
Tongue River East	29.78029922	Stream/Drainage	Drainage Structure
Tongue River East	30.01706071	Stream/Drainage	Drainage Structure
Tongue River East	34.26981051	Wetland	Drainage Structure
Tongue River East	36.59147357	Wetland	Drainage Structure
Tongue River East	36.75843578	Wetland	Drainage Structure
Tongue River East	59.1962085	Wetland	Drainage Structure
Tongue River East	59.60701312	Stream/Drainage	Drainage Structure
Tongue River East	65.45498675	Stream/Drainage	Drainage Structure
Tongue River East	68.7747	Stream/Drainage	Drainage Structure
Moon Creek	0.125	Wetland	Drainage Structure
Moon Creek	0.979184967	Stream/Drainage	Drainage Structure
Moon Creek	1.405845174	Stream/Drainage	Drainage Structure
Moon Creek	1.491301549	Stream/Drainage	Drainage Structure
Moon Creek	2.143386066	Stream/Drainage	Drainage Structure
Moon Creek	2.281578174	Stream/Drainage	Drainage Structure
Moon Creek	2.6444	Stream/Drainage	Drainage Structure
Moon Creek	2.766705403	Stream/Drainage	Drainage Structure
Moon Creek	2.844393553	Stream/Drainage	Drainage Structure
Moon Creek	3.623627826	Wetland	Drainage Structure
Moon Creek	4.689643065	Stream/Drainage	Drainage Structure
Moon Creek	5.179051385	Stream/Drainage	Drainage Structure
Moon Creek	5.199496309	Stream/Drainage	Drainage Structure
Moon Creek	6.103823559	Stream/Drainage	Drainage Structure
Moon Creek	10.51039468	Stream/Drainage	Drainage Structure
Moon Creek	11.26698514	Stream/Drainage	Drainage Structure
Moon Creek	25.44072668	Stream/Drainage & Wetland	Drainage Structure
Moon Creek	28.37689922	Stream/Drainage	Drainage Structure
Moon Creek	28.61366071	Stream/Drainage	Drainage Structure
Moon Creek	32.86647748	Wetland	Drainage Structure

TRRC Water Crossings

Moon Creek	35.18807357	Wetland	Drainage Structure
Moon Creek	35.35503578	Wetland	Drainage Structure
Moon Creek	57.79485754	Wetland	Drainage Structure
Moon Creek	59.27938305	Stream/Drainage	Drainage Structure
Moon Creek East	0.125	Wetland	Drainage Structure
Moon Creek East	0.979184967	Stream/Drainage	Drainage Structure
Moon Creek East	1.405845174	Stream/Drainage	Drainage Structure
Moon Creek East	1.491301549	Stream/Drainage	Drainage Structure
Moon Creek East	2.143386066	Stream/Drainage	Drainage Structure
Moon Creek East	2.281578174	Stream/Drainage	Drainage Structure
Moon Creek East	2.6444	Stream/Drainage	Drainage Structure
Moon Creek East	2.766705403	Stream/Drainage	Drainage Structure
Moon Creek East	2.844393553	Stream/Drainage	Drainage Structure
Moon Creek East	3.623627826	Wetland	Drainage Structure
Moon Creek East	4.689643065	Stream/Drainage	Drainage Structure
Moon Creek East	5.179051385	Stream/Drainage	Drainage Structure
Moon Creek East	5.199496309	Stream/Drainage	Drainage Structure
Moon Creek East	6.103823559	Stream/Drainage	Drainage Structure
Moon Creek East	10.51039468	Stream/Drainage	Drainage Structure
Moon Creek East	11.26698514	Stream/Drainage	Drainage Structure
Moon Creek East	25.44072668	Stream/Drainage & Wetland	Drainage Structure
Moon Creek East	28.37689922	Stream/Drainage	Drainage Structure
Moon Creek East	28.61366071	Stream/Drainage	Drainage Structure
Moon Creek East	32.86647748	Wetland	Drainage Structure
Moon Creek East	35.18807357	Wetland	Drainage Structure
Moon Creek East	35.35503578	Wetland	Drainage Structure
Moon Creek East	57.7928085	Wetland	Drainage Structure
Moon Creek East	58.20361312	Stream/Drainage	Drainage Structure
Moon Creek East	64.05158675	Stream/Drainage	Drainage Structure
Moon Creek East	67.3713	Stream/Drainage	Drainage Structure
Tongue River Road	0.4342	Wetland	Drainage Structure
Tongue River Road	3.541765823	Wetland	Drainage Structure
Tongue River Road	3.575636622	Wetland	Drainage Structure
Tongue River Road	3.681896818	Wetland	Drainage Structure
Tongue River Road	3.783123946	Wetland	Drainage Structure
Tongue River Road	6.063642262	Wetland	Drainage Structure
Tongue River Road	8.613545844	Wetland	Drainage Structure
Tongue River Road	17.0865487	Stream/Drainage	Drainage Structure
Tongue River Road	18.16051519	Stream/Drainage	Drainage Structure
Tongue River Road	18.20604207	Stream/Drainage	Drainage Structure
Tongue River Road	18.2328	Stream/Drainage	Drainage Structure
Tongue River Road	18.27067719	Stream/Drainage	Drainage Structure
Tongue River Road	18.86821391	Stream/Drainage	Drainage Structure
Tongue River Road	20.56098899	Stream/Drainage	Drainage Structure
Tongue River Road	20.94759082	Stream/Drainage	Drainage Structure
Tongue River Road	21.60861003	Wetland	Drainage Structure
Tongue River Road	22.92856797	Stream/Drainage	Drainage Structure

TRRC Water Crossings

Tongue River Road	23.5585816	Stream/Drainage	Drainage Structure
Tongue River Road	23.64175126	Stream/Drainage	Drainage Structure
Tongue River Road	23.95625137	Stream/Drainage	Drainage Structure
Tongue River Road	25.57995983	Stream/Drainage	Drainage Structure
Tongue River Road	25.67508314	Stream/Drainage	Drainage Structure
Tongue River Road	25.75986618	Stream/Drainage	Drainage Structure
Tongue River Road	26.77176828	Stream/Drainage	Drainage Structure
Tongue River Road	26.92977298	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road	27.91767388	Wetland	Drainage Structure
Tongue River Road	30.46164399	Stream/Drainage	Drainage Structure
Tongue River Road	30.67514112	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road	32.43901667	Stream/Drainage	Drainage Structure
Tongue River Road	34.46691988	Stream/Drainage	Drainage Structure
Tongue River Road	37.55906806	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road	37.60657597	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road	37.81774981	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road	37.98857241	Stream/Drainage	Drainage Structure
Tongue River Road	40.4437882	Stream/Drainage	Drainage Structure
Tongue River Road	40.73129468	Stream/Drainage	Drainage Structure
Tongue River Road	41.02045706	Stream/Drainage	Drainage Structure
Tongue River Road	41.14377231	Stream/Drainage	Drainage Structure
Tongue River Road	41.92540255	Stream/Drainage	Drainage Structure
Tongue River Road	42.76765908	Stream/Drainage	Drainage Structure
Tongue River Road	45.43109134	Stream/Drainage	Drainage Structure
Tongue River Road	45.64349385	Stream/Drainage	Drainage Structure
Tongue River Road	47.30362626	Wetland	Drainage Structure
Tongue River Road	56.0376	Stream/Drainage	Drainage Structure
Tongue River Road	56.16289688	Stream/Drainage	Drainage Structure
Tongue River Road	57.92644967	Stream/Drainage	Drainage Structure
Tongue River Road	58.13283974	Stream/Drainage	Drainage Structure
Tongue River Road	58.33071537	Stream/Drainage	Drainage Structure
Tongue River Road	58.84754024	Stream/Drainage	Drainage Structure
Tongue River Road	60.63132265	Stream/Drainage	Drainage Structure
Tongue River Road East	0.4342	Wetland	Drainage Structure
Tongue River Road East	3.541765823	Wetland	Drainage Structure
Tongue River Road East	3.575636622	Wetland	Drainage Structure
Tongue River Road East	3.681896818	Wetland	Drainage Structure
Tongue River Road East	3.783123946	Wetland	Drainage Structure
Tongue River Road East	6.063642262	Wetland	Drainage Structure
Tongue River Road East	8.613545844	Wetland	Drainage Structure
Tongue River Road East	17.0865487	Stream/Drainage	Drainage Structure
Tongue River Road East	18.16051519	Stream/Drainage	Drainage Structure
Tongue River Road East	18.20604207	Stream/Drainage	Drainage Structure
Tongue River Road East	18.2328	Stream/Drainage	Drainage Structure
Tongue River Road East	18.27067719	Stream/Drainage	Drainage Structure
Tongue River Road East	18.86821391	Stream/Drainage	Drainage Structure
Tongue River Road East	20.56098899	Stream/Drainage	Drainage Structure

TRRC Water Crossings

Tongue River Road East	20.94759082	Stream/Drainage	Drainage Structure
Tongue River Road East	21.60861003	Wetland	Drainage Structure
Tongue River Road East	22.92856797	Stream/Drainage	Drainage Structure
Tongue River Road East	23.5585816	Stream/Drainage	Drainage Structure
Tongue River Road East	23.64175126	Stream/Drainage	Drainage Structure
Tongue River Road East	23.9562514	Stream/Drainage	Drainage Structure
Tongue River Road East	25.57995983	Stream/Drainage	Drainage Structure
Tongue River Road East	25.67508314	Stream/Drainage	Drainage Structure
Tongue River Road East	25.75986618	Stream/Drainage	Drainage Structure
Tongue River Road East	26.77176828	Stream/Drainage	Drainage Structure
Tongue River Road East	26.92977298	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road East	27.91767388	Wetland	Drainage Structure
Tongue River Road East	30.46164399	Stream/Drainage	Drainage Structure
Tongue River Road East	30.67514112	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road East	32.43901667	Stream/Drainage	Drainage Structure
Tongue River Road East	34.46691988	Stream/Drainage	Drainage Structure
Tongue River Road East	37.55906806	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road East	37.60657597	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road East	37.81774981	Stream/Drainage & Wetland	Drainage Structure
Tongue River Road East	37.98857241	Stream/Drainage	Drainage Structure
Tongue River Road East	40.4437882	Stream/Drainage	Drainage Structure
Tongue River Road East	40.73129468	Stream/Drainage	Drainage Structure
Tongue River Road East	41.02045706	Stream/Drainage	Drainage Structure
Tongue River Road East	41.14377231	Stream/Drainage	Drainage Structure
Tongue River Road East	41.92540255	Stream/Drainage	Drainage Structure
Tongue River Road East	42.76765908	Stream/Drainage	Drainage Structure
Tongue River Road East	45.43109134	Stream/Drainage	Drainage Structure
Tongue River Road East	45.64349385	Stream/Drainage	Drainage Structure
Tongue River Road East	47.30362626	Wetland	Drainage Structure
Tongue River Road East	56.0376	Stream/Drainage	Drainage Structure
Tongue River Road East	56.16289688	Stream/Drainage	Drainage Structure
Tongue River Road East	57.92644967	Stream/Drainage	Drainage Structure
Tongue River Road East	58.13283974	Stream/Drainage	Drainage Structure
Tongue River Road East	58.33071537	Stream/Drainage	Drainage Structure
Tongue River Road East	58.84754024	Stream/Drainage	Drainage Structure
Tongue River Road East	65.05668675	Stream/Drainage	Drainage Structure
Tongue River Road East	68.3764	Stream/Drainage	Drainage Structure
Decker	0.798029801	Stream/Drainage	Drainage Structure
Decker	3.616956094	Stream/Drainage	Drainage Structure
Decker	12.25043057	Stream/Drainage	Drainage Structure
Decker	12.41118944	Stream/Drainage	Drainage Structure
Decker	13.62001857	Stream/Drainage	Drainage Structure
Decker	13.68195288	Stream/Drainage	Drainage Structure
Decker	15.7895279	Stream/Drainage	Drainage Structure
Decker	16.59822479	Stream/Drainage	Drainage Structure
Decker	17.05936768	Stream/Drainage	Drainage Structure
Decker	17.52134959	Stream/Drainage	Drainage Structure

TRRC Water Crossings

Decker	47.42232475	Stream/Drainage	Drainage Structure
Decker	47.56012537	Stream/Drainage	Drainage Structure
Decker East	3.616956094	Stream/Drainage	Drainage Structure
Decker East	0.798029801	Stream/Drainage	Drainage Structure
Decker East	12.25043057	Stream/Drainage	Drainage Structure
Decker East	12.41118944	Stream/Drainage	Drainage Structure
Decker East	13.62001857	Stream/Drainage	Drainage Structure
Decker East	13.68195288	Stream/Drainage	Drainage Structure
Decker East	15.7895279	Stream/Drainage	Drainage Structure
Decker East	16.59822479	Stream/Drainage	Drainage Structure
Decker East	17.05936768	Stream/Drainage	Drainage Structure
Decker East	17.52134959	Stream/Drainage	Drainage Structure
Decker East	36.47697735	Stream/Drainage	Drainage Structure
Decker East	37.92286781	Stream/Drainage	Drainage Structure