



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

March 13, 2014

David H. Coburn, Esq.
Steptoe & Johnson LLP
1330 Connecticut Avenue, NW
Washington DC 20036

Re: Docket No. FD 30186, Tongue River Railroad Company, Inc. (TRRC)—Rail Construction and Operation—in Custer, Powder River and Rosebud Counties, Mont.; Information Request #4

Dear Mr. Coburn:

Pursuant to 40 C.F.R. § 1506.5(a), we would like to request the information listed below, which is necessary for the Office of Environmental Analysis' (OEA) preparation of the Environmental Impact Statement in connection with the above-referenced proceeding. If applicable and unless otherwise noted, please provide information specific to each potential alternative and variation, including the Tongue River Alternative, Colstrip Alternative, Tongue River Road Alternative, Moon Creek Alternative, Decker Alternative, Ashland East Variation, and Terminus 1 Variation. Note that the versions of the Decker Alternative, Ashland East Variation, and Terminus 1 Variation designed by OEA are the versions under consideration. As a reminder, we provided AutoCAD and C3D files for the Ashland East and Terminus 1 Variations to you on June 12, 2013, and for the Decker Alternative on July 26, 2013.

1. Information regarding the construction duration for the Tongue River Alternative and Colstrip Alternative was presented in the October 16, 2012 Revised Application and the December 17, 2012 Supplemental Application (respectively). Confirm that the construction durations for these alternatives are still valid and provide the anticipated construction duration for the remaining alternatives identified above. Indicate if the use of the variations listed above would affect the construction duration for the alternatives and, if so, provide the construction duration for the alternatives when paired with the variations.
2. Identify the number and types of construction equipment TRRC anticipates using for the construction of the proposed rail line.
3. Provide the number of truck trips anticipated during construction. Include truck trips for all purposes, identified by trip type or purpose, if possible. At a minimum, indicate the average number of light and heavy truck trips.

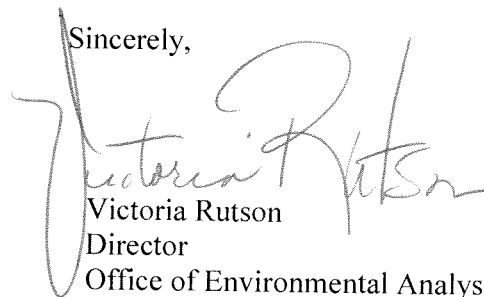
4. Provide the number of supply train trips anticipated to occur over the finished portions of the line during construction.
5. Identify the number of workers TRRC anticipates employing during construction. Detail the number of full- and part-time workers that would be employed during each year of construction and provide the number of employees that are anticipated during peak employment. Indicate how many months peak employment would be expected to last and the year of construction in which peak employment is anticipated to occur.
6. Table 1 that accompanied the Applicant's May 3, 2013 response to OEA's information request identified preliminary bridge and culvert locations for a number of alternatives; however, the milepost locations for these features did not map correctly when input into the alternatives in GIS. Please provide a revised table of preliminary bridges and culverts and a corresponding GIS file mapping the locations of bridges and culverts for all alternatives and variations identified above.
7. The May 3, 2013 information request response indicates that culverts and bridges would comply with the American Railway Engineering and Maintenance-of-Way Association (AREMA) and BNSF design criteria guidelines; however, the method used to generate the locations and sizes of the culverts and bridges along the alternatives is not clear. Provide a description of the hydrologic review and methods used to determine the locations and sizes of these structures.
8. Confirm that the AREMA design criteria for floodplain and floodway crossings meets the standards required for development in Federal Emergency Management Agency-designated floodplains and floodways for compliance with the National Flood Insurance Program.
9. If available, provide any floodplain area estimates for stream crossings for the modeling used to determine preliminary culvert and bridge size and locations along each alternative. If available, provide a shapefile or geodatabase depicting these potential floodplain areas.
10. Provide conceptual designs for bridges that would be constructed for each alternative and variation. Information provided should be sufficiently detailed to allow OEA to determine if bridge crossings would require in-water structures. If it is not possible to provide conceptual designs, describe the types of bridges anticipated to be built. For example, would bridge types include steel truss bridges, steel girder bridges, concrete tub-ballasted deck bridges, or another type of bridge? Identify which bridges would cross waterways using a clear-span design, and which bridges, if any, would require in-water structures.
11. Indicate if the crossing of Interstate 94 (I-94) for the Moon Creek Alternative would require I-94 to be raised as part of the railroad underpass design. Design files dated November 12, 2012 indicate that the grade of the railroad would be situated approximately 11 feet above the level of the roadway.

12. Identify the number of set-out tracks and passing sidings that would be constructed for each alternative and variation. Provide the anticipated length and locations of set-out tracks and sidings. If available, provide GIS files for these features. Provide GIS files for the Colstrip Subdivision upgrade work that was described in the May 3, 2013 information request response. Include the locations where the 5½-inch rail base would be relayed to a 6-inch base, where existing ties would be replaced, where the new 500-foot set-out track would be located, where the seven timber bridges would be repaired or replaced, and other signal and communication upgrade locations, if known at this time.
13. Provide the anticipated duration of the work required to upgrade the Colstrip Subdivision. Indicate if this work would occur when the Colstrip Alternative would be under construction.
14. Confirm that the cost of the Colstrip Alternative provided in the *Supplement to Alternatives Screening Analysis - Evaluation of Additional Rail Alternatives under Consideration for Detailed Study* dated April 30, 2013 includes upgrades to the Colstrip Subdivision. If not, provide the anticipated cost of the upgrades.
15. If available, provide conceptual design information for communications towers. For example, would they be freestanding or secured by guy-wires; would they consist of a single pole or steel-lattice structure; how tall would the towers be?
16. Indicate how the location of right-of-way fences would be determined. Describe how much of the right-of-way would be fenced.
17. Provide cross-section diagrams for the typical maximum and minimum railroad rights-of-way that include elements and infrastructure expected to occur in each right-of-way. Provide a cross-section diagram for the right-of-way that includes the single-phase distribution line poles and an access road.
18. Identify the anticipated source of ballast that would be used in construction.
19. Describe how ballast would be transported to the construction site by train. Would it be transported by maintenance-of-way trains and spread on skeletonized track? Alternatively, would it be transported by rail along the existing main line and then transported to the construction site by truck?
20. Estimate the total volume of water that would be required for rail construction activities.
21. Describe the anticipated design for cattle passes. Identify how the location of cattle passes would be determined.
22. In the January 11, 2013 Alternatives Screening Analysis, TRRC noted that BNSF is modeling locomotive emissions and fuel usage. Indicate when the modeling will be complete. If the modeling is complete, provide the results and comparative discussion identified in the screening analysis.

23. Confirm that all staging areas would be located within the railroad right-of-way. If they would not be located in the right-of-way, identify where the staging areas would be located.
24. Describe to what extent there would be activity, development, or disturbance outside of the daylight lines, but inside the right-of-way.
25. Identify the anticipated support facility locations for each alternative. Indicate if support facilities would be constructed in Ashland independent of the rail alternative licensed.
26. Identify the anticipated maintenance-of-way headquarters locations for each alternative. Indicate if the maintenance-of-way headquarters in Forsyth would be constructed independent of the rail alternative licensed.
27. Does the preliminary design account for changes in weather extremes over the life of the proposed rail line (e.g. the effects on bridges, culverts, and roadbed from potential increases in the number, duration, and intensity of floods, or the effects of higher temperatures in the future on the rail), and if so, how?
28. Are bank engineered structures such as rip-rap or bank armoring planned along the banks of the Tongue River below the T&Y dam or anywhere else along the Tongue River?
29. Does TRRC anticipate nighttime construction or would construction be limited to daytime hours?

We look forward to receiving this information at your earliest convenience but no later than March 31, 2014. Please provide a copy of your response to Mr. Ken Blodgett of my staff at 395 E Street, SW, Washington, DC, 20423, 202-245-0305 (email address: Kenneth.Blodgett@stb.dot.gov) and to Mr. Alan Summerville of ICF International, our independent third-party contractor, at 9300 Lee Highway, Fairfax, Virginia, 22031, 703-934-3616 (email address: Alan.Summerville@icfi.com). Please feel free to contact me or Mr. Blodgett if you have any questions. Thank you for your assistance.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis