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August 8, 2014

VIA E-MAIL

Ms. Victoria Rutson
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 30186, Tongue River Railroad Company, Inc.—Rail Construction and Operation—in Custer, Powder River and Rosebud Counties, Mont.

Reply of Tongue River Railroad Company, Inc. to 6th Information Request

Dear Ms. Rutson:

The Tongue River Railroad Company, Inc. (TRRC) hereby responds to the June 26, 2014 Sixth Information Request. These answer to the first question set forth below is based on engineering that has been undertaken to date at a conceptual level. As noted further below, TRRC will be responding to the second question shortly.

- 1. STB Request: For all alternatives, indicate if any construction of lateral access roads is anticipated. If so, what are the general specifications, characteristics, and locations anticipated for the lateral access roads?*

TRRC Response: In its May 3, 2013 response to OEA's Second Information Request, TRRC stated that it would use access roads to provide access to siding tracks, setout tracks, bridge abutments, signals and detectors. TRRC explained that such roads would not exist continuously along the entirety of any of the alternatives under consideration and that such roads would connect with the nearest crossing or public access point to minimize their length. In other words, TRRC will maintain access roads parallel to its

track and within its right-of-way along some portion of whatever alternative may be approved as the build alternative, and this parallel road would in turn connect with existing roads that would cross or be proximate to the track, i.e., lateral roads. This combination of parallel and lateral roads will allow access to the portions of the track and facilities to which access may be required for maintenance purposes. Such roads could also be used for construction equipment that would be utilized during construction of the TRRC line. TRRC does not expect any of these roads to see a significant volume of truck or other traffic, but rather only occasional use following construction of the railroad line.

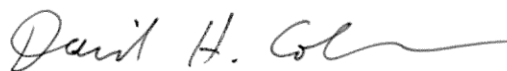
Given its intent to use existing lateral roads, TRRC does not at present contemplate that it would need to construct any new lateral access roads. TRRC cannot at this time identify the specific location of existing lateral access roads that it might need to utilize for any of the alternatives under consideration. An analysis of such locations would be undertaken only at the time of final engineering with respect to any approved build alternative, when the locations of signals, setout tracks, etc. to which access will be needed is finalized. Also, at that future time the construction contractor chosen by TRRC may develop plans that might require use of existing lateral roads for construction purposes. To the extent that any existing lateral road that may be needed for access is a private road, TRRC intends to negotiate licenses or other permissions with landowners for use of the road.

As with the case of the parallel (within the right-of-way) access roads described in TRRC's response to the Second Information Request, TRRC anticipates that any existing lateral access roads it might use ideally would be approximately 13 feet wide and preferably surfaced with aggregate material to ensure an all-weather driving surface.

- 2. STB Request: In addition to the cost estimate requested for the Colstrip Alternative in Information Request #5, dated May 5, 2014 please provide the estimated construction cost for the remaining alternatives in 2013 dollars.*

TRRC Response: TRRC continues to further analyze the estimated construction costs for each of the alternatives other than the Colstrip Alternative and state them in 2013 dollars. That analysis is nearing completion and will be submitted in the near future.

Respectfully submitted,



David H. Coburn

Attorney for Tongue River Railroad Company, Inc.