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May 3, 2013

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.; Information Request #2**

Dear Ms. Rutson:

In reference to your April 5, 2013 letter forwarding a second information request in connection with the environmental review of the Tongue River Railroad project in this proceeding, and your subsequent agreement to provide an extension until today for our response, please find attached a document prepared which responds on behalf of Tongue River Railroad Company, Inc. ("TRRC") to the questions posed in that request. Please also note that the information supplied in the attached document is based on conceptual engineering analyses undertaken at this time, and that some of the information could change when final engineering occurs in the future.

You will also find attached a separate submission from BNSF Railway Company responding to question 15 concerning planned upgrades to its Colstrip Subdivision. The reports requested by question 16 have previously been submitted by TRRC under separate cover.

Please let us know if you have any questions about the attached responses.

Sincerely,

A handwritten signature in cursive script, reading "David H. Coburn".

David H. Coburn
Attorney for Tongue River Railroad Company, Inc.

cc: Mr. Ken Blodgett, OEA
Mr. Alan Summerville, ICF

May 3, 2013

The Tongue River Railroad Company, Inc. (TRRC) offers the following responses to the STB's request for information dated April 5, 2013 regarding the Tongue River Railroad Project. These responses are based on engineering evaluations that have taken place at this time at a conceptual level. The information set forth here is subject to revision based on final engineering work that will take place in the future.

1. *STB Request: The December 17, 2012 supplemental application indicated a minimum Right-of-Way (ROW) width of 200 feet. Identify the maximum ROW width and circumstances under which the ROW width would exceed 200 feet. Identify the minimum ROW width and circumstances under which the minimum ROW width would be used.*

TRRC Response: The maximum right-of-way width for each of the alternatives is as follows based on conceptual design and publicly available USGS 10-meter digital terrain model:

- Colstrip Alternative – 950 feet
- Tongue River Alternative – 1,200 feet
- Tongue River Road Alternative – 950 feet
- Moon Creek Alternative – 1,200 feet
- Decker 1 Alternative – 1,200 feet
- Decker 2 Alternative – 1,400 feet
- Ashland East Variation – 1,074 feet
- Terminus 1 Variation – 975 feet

The maximum right-of-way width is based on the project footprint, including track bed, drainage ditches, cut and fill slope angles of repose sufficient to avoid soil slumping, benching of slopes to avoid soil slumping, and fire guards (see Figure 1). In order to accommodate these factors, the anticipated right-of-way width exceeds the currently proposed EIS Area of Potential Effect (APE) for the following total length on each alternative and in the locations shown in Figures 2A-2H:

- Colstrip Alternative – 3.54 miles
- Tongue River Alternative – 3.79 miles
- Tongue River Road Alternative – 7.52 miles
- Moon Creek Alternative – 5.61 miles
- Decker 1 Alternative – 9.91 miles
- Decker 2 Alternative – 10.14 miles
- Ashland East Variation – 7.25 miles
- Terminus 1 Variation – 2.44 miles

It should be noted that the length of areas exceeding the APE is significantly higher on Decker 1 and 2 compared with the Colstrip Alternative which equates to a significantly greater area of disturbance. The minimum right-of-way width of 200 feet is based on the same factors as those that control maximum right-of-way width in conjunction with the existing topography of the

project area (see Figure 3). There are few situations where a right-of-way width of less than 200 feet will be sufficient as the rail alignment transitions between cuts and fills through the existing topography.

2. *STB Request: Would the proposed action require the use of microwave towers along the ROW or in the project area? If so, indicate the number and approximate spacing of the towers.*

TRRC Response: The Colstrip Alternative will require two tower sites along the proposed rail line while the Tongue River, Tongue River Road, and Moon Creek Alternatives will require six tower sites along the proposed rail line. The tower sites are spaced at intervals of approximately ten to nineteen miles apart, or an average of about every 13 miles. The southern routes are expected to require at least four tower sites due to the length of proposed rail line.

3. *STB Request: Indicate whether there would be a transmission line constructed in all or parts of the ROW. If so, describe the voltage, wiring configuration, design of poles, and other pertinent details.*

TRRC Response: Transmission lines are not planned to be constructed in any part of the right-of-way. However, single-phase distribution lines of relatively small voltage, usually 12.5 to 14.4 kV, will be required to support the signal system and detectors that identify dragging rail equipment and hot wheel bearings, as well as automatic equipment identification detectors. Single-phase distribution lines typically consist of 30- to 50-foot wood poles spaced no more than about 250 feet apart with two conductors, the primary and neutral wires, mounted either side by side on a cross-frame or oriented vertically near the top of the pole. The signal and detector locations will be finalized as design progresses, but would all require connection to existing distribution lines. Detectors are typically spaced at approximately five-mile intervals and the signals will be located to control turnouts at the ends of sidings and at the bifurcation point between Terminus Points 1 and 2. Existing single-phase distribution lines are parallel to most of the public roadways adjacent to the alternatives and new private lines serving the proposed rail infrastructure will be located in such a way to minimize the length of new distribution line required.

4. *STB Request: Indicate if an access road would be developed within the ROW. If so, what are the general specifications and characteristics anticipated for the road?*

TRRC Response: Access roads will be utilized to provide access to siding tracks, setout tracks, bridge abutments, signals, and detectors, but not continuously along any of the alternatives. Access to these facilities represents a relatively small percentage of the overall project length regardless of the alternative. The access road will be 13 feet wide and consist of 6 inches of aggregate similar to track subballast. Access roads will connect to the nearest crossing or public access point to minimize their length along the rail line.

5. *STB Request: Indicate if new buildings would be constructed for the ancillary facilities in Ashland. If new buildings would be constructed, indicate the physical footprint of the planned facilities and their location.*

TRRC Response: A building to support the proposed rail line is planned in Ashland. The location is yet to be determined, but will be adjacent to public access and available public utilities. The size of the building is estimated to be approximately 1,100 square feet.

6. *STB Request: Identify the location of river and stream crossings and the sizes and types of bridges and culverts for the crossings.*

TRRC Response: Culvert and bridge locations, types, and sizes will be finalized during subsequent design, but the methodology for determining their size is as follows:

All culverts and other drainage structures will comply with the design criteria guidelines of the American Railway Engineering and Maintenance of Way Association and BNSF. Culverts shall be designed to discharge a 50-year flood without static head at the entrance and a 100-year flood without having the water surface overtop track subgrade at the lowest point of the cross-section, or the head depth of 1.5 times the culvert diameter/rise, whichever is less. Additionally, culverts will be incorporated into the existing grade of the streambed to avoid, to the extent possible, changing the character of the streambed and impacting migrating amphibians and reptiles where applicable. A preliminary list of culvert locations, types, and sizes proposed for each alternative and variation is attached (see Tables 1 and 2).

Bridges crossing rivers and streams will be sized in accordance with BNSF hydraulic design criteria. As such, the low chord of any bridge over water will be above the 50-year water surface elevation and the 100-year water surface elevation will not overtop track subgrade at the lowest point of the cross-section. Additionally, the hydraulic conveyance through the structure will be adequate to minimize potential adverse impact on natural conditions for a 100-year flood event. An analysis will be provided to the Montana Department of Natural Resources and Conservation documenting that the final design for any bridges or culverts constructed over rivers and perennial streams located in a designated 100-year floodplain shall not increase the upstream elevation of the 100-year flood by more than 0.5 feet or significantly increase flood velocities.

Bridges are currently anticipated over the following waterbodies at the locations shown in Tables 1 and 2 for each of the alternatives:

- Colstrip Alternative
 - Rosebud Creek
 - Lay Creek
 - Tongue River
 - Otter Creek

- Tongue River Alternative
 - Tongue River
 - Otter Creek
- Tongue River Road Alternative
 - Tongue River
 - Ash Creek
 - Foster Creek
 - Lay Creek
 - Liscom Creek
 - Beaver Creek
 - Otter Creek
- Moon Creek Alternative
 - Moon Creek near MP 2.07
 - Moon Creek near MP 5.11
 - Tongue River
 - Otter Creek
 - Decker 1 Alternative Tongue River
 - Hanging Woman Creek
- Decker 2 Alternative
 - Tongue River near MP 7.55
 - Tongue River near MP 8.41
 - Tongue River near MP 26.15
- Ashland East Variation
 - Tongue River
 - Otter Creek
- Terminus 1 Variation (None anticipated)

7. *STB Request: Identify the locations of at-grade road crossings, the owner of the road public or private (no need to provide private owner's name), and the proposed warning devices.*

TRRC Response: The locations of public grade crossings are identified for the alternatives, but private crossings are only partially identified as future negotiations with landowners will influence the number and location of private crossings. Proposed crossings based on current conceptual engineering are shown on Figures 4A through 4H. Proposed warning devices at public crossings will be determined through diagnostic evaluation with the public agency governing each public roadway. Private crossings are anticipated to have passive protection in the form of signage. The following is a list of public at-grade crossings for each alternative with the public agency anticipated to govern the crossing in parenthesis:

- Colstrip Alternative
 - Cow Creek Road (Rosebud County)
 - Rosebud Creek Road (Rosebud County)

- Greenleaf Road – S-447 near MP 8.38 (Rosebud County with possible input from MDT)
 - Greenleaf Road – S-447 near MP 11.57 (Rosebud County with possible input from MDT)
 - Tongue River Road – S-447 (Rosebud County/MDT)
 - East Tongue River Road (Rosebud County)
- Tongue River Alternative
 - Moon Creek Road (Custer County)
 - Snider Creek Road (Rosebud County)
 - Tongue River Road – S-332 (Rosebud County/MDT)
 - East Tongue River Road (Rosebud County)
- Tongue River Road Alternative
 - Tongue River Road – S-332 (Rosebud County/MDT)
 - Liscom Creek Road (Custer County)
 - Beaver Creek Road (Rosebud County)
 - East Tongue River Road (Rosebud County)
- Moon Creek Alternative
 - Moon Creek Road (Rosebud Creek Road)
 - Snider Creek Road (Rosebud Creek Road)
 - Tongue River Road – S-332 (Rosebud County/MDT)
 - East Tongue River Road (Rosebud County)
- Decker 1 Alternative
 - Wyoming 314 (WyDOT)
 - Four-Mile Creek Road (Rosebud County)
 - Fork Canyon Road (Rosebud County)
 - Tongue River Road – S-566 near MP 15.71 (Rosebud County/MDT)
 - Tongue River Road – S-566 near MP 16.80 (Rosebud County/MDT)
 - Hanging Woman Creek Road (Rosebud County)
 - Tongue River Road – S-566 near MP 34.76 (Rosebud County/MDT)
- Decker 2 Alternative
 - Wyoming 314 (WyDOT)
 - Four-Mile Creek Road (Rosebud County)
 - Fork Canyon Road (Rosebud County)
 - Tongue River Road – S-566 near MP 17.26 (Rosebud County/MDT)
 - Ashland Birney Road (Rosebud County)
 - Tongue River Road – S-566 near MP 27.83 (Rosebud County/MDT)
 - Tongue River Road – S-566 near MP 36.17 (Rosebud County/MDT)
 - Tongue River Road – S-566 near MP 40.15 (Rosebud County/MDT)
- Ashland East Variation - Same as Colstrip Alternative using Colstrip Alignment outside of Ashland East Variation limits except no crossing of East Tongue River Road

- Terminus 1 Variation - Same as Colstrip Alternative using Colstrip alignment outside of Terminus 1 Variation limits

8. *STB Request: Identify the locations of grade-separated road crossings and indicate whether the rail line would pass under or over the roadway.*

TRRC Response: Grade-separated road crossings are proposed at the following locations for each alternative:

- Colstrip Alternative
 - Railroad over US212 (MDT)
- Tongue River Alternative
 - I-94 over Railroad (MDT)
 - Railroad over US212 (MDT)
- Tongue River Road Alternative
 - I-94 over Railroad (MDT)
 - Railroad over US212 (MDT)
- Moon Creek Alternative
 - I-94 over Railroad (MDT)
 - Railroad over US212 (MDT)
- Decker 1 Alternative
 - None Anticipated
- Decker 2 Alternative
 - None Anticipated
- Ashland East Variation
 - Railroad over US212 (MDT)
- Terminus 1 Variation (None anticipated)

9. *STB Request: Indicate if any roads need to be relocated during the construction of the rail line. If so, disclose the name and location of the road and describe the relocation on a map.*

TRRC Response: Anticipated road relocations and approximate lengths of relocations based on conceptual engineering are shown on Figure 5A through 5F for each alternative or variation.

10. *STB Request: Indicate if there is a need for sub-ballast in addition to that of the cut material. If so, identify the source of the additional sub-ballast and how ballast would be transported to the construction site.*

TRRC Response: Subballast will be required beneath the track ballast for the proposed rail line. Subballast material is very near in material properties to Montana Department of Transportation base rock, which 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 project. Transportation of ballast will be by train, while subballast may be transported by either truck, train, or a combination of both, as determined by construction contractors proposing to construct the line based on economic evaluation. The use of asphalt beneath the track ballast in lieu of subballast will also be evaluated by contractors for potential cost savings.

11. *STB Request: Identify the source or sources of water that would be used for dust suppression, soil compaction and other construction activities.*

TRRC Response: It is anticipated that water for use during construction will be obtained through construction contractor-coordinated purchase of water rights access to Tongue River, Yellowstone River, water wells, or a combination thereof.

12. *STB Request: Describe sedimentation control measures that would be implemented during construction.*

TRRC Response: The construction will be covered under the Montana Department of Environmental Quality General Permit for Storm Water Discharges Associated with Construction Activity and conducted under a site-specific Storm Water Pollution Prevention Plan. The following Best Management Practices will be utilized to provide sedimentation control during construction:

- Preserving natural vegetation wherever possible during clearing and grubbing
- Silt fence around the perimeter of fills
- Rock-Stabilized construction entrances/exits
- Straw bales and wattles in ditches with relatively flat slopes and low flows
- Rock check dams in ditches with higher slopes and flows and culvert outlets
- Culvert filter berms at the inlet and outlet of culverts
- Tracking of slopes perpendicular to contours prior to temporary or permanent seeding
- Temporary seeding and mulching of disturbed areas except rock that will not support growth
- Permanent seeding and mulching of disturbed areas except rock that will not support growth

13. *STB Request: Provide the number of construction workers in each phase of the project.*

TRRC Response: The number of construction workers can be estimated using methodology provided by Executive Office of the President, Council on Economic Advisors 2009 memorandum, "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009" and subsequent revisions based on further analysis and actual job-creation experience in 2011. This methodology provides a simple rule of one job-year being created for every \$76,923 in transportation infrastructure spending. The actual number of workers is likely to be similar

across the alternatives, but the duration of construction would vary based on project cost. The following job-years for each alternative are presented below based on the above guidance:

- Colstrip Alternative – 5,408 job-years
- Tongue River Alternative – 8,125 job-years
- Tongue River Road Alternative – 9,789 job-years
- Moon Creek Alternative – 9,503 job-years
- Decker 1 Alternative – 7,364 job-years
- Decker 2 Alternative – 9,076 job-years
- Ashland East Variation – 1,924 job-years more than equivalent portion of northern alternatives
- Terminus 1 Variation – 845 job-years more than equivalent portion of northern alternatives

14. *STB Request: Indicate if any construction crew camps are anticipated. If so, explain where camps are anticipated to be located and approximately how large the footprint of each anticipated camp would be.*

TRRC Response: Construction camps that provide temporary housing for construction workers are not at present anticipated for this project. Rather, it is currently planned that construction workers not from the area will locate appropriate temporary housing in communities in the general vicinity of the project. However, staging areas for equipment and material storage will be required at locations and in sizes to be determined by the construction contractors proposing to construct the line based on economic analysis.

15. *STB Request: Describe all planned upgrades to the Colstrip Subdivision line that would be required for the proposed action. Indicate quantities and locations of new or upgraded components including track, bridges, culverts, at-grade crossings, and others.*

TRRC Response: BNSF will provide a description of potential upgrades to the existing Colstrip Subdivision associated with the Colstrip Alternative under separate cover.

16. *STB Request: Provide copies of the three following reports that were referenced in Montana Fish, Wildlife, and Parks. November 2008. Draft Environmental Assessment Tongue River Railroad Grant of Easement and Right of Way.*

- a. Shannon & Wilson, Inc. 2007. An Evaluation of Pallid Sturgeon Responsiveness to Railroad-Induced Vibration. Private Report to Tongue River Railroad Company.*
- b. Wilson, Ihrig & Associates. 2007. Miles City State Fish Hatchery high resolution Acoustical Study, Miles City, Montana. Private Report to Tongue River Railroad Company*
- c. Womack & Associates. 2007. Tongue River Railroad project acoustical study: Miles City State Fish Hatchery. Private Report to Tongue River Railroad Company*

TRRC Response: The three reports referenced have been submitted to STB under separate cover.

17. *STB Request: Identify the length of the typical locomotive that would be associated with the unit coal trains.*

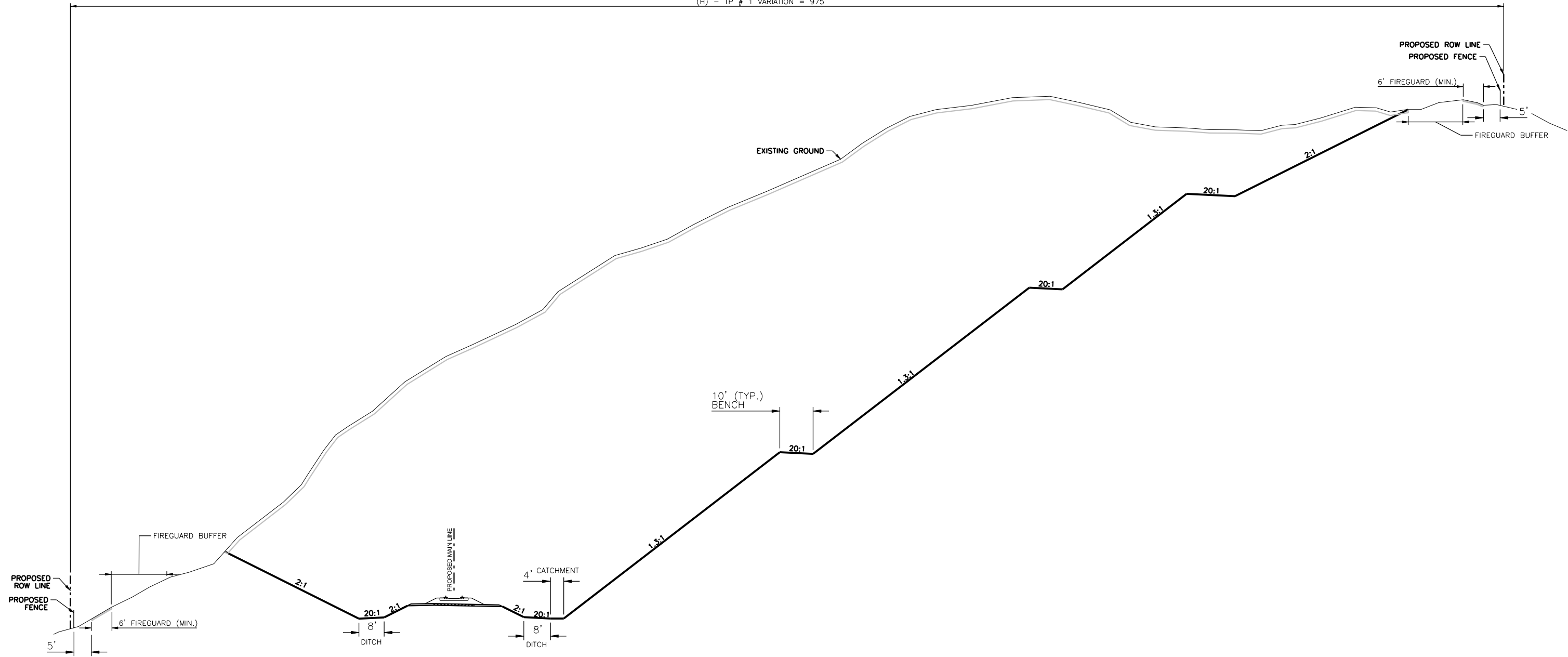
TRRC Response: The typical coal service locomotive is approximately 75 feet long.

18. *STB Request: Identify the average operating speed that trains would be anticipated to maintain along the rail line.*

TRRC Response: The maximum operating speed on the proposed rail line will be 40 miles per hour (MPH). The average operating speed is anticipated to be as follows for each alternative:

- Colstrip Alternative – 29.7 MPH loaded and 38.1 MPH empty
- Tongue River Alternative – 38.6 MPH loaded and 39.4 MPH empty
- Tongue River Road Alternative – 37.8 MPH loaded and 39.4 MPH empty
- Moon Creek Alternative – 34.4 MPH loaded and 39.5 MPH empty
- Although no modeling has been completed on the Decker 1 and 2 Alternatives, it is anticipated that average speeds will be comparable to the Colstrip Alternative
- Although no modeling has been completed on the Ashland East and Terminus 1 Variations, it is anticipated that average speeds will be comparable to the Colstrip Alternative

ALTERNATIVES MAXIMUM RIGHT-OF-WAY WIDTHS
(A) - COLSTRIP = 950'
(B) - TONGUE RIVER = 1,200'
(C) - TONGUE RIVER ROAD = 950'
(D) - MOON CREEK = 1,200'
(E) - DECKER 1 = 1,200'
(F) - DECKER 2 = 1,400'
(G) - ASHLAND EAST = 1,075'
(H) - TP # 1 VARIATION = 975'



TYPICAL MAXIMUM RIGHT-OF-WAY WIDTHS
SCALE: NO SCALE

CONCEPTUAL		
REV	DATE	DESCRIPTION
BY	SUB	APP

INFORMATION CONFIDENTIAL
ALL PLANS, DRAWINGS, SPECIFICATIONS, AND/OR INFORMATION FURNISHED HEREWITH SHALL REMAIN THE PROPERTY OF BNSF RAILWAY AND SHALL NOT BE USED FOR ANY PURPOSE NOT PROVIDED FOR IN AGREEMENTS WITH BNSF RAILWAY.

DESIGNED BY	MLC
DRAWN BY	SMW
CHECKED BY	JRW
APPROVED BY	
DATE	4/24/2013

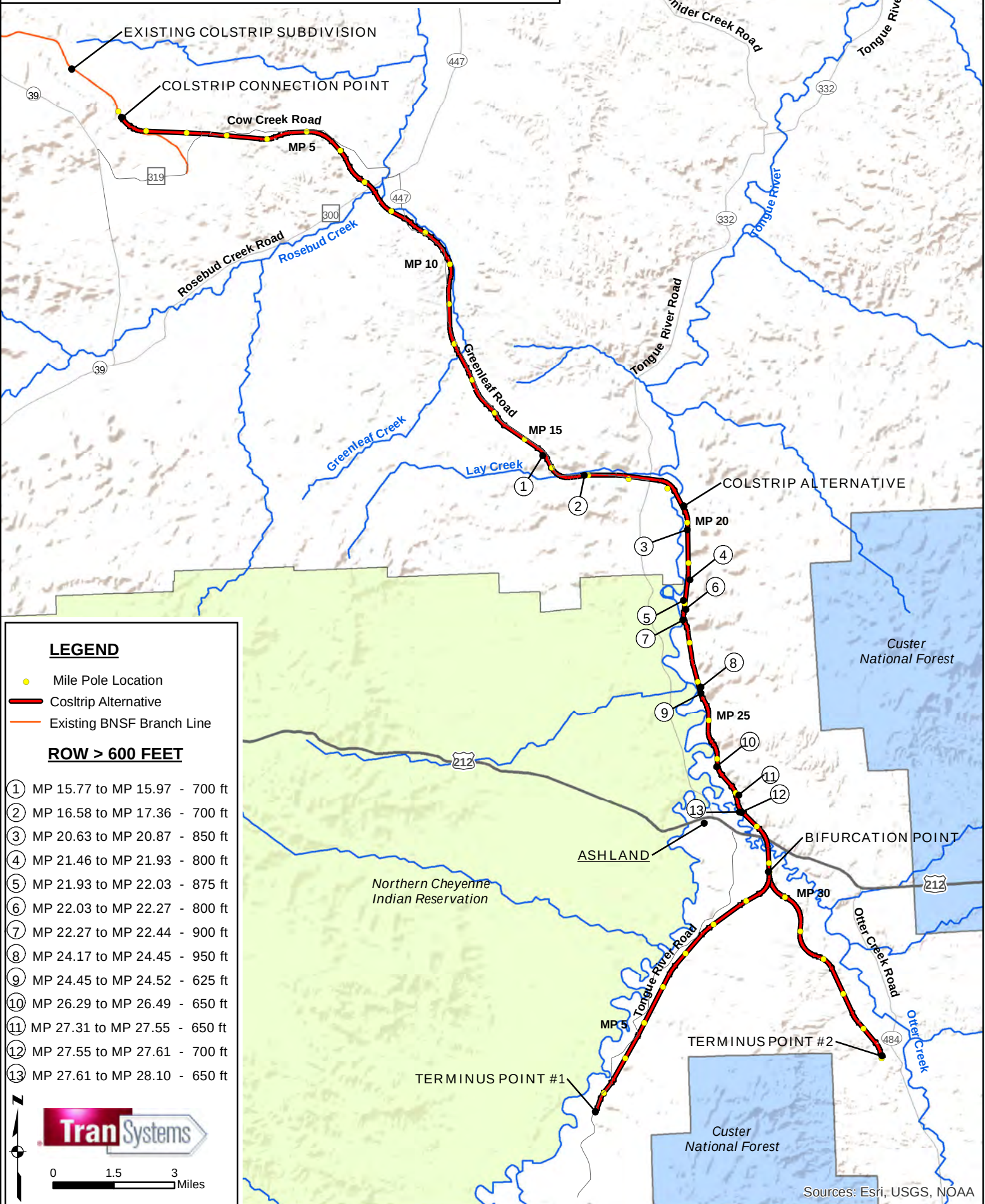


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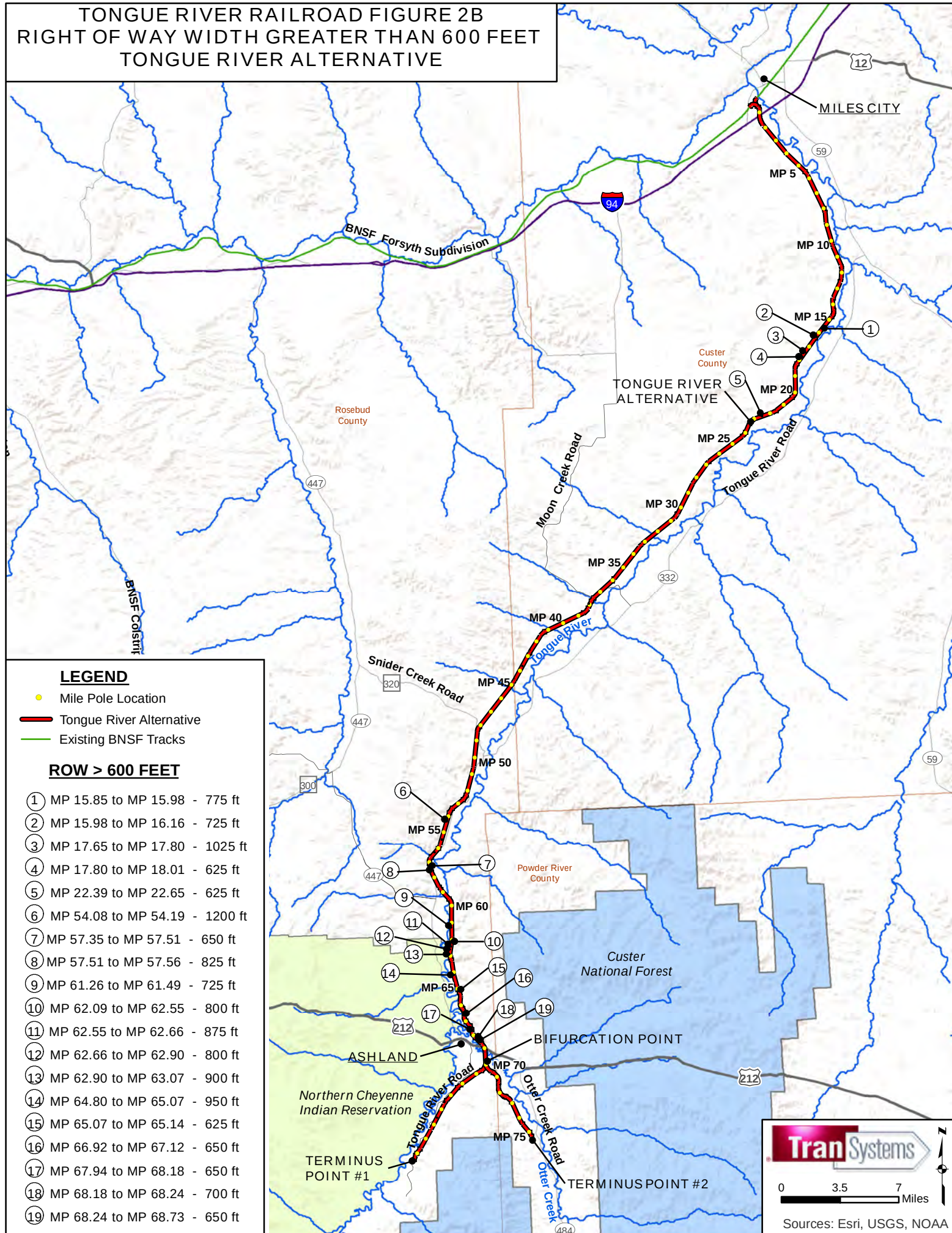
TONGUE RIVER RAILROAD
PROPOSED MAXIMUM RIGHT-OF-WAY WIDTHS
TYPICAL SECTION

CONTRACT NO.		BF10003432
DRAWING NO.		FIGURE 1
REVISION	SHEET NO.	1 OF 1
SCALE		AS SHOWN

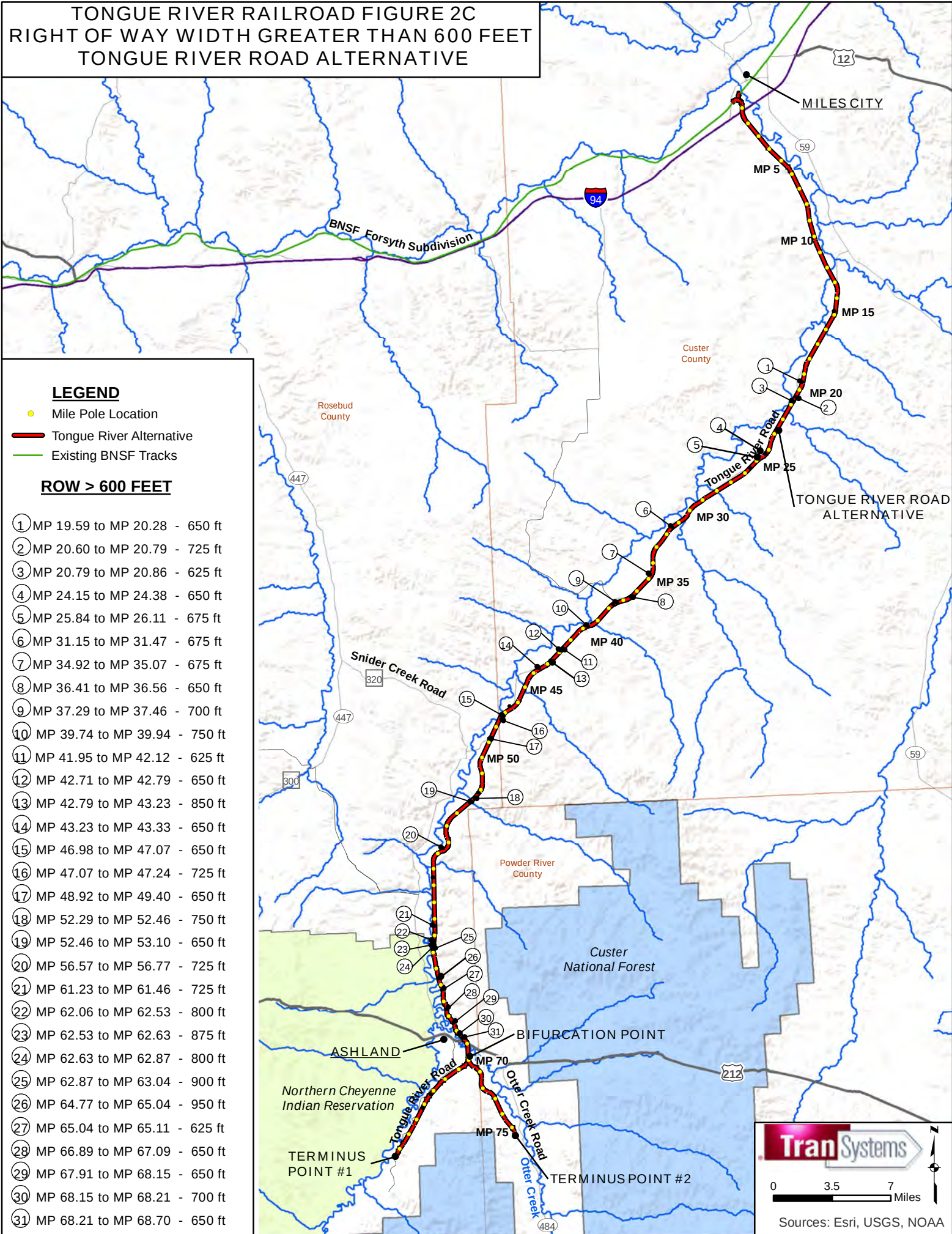
TONGUE RIVER RAILROAD FIGURE 2A RIGHT OF WAY WIDTH GREATER THAN 600 FEET COLSTRIP ALTERNATIVE



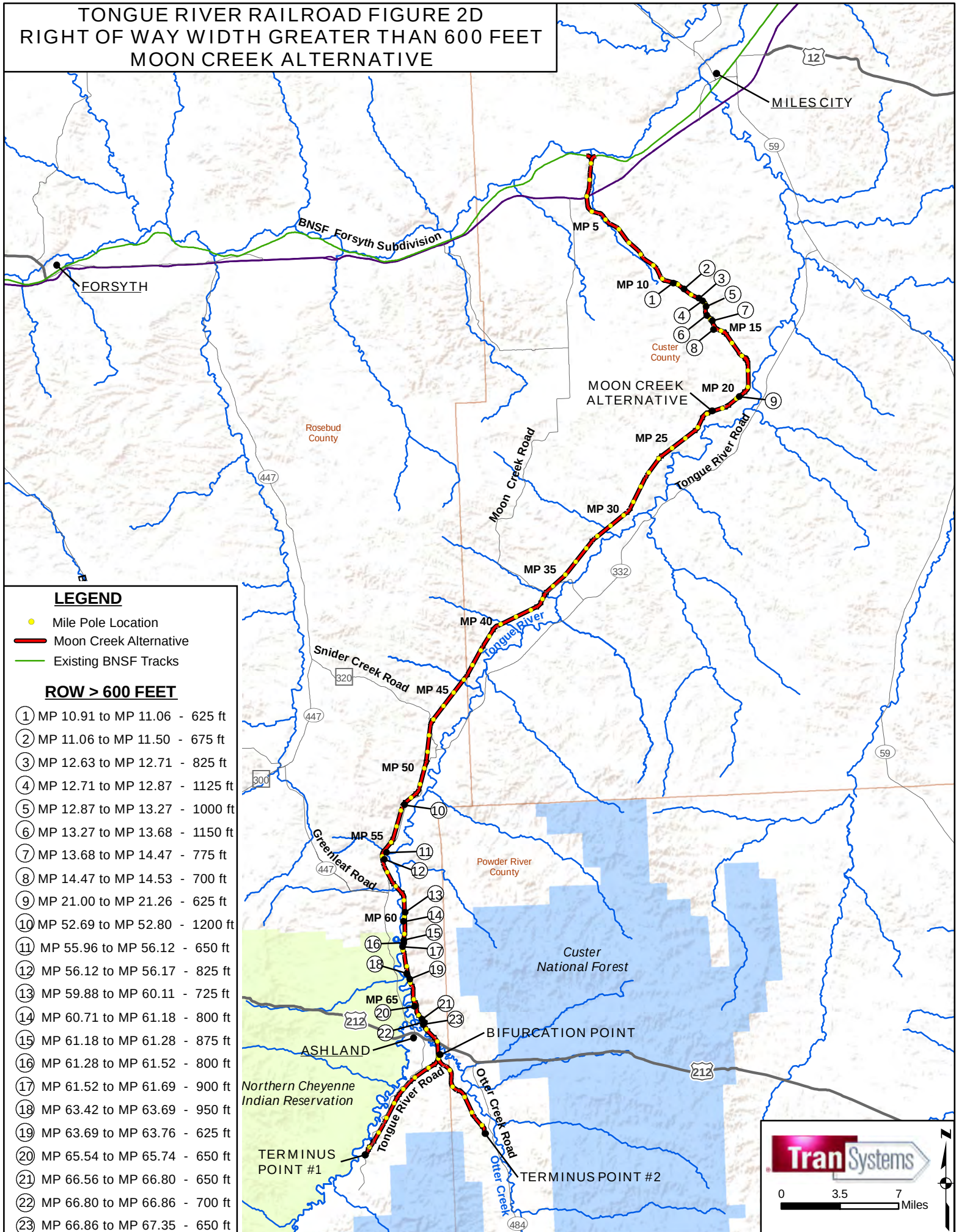
TONGUE RIVER RAILROAD FIGURE 2B RIGHT OF WAY WIDTH GREATER THAN 600 FEET TONGUE RIVER ALTERNATIVE



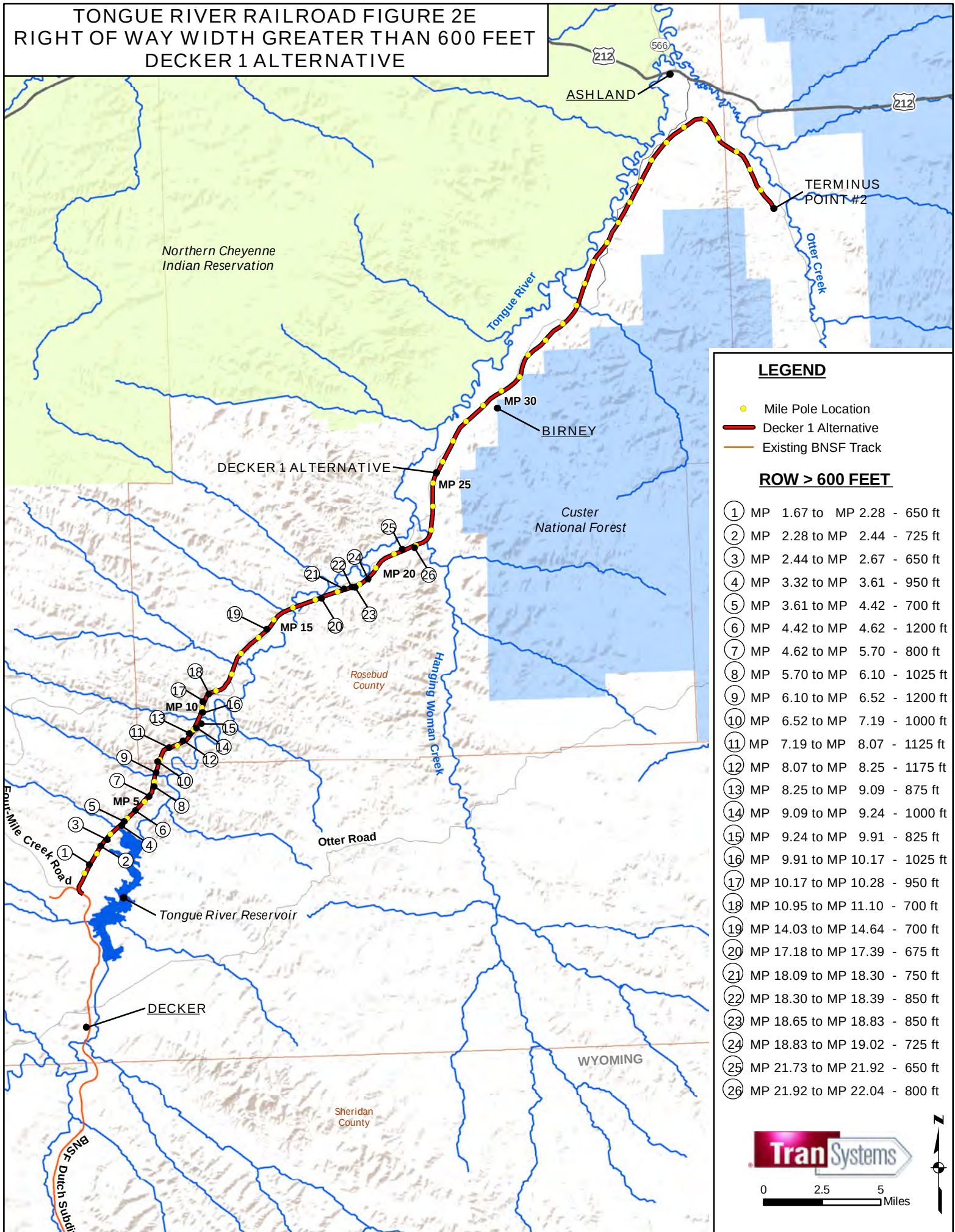
TONGUE RIVER RAILROAD FIGURE 2C RIGHT OF WAY WIDTH GREATER THAN 600 FEET TONGUE RIVER ROAD ALTERNATIVE



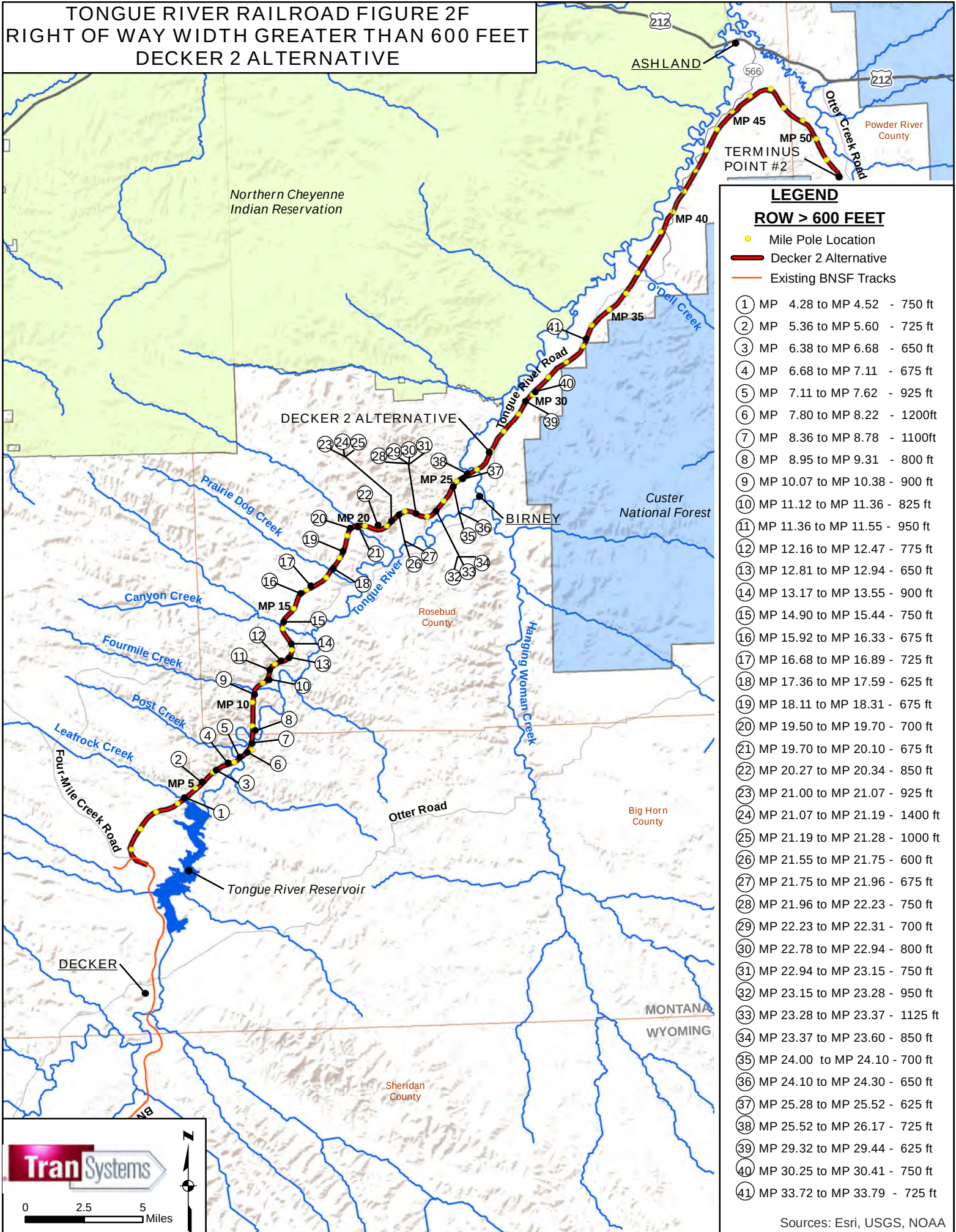
TONGUE RIVER RAILROAD FIGURE 2D RIGHT OF WAY WIDTH GREATER THAN 600 FEET MOON CREEK ALTERNATIVE



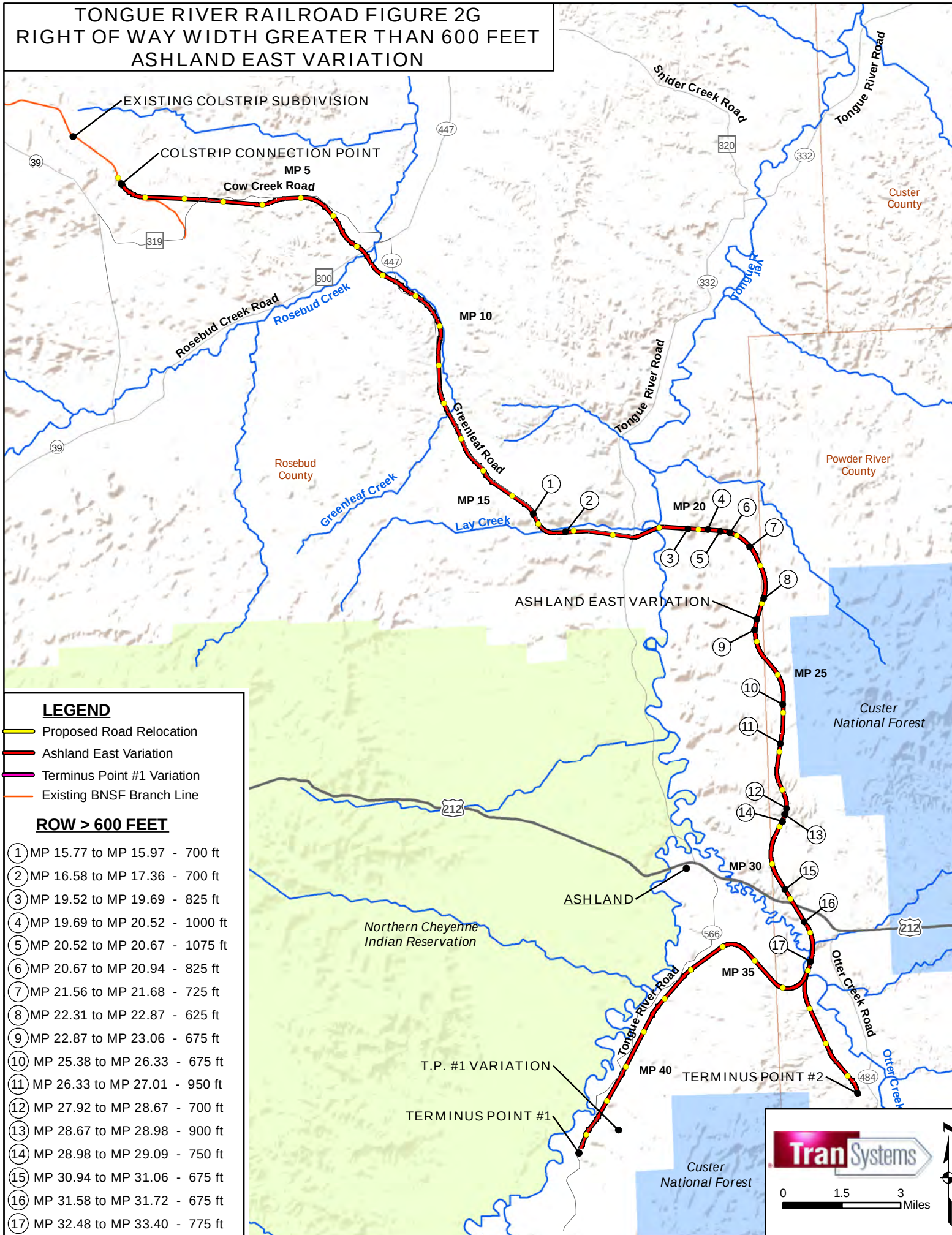
TONGUE RIVER RAILROAD FIGURE 2E **RIGHT OF WAY WIDTH GREATER THAN 600 FEET** **DECKER 1 ALTERNATIVE**



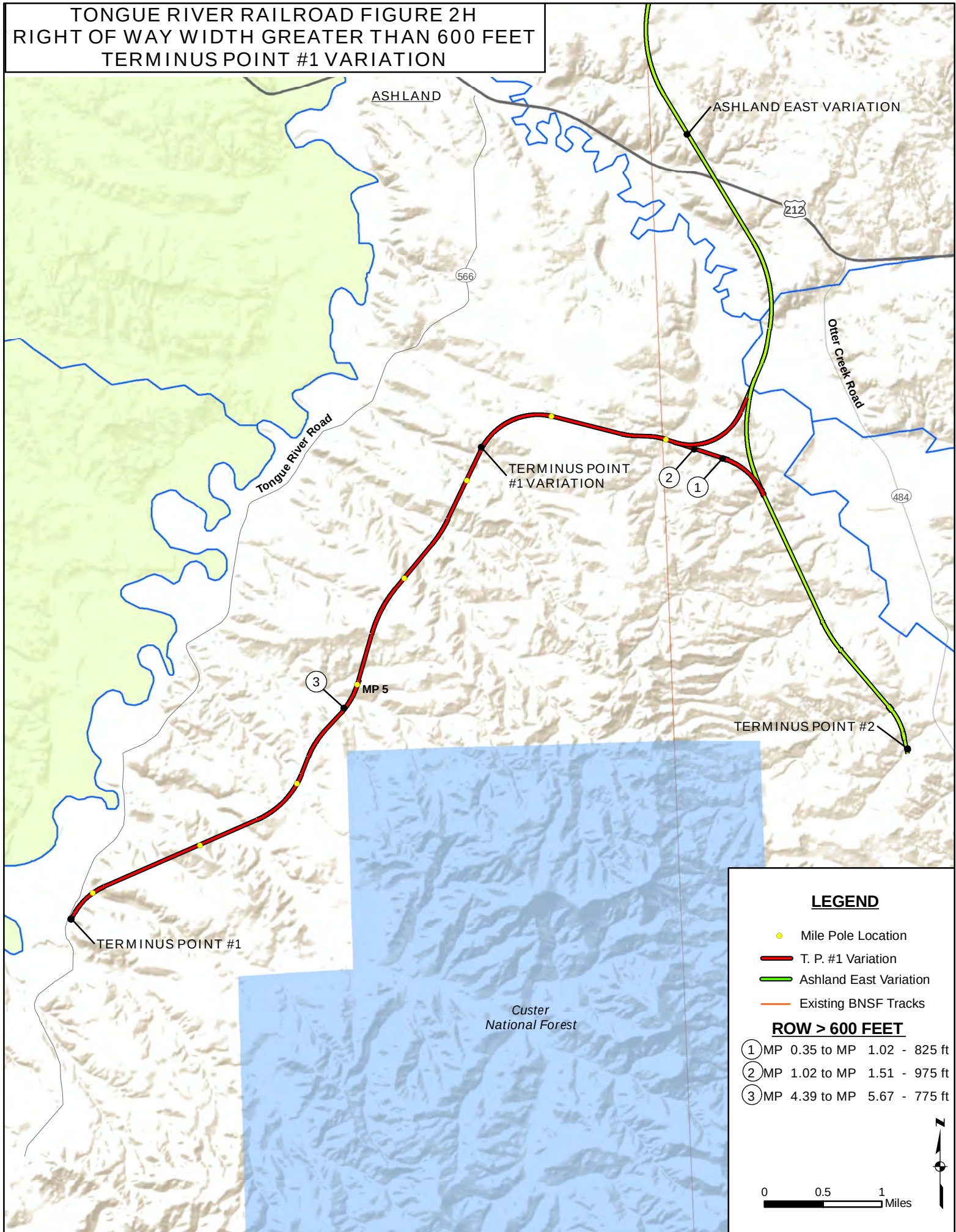
TONGUE RIVER RAILROAD FIGURE 2F RIGHT OF WAY WIDTH GREATER THAN 600 FEET DECKER 2 ALTERNATIVE

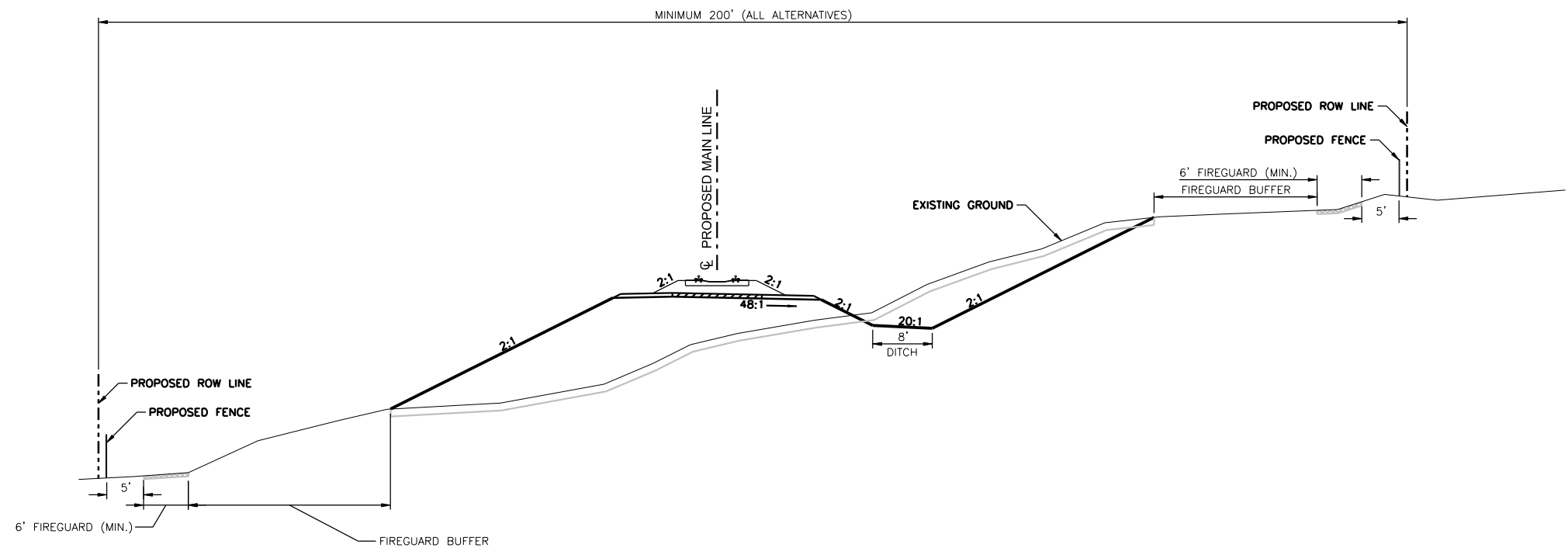


TONGUE RIVER RAILROAD FIGURE 2G RIGHT OF WAY WIDTH GREATER THAN 600 FEET ASHLAND EAST VARIATION



**TONGUE RIVER RAILROAD FIGURE 2H
RIGHT OF WAY WIDTH GREATER THAN 600 FEET
TERMINUS POINT #1 VARIATION**

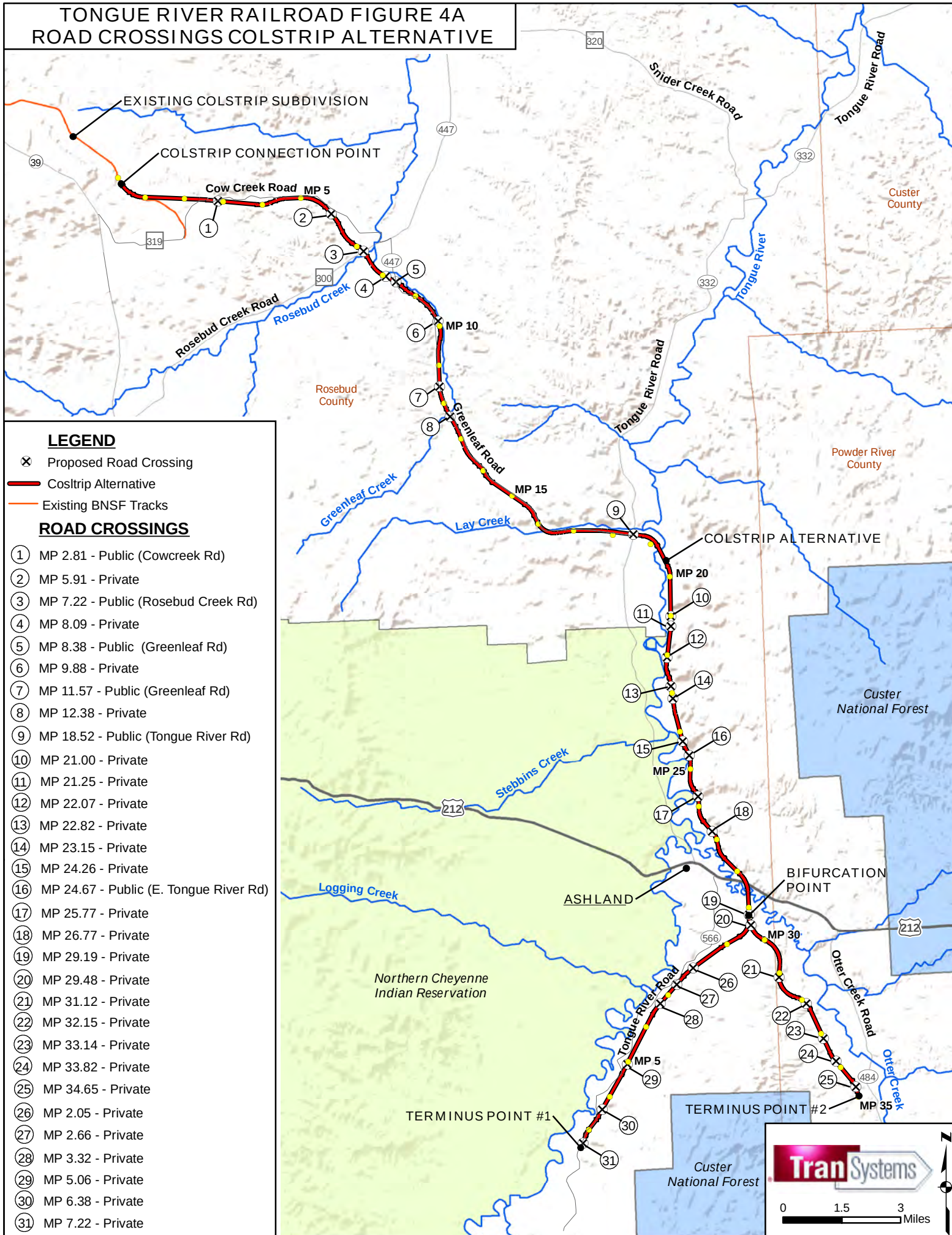




TYPICAL MINIMUM RIGHT-OF-WAY WIDTH
SCALE: NO SCALE

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TONGUE RIVER RAILROAD FIGURE 4A ROAD CROSSINGS COLSTRIP ALTERNATIVE



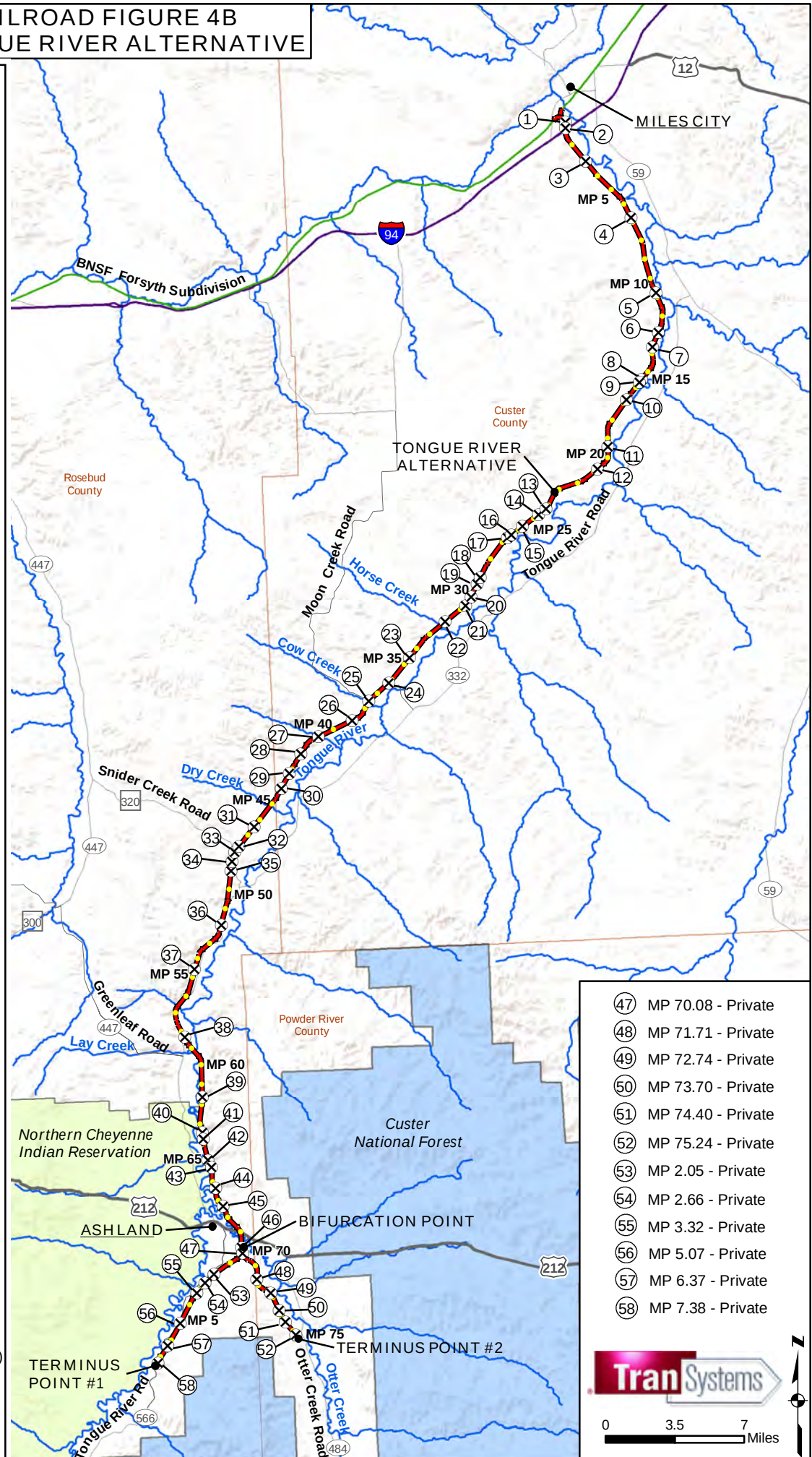
TONGUE RIVER RAILROAD FIGURE 4B ROAD CROSSINGS TONGUE RIVER ALTERNATIVE

LEGEND

- ✕ Proposed Road Crossing
- Tongue River Alternative
- Existing BNSF Tracks

ROAD CROSSINGS

- ① MP 0.77 - Private
- ② MP 1.08 - Private
- ③ MP 3.06 - Private
- ④ MP 6.78 - Private
- ⑤ MP 10.78 - Private
- ⑥ MP 12.88 - Private
- ⑦ MP 13.69 - Private
- ⑧ MP 15.52 - Private
- ⑨ MP 15.76 - Private
- ⑩ MP 16.79 - Private
- ⑪ MP 19.44 - Private
- ⑫ MP 20.79 - Private
- ⑬ MP 24.24 - Private
- ⑭ MP 24.69 - Private
- ⑮ MP 25.72 - Private
- ⑯ MP 26.43 - Private
- ⑰ MP 26.65 - Private
- ⑱ MP 29.13 - Private
- ⑲ MP 29.48 - Private
- ⑳ MP 30.18 - Private
- ㉑ MP 30.72 - Private
- ㉒ MP 32.03 - Private
- ㉓ MP 34.61 - Private
- ㉔ MP 36.24 - Private
- ㉕ MP 37.58 - Public (Moon Creek Rd)
- ㉖ MP 38.95 - Private
- ㉗ MP 40.85 - Private
- ㉘ MP 42.13 - Private
- ㉙ MP 43.26 - Private
- ㉚ MP 44.10 - Private
- ㉛ MP 46.50 - Private
- ㉜ MP 47.76 - Private
- ㉝ MP 48.10 - Private
- ㉞ MP 48.63 - Public (Snider Creek Rd)
- ㉟ MP 49.10 - Private
- ㊱ MP 51.88 - Private
- ㊲ MP 54.59 - Private
- ㊳ MP 58.35 - Public (Tongue River Rd)
- ㊴ MP 61.64 - Private
- ㊵ MP 63.44 - Private
- ㊶ MP 63.78 - Private
- ㊷ MP 64.88 - Private
- ㊸ MP 65.29 - Public (E. Tongue River Rd)
- ㊹ MP 66.36 - Private
- ㊺ MP 67.36 - Private
- ㊻ MP 69.79 - Private



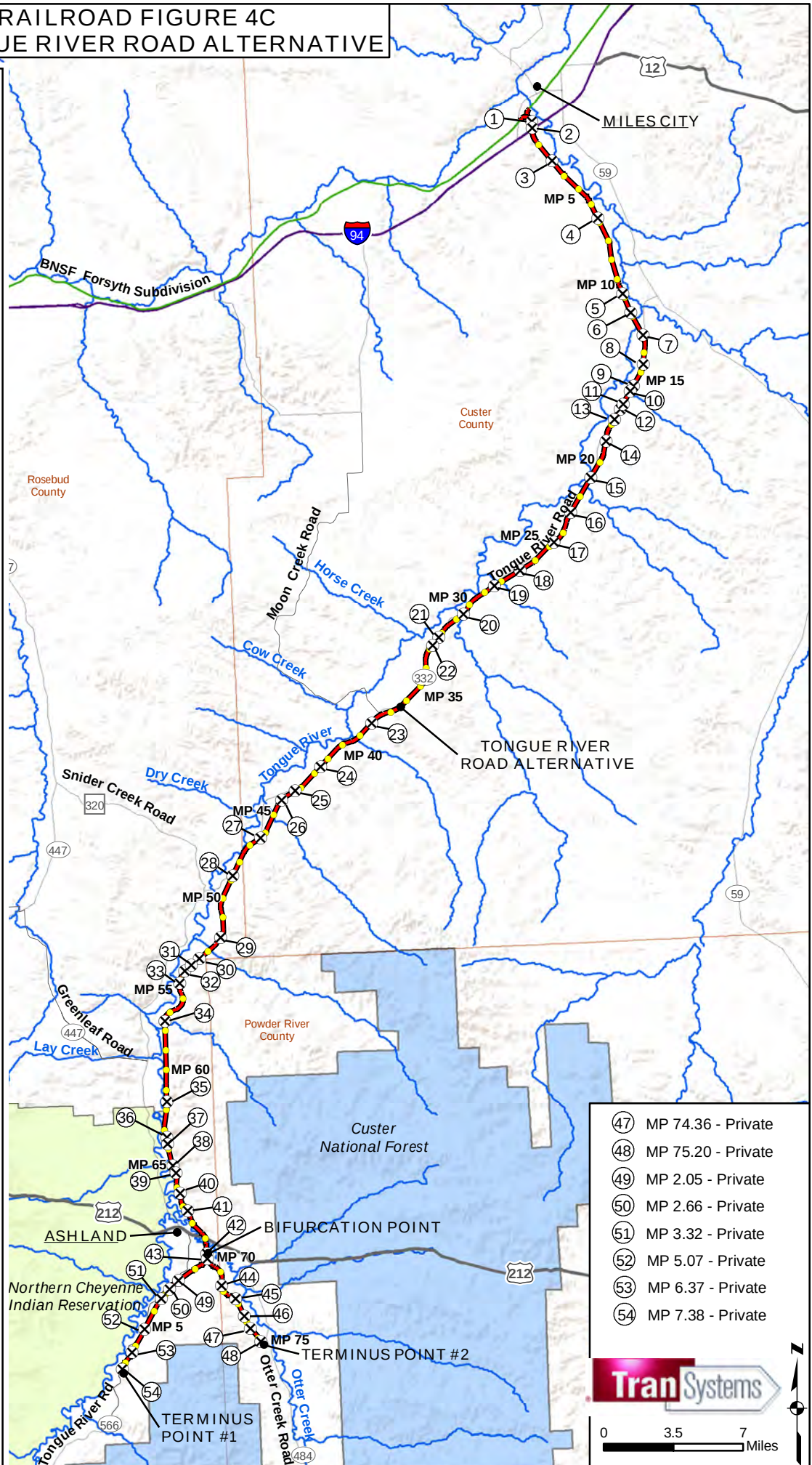
TONGUE RIVER RAILROAD FIGURE 4C ROAD CROSSINGS TONGUE RIVER ROAD ALTERNATIVE

LEGEND

- ✕ Proposed Road Crossing
- Tongue River Road Alternative
- Existing BNSF Tracks

ROAD CROSSINGS

- ① MP 0.77 - Private
- ② MP 1.08 Private
- ③ MP 3.06 - Private
- ④ MP 6.78 - Private
- ⑤ MP 10.78 - Private
- ⑥ MP 11.82 - Private
- ⑦ MP 13.11 - Public (Tongue River Rd)
- ⑧ MP 14.59 - Private
- ⑨ MP 15.79 - Private
- ⑩ MP 16.10 - Private
- ⑪ MP 16.84 - Private
- ⑫ MP 17.12 - Private
- ⑬ MP 17.74 - Private
- ⑭ MP 18.90 - Private
- ⑮ MP 20.93 - Private
- ⑯ MP 22.95 - Private
- ⑰ MP 24.71 - Private
- ⑱ MP 26.91 - Private
- ⑲ MP 28.42 - Private
- ⑳ MP 30.58 - Private
- ㉑ MP 32.30 - Private
- ㉒ MP 32.80 - Private
- ㉓ MP 38.14 - Private
- ㉔ MP 41.55 - Private
- ㉕ MP 43.34 - Private
- ㉖ MP 44.16 - Public (Liscom Creek Rd)
- ㉗ MP 46.35 - Private
- ㉘ MP 48.79 - Public (Beaver Creek Rd)
- ㉙ MP 52.06 - Private
- ㉚ MP 53.57 - Private
- ㉛ MP 54.09 - Private
- ㉜ MP 54.52 - Private
- ㉝ MP 55.20 - Private
- ㉞ MP 57.57 - Private
- ㉟ MP 61.60 - Private
- ㊱ MP 63.40 - Private
- ㊲ MP 63.74 - Private
- ㊳ MP 64.84 - Private
- ㊴ MP 65.25 - Public (E. Tongue River Rd)
- ㊵ MP 66.32 - Private
- ㊶ MP 67.32 - Private
- ㊷ MP 69.75 - Private
- ㊸ MP 70.04 - Private
- ㊹ MP 71.67 - Private
- ㊺ MP 72.70 - Private
- ㊻ MP 73.66 - Private



- ④⑦ MP 74.36 - Private
- ④⑧ MP 75.20 - Private
- ④⑨ MP 2.05 - Private
- ⑤⑩ MP 2.66 - Private
- ⑤① MP 3.32 - Private
- ⑤② MP 5.07 - Private
- ⑤③ MP 6.37 - Private
- ⑤④ MP 7.38 - Private

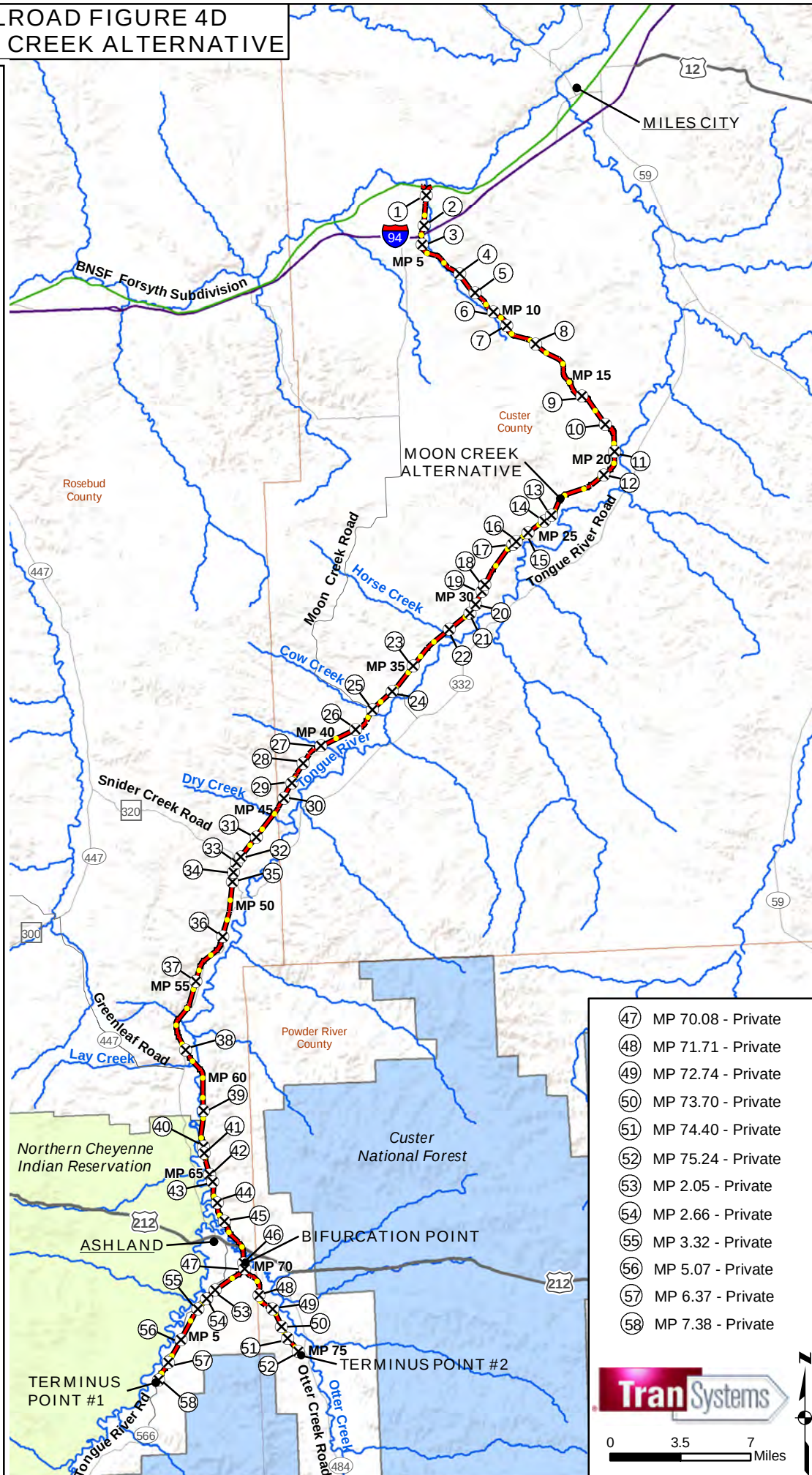
TONGUE RIVER RAILROAD FIGURE 4D ROAD CROSSINGS MOON CREEK ALTERNATIVE

LEGEND

- ✕ Proposed Road Crossing
- Moon Creek Alternative
- Existing BNSF Tracks

ROAD CROSSINGS

- ① MP 2.02 - Private
- ② MP 3.51 - Private
- ③ MP 4.49 - Private
- ④ MP 6.97 - Private
- ⑤ MP 8.19 - Private
- ⑥ MP 9.52 - Private
- ⑦ MP 10.51 - Private
- ⑧ MP 12.29 - Private
- ⑨ MP 16.00 - Private
- ⑩ MP 17.87 - Private
- ⑪ MP 19.44 - Private
- ⑫ MP 20.79 - Private
- ⑬ MP 24.24 - Private
- ⑭ MP 24.69 - Private
- ⑮ MP 25.72 - Private
- ⑯ MP 26.43 - Private
- ⑰ MP 26.65 - Private
- ⑱ MP 29.13 - Private
- ⑲ MP 29.48 - Private
- ⑳ MP 30.18 - Private
- ㉑ MP 30.72 - Private
- ㉒ MP 32.03 - Private
- ㉓ MP 34.61 - Private
- ㉔ MP 36.24 - Private
- ㉕ MP 37.58 - Public (Moon Creek Rd)
- ㉖ MP 38.95 - Private
- ㉗ MP 40.85 - Private
- ㉘ MP 42.13 - Private
- ㉙ MP 43.26 - Private
- ㉚ MP 44.10 - Private
- ㉛ MP 46.50 - Private
- ㉜ MP 47.76 - Private
- ㉝ MP 48.10 - Private
- ㉞ MP 48.63 - Public (Snider Creek Rd)
- ㉟ MP 49.10 - Private
- ㊱ MP 51.88 - Private
- ㊲ MP 54.59 - Private
- ㊳ MP 58.35 - Public (Tongue River Rd)
- ㊴ MP 61.64 - Private
- ㊵ MP 63.44 - Private
- ㊶ MP 63.78 - Private
- ㊷ MP 64.88 - Private
- ㊸ MP 65.29 - Public (E. Tongue River Rd)
- ㊹ MP 66.36 - Private
- ㊺ MP 67.36 - Private
- ㊻ MP 69.79 - Private

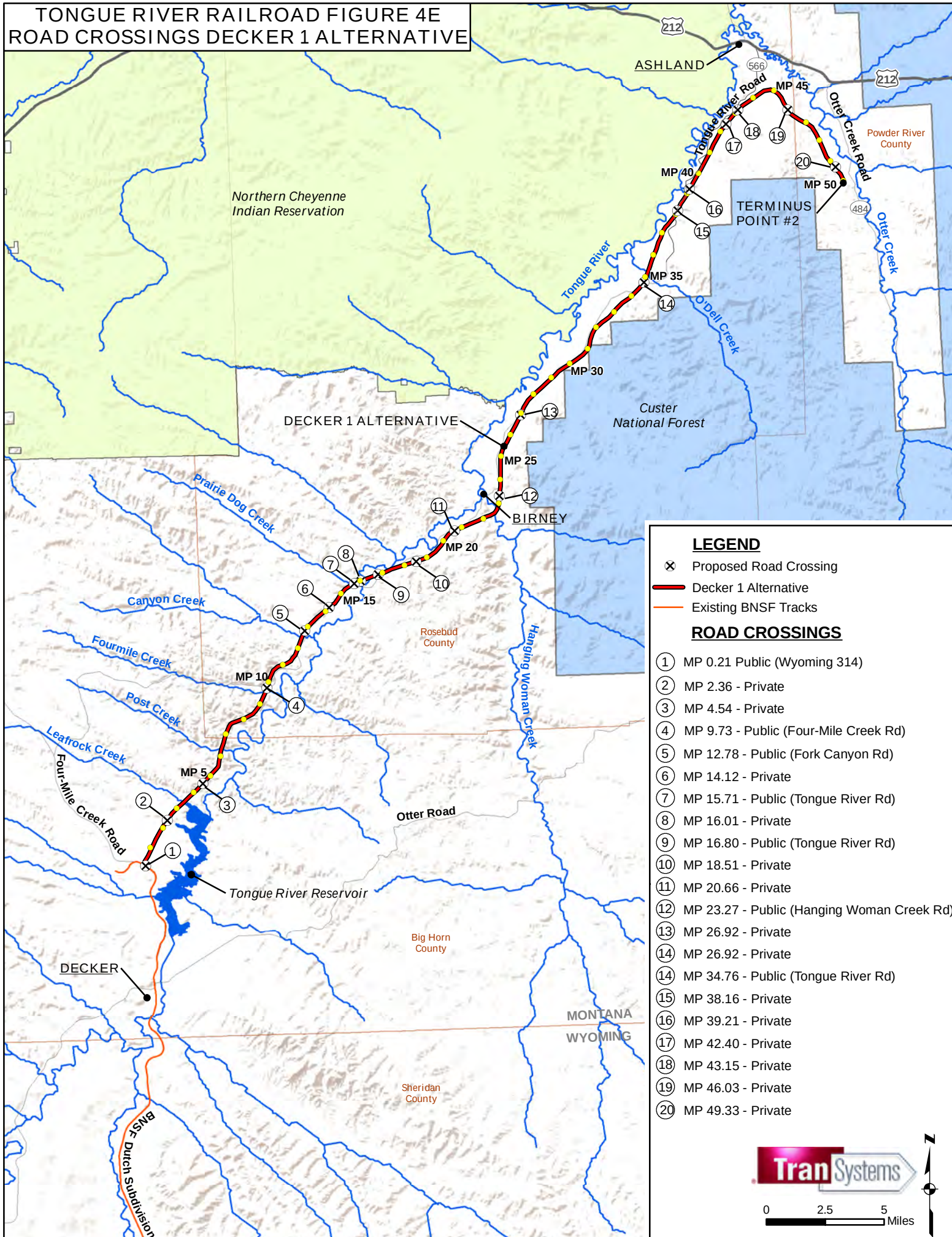


- ④⑦ MP 70.08 - Private
- ④⑧ MP 71.71 - Private
- ④⑨ MP 72.74 - Private
- ⑤⑩ MP 73.70 - Private
- ⑤⑪ MP 74.40 - Private
- ⑤⑫ MP 75.24 - Private
- ⑤⑬ MP 2.05 - Private
- ⑤⑭ MP 2.66 - Private
- ⑤⑮ MP 3.32 - Private
- ⑤⑯ MP 5.07 - Private
- ⑤⑰ MP 6.37 - Private
- ⑤⑱ MP 7.38 - Private

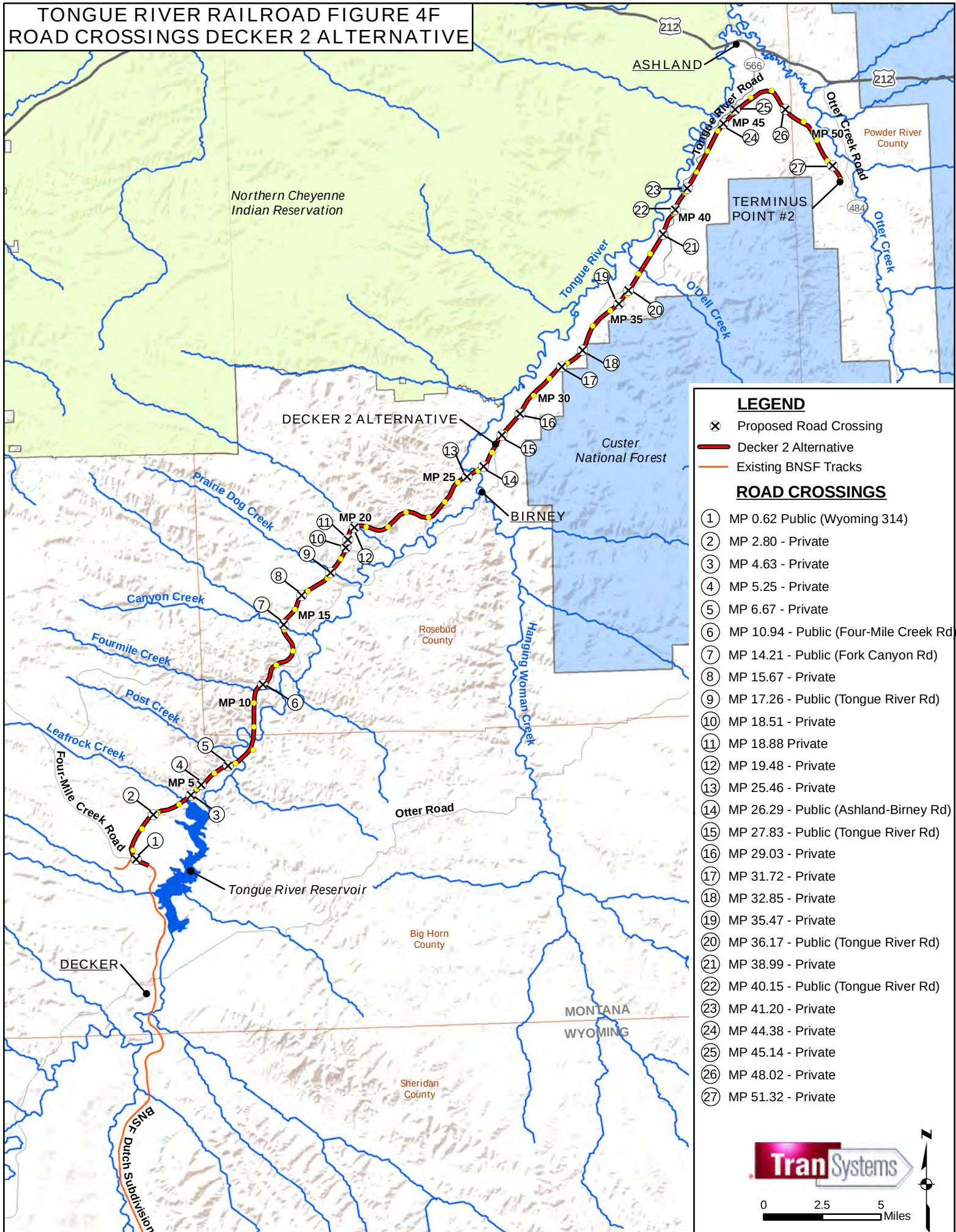
TranSystems

0 3.5 7 Miles

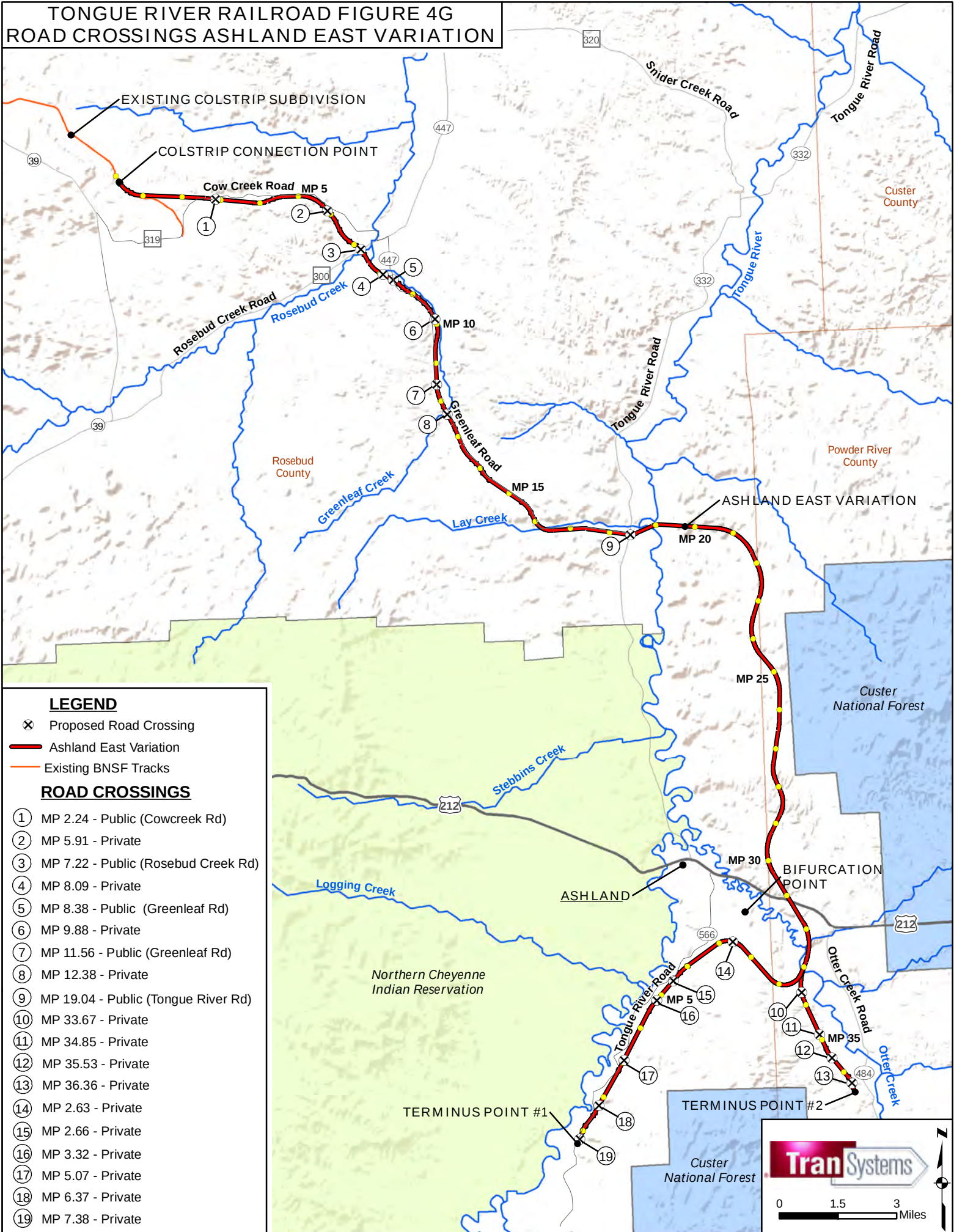
TONGUE RIVER RAILROAD FIGURE 4E ROAD CROSSINGS DECKER 1 ALTERNATIVE



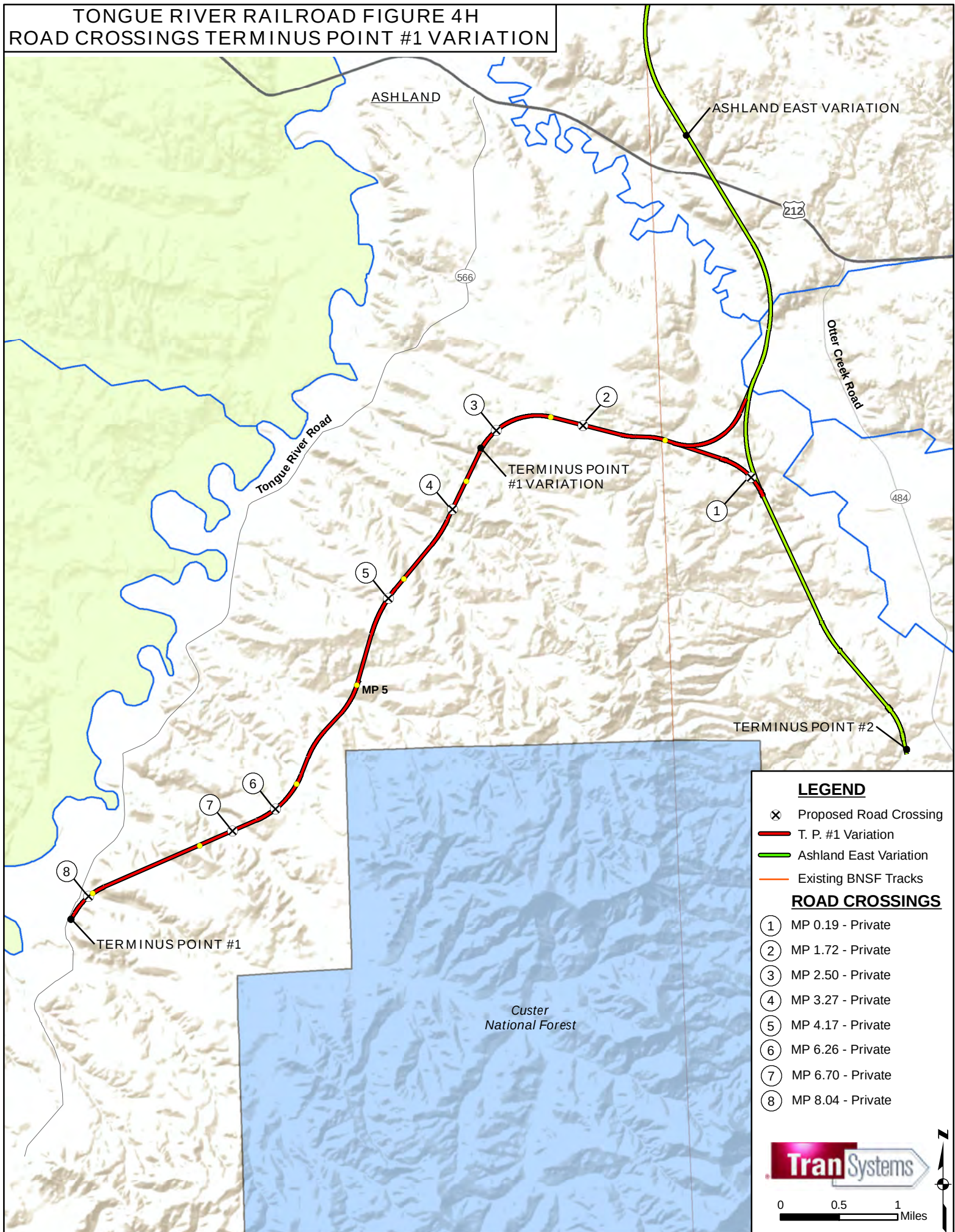
TONGUE RIVER RAILROAD FIGURE 4F ROAD CROSSINGS DECKER 2 ALTERNATIVE



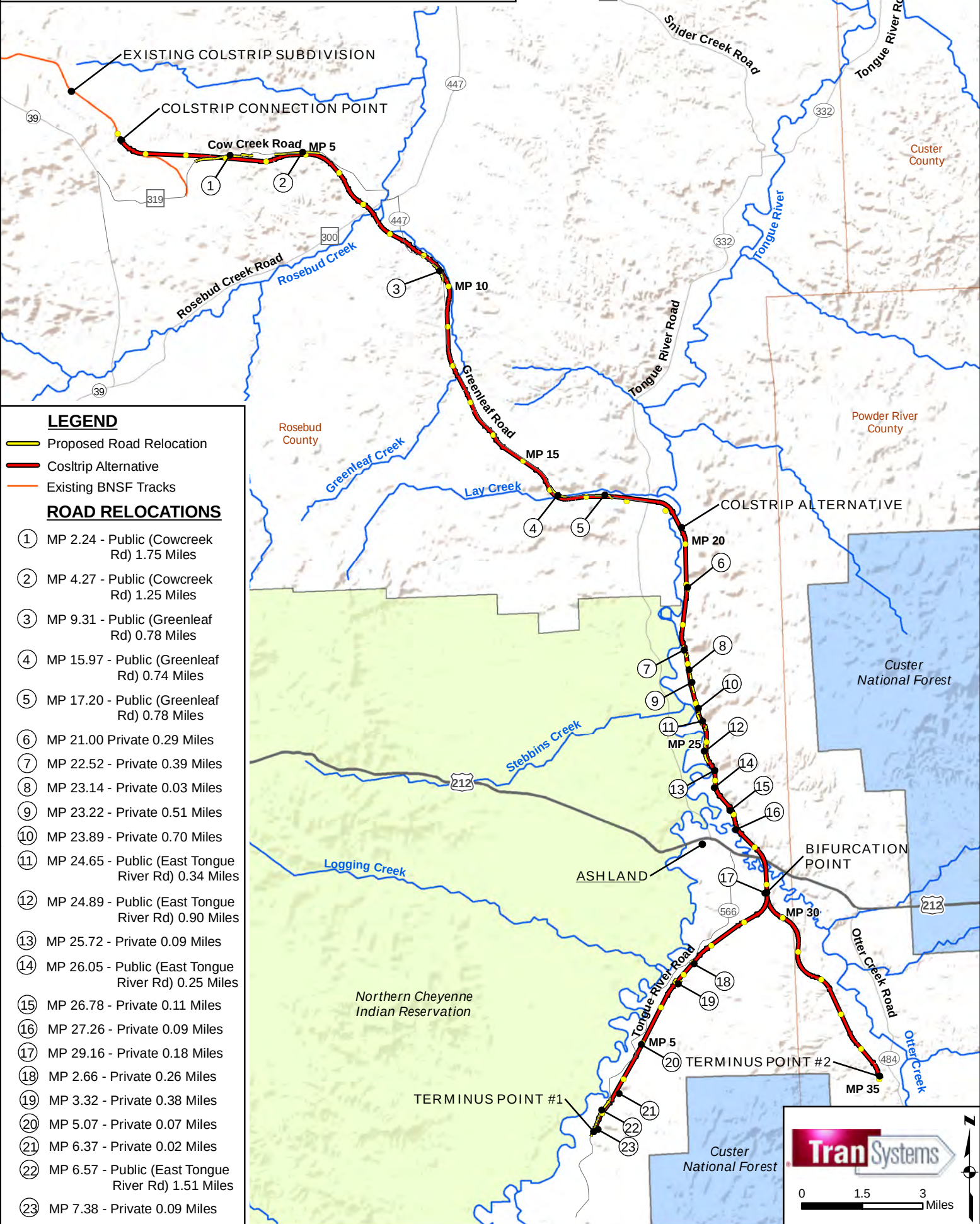
TONGUE RIVER RAILROAD FIGURE 4G ROAD CROSSINGS ASHLAND EAST VARIATION



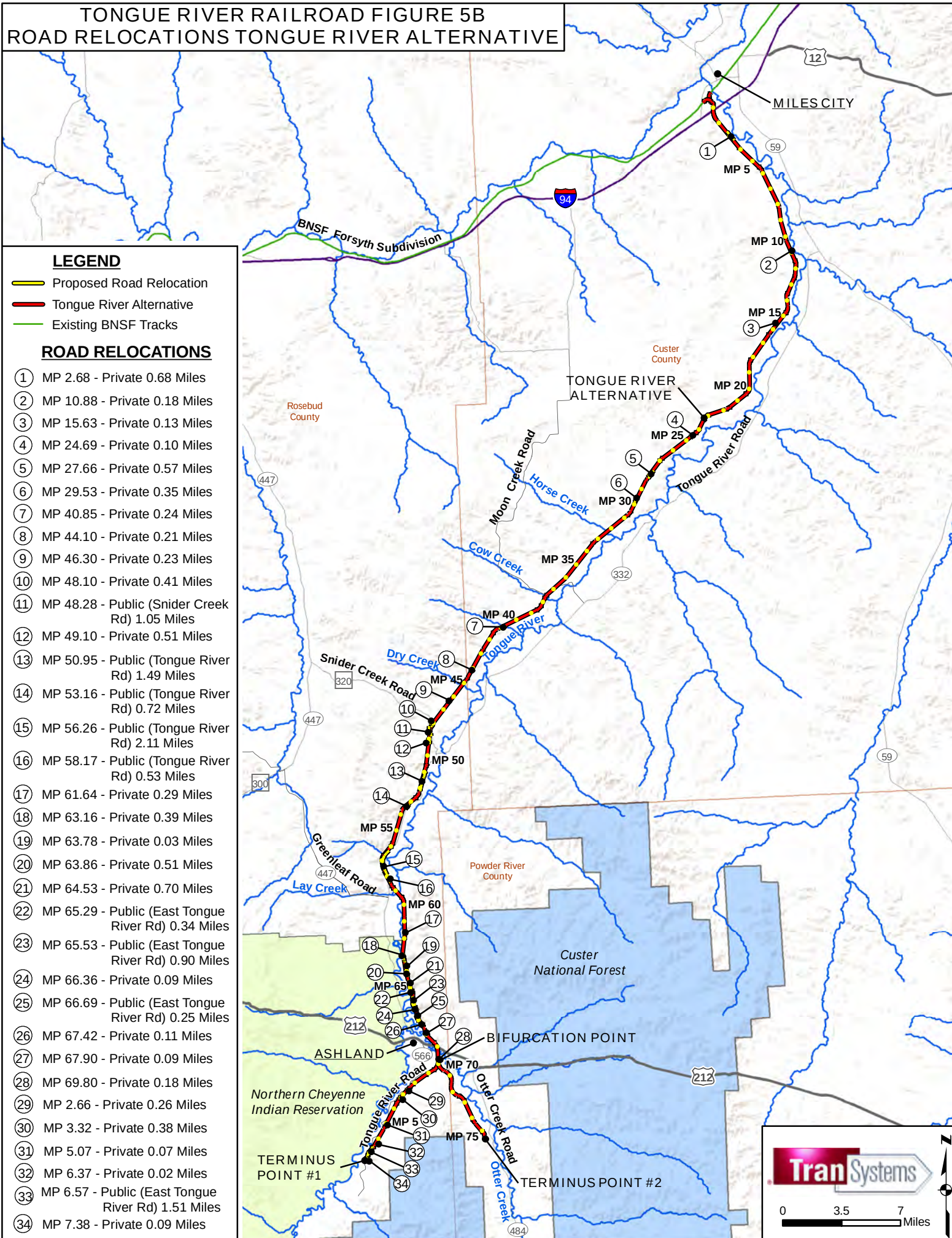
TONGUE RIVER RAILROAD FIGURE 4H ROAD CROSSINGS TERMINUS POINT #1 VARIATION



TONGUE RIVER RAILROAD FIGURE 5A ROAD RELOCATIONS COLSTRIP ALTERNATIVE



TONGUE RIVER RAILROAD FIGURE 5B ROAD RELOCATIONS TONGUE RIVER ALTERNATIVE



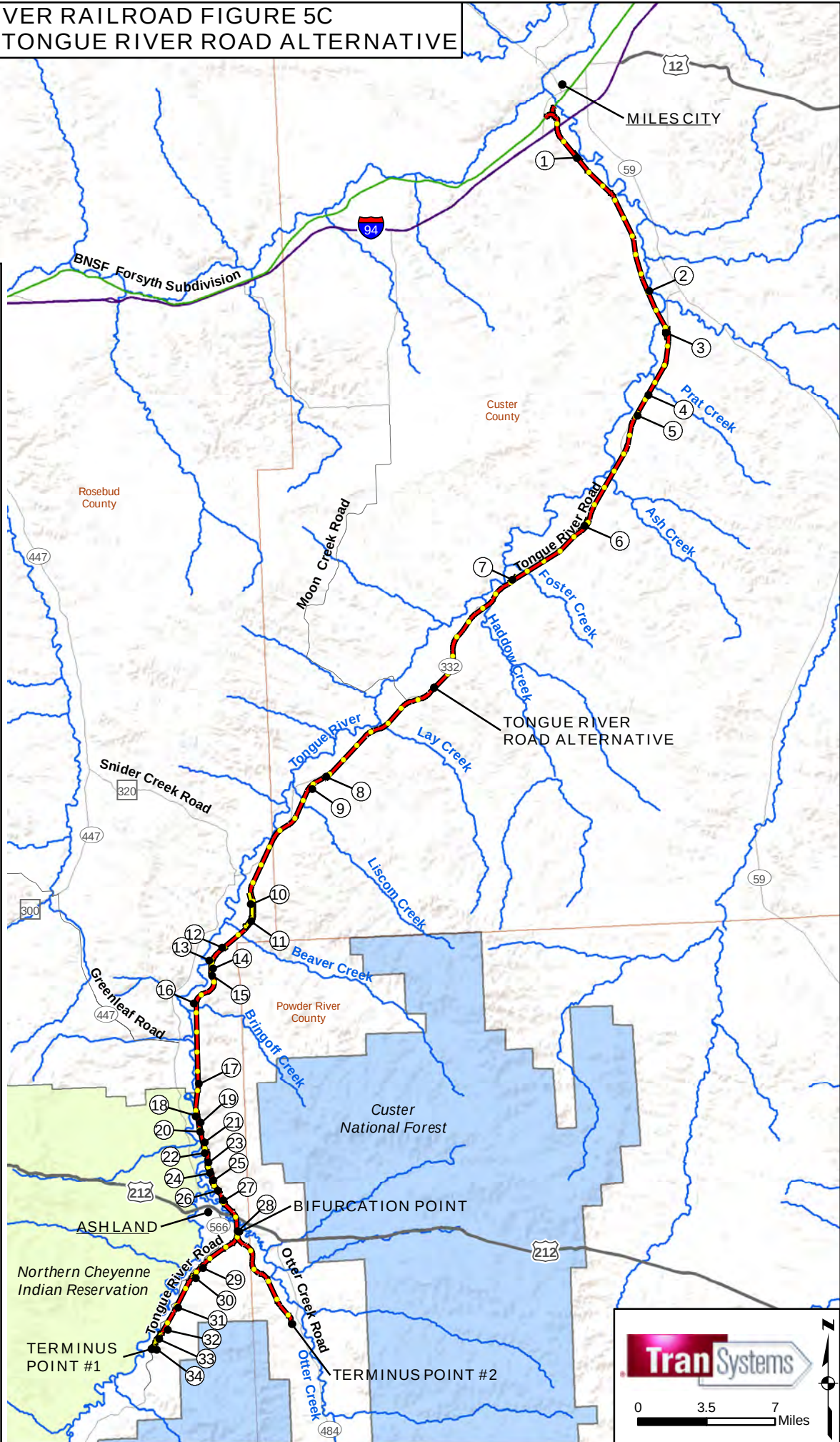
TONGUE RIVER RAILROAD FIGURE 5C ROAD RELOCATIONS TONGUE RIVER ROAD ALTERNATIVE

LEGEND

- Proposed Road Relocation
- Tongue River Road Alternative
- Existing BNSF Tracks

ROAD RELOCATIONS

- MP 2.68 - Private 0.68 Miles
- MP 10.88 - Private 0.18 Miles
- MP 12.99 - Public (Tongue River Rd) 1.42 Miles
- MP 16.84 - Private 0.31 Miles
- MP 17.74 - Private 0.42 Miles
- MP 23.76 - Public (Tongue River Rd) 1.55 Miles
- MP 28.58 - Public (Tongue River Rd) 1.05 Miles
- MP 43.34 - Private 0.75 Miles
- MP 44.16 - Private 0.16 Miles
- MP 50.54 - Public (Brandenburg Rd) 2.5 Miles
- MP 52.06 - Private 0.11 Miles
- MP 54.09 - Private 0.40 Miles
- MP 54.76 - Private 0.22 Miles
- MP 55.20 - Private 0.21 Miles
- MP 55.46 - Private 0.35 Miles
- MP 56.57 - Private 0.26 Miles
- MP 61.60 - Private 0.29 Miles
- MP 63.12 - Private 0.39 Miles
- MP 63.74 - Private 0.03 Miles
- MP 63.82 - Private 0.51 Miles
- MP 64.49 - Private 0.70 Miles
- MP 65.25 - Public (East Tongue River Rd) 0.34 Miles
- MP 65.49 - Public (East Tongue River Rd) 0.90 Miles
- MP 66.32 - Private 0.09 Miles
- MP 66.65 - Public (East Tongue River Rd) 0.25 Miles
- MP 67.38 - Private 0.11 Miles
- MP 67.86 - Private 0.09 Miles
- MP 69.76 - Private 0.18 Miles
- MP 2.66 - Private 0.26 Miles
- MP 3.32 - Private 0.38 Miles
- MP 5.07 - Private 0.07 Miles
- MP 6.37 - Private 0.02 Miles
- MP 6.57 - Public (East Tongue River Rd) 1.51 Miles
- MP 7.38 - Private 0.09 Miles



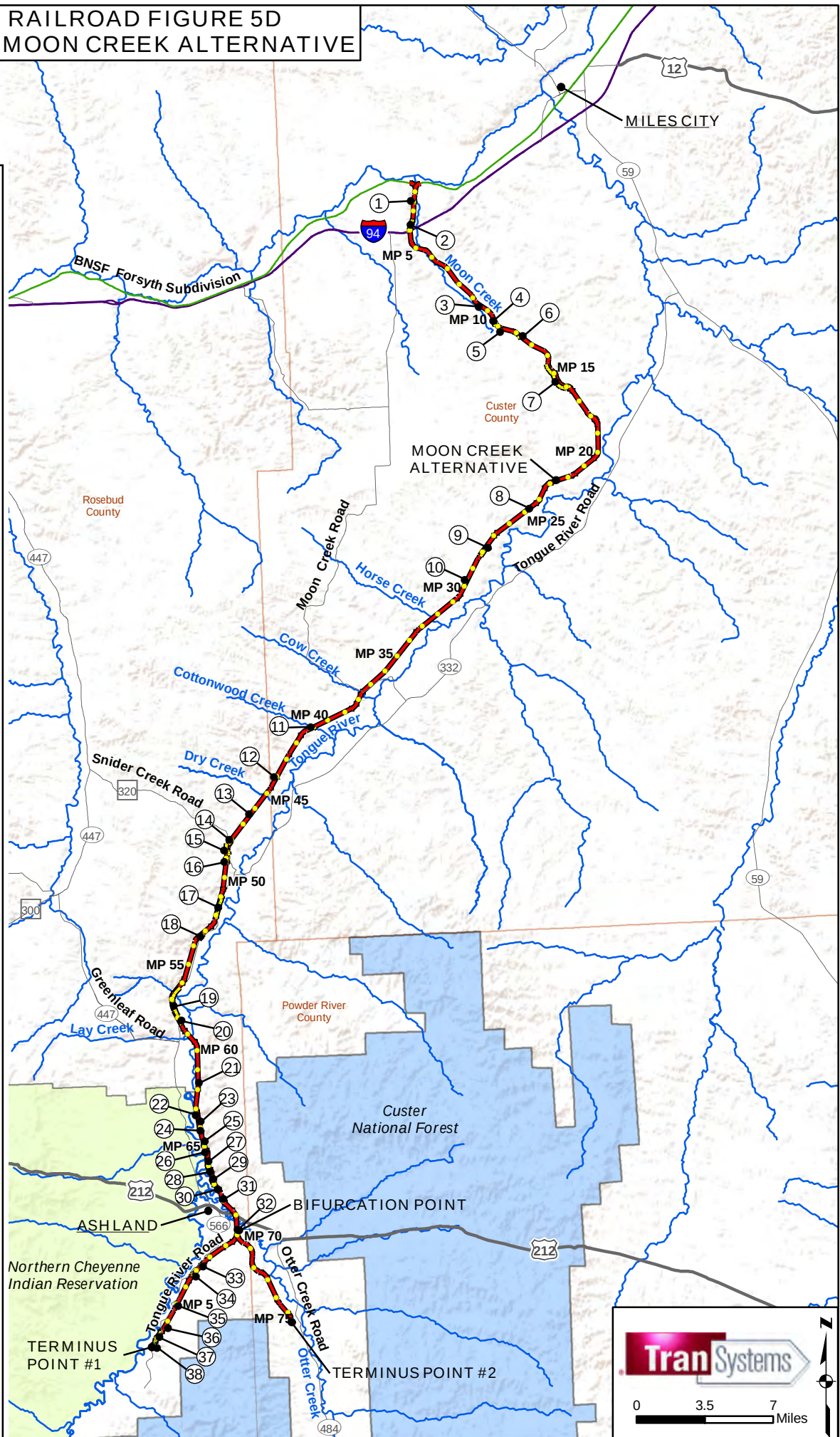
TONGUE RIVER RAILROAD FIGURE 5D ROAD RELOCATIONS MOON CREEK ALTERNATIVE

LEGEND

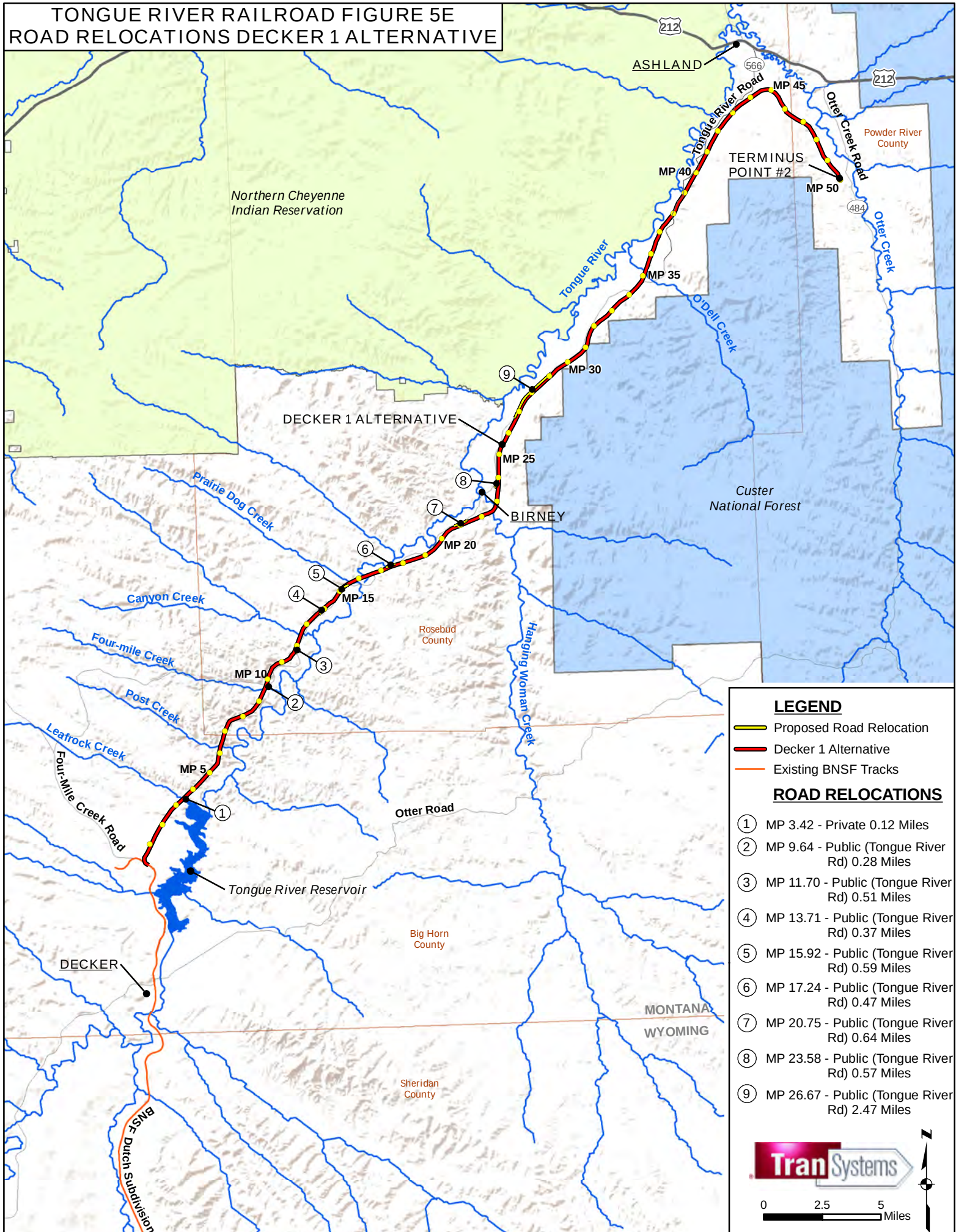
- Proposed Road Relocation
- Moon Creek Alternative
- Existing BNSF Tracks

ROAD RELOCATIONS

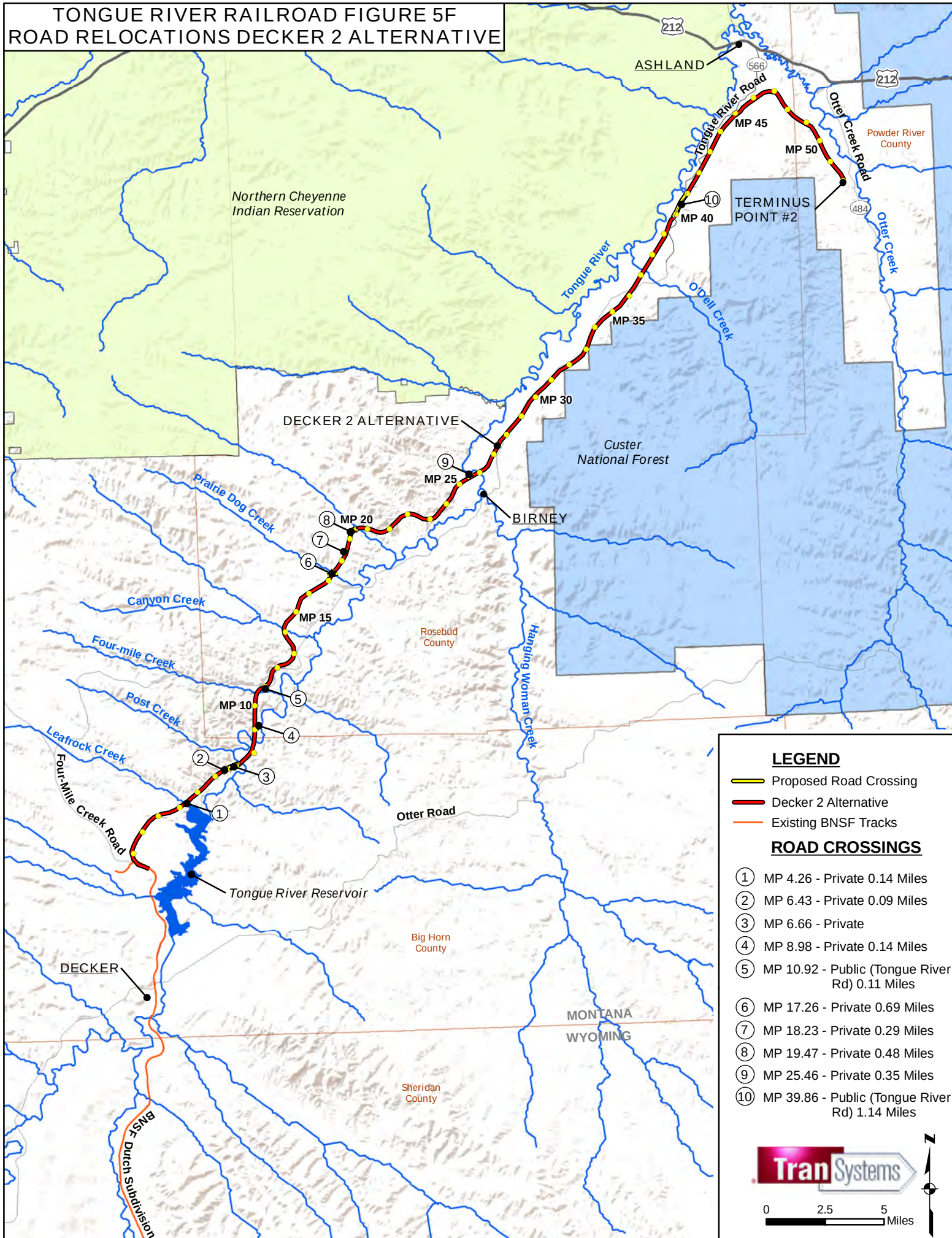
- ① MP 2.44 - Private 0.21 Miles
- ② MP 3.51 - Private 0.73 Miles
- ③ MP 9.40 - Private 0.24 Miles
- ④ MP 10.41 - Private 0.40 Miles
- ⑤ MP 11.13 - Private 0.16 Miles
- ⑥ MP 12.29 - Private 0.40 Miles
- ⑦ MP 16.00 - Private 2.05 Miles
- ⑧ MP 24.69 - Private 0.10 Miles
- ⑨ MP 27.66 - Private 0.57 Miles
- ⑩ MP 29.53 - Private 0.35 Miles
- ⑪ MP 40.85 - Private 0.24 Miles
- ⑫ MP 44.10 - Private 0.21 Miles
- ⑬ MP 46.30 - Private 0.23 Miles
- ⑭ MP 48.10 - Private 0.41 Miles
- ⑮ MP 48.28 - Public (Snider Creek Rd) 1.05 Miles
- ⑯ MP 49.10 - Private 0.51 Miles
- ⑰ MP 50.95 - Public (Tongue River Rd) 1.49 Miles
- ⑱ MP 53.16 - Public (Tongue River Rd) 0.72 Miles
- ⑲ MP 56.26 - Public (Tongue River Rd) 2.11 Miles
- ⑳ MP 58.17 - Public (Tongue River Rd) 0.53 Miles
- ㉑ MP 61.64 - Private 0.29 Miles
- ㉒ MP 63.16 - Private 0.39 Miles
- ㉓ MP 63.78 - Private 0.03 Miles
- ㉔ MP 63.86 - Private 0.51 Miles
- ㉕ MP 64.53 - Private 0.70 Miles
- ㉖ MP 65.29 - Public (East Tongue River Rd) 0.34 Miles
- ㉗ MP 65.53 - Public (East Tongue River Rd) 0.90 Miles
- ㉘ MP 66.36 - Private 0.09 Miles
- ㉙ MP 66.69 - Public (East Tongue River Rd) 0.25 Miles
- ㉚ MP 67.42 - Private 0.11 Miles
- ㉛ MP 67.90 - Private 0.09 Miles
- ㉜ MP 69.80 - Private 0.18 Miles
- ㉝ MP 2.66 - Private 0.26 Miles
- ㉞ MP 3.32 - Private 0.38 Miles
- ㉟ MP 5.07 - Private 0.07 Miles
- ㊱ MP 6.37 - Private 0.02 Miles
- ㊲ MP 6.57 - Public (East Tongue River Rd) 1.51 Miles
- ㊳ MP 7.38 - Private 0.09 Miles



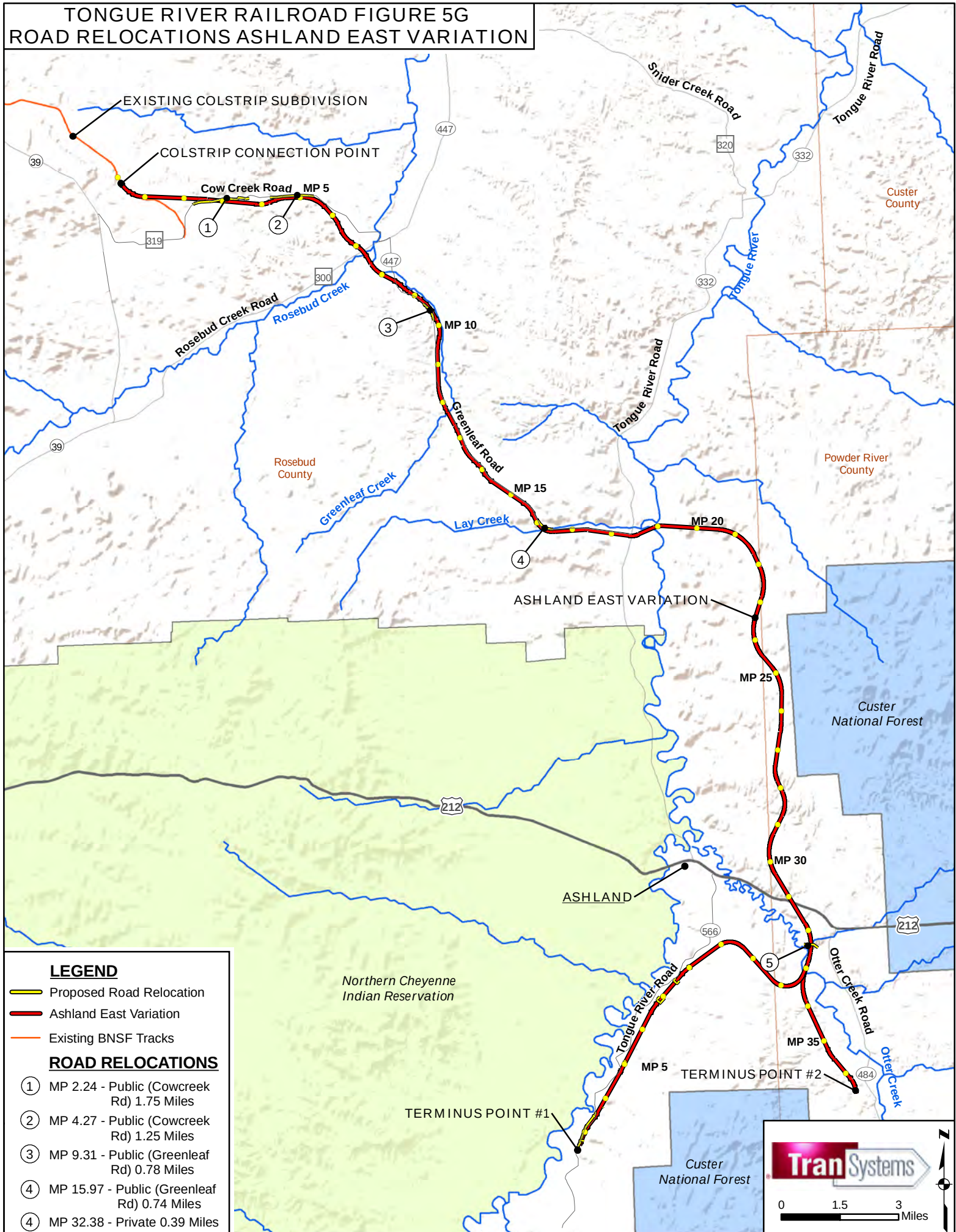
TONGUE RIVER RAILROAD FIGURE 5E ROAD RELOCATIONS DECKER 1 ALTERNATIVE



TONGUE RIVER RAILROAD FIGURE 5F ROAD RELOCATIONS DECKER 2 ALTERNATIVE



TONGUE RIVER RAILROAD FIGURE 5G ROAD RELOCATIONS ASHLAND EAST VARIATION



TONGUE RIVER RAILROAD FIGURE 5H
ROAD RELOCATIONS TERMINUS POINT #1 VARIATION

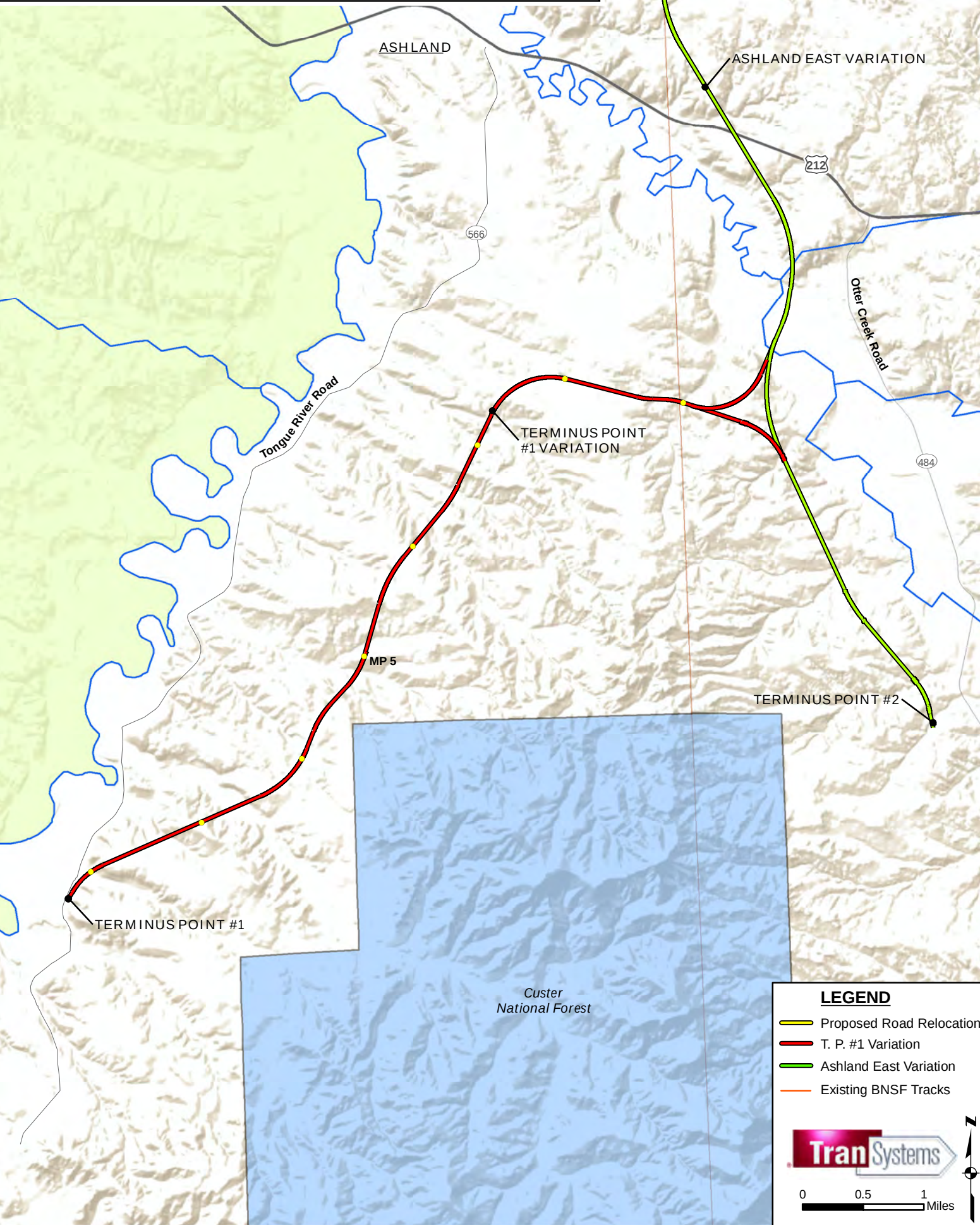


Table 1 - Preliminary Bridge and Culvert Locations with Estimated Culvert Sizes for TRR Alternatives
Note: SPP denotes Structural Plate Pipe and CMP denotes Corrugated Metal Pipe

Colstrip Alternative			Tongue River Alternative			Tongue River Road Alternative			Moon Creek Alternative			Decker 1 Alternative			Decker 2 Alternative		
Mile Post	Size	Stream	Mile Post	Size	Stream	Mile Post	Size	Stream	Mile Post	Size	Stream	Mile Post	Size	Stream	Mile Post	Size	Stream
0.62	84 SPP		1.21	36 CMP		1.21	36 CMP		2.07	BRIDGE	Moon Creek	0.40	54 CMP		0.45	48 CMP	
0.84	78 SPP		1.73	36 CMP		1.73	36 CMP		2.58	96 SPP		0.42	114 SPP		0.66	48 CMP	
1.24	84 SPP		1.81	36 CMP		1.81	36 CMP		3.27	78 SPP		0.50	72 CMP		0.78	150 SPP	
1.41	78 SPP		1.86	54 CMP		1.86	54 CMP		3.84	102 SPP		1.61	114 SPP		0.91	114 SPP	
1.63	78 SPP		2.28	36 CMP		2.28	36 CMP		4.5	108 SPP		2.02	150 SPP		1.17	54 CMP	
2.33	90 SPP		2.73	48 CMP		2.73	48 CMP		4.86	90 SPP		2.42	150 SPP		1.57	60 CMP	
2.66	84 SPP		3.38	48 CMP		3.38	48 CMP		5.11	BRIDGE	Moon Creek	2.66	84 SPP		1.99	54 CMP	
2.84	84 SPP		4.14	108 SPP		4.14	108 SPP		5.46	78 SPP		3.19	48 CMP	Leafrock Creek	2.83	48 CMP	
3.34	84 SPP		4.55	84 SPP		4.55	84 SPP		5.71	90 SPP		3.45	150 SPP		2.93	66 CMP	
3.53	54 CMP		4.95	72 CMP		4.95	72 CMP		5.97	72 CMP		3.89	48 CMP		3.57	66 CMP	
3.76	66 CMP		5.82	48 CMP		5.82	48 CMP		6.1	54 CMP		4.18	48 CMP		4.18	132 SPP	
3.91	54 CMP		5.97	120 SPP	Paddy Fay Creek	5.97	120 SPP	Paddy Fay Creek	6.31	66 CMP		4.31	48 CMP		4.43	66 CMP	Leafrock Creek
4.22	102 SPP		6.41	36 CMP		6.41	36 CMP		6.6	96 SPP		4.59	96 SPP		4.58	48 CMP	
4.59	96 SPP		6.56	36 CMP		6.56	36 CMP		6.96	78 SPP		4.75	48 CMP		5.10	96 SPP	
5.78	78 SPP		7.00	36 CMP		7.00	36 CMP		7.13	60 CMP		4.93	54 CMP		5.29	150 SPP	
6.43	72 CMP		7.70	96 SPP		7.70	96 SPP		7.48	102 SPP		5.26	54 CMP		5.54	48 CMP	
7.43	BRIDGE	Rosebud Creek	8.63	48 CMP		8.63	48 CMP		7.85	78 SPP		5.58	66 CMP		5.68	48 CMP	
7.87	72 CMP		9.06	48 CMP		9.06	48 CMP		8.29	72 CMP		6.09	48 CMP		5.89	48 CMP	
8.01	60 CMP		9.48	96 SPP		9.48	96 SPP		8.55	102 SPP		6.31	138 SPP	Post Creek	6.22	144 SPP	
8.3	60 CMP		9.82	36 CMP		9.82	36 CMP		8.76	72 CMP		6.87	48 CMP		6.36	48 CMP	
8.57	90 SPP		9.97	36 CMP		9.97	36 CMP		9.16	126 SPP		7.23	78 SPP		6.49	36 CMP	
8.96	90 SPP		10.71	36 CMP		10.71	36 CMP		9.65	84 SPP		7.57	66 CMP		6.72	78 SPP	
9.42	96 SPP		11.05	108 SPP		11.05	108 SPP		10.26	72 CMP		8.11	60 CMP		7.55	Bridge	Tongue River
10.21	90 SPP		11.52	48 CMP		11.60	78 SPP		10.49	96 SPP		8.41	66 CMP		7.75	78 SPP	
10.92	96 SPP		11.73	36 CMP		11.71	84 SPP		10.76	72 CMP		8.55	48 CMP		8.41	Bridge	Tongue River
11.24	96 SPP		12.02	36 CMP		12.18	BRIDGE	Tongue River	11.27	72 CMP		8.79	54 CMP		9.00	150 SPP	
11.49	90 SPP		12.20	36 CMP		13.42	90 SPP		11.54	78 SPP		8.84	54 CMP		9.37	60 CMP	
11.86	48 CMP		12.28	48 CMP		14.02	90 SPP		11.94	90 SPP		9.67	132 SPP	Fourmile Creek	9.51	66 CMP	
12.49	102 SPP		12.43	36 CMP		14.52	144 SPP	Dry Creek	12.12	60 CMP		10.72	60 CMP		9.64	66 CMP	
11.87	102 SPP	Greenleaf Creek	12.60	36 CMP		15.27	60 CMP		12.2	60 CMP		10.78	48 CMP		9.86	126 SPP	
12.29	96 SPP		12.77	54 CMP		15.38	54 CMP		12.51	126 SPP		11.44	78 SPP		10.69	78 SPP	Fourmile Creek
12.49	84 SPP		12.94	36 CMP		16.01	156 SPP	Prat Creek	13.01	66 CMP		11.87	54 CMP		12.65	90 SPP	
12.85	90 SPP		13.55	96 SPP		17.05	84 SPP		13.18	66 CMP		12.24	54 CMP		13.07	90 SPP	
15.32	60 CMP		13.81	48 CMP		17.36	102 SPP		13.58	72 CMP		12.74	150 SPP	Canyon Creek	13.55	54 CMP	
15.56	60 CMP		14.23	42 CMP		18.27	156 SPP	Nelson Creek	14.1	90 SPP		13.06	60 CMP		14.19	72 CMP	
15.72	60 CMP		14.65	120 SPP	Wolf Creek	18.73	96 SPP		14.6	72 CMP		13.42	48 CMP		14.26	66 CMP	Canyon Creek
15.96	BRIDGE	Lay Creek	15.10	54 CMP		19.06	78 SPP		15.08	66 CMP		13.50	48 CMP		14.63	144 SPP	
16.69	78 SPP		15.63	72 CMP		19.50	108 SPP		15.65	60 CMP		14.30	108 SPP		15.71	54 CMP	
17.14	84 SPP		15.77	36 CMP		20.46	108 SPP		15.98	84 SPP		14.53	36 CMP		15.93	48 CMP	
17.29	66 CMP		16.30	36 CMP		21.27	BRIDGE	Ash Creek	16.39	54 CMP		14.63	48 CMP		16.19	78 SPP	
17.71	66 CMP		16.56	108 SPP	Circle L Creek	22.31	84 SPP		16.62	60 CMP		14.95	84 SPP		16.50	150 SPP	
17.89	54 CMP		17.02	36 CMP		22.72	90 SPP		16.84	60 CMP		15.21	66 CMP		16.64	78 SPP	
18	60 CMP		17.09	60 CMP		22.99	90 SPP		17.14	60 CMP		15.87	144 SPP	Prairie Dog Creek	17.03	54 CMP	
18.26	60 CMP		17.32	72 CMP		23.57	114 SPP	Dry Creek	17.36	66 CMP		16.52	Bridge	Tongue River	17.57	54 CMP	Prairie Dog Creek
18.6	72 CMP		18.00	48 CMP		23.75	96 SPP		18.07	102 SPP		17.12	66 CMP		18.03	72 CMP	
18.88	72 CMP		18.49	108 SPP	Thorpe Creek	24.67	138 SPP	Jack Creek	18.41	150 SPP	Thorpe Creek	17.81	78 SPP		18.37	54 CMP	
19.21	BRIDGE	Tongue River	18.89	36 CMP		25.16	108 SPP		18.44	150 SPP	Thorpe Creek	17.84	54 CMP		18.52	48 CMP	
19.69	60 CMP		19.10	48 CMP		25.37	96 SPP		18.48	150 SPP	Thorpe Creek	18.04	48 CMP		19.28	48 CMP	
19.79	54 CMP		19.38	54 CMP		26.38	84 SPP		18.89	36 CMP		18.62	96 SPP		19.73	48 CMP	Bull Creek
19.97	84 SPP		19.61	36 CMP		26.73	150 SPP	Brown Creek	19.1	48 CMP		19.21	66 CMP		20.07	54 CMP	
20.03	96 SPP		19.82	54 CMP		27.37	96 SPP		19.38	54 CMP		19.68	60 CMP		20.54	78 SPP	
20.22	54 CMP		20.12	36 CMP		28.09	156 SPP	Haddow Creek	19.61	36 CMP		19.84	54 CMP		20.78	48 CMP	
20.33	54 CMP		20.58	108 SPP	Kennedy Creek	28.48	78 SPP		19.82	54 CMP		20.11	48 CMP		21.08	48 CMP	
20.42	36 CMP		20.80	36 CMP		28.78	96 SPP		20.12	36 CMP		20.43	48 CMP		21.45	48 CMP	
21.06	72 CMP	Colbert Coulee	21.13	48 CMP		29.48	102 SPP	Cheever Creek	20.58	108 SPP	Kennedy Creek	20.73	90 SPP		21.86	48 CMP	
21.25	36 CMP		21.39	60 CMP		29.86	60 CMP		20.8	36 CMP		21.40	78 SPP		22.04	60 CMP	
21.38	54 CMP		21.69	36 CMP		30.11	126 SPP	Sand Creek	21.13	48 CMP		21.63	54 CMP		22.26	72 CMP	
21.86	54 CMP		22.11	72 CMP	Plunket Creek	30.68	BRIDGE	Foster Creek	21.39	60 CMP		22.64	Bridge	Hanging Woman Creek	22.60	60 CMP	
22.08	36 CMP		22.81	48 CMP		31.66	60 CMP		21.69	36 CMP		22.78	90 SPP		23.03	60 CMP	
22.48	36 CMP		23.04	72 CMP		31.83	66 CMP		22.11	72 CMP	Plunket Creek	22.90	72 CMP		23.39	60 CMP	
22.73	36 CMP		23.45	36 CMP		31.93	72 CMP		22.81	48 CMP		23.26	66 CMP		23.61	54 CMP	
22.94	72 CMP		23.89	42 CMP		32.24	78 SPP		23.04	72 CMP		24.04	78 SPP		23.86	96 SPP	
23.15	36 CMP		24.08	72 CMP	Geddes Creek	32.74	90 SPP		23.45	36 CMP		24.40	36 CMP		24.09	48 CMP	
23.33	36 CMP		24.65	42 CMP		33.10	84 SPP		23.89	42 CMP		24.77	72 CMP		24.45	60 CMP	
23.75	48 CMP		25.03	72 CMP	Yank Creek	33.37	84 SPP		24.08	72 CMP	Geddes Creek	24.82	54 CMP		25.01	60 CMP	
24.57	120 SPP	Double E Coulee	25.69	36 CMP		33.51	102 SPP	Stoney Creek	24.65	42 CMP		24.93	36 CMP		26.15	Bridge	Tongue River
24.76	36 CMP		25.88	36 CMP		34.49	96 SPP		25.03	72 CMP	Yank Creek	25.17	48 CMP		26.60	54 CMP	
24.96	36 CMP		26.13	48 CMP		34.77	90 SPP		25.69	36 CMP		25.56	132 SSP		26.91	60 CMP	
25.19	36 CMP		26.43	48 CMP		35.37	102 SPP		25.88	36 CMP		25.94	144 SSP		27.06	60 CMP	
25.51	36 CMP		25.79	120 SPP	Mills Creek	35.79	144 SPP	Elk Creek	26.13	48 CMP		26.46	66 CMP		27.28	60 CMP	
25.8	96 SPP	Cook Creek	27.13	54 CMP		36.16	96 SPP		26.43	48 CMP		26.81	90 SPP		27.66	84 SPP	
26.25	36 CMP		27.49	36 CMP		37.24	96 SPP		26.79	120 SPP	Miles Creek	26.90	60 CMP		28.19	108 SPP	
26.5	36 CMP		27.77	36 CMP		37.89	84 SPP		27.13	54 CMP		27.20	54 CMP		28.56	84 SPP	
26.82	48 CMP		28.08	60 CMP		38.03	114 SPP		27.49	36 CMP		27.58	54 CMP		28.95	108 SPP	
27.07	36 CMP		28.66	36 CMP		38.98	96 SPP		27.77	36 CMP		27.84	60 CMP		29.03	36 CMP	
27.16	36 CMP		28.87	120 SPP	Forest Creek	39.25	BRIDGE	Lay Creek	27.91	48 CMP		27.97	48 CMP		29.25	78 SPP	
27.31	36 CMP		27.91	48 CMP		39.33	102 SPP		28.08	60 CMP		28.24	78 SPP		29.71	78 SPP	
27.54	36 CMP		29.06	48 CMP		39.52	66 CMP		28.66	36 CMP		28.60	60 CMP		29.94	60 CMP	
27.71	36 CMP		30.03	72 CMP		39.74	60 CMP		28.87	120 SPP	Forrest Creek	28.73	54 CMP		30.22	48 CMP	
27.94	48 CMP		30.33	114 SPP	Horse Creek	40.01	78 SPP		29.06	48 CMP		28.93	66 CMP		30.70	48 CMP	
28.45	BRIDGE	Otter Creek	30.52	36 CMP		40.63	72 CMP		30.03	72 CMP		29.09	60 CMP		30.84	66 CMP	
29.4	48 CMP		30.65	36 CMP		40.74	72 CMP		30.33	114 SPP	Horse Creek	29.41	48 CMP		31.07	36 CMP	
30.54	36 CMP		31.03	72 CMP		41.42	108 SPP		30.52	36 CMP		29.74	126 SPP		31.20	48 CMP	
30.9	48 CMP		31.33	42 CMP		42.35	150 SPP	Coon Creek	30.65	36 CMP		30.19	48 CMP		31.51	60 CMP	
31.16	36 CMP		31.54	48 CMP		43.51	84 SPP		31.03	36 CMP		30.59	78 SPP		31.82	90 SPP	
31.34	96 SPP		31.98	36 CMP		43.89	66 CMP		31.33	42 CMP							

Table 1 - Preliminary Bridge and Culvert Locations with Estimated Culvert Sizes for TRR Alternatives
Note: SPP denotes Structural Plate Pipe and CMP denotes Corrugated Metal Pipe

Tongue River Alternative			Tongue River Road Alternative			Moon Creek Alternative		
Mile Post	Size	Stream	Mile Post	Size	Stream	Mile Post	Size	Stream
53.42	36 CMP		67.81	36 CMP		52.43	36 CMP	
53.55	36 CMP		67.96	36 CMP		52.94	42 CMP	
53.85	36 CMP		68.19	36 CMP		53.23	36 CMP	
54.57	60 CMP	Hammond Draw	68.36	36 CMP		53.42	36 CMP	
54.84	36 CMP		68.59	48 CMP		53.55	36 CMP	
55.42	36 CMP		69.10	BRIDGE	Otter Creek	53.85	36 CMP	
55.84	36 CMP		70.05	48 CMP		54.57	60 CMP	Hammond Draw
56.05	36 CMP		71.19	36 CMP		54.84	36 CMP	
56.35	48 CMP		71.55	48 CMP		55.42	36 CMP	
56.54	96 SPP	Roe and Cooper Creek	71.81	36 CMP		55.84	36 CMP	
56.86	36 CMP		71.99	96 SPP		56.05	36 CMP	
57.17	54 CMP		72.23	36 CMP		56.35	48 CMP	
57.58	36 CMP		72.65	36 CMP		56.62	96 SPP	Roe & Cooper Creek
57.73	48 CMP		72.91	96 SPP	Sawmill Creek	56.86	36 CMP	
58.09	36 CMP		73.22	36 CMP		57.17	54 CMP	
58.30	48 CMP		73.49	48 CMP		57.58	36 CMP	
58.57	36 CMP		73.84	36 CMP		57.73	48 CMP	
58.72	36 CMP		73.96	96 SPP		58.09	36 CMP	
58.91	36 CMP		74.00	84 SPP		58.3	48 CMP	
59.06	BRIDGE	Tongue River	74.31	36 CMP		58.57	36 CMP	
59.65	36 CMP		74.48	36 CMP		58.72	36 CMP	
59.82	48 CMP		74.84	36 CMP		58.91	36 CMP	
59.89	36 CMP		75.13	120 SPP	McIntosh Creek	59.06	BRIDGE	Tongue River
60.23	36 CMP		75.45	48 CMP		59.65	36 CMP	
60.42	36 CMP		Spur to TP1			59.82	48 CMP	
60.67	48 CMP		0.58	54 CMP		59.89	36 CMP	
60.86	36 CMP		1.32	60 CMP		60.23	36 CMP	
60.99	36 CMP		1.68	48 CMP		60.42	36 CMP	
61.07	36 CMP		2.13	36 CMP		60.67	48 CMP	
61.71	72 CMP	Colbert Coulee	2.49	120 SPP	Spring Creek	60.86	36 CMP	
61.90	36 CMP		2.53	54 CMP		60.99	36 CMP	
62.03	54 CMP		2.7	36 CMP		61.07	36 CMP	
62.51	54 CMP		2.8	36 CMP		61.71	72 CMP	Colbert Coulee
62.73	36 CMP		2.89	48 CMP		61.9	36 CMP	
63.13	36 CMP		3.17	120 SPP	Bridge Creek	62.03	54 CMP	
63.38	36 CMP		4.05	42 CMP		62.51	54 CMP	
63.59	72 CMP		4.39	36 CMP		62.73	36 CMP	
63.80	36 CMP		4.5	36 CMP		63.13	36 CMP	
63.98	36 CMP		4.9	96 SPP	Bowman Creek	63.38	36 CMP	
64.40	48 CMP		5.07	36 CMP		63.59	72 CMP	
65.22	120 SPP	Double E Coulee	5.22	72 CMP		63.8	36 CMP	
65.41	36 CMP		6.24	120 SPP	King Creek	63.98	36 CMP	
65.61	36 CMP		6.6	48 CMP		64.4	48 CMP	
65.84	36 CMP		6.72	48 CMP		65.22	120 SPP	Double E Coulee
66.16	36 CMP		6.92	36 CMP		65.41	36 CMP	
66.45	96 SPP	Cook Creek	7.06	36 CMP		65.61	36 CMP	
66.90	36 CMP		7.28	72 CMP	Cedar Creek	65.84	36 CMP	
67.15	36 CMP		7.49	42 CMP		66.16	36 CMP	
67.47	48 CMP					66.45	96 SPP	Cook Creek
67.72	36 CMP					66.9	36 CMP	
67.81	36 CMP					67.15	36 CMP	
67.96	36 CMP					67.47	48 CMP	
68.19	36 CMP					67.72	36 CMP	
68.36	36 CMP					67.81	36 CMP	
68.59	48 CMP					67.96	36 CMP	
69.10	BRIDGE	Otter Creek				68.19	36 CMP	
70.05	48 CMP					68.36	36 CMP	
71.19	36 CMP					68.59	48 CMP	
71.55	48 CMP					69.1	BRIDGE	Otter Creek
71.81	36 CMP					70.05	48 CMP	
71.99	96 SPP					71.19	36 CMP	
72.23	36 CMP					71.55	48 CMP	
72.65	36 CMP					71.81	36 CMP	
72.91	96 SPP	Sawmill Creek				71.99	96 SPP	
73.22	36 CMP					72.23	36 CMP	
73.49	48 CMP					72.65	36 CMP	
73.84	36 CMP					72.91	96 SPP	Sawmill Creek
73.96	96 SPP					73.22	36 CMP	
74.00	84 SPP					73.49	48 CMP	
74.31	36 CMP					73.84	36 CMP	
74.48	36 CMP					73.96	96 SPP	
74.84	36 CMP					74.00	84 SPP	
75.13	120 SPP	McIntosh Creek				74.31	36 CMP	
75.45	48 CMP					74.48	36 CMP	
Spur to TP1						74.84	36 CMP	
0.58	54 CMP					75.13	120 SPP	McIntosh Creek
1.32	60 CMP					75.45	48 CMP	
1.68	48 CMP					Spur to TP1		
2.13	36 CMP					0.58	54 CMP	
2.49	120 SPP	Spring Creek				1.32	60 CMP	
2.53	54 CMP					1.68	48 CMP	
2.70	36 CMP					2.13	36 CMP	
2.80	36 CMP					2.49	120 SPP	Spring Creek
2.89	48 CMP					2.53	54 CMP	
3.17	120 SPP	Bridge Creek				2.7	36 CMP	
4.05	42 CMP					2.8	36 CMP	
4.39	36 CMP					2.89	48 CMP	
4.50	36 CMP					3.17	120 SPP	Bridge Creek
4.90	96 SPP	Bowman Creek				4.05	42 CMP	
5.07	36 CMP					4.39	36 CMP	
5.22	72 CMP					4.5	36 CMP	
6.24	120 SPP	King Creek				4.9	96 SPP	Bowman Creek
6.60	48 CMP					5.07	36 CMP	
6.72	48 CMP					5.22	72 CMP	
6.92	36 CMP					6.24	120 SPP	King Creek
7.06	36 CMP					6.6	48 CMP	
7.28	72 CMP	Cedar Creek				6.72	48 CMP	
7.49	36 CMP					6.92	36 CMP	
						7.06	36 CMP	
						7.28	72 CMP	Cedar Creek
						7.49	36 CMP	

Table 2 - Preliminary Bridge and Culvert Locations with Estimated Culvert Sizes for TRR Ashland East Variation

Note: SPP denotes Structural Plate Pipe and CMP denotes Corrugated Metal Pipe

Ashland East Variation			TP#1 Variation		
Mile Post	Size	Stream	MilePost	Size	Stream
19.08	Bridge	Tongue River	0.05	72 CMP	
20.27	72 CMP		0.69	48 CMP	
20.53	48 CMP		0.00	54 CMP	
20.88	84 SPP		1.01	78 SPP	
21.27	66 CMP		1.78	60 CMP	
21.8	84 SPP		2.26	54 CMP	
22.03	66 CMP		2.79	90 SPP	Spring Creek
22.36	84 SPP		3.01	48 CMP	
22.95	60 CMP		3.43	78 SPP	
23.08	108 SPP		3.74	120 SPP	Bridge Creek
23.56	78 SPP		4.28	48 CMP	
23.9	72 CMP		4.88	66 CMP	
24.24	66 CMP		5.13	102 SPP	Bowman Creek
24.79	48 CMP		5.23	78 SPP	
25.12	66 CMP		5.49	48 CMP	
26.03	108 SPP		5.88	60 CMP	
26.3	60 CMP		6.02	66 CMP	
26.43	60 CMP		6.60	138 SPP	King Creek
26.73	60 CMP		7.28	60 CMP	
26.89	54 CMP		7.45	48 CMP	
27.14	66 CMP		8.00	96 SPP	Cedar Creek
27.51	78 SPP		8.15	54 CMP	
28.2	48 CMP				
28.39	78 SPP				
28.59	48 CMP				
29	108 SPP				
29.2	126 SPP				
29.3	114 SPP				
29.38	66 CMP				
30.28	120 SPP				
30.7	84 SPP				
31.22	36 CMP				
31.23	48 CMP				
31.93	36 CMP				
32.27	48 CMP				
32.86	Bridge	Otter Creek			
33.37	48 CMP				
33.66	36 CMP				
33.75	66 CMP				
34.23	48 CMP				



Trent M. Hudak
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May 3, 2013

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.; Information Request #2

Dear Ms. Victoria Rutson:

We understand that the Tongue River Railroad Company (TRRC) received a request for information from the Surface Transportation Board (STB) dated April 5, 2013 regarding the Environmental Impact Statement being prepared for the Tongue River Railroad Project (Docket No. FD 30186). Question #15 of the STB information request requires a description of all planned upgrades to the Colstrip Subdivision Line that would be required for the proposed action. We offer the following response to Question #15, which is based on engineering at a conceptual level:

- All sections of the Colstrip Subdivision consisting of track constructed with rail having a 5½-inch rail base and weighing 112 to 115 pounds per yard will be relayed with rail having a 6-inch base and weighing 136 pounds per yard. This upgrade is considered necessary to meet current standards for tonnage associated with unit coal train operation. It is estimated that approximately 18 miles of track will require rail relay.
- Existing ties will be replaced at a rate of approximately 1,500 ties per mile.
- One new setout track having a clear length of 500 feet is planned along the route and existing support tracks will be used to accommodate two additional setout tracks having a clear length of 500 feet each. All setout work is anticipated to be contained within the existing BNSF right-of-way
- The existing left-hand turnout in the main track near MP 29 of the Colstrip Subdivision must be replaced with a right-hand turnout so that TRRC unit coal train traffic is running on the straight side of the turnout.
- Seven timber bridges varying in lengths from 32 to 98 feet will be repaired in place or replaced with precast concrete spans if necessary.
- Signal and communication upgrades will be made to the Colstrip Subdivision in order to support the proposed TRRC line, including three telecommunication towers at distances of 17 to 22 miles apart.
- No culvert or at-grade crossing upgrades are planned.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "T. Hudak", with a stylized flourish at the end.

Trent M. Hudak
Director Engineering Services

cc: Mr. Ken Blodgett, OEA
Mr. Alan Summerville, ICF