

March 9, 2020

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VIA EMAIL

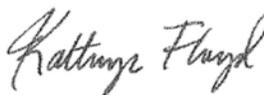
Ms. Victoria Rutson
Director, Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: Finance Docket No. 36284 - Seven County Infrastructure Coalition - Uinta Basin
Railway Project - Response to Information Request No. 5

Dear Ms. Rutson:

I am enclosing Seven County Infrastructure Coalition's Response to OEA's Information Request No. 5. If there are any questions regarding this response, please do not hesitate to contact me.

Sincerely,



Kathryn K. Floyd

Encl.

cc: Joshua Wayland
Danielle Gosselin
Debra Rogers
Mike McKee
Kevin Keller
Eric Johnson

**Seven County Infrastructure Coalition's Response to the
STB Office of Environmental Analysis February 24, 2020
Request for Information No. 5**

March 9, 2020

1. **OEA Request:** Please provide complete Geographic Information Systems (GIS) data for the Whitmore Park Alternative, including all features and elements that have been previously provided for the Indian Canyon Alternative and the Wells Draw Alternative.

Coalition Response: Complete GIS data for the Whitmore Park Alternative was uploaded to the SharePoint site for the Uinta Basin Railway (UBRY) project on March 9, 2020.¹ The data includes all relevant features and elements at the same level of detail for each alternative.

2. **OEA Request:** Please provide a final list of bridges and culverts for each alternative with accompanying GIS data and description information. This list should include bridges, culverts, and other drainage structures for all locations where a water feature was found during the Coalition's fieldwork. The accompanying information should include all the parameters included in the now-outdated bridge and culvert list previously provided in response to Information Request #3. The accompanying GIS data should include all final bridge and crossing locations referenced in the final list. Please ensure that the final list and accompanying information and GIS identify a bridge near milepost 14 on the Indian Canyon Alternative and Wells Draw Alternative, where the alignment would cross Willow Creek.

Coalition Response: A revised list of bridges for each alternative is provided in Appendix 1. A list of all culverts and drainage crossings for each alternative is provided in Appendix 2. All bridges, culverts, and drainage crossings referenced in the list in Appendices 1 and 2 are reflected in the GIS data uploaded to the UBRY project SharePoint site on March 9, 2020.

3. **OEA Request:** For all bridges identified in the final list of bridges and culverts, please indicate if pile driving would be required during installation.

Coalition Response: The Coalition anticipates that pile driving will not be required during installation of any culverts. All bridges will be constructed with steel pile foundations. Bridge foundations are anticipated to be installed through either (1) pile driving or (2) inserting steel piles into drilled shafts, depending upon site specific geological conditions. At this time, which installation method will be used for each bridge foundation is not known.

¹ All GIS data uploaded to the UBRY project SharePoint site on March 9, 2020 reflects most recent versions of the Indian Canyon and Wells Draw Alternatives, dated November 22, 2019, and the Whitmore Park Alternative, dated February 12, 2020.

4. **OEA Request:** Please provide any available information regarding the number of trains that would need to move over the finished portion of the proposed rail line during construction in order to transport construction supplies for each alternative.

Coalition Response: At this time the Coalition does not anticipate moving any trains over the finished portion of the proposed rail line during the construction period due to ongoing tunnel construction activities that would prevent through train movements.

5. **OEA Request:** Please confirm if hot journal and bearing detectors would be installed along the proposed rail line. If available, please identify the planned distance between hot journal and bearing detectors along the proposed rail line.

Coalition Response: The Coalition anticipates that a variety of asset protection devices, such as hot journal and bearing detectors, will be used along the railway.

Asset protection devices will be installed along the UBR Y to reduce the risk of derailment, car damage, or track damage from dragging equipment, overheated axle bearings, stuck brakes and overheated wheels from heavy braking, derailed equipment, shifted loads/over height or width equipment, other hazards, and subsequent loss of or damage to freight, release of commodity into the environment, and risk to public and employee safety. These devices are designed to detect and issue an audio warning (by radio) and/or visual warning in the event of an unusual occurrence.

- Dragging-equipment detectors (DED) will be located at 10-mile intervals along the UBR Y main track except in mountainous or difficult terrain where the intervals shall range from 2 to 5 miles.
- Hot-box detectors will be co-located at 30-mile intervals along the UBR Y main track.
- Rail lubricators (flange) will be placed at main track curves sharper than 6 degrees. Where there is a succession of curves requiring lubricators, the spacing between lubricators shall not be less than 2.5 miles.
- High-water detectors will not be required on the UBR Y main track, unless hydrologic and hydraulics (H&H) analysis indicates locations where they may be needed to assure safe railway operations.
- High-wide detectors shall be placed 3 miles in advance of any tunnel portal or through-truss bridge, in both directions of movement. Where multiple tunnels and/or through-truss bridges are spaced less than 5 miles apart, a single-high wide detector 3 miles in advance of the first tunnel or through-truss bridge encountered, shall be placed in both directions of movement.
- Other detectors, such as slide detectors, and shifted ground detectors may be required if a need is identified during geotechnical analysis.

Asset protection devices shall be powered by utility power where utility power is available and practical; otherwise, solar power shall be used.

6. **OEA Request:** Please provide a corrected version of Table 1 that was submitted in response to Information Request #3. The previously submitted version of this table identifies some communications towers as being located within the proposed rail right-of-way, while the accompanying GIS data appears to show those towers as being located outside of the proposed rail right-of-way. The corrected table should provide accurate information regarding the locations of communication towers in relation to the proposed rail line.

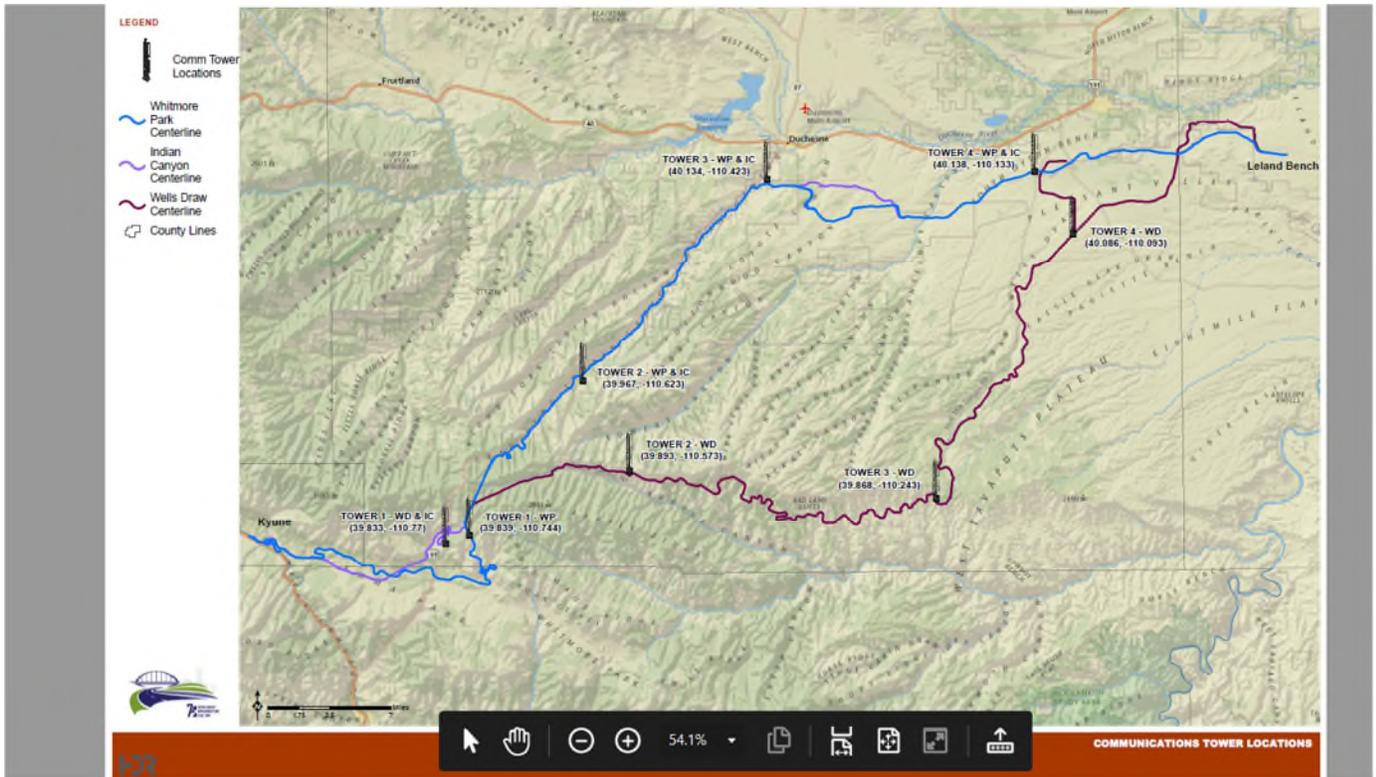
Coalition Response: An updated version of Table 1 originally appearing in response to Information Request #3 is provided below. Some of the communications towers are anticipated to be located outside of the proposed right-of-way, as shown in Table 1 below.

Table 1 – Communications Tower Locations

Route	Tower Location	Inside ROW	Latitude	Longitude	Access
Indian Canyon	1	Yes	39.833 N	110.77 W	Road within ROW
	2	No	39.967 N	110.623 W	Permanent roadway connecting westward to U.S. 191, 0.6 miles in length
	3	No	40.134 N	110.423 W	Permanent roadway connecting southward to Duchesne County Road 11160 S, 0.2 miles in length
	4	Yes	40.138 N	110.133 W	Road within ROW
Whitmore Park	1	Yes	39.839 N	110.744 W	Road within ROW
	2	No	39.967 N	110.623 W	Permanent roadway connecting westward to U.S. 191, 0.6 miles in length
	3	No	40.134 N	110.423 W	Permanent roadway connecting southward to Duchesne County Road 11160 S, 0.2 miles in length
	4	Yes	40.138 N	110.133 W	Road within ROW
Wells Draw	1	Yes	39.833 N	110.77 W	Road within ROW
	2	No	39.893 N	110.573 W	Permanent roadway connecting southward to ROW, 0.6 miles in length
	3	Yes	39.868 N	110.243 W	Road within ROW
	4	Yes	40.086 N	110.093 W	Road within ROW

Figure 1 below identifies the correct communications tower locations, which are also reflected in the GIS data uploaded to the UBRY project SharePoint site on March 9, 2020.

Figure 1 – Communications Tower Locations



- 7. OEA Request:** Please provide GIS data showing the locations of the proposed permanent access roads described in the Coalition’s response to Information Request #3 or confirm that those access roads would be located within the area delineated by the cut and fill lines included in the previously provided GIS data for each alternative.

Coalition Response: The Coalition does not anticipate constructing any new, permanent access roads. While existing roads may be slightly realigned during the construction period, these realignments and associated construction activities will all be located within the area delineated by the cut and fill lines included in the previously provided GIS data for each alternative. Any disturbance that is necessary to realign existing roads will be temporary in nature.

- 8. OEA Request:** If available, please identify the number or numbers identifying the water rights from which water would be obtained for construction and operation of the proposed rail line.

Coalition Response: It is anticipated that the water to be used during construction activities will be sourced through existing water rights likely near the project location, and that no new water rights will be pursued.

The specific existing water rights that could be used for each of the three alternatives have not yet been determined. These determinations will depend on discussions with current water right holders, timing of the construction activities and seasonal availability of the water right (e.g., irrigation water shares that may be appropriate for dust control measures are only available during irrigation season, generally April through October), location of the water right point of diversion in relation to the construction activity and lastly the type of water right diversion (e.g., well, surface, rediversion), which may determine how the water is collected and utilized. During construction planning for the preferred alternative, the need for temporary use of water for construction activities will be further evaluated. It is anticipated that any temporary water needed for construction activities will be sourced from available existing water rights.

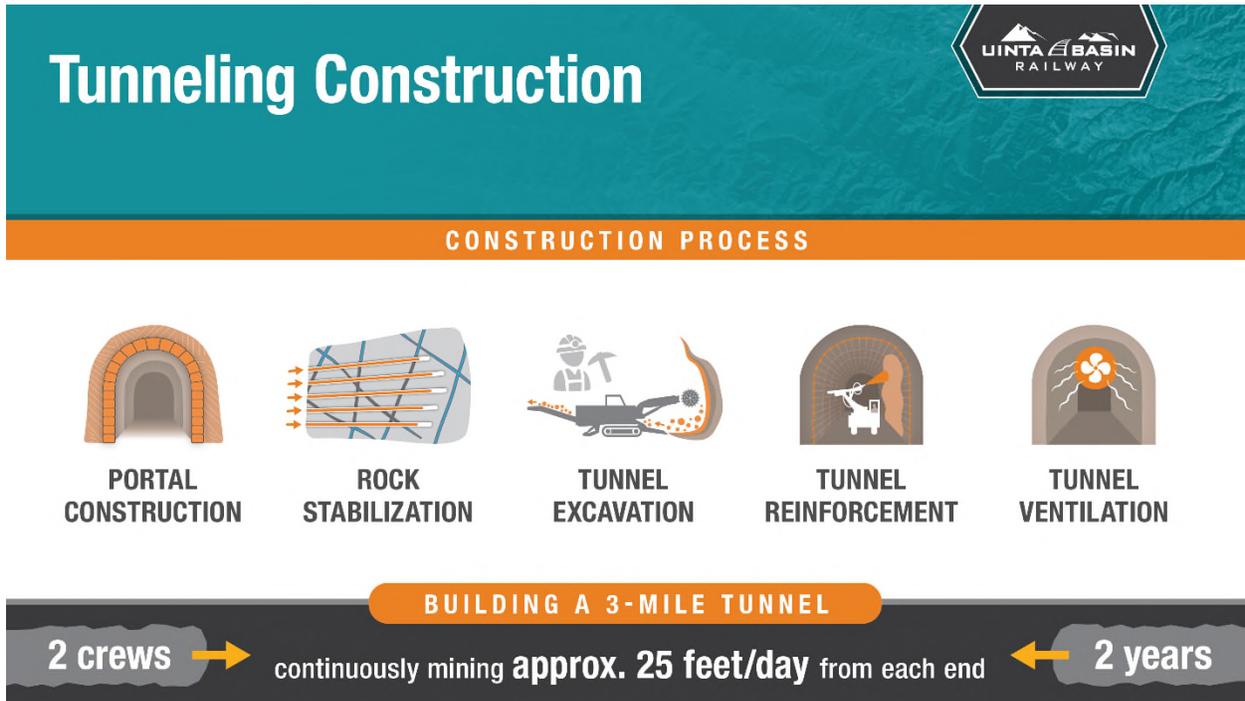
It is anticipated that no water rights will be required once construction is complete.

9. **OEA Request:** Please describe the method of tunnel construction that would be used to construct each of the proposed tunnels for each alternative.

Coalition Response: In general, the Coalition anticipates using a “mined” type method of tunnel construction for each tunnel location. However, drill and blast construction may be required for certain portions of tunnel construction, depending on the length and geological features of each tunnel location. It is anticipated that drill and blast construction may be necessary if sections of very strong rock are encountered.

Figure 2 below identifies proposed construction process for the 3-mile-long tunnel located near milepost 26 on each alignment. Tunnels up to 1 mile long may not require rock stabilization, depending on the geologic features encountered. Tunnels up to 1 mile long will not require ventilation.

Figure 2 – Tunneling Construction



10. **OEA Request:** Please provide the round-trip train travel distance in miles that was assumed in developing the diesel fuel consumption estimate provided in the Coalition’s response to Information Request #1.

Coalition Response: When estimating diesel fuel consumption for its response to Information Request #1, the Coalition assumed a round trip distance for each route alignment that was double the estimated length of the route alignment.

11. **OEA Request:** Please provide any available information regarding the two proposed grade-separated crossings near milepost 61.00 and milepost 61.06 on the Wells Draw Alternative, including the types of structures and their dimensions.

Coalition Response: These bridges are detailed in the updated bridge list provided in response to Item 2 above. The crossing near milepost 61 is referenced at milepost 60.8, and the crossing near milepost 61.06 is referenced at milepost 61.1. The bridge at milepost 60.8 is a precast concrete box span type bridge with 148’ length and height of 25’. The bridge at milepost 61.1 is a structural steel plate arch bridge with 320’ length and a height of 32’.

A precast concrete box span type bridge is pictured in Figure 3.

Figure 3 – Precast Concrete Box Span Bridge Photo



A structural steel plate arch bridge closely resembles a precast concrete arch bridge. Figure 4 contains a Typical Section for a precast concrete arch.

Figure 4 – Precast Concrete Arch Bridge

