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To: Luhnnow, Glennda <Glennda.Luhnnow@jacobs.com>; Tabachnick, Alan <alan.tabachnick@stb.gov>; Buckley, Maggie <Maggie.Buckley@jacobs.com>

Cc: Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>

Subject: [EXTERNAL] Responses to HPTP Questions - PIRATE I/L

Glennda, Alan and Maggie:

I have done some research on the questions you posed in our last discussion regarding excavation around the ML track. Below is information that I have gathered.

- For the cross-sections, and here is what I observed about cut/fill along the ML track:
 - Siding Track Extension
 - Sta 1482+00-1503+00 – fill along the proposed track location (CL track to 33' +/-), no cut/fill at ditch location (33' to 53' +/-)
 - Sta 1504+00-1519+00 – fill along the proposed track location (CL track to 30' +/-), cut at ditch location (33' to 53' +/-)
 - Sta 1520+00-1526+00 – cut along the proposed track location (CL track to 33' +/-), cut at ditch location (33' to 53' +/-)
 - Sta 1527+00-1540+00 – fill along the proposed track location (CL track to 33' +/-), cut at ditch location (33' to 53' +/-)
 - Sta 1541+00-1554+00 – fill along the proposed track location (CL track to 33' +/-), no cut/fill at ditch location (33' to 53' +/-)
 - Sta 1555+00-1557+00 – cut along the proposed track location (CL track to 33' +/-), no cut/fill at ditch location (33' to 53' +/-)
 - Working Track
 - Sta 1530+00-1533+00 – no cut/till along the proposed track location (CL track to 45' +/-), no cut/fill at ditch location (45' to 55')
 - Sta 1534+00-1542+00 – cut into existing track fill, essentially no cut/fill on virgin earth along proposed track location (CL track to 33' +/-), cut at ditch location (33' +/- to 53' +/-)
 - Sta 1543+00-1543+00 – cut along the proposed track location (CL track to 33' +/-), cut at ditch location (33' to 53' +/-) (must be a hump at this location)
 - Sta 1544+00-1549+00 – cut into existing track fill, essentially no cut/fill on virgin earth along proposed track location (CL track to 33' +/-), cut at ditch location (33' +/- to 53' +/-)
 - Sta 1550+00-1551+00 – cut along the proposed track location (CL track to 33' +/-), cut at ditch location (33' to 53' +/-)
 - Sta 1552+00-1554+00 – cut into existing track fill, essentially no cut/fill on virgin earth along proposed track location (CL track to 33' +/-), cut at ditch location (33' +/- to 53' +/-)
 - Sta 1555+00-1580+00 – cut into existing track fill, essentially no cut/fill on virgin earth along proposed track location (CL track to 33' +/-), no cut/fill at ditch location (33' to 53' +/-)
 - Sta 1581+00-1589+00 – cut along the proposed track location (CL track to 33' +/-), cut at ditch location (33' to 53' +/-)
 - Sta 1590+00-1590+00 – fill along the proposed track location (CL track to 45' +/-), cut at ditch location (45' to 65' +/-)

- Sta 1591+00-1592+00 – fill along the proposed track location (CL track to 45' +/-), no cut/fill at ditch location (45' to 65' +/-)
- Sta 1593+00-1594+00 – fill along the proposed track location (CL track to 45' +/-), cut at ditch location (45' to 70' +/-)
- For backfilling excavations, you can utilize the following spec:
 - All excavations and back filling must be done using workmanship acceptable to the railroad. All back-filling must be placed in a maximum of 6-inch layers and compacted to 95% of maximum standard density as determined by ASTM T-99 or ASTM D698. All areas disturbed in any manner must be reseeded in a manner to prevent erosion using a grass seed mixture native to the area.
- For excavations on the ROW adjacent to the existing ML or siding track, the following parameters should be specified:
 - There shall be no excavation allowed closer than 15' to the CL track
 - Between 15' and 25' from CL track, only hand excavation methods will be allowed. Further, excavations in this region shall first be approved by UPRR prior to commencement of work. A qualified flag-person must be present. If the Railroad provides flagging or other services, the contractor shall not be relieved of any responsibilities or liabilities as set forth in any document authorizing the work
 - Mechanical excavation is allowed 25' from CL track to the edge of ROW (100' either side of ML track). No flag-person is required if the work is 25' or more away from the CL track
 - No work is allowed within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25' of track centerline and secure all equipment when trains are present
 - All excavations shall meet the conditions of the UPRR Guidelines for Temporary Shoring (attached). If excavation is required in any zone except Zone B, shoring must be utilized and approved by UPRR
 - Excavation contractors shall meet all UPRR safety standards and be trained for on-track safety
 - Excavation contractors shall obtain Right-of-Entry (ROE) from UPRR's Real Estate Dept
 - Excavation contractors shall have utilities located prior to excavation and utilize UPRR's one-call system (see Guidelines for Temporary Shoring)

Let me know if you have any questions or need any additional information.

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