

From: Kevin Rice <kprice@up.com>
Sent: Tuesday, May 17, 2022 9:22 AM
To: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Cc: Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>
Subject: [EXTERNAL] PIRATE I/L Discussion Questions/Answers

Maggie:

Getting some of the answers to questions posed on the last call:

- Independent of the PIRATE I/L, will UPRR experience an increase in mainline traffic (will we have more trains per day if there was not the PIRATE I/L Project)?
 - the current projection would be modest growth at 1 train/day in the next 5 years for the mainline traffic
- Where will there be standing trains on a typical week (not actively switching cars or moving in and out of the wye)? If the answer is yes, can you estimate how frequent a train might be parked there and for how long.
 - Support Tracks (yes/no) yes – could have train or cars parked at any time
 - Run-Around Track (yes/no) no
 - Germann Siding adjacent to the ML (yes/no) Not typically. A train may be parked there for a meet and pass by another ML train or to pick up cars from the I/L, but would not be long in duration
 - Working Tracks adjacent to the ML (Yes/no) same as Germann Siding track
 - Other locations (yes/no) no
- Will there be a significant increase in braking noise from trains slowing down to enter the PIRATE I/L? What speeds would they typically be at when they started braking to go into the PIRATE I/L. How far back would they begin braking to slow down enough to go into the PIRATE I/L? Many ML trains that traverse the Phoenix Sub already stop at the existing Germann Siding for meets and passes, so there would only be modest increases in trains stopping at this location due to the PIRATE I/L. Trains that do slow down at this location to enter the PIRATE I/L would be coming from the posted ML train speed of 60 MPH to either a stop or low speed of 5 MPH and they would begin to brake 1-2 miles outside of this location
- Confirm the use of the future spur off of the wye track shown in the 30% plans:



- Will the future spur track support the wye track function, or does it serve another purpose (for a new industry tenant)? The spur shown in purple on the 30% plans is to show service to a potential future customer, it does not have anything to do with the wye or its functionality. When UPRR obtained the land for the wye, we apparently had to purchase a much larger chunk than was actually needed for the wye. It will be enough room for a future industry, but here are currently no deals or negotiations with potential customers to locate on this land at this point in time.

Let me know if you need additional clarification on these questions.

I am also working on getting answers to the additional emailed questions.

Kevin Rice, PE
Sr. Manager M/W Environmental
Union Pacific Railroad
(402) 544-2213

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