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Sent: Wednesday, September 14, 2022 9:52 AM
To: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Cc: Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>; Assenza, Adam <adam.assenza@stb.gov>
Subject: [EXTERNAL] PIRATE I/L Q/A from 9/12/22 Discussion

Maggie:

Responses to the questions brought up on our last discussion. I am paraphrasing the questions to the best of my notes and recollection, so if you need further clarification, just let me know.

- Q. Will there be any double-stacked train cars utilizing the PIRATE I/L?
 - No
- Q. Can UP provide KMZ or CAD files showing the end treatments and grading for the culvert structures at the wye (Rittenhouse channel crossings)?
 - These details are still being developed and coordinated with the drainage district. The most current KMZ or CAD file is the updated 60% KMZ dated 7-7-2022 that was already provided
- Q. How will UP contractors access the channel during construction? There is an existing access ramp on the downstream side of the weir between the proposed wye culverts, will UP utilize this? How will UP access the proposed culvert on the upstream side of the weir?
 - Negotiations are still underway with the drainage district to determine the appropriate access points. UP will likely utilize the existing ramp and/or build temporary or permanent access points per the drainage district guidelines and standards in accordance with the final agreement with the drainage district. All access points into Rittenhouse channel will be within the proposed ROW or TCE.
- Q. Will UP have temporary or permanent impacts to the wetland in Rittenhouse channel, just downstream of the weir between the proposed wye culverts?
 - UP contractors will not be allowed to impact, either temporarily or permanently, the wetland. It will be marked with appropriate BMP's during construction to ensure visibility and compliance with this stipulation.
- Q. Will the proposed culvert at Ellsworth crossing have end treatments, and if so, will they remain within the proposed ROW?
 - Yes, these plans are currently under development and will be per the drainage district standards. All end treatments will be within the proposed ROW.
- Q. There is an existing ramp down into the Ellsworth channel just south of the proposed culvert crossing that could be impacted by the construction of the proposed culvert. How will UP address access points into Ellsworth channel both upstream and downstream of the proposed culvert?

- Negotiations are still underway with the drainage district regarding this but any impacts to the existing access ramp will be addressed by changes in alignment of the existing ramp or by construction of a new access ramp per drainage district standards. In addition, a new access ramp will be constructed on the north side of the proposed culvert location per drainage district standards to provide a permanent access point for the drainage district. These will be within the proposed ROW or TCE's.

Thank you,

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