

Justine:

Please forward/post this E-Mail to Highland Canal RCB bidders. It addresses the UPRR conditions relative to the construction of the east end RCB under the tracks, the jack and bore crossing, and shoring requirements. Also note in the information that we are looking to receive all TMWA agreements and ROW's by the end of this month or November 1, 2008.

Thank You--Ron

From: JEDEVISH@up.com [mailto:JEDEVISH@up.com]
Sent: Friday, October 10, 2008 2:36 PM
To: Penrose, Ron
Subject: rcb box 2450-25

Send To:	Jon E. Devish
Copy To:	
Subject:	Culvert, MP 232.52, Roseville Sub, Enclose existing canal in 12'x5' rcb from Br. 232.52 to Br. 233.22 Roseville Sub, West Reno, NV, Folder No. 2450-25

I have reviewed the proposed structural plans and calculations to install a precast concrete box at the East highland canal and install structural improvements at the West Crossing Highland Canal. Structurally both proposals are adequate to resist the applied loads and are acceptable. The constructability of the projects raises substantial concerns and has the potential to place men and equipment within close proximity to active mainline tracks. The Agencies contractor must comply with the following;

1. Track outages must be discussed and coordinated with the local operating department. Structural approval of the plan does not authorize the Agencies contractor to foul the active railroad track. A complete work plan must be submitted by the contractor for UPRR review and approval which identifies the scope of work, equipment, manpower and time requirements that the track will be out of service.
2. A railroad flagman must be present when any work is bring performed within 25 feet of track centerline
3. The contractor must employ a structural engineer to evaluate and confirm when temporary shoring is required to protect the track and provide support to the existing structure(s). All temporary shoring must comply with UPRR Guidelines For Temporary Shoring which are attached as information. The states contractor should be aware that extensive shoring will be required on this project.
4. The design plans must include provision for some type of bedding under the precast concrete element. This can consist of crushed rock, grout or flowable fill to provide complete bearing and interaction with the ground line.
5. Confirm the proposed private crossing which is identified as being constructed by UPRR forces is acceptable and will be protected with a UPRR flagman during construction and locked when not in use.

Please call me if you have questions or concerns. Patrick

Send To:	Jon E. Devish
Copy To:	David Hoden, Rick Friesen, Aziz Aman
Subject:	Pipeline, 5900' of 66" CMLS water pipeline and 2 encased crossings, MP 234 & 235.06, Roseville Sub, West Reno, NV, Folder No. 2450-25

We have no structural objections to this project subject to:

1. The local Mgr. Track Maintenance must approve placing the pipe on the right-of-way.
2. They need to furnish the concrete mortar lined and coated steel pipe specifications.
3. A railroad inspector is required to monitor the ground and track for movement during the jacking process. The installation process and all train movement must be immediately stopped if any movement is detected. The damaged area must be immediately repaired. The installation process must be reviewed and modified as required before the installation may proceed. Applicant must pay inspector's expense and the cost of any required repairs.
4. The right-of-way must be returned to its original condition or better.

Jon Devish
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