

ET - 20219



Re: AB 33 292X
 Ray E. Allamong
 to:
 Troy.Brady
 05/29/2013 02:45 PM
 Cc:
 "Mack H. Shumate"
 Hide Details
 From: "Ray E. Allamong" <REALLAMO@up.com>

To: Troy.Brady@stb.dot.gov

Cc: "Mack H. Shumate" <MACKSHUMATE@UP.COM>

History: This message has been replied to.

1 Attachment



graycol.gif

Troy, I am repeating immediately below the text of the UP revision sent on April 27, 2011 as a reply to your April 25 language. Since it is still two years old in any case, I had our salvage specialist review it to ensure its being current, and it is. Please draw from this version as UP's depiction of the salvage process.

"Troy, I reviewed the salvage summary with UP's engineer specializing in the process - he had been in the field Monday and Tuesday. Resulting from the review are the modifications shown in red italics. They reenforce my earlier comment about bridges, clarify the tie handling procedure and provide for some alternative handling of ballast. Please call me at 402-544-3889 with any questions.

The salvage process would begin with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) would be removed. Next the wooden ties would be raised from among the ballast with a tool designed for minimum disruption of the ground material. The ties would then be separated into three groups as

follows: (1) good quality ties that would be re-used in rail service, (2) landscape-quality ties that would be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into *truck trailers or containers and shipped by UP's contractor to an EPA approved disposal site or to a cogeneration plant.*

Culverts and right-of-way grading would remain intact so as not to alter the prevailing water flows along the Line. Ballast would typically be left in place, but might be removed if it is of exceptional quality - thus suitable for resale - or to make the right of way more suitable for a planned future use. Bridges would be removed unless they are included in a trail transaction or otherwise acquired. UP's salvage contractors would be required to limit their activities to the width of the right-of-way and to not place fills or other material in water bodies, including inland waterways. When the salvage process has been completed, waterflows in the area would not have been disrupted. Finally, all road crossings would be removed and remediated, then resurfaced with gravel, asphalt or concrete, as required by governing authority. Any railroad signals would also dismantled and removed.

UP's salvage work for abandonments is always performed by experienced rail material salvagers. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Board. Completed work would be independently inspected by a UP roadmaster (or equal representative) to ensure compliance with UP standards of quality and all contractual obligations, including Board imposed conditions, if applicable."

Troy.Brady---05/29/2013 09:21:16 AM---Hi Ray,

From: Troy.Brady@stb.dot.gov
 To: REALLAMO@up.com
 Date: 05/29/2013 09:21 AM
 Subject: AB 33 292X

Hi Ray,

there is no salvage language in the EHR for the above AB. I was wondering if I can use the language below that we have used in the past?

Troy

Troy Brady, Environmental Protection Specialist
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 Surface Transportation Board
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