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| North Platte Area Chamber of Commerce & Development Corporation, INC. - FES# 47882- SCOPE OF WORK MATRIX |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|---------|------|-----|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| #                                                                                                        | Item/Task                                           | Detailed Description/Comments                                                           | Industry    |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         | Union Pacific Railroad                                                                                                                                                                                                                                                                                   |                                                                                                                                                       |                                                    | QTY EST | U/M  | MFG | Drawing #                              | Track                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Station(s)                                                                                                                                                                                         |  |  |
|                                                                                                          |                                                     |                                                                                         | Supplied    | Assemble                                                                                                                                                                                                                                                                                                                         | Install                                                                                                                                                                                                                                                                                                                                 | Supply                                                                                                                                                                                                                                                                                                   | Assemble                                                                                                                                              | Install                                            |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
| 1                                                                                                        | Main Line Ballast                                   | UPPR Class 1                                                                            | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | As Req  | Tons |     |                                        | ML 1<br>Trk A<br>Trk B<br>Trk D<br>Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                            | 15535+95.88 to 15536+35.88, 15637+05.63 to 15689+40.30<br>88+26.87 to 90+54.00<br>0+00.00 to 3+53.75<br>0+00.00 to 8+19.47<br>1+24.83 to 7+57.88                                                   |  |  |
| 2                                                                                                        | Main Line Walkway Ballast                           | UPPR Class 1                                                                            | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | As Req  | Tons |     |                                        | Trk A<br>Trk B<br>Trk D<br>Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                                    | 88+54.63 to 90+54.63<br>0+00.00 to 1+72.75<br>0+00.00 to 1+74.14<br>1+24.83 to 1+77.34, 4+16.50 to 7+57.88                                                                                         |  |  |
| 3                                                                                                        | Yard Ballast                                        | UPPR Class 2                                                                            | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | As Req  | Tons |     |                                        | Trk A<br>Trk B<br>Trk C                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0+00.00 to 88+26.87, 90+54.00 to 105+44.12<br>3+53.75 to 93+20.16<br>0+00.00 to 33+09.22                                                                                                           |  |  |
| 4                                                                                                        | Yard Walkway Ballast                                | UPPR Class 2                                                                            | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | As Req  | Tons |     |                                        | Trk A<br>Trk B<br>Trk C<br>Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                    | 98+80.30 to 99+30.30<br>1+72.75 to 3+37.75, 6+51.43 to 8+54.53<br>0+00.00 to 2+82.62<br>0+00.00 to 1+41.42                                                                                         |  |  |
| 5                                                                                                        | Culvert 18"                                         | 18" CMP (Underdrain Outlet Pipes)                                                       | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 511     | LF   |     | 10<br>26 to 28                         | Trk A<br>Trk C                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 93+73.35<br>9+05.81, 13+56.55, 18+56.56, 23+56.55, 28+56.55                                                                                                                                        |  |  |
| 6                                                                                                        | Culvert 48"                                         | 48" CMP                                                                                 | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 98      | LF   |     | 32                                     | Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3+46.40, 3+52.41                                                                                                                                                                                   |  |  |
| 7                                                                                                        | Culvert 30"                                         | 30" CMP                                                                                 | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 228     | LF   |     | 10, 17                                 | Trk A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 5+55.22, 104+34.06, 104+37.82, 104+41.57                                                                                                                                                           |  |  |
| 8                                                                                                        | Culvert 24"                                         | 24" SSP, Jack & Bore                                                                    | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 111     | LF   |     | 10                                     | Trk 802                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3+57.31, 3+48.74                                                                                                                                                                                   |  |  |
| 8                                                                                                        | Culvert 24"                                         | 24" SSP, Extension                                                                      | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 8       | LF   |     | 10                                     | Trk 802                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3+53.03                                                                                                                                                                                            |  |  |
| 9                                                                                                        | Curved Crossing                                     | Install 10-00 Curved Timber Crossing, 9'-0" Wood Ties                                   | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 72      | LF   |     | 32                                     | Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1+96.04                                                                                                                                                                                            |  |  |
| 10                                                                                                       | Crossing                                            | Install Timber Crossing, 10'-0" Wood Ties                                               | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 24      | LF   |     | 11                                     | Trk A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 88+38.87                                                                                                                                                                                           |  |  |
| 11                                                                                                       | Crossing                                            | Install Timber Crossing, 9'-0" Wood Ties                                                | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 48      | LF   |     | 24                                     | Trk B<br>Trk D                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3+37.75<br>4+38.12                                                                                                                                                                                 |  |  |
| 12                                                                                                       | Remove Crossing                                     | Remove Existing Private Crossing                                                        | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 16      | LF   |     | 32                                     | Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2+58.90                                                                                                                                                                                            |  |  |
| 13                                                                                                       | Remove Turnout                                      | Remove Existing #11 LH HTTO Turnout                                                     |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         | x                                                                                                                                                                                                                                                                                                        | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 30                                     | Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 55+14.49                                                                                                                                                                                           |  |  |
| 14                                                                                                       | Remove Derail                                       | Remove Existing Derail                                                                  | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 1       | EA   |     | 32                                     | Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2+22.64                                                                                                                                                                                            |  |  |
| 15                                                                                                       | Remove Derail                                       | Remove Existing Derail                                                                  |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         | x                                                                                                                                                                                                                                                                                                        | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 30                                     | Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 59+21.59                                                                                                                                                                                           |  |  |
| 16                                                                                                       | Turnout (No. 22E Switch Stand)                      | #9 LH HTTO SMSG Frog 115#, Wood                                                         | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 3       | EA   |     | 10/32<br>17/24<br>11/26                | Trk A / Trk 803<br>Trk A / Trk B<br>Trk A / Trk C                                                                                                                                                                                                                                                                                                                                                                                                                     | Trk A 98+80.29 / Trk 803 0+00.00<br>Trk A 0+00.00 / Trk B 6+98.03<br>Trk A 87+51.80 / Trk C 0+00.00                                                                                                |  |  |
| 17                                                                                                       | Turnout (No. 22E Switch Stand)                      | #9 RH HTTO SMSG Frog 115#, Wood                                                         | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 1       | EA   |     | 26/18                                  | Trk C / Trk B                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Trk C 1+35.41 / Trk B 93+20.16                                                                                                                                                                     |  |  |
| 18                                                                                                       | Turnout (No. 36EH Switch Stand)                     | #9 LH HTTO UP/BN SMSG Frog 136#, Wood, Insulated                                        | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 11/29                                  | Trk A / Trk D                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Trk A 89+04.76 / Trk D 8+19.47                                                                                                                                                                     |  |  |
| 19                                                                                                       | Turnout (No. 36EH Switch Stand)                     | #11 RH HTTO UP/BN SPRG Frog 136#, Wood, 17' HB 36EH Ties, Insulated                     | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 2       | EA   |     | 29/30<br>24                            | Trk D / Trk 801<br>ML 1 / Trk B                                                                                                                                                                                                                                                                                                                                                                                                                                       | Trk D 0+00.00 / Trk 801 3+51.50<br>ML 1 15534+71.30 / Trk B 0+00.00                                                                                                                                |  |  |
| 20                                                                                                       | Derail                                              | DSPD RH HT 136#, Wood, Insulated                                                        | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 29                                     | Trk D                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2+82.50                                                                                                                                                                                            |  |  |
| 21                                                                                                       | Derail                                              | DSPD LH HT 136#, Wood, Insulated                                                        | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 30                                     | Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4+05.00                                                                                                                                                                                            |  |  |
| 22                                                                                                       | Derail                                              | DSPD LH HT 136#, Wood, Insulated                                                        | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 1       | EA   |     | 24                                     | Trk B                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2+82.50                                                                                                                                                                                            |  |  |
| 23                                                                                                       | Lead Buffer Panel (New 65' Panel)                   | 136# CWR, 10' Wood Ties on 19.5" Centers, Premium Fasteners & Solid Anchored            | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 195     | TF   |     | 30<br>11                               | ML 1<br>Trk 801<br>Trk A                                                                                                                                                                                                                                                                                                                                                                                                                                              | 15534+06.30 to 15534+71.30<br>3+51.50 to 4+16.50<br>88+39.78 to 89+84.78                                                                                                                           |  |  |
| 24                                                                                                       | Trailing Buffer Panel (New 40' Panel)               | 136# CWR, 8'6" Wood Cut Spike Ties on 19.5" Centers, Premium Fasteners & Solid Anchored | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 120     | TF   |     | 29<br>11                               | ML 1<br>Trk D<br>Trk A                                                                                                                                                                                                                                                                                                                                                                                                                                                | 15535+95.88 to 15536+35.88<br>1+24.58 to 1+64.58<br>88+64.78 to 89+04.78                                                                                                                           |  |  |
| 25                                                                                                       | Transition Zone A                                   | 7" X 9" X 10'-0" Preplated Switch Tie UPRR Item #502-6817                               | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 66      | TF   |     | 24                                     | ML 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 15533+57.30 to 15533+89.80, 15536+52.38 to 15536+84.88                                                                                                                                             |  |  |
| 26                                                                                                       | Transition Zone B                                   | 7" X 9" X 8'-6" Preplated Tie UPRR Item #502-6855                                       | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 34      | TF   |     | 24                                     | ML 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 15533+89.80 to 15534+06.30, 15536+35.88 to 15536+52.38                                                                                                                                             |  |  |
| 27                                                                                                       | 40' Transition Rails x 2 - 136N-133W (STD DWG 0922) | Transition Panel to be welded to Buffer Panel for Installation                          | x           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          | x                                                                                                                                                     | x                                                  | 4       | PR   |     | 24<br>30                               | ML 1<br>Trk 801                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 15533+57.30, 15536+84.88<br>1+24.84, 7+57.88                                                                                                                                                       |  |  |
| 28                                                                                                       | Transition Rail (24F 136#N to 115#W)                |                                                                                         | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 3       | PR   |     | 11<br>24                               | Trk A<br>Trk B                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 88+26.87, 90+51.84<br>3+53.75                                                                                                                                                                      |  |  |
| 29                                                                                                       | Rail & Ties                                         | 115# Jtd., Wood                                                                         | x           | x                                                                                                                                                                                                                                                                                                                                | x                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    | 22089   | TF   |     | 10 to 17<br>18 to 24<br>26 to 28<br>32 | Trk A<br><br>Trk B<br>Trk C<br>Trk 803                                                                                                                                                                                                                                                                                                                                                                                                                                | 1+07.75 to 86+44.44, 87+51.81 to 88+26.87, 90+51.84 to 97+72.91, 98+80.29 to 105+18.10<br>3+53.75 to 7+02.33, 8+09.70 to 92+12.42<br>1+07.74 to 1+35.39, 2+42.76 to 33+09.22<br>1+07.74 to 3+80.37 |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        | <div><div>FES #:<br/>47882</div><div>DOCUMENT TYPE:<br/>Construction</div></div> <div><div>DRAWN BY:<br/>KJG</div><div>CHECKED BY:<br/>MJJ</div><div>DATE:<br/>7/27/2026</div><div>SHEET NUMBER<br/>3 of 105</div></div> <div><div>For use in Agreement with:<br/>Nebraska International<br/>Port of the Plains</div><div>Hershey, Lincoln County, Nebraska<br/>Sidney Subdivision MP 294.22 To MP 296.34</div><div>SHEET TITLE:<br/>SCOPE OF WORK MATRIX</div></div> |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
|                                                                                                          |                                                     |                                                                                         |             |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                       |                                                    |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |
| REV. #                                                                                                   | BY                                                  | DATE                                                                                    | DESCRIPTION | <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div>Ex. UPRR Track</div><div>Prop. UPRR Track</div><div>Remove UPRR Track</div><div>Shift UPRR Track</div><div>Ex. Ind. Track</div><div>Prop. Ind. Track</div><div>Remove Ind. Track</div></div> | <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div>Shift Ind. Track</div><div>Future Ind. Track</div><div>Prop. Leased Ind. Trk</div><div>Ex. Leased Ind. Trk</div><div>No RR Operations</div><div>Other Ind. Track</div><div>Right of Way</div></div> | <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div>Hand Throw Turnout</div><div>Power Turnout</div><div>Power Derail</div><div>Hand Throw Derail</div><div>Point of Curve</div><div>Bridge</div><div>Signal</div></div> | <div><div><div>GFT</div><div>2400 PERSHING ROAD<br/>SUITE 400<br/>KANSAS CITY, MO. 64108<br/>PHONE: 816-329-8600<br/>WWW.GFTINC.COM</div></div></div> | <div><div><div>UNION<br/>PACIFIC</div></div></div> |         |      |     |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                    |  |  |

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| North Platte Area Chamber of Commerce & Development Corporation, INC. - FES# 47882- SCOPE OF WORK MATRIX |                           |                                                                      |          |          |         |                        |          |         |         |     |     |                      |                                    |                                                                                        |  |
|----------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------------------------------|----------|----------|---------|------------------------|----------|---------|---------|-----|-----|----------------------|------------------------------------|----------------------------------------------------------------------------------------|--|
| #                                                                                                        | Item/Task                 | Detailed Description/Comments                                        | Industry |          |         | Union Pacific Railroad |          |         | QTY EST | U/M | MFG | Drawing #            | Track                              | Station(s)                                                                             |  |
|                                                                                                          |                           |                                                                      | Supplied | Assemble | Install | Supply                 | Assemble | Install |         |     |     |                      |                                    |                                                                                        |  |
| 30                                                                                                       | Rail & Ties               | 136# CWR, Pre-Plated Wood                                            | x        |          |         |                        | x        | x       | 1118    | TF  |     | 30<br>29<br>11<br>24 | Trk 801<br>Trk D<br>Trk A<br>Trk B | 4+16.51 to 7+57.88<br>1+64.58 to 7+11.62<br>90+52.17 to 90+54.00<br>1+24.89 to 3+53.75 |  |
| 31                                                                                                       | Rail & Ties               | 136# CWR, Premium Plated Wood                                        | x        |          |         |                        | x        | x       | 102     | TF  |     | 24                   | Trk 801                            | 1+24.83 to 2+26.61                                                                     |  |
| 32                                                                                                       | Rail & Ties               | 136# CWR, 10'-0" Pre-Plated Wood                                     | x        |          |         |                        | x        | x       | 15      | TF  |     | 24                   | Trk A                              | 88+26.87 to 88+39.78, 90+49.84 to 90+51.84                                             |  |
| 33                                                                                                       | Insulated Joints          | Insulated Joints with 3.25' min Stagger, 115# Rail Item No. 553-0003 | x        | x        | x       |                        |          |         | 1       | PR  |     | 24                   | Trk B                              | 6+74.25                                                                                |  |
| 34                                                                                                       | Insulated Joints          | Insulated Joints with 3.25' min Stagger, 136# Rail Item No. 553-2283 | x        |          |         |                        | x        | x       | 5       | PR  |     | 24<br>24<br>29<br>30 | ML 1<br>Trk B<br>Trk D<br>Trk 801  | 15534+21.30<br>2+24.25<br>2+27.50<br>7+13.97, 4+55.00                                  |  |
| 35                                                                                                       | Sign                      | Install End of UP MTCE Sign                                          | x        | x        | x       |                        |          |         | 3       | EA  |     | 24<br>11, 12         | Trk B<br>Trk A                     | 3+53.75<br>88+26.87, 90+51.84                                                          |  |
| 36                                                                                                       | Sign                      | Install 18" Derail Sign                                              | x        |          |         |                        | x        | x       | 3       | EA  |     | 24<br>29<br>30       | Trk B<br>Trk D<br>Trk 801          | 2+82.50<br>2+82.50<br>4+05.00                                                          |  |
| 37                                                                                                       | Switch Targets            | Install Red/Green Switch Targets                                     | x        | x        | x       |                        |          |         | 4       | EA  |     | 32<br>17<br>18<br>26 | Trk 803<br>Trk A<br>Trk B<br>Trk C | 0+00.00<br>0+00.00<br>93+20.16<br>0+00.00                                              |  |
| 38                                                                                                       | Switch Targets            | Install Red/Green Switch Targets                                     | x        |          |         |                        | x        | x       | 3       | EA  |     | 11<br>30<br>24       | Trk A<br>Trk 801<br>ML 1           | 89+04.78<br>3+51.50<br>15534+71.30                                                     |  |
| 39                                                                                                       | Signal Cabinet Relocation |                                                                      |          |          |         | x                      | x        | x       | 1       | EA  |     | 11                   | ML 1                               | 15626+08.72                                                                            |  |
| 40                                                                                                       | Track Removal             |                                                                      |          |          |         | x                      | x        | x       | 873     | TF  |     | 24<br>30<br>32       | ML 1<br>801<br>803                 | 15536+84.88 to 15533+57.30<br>54+01.81 to 60+34.50<br>1+22.81 to 1+55.03               |  |
| 41                                                                                                       | Track Removal             |                                                                      | x        | x        | x       |                        |          |         | 364     | TF  |     | 32                   | 803                                | 1+55.03 to 5+18.98                                                                     |  |
|                                                                                                          |                           |                                                                      |          |          |         |                        |          |         |         |     |     |                      |                                    |                                                                                        |  |
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GENERAL NOTES:

- All Rail Construction Covered by these Plans shall Conform to all Applicable Standards and Specifications of the Current Union Pacific Railroad (UPRR) Industrial Track Standards. All Standards and Specifications not Covered by UP shall be Current American Railway Engineering and Maintenance-of-Way Association (AREMA), Unless Otherwise Specified.
- All Workmanship and Materials shall be Subject to the Inspection and Approval of the Union Pacific Railroad.
- The Utility Locations Shown on these Plans were Obtained by Field Survey and are Approximate only. The Utility Information is not meant to be all Inclusive. The Contractor Shall Verify the Location and Depth of all Utilities Prior to Construction to Provide non-Interruption of Service, to Ensure Proper Clearances, and to Avoid Damage thereto.
- The Contractor Shall also Utilize the Following Toll Free Phone Number Provided by ""Nebraska One-Call System"": 811. This Phone Number is Applicable Anywhere within the State of Nebraska.
- Prior to Commencement of Work, the Contractor shall Notify all those Utility Companies which have Facilities in the Near Vicinity of the Construction to be Performed.
- All Excess Material or Material noted for Removal shall be Removed from the site by the Contractor and Disposed of at Locations Acceptable to the Owner and Governing Agencies.
- All Stationing Along Track is Referenced to the Centerline, Unless Otherwise Specified.
- Contractor is Responsible for Obtaining all Permits, Bonds, Insurance, Etc, and Paying all Fees and for Otherwise Complying with all Applicable Regulations Required by the City and the State During Construction.
- All Items Shown on the Plans not Specifically Covered in the Itemized Proposal will be Considered Fully Compensated Under Other Items in the Proposal (No Direct Pay).
- The Rail Plan is Based on a Survey by T.C. Engineering, Conditions of the Site at the time of Construction may vary from the Surveyed Conditions, Contractor shall Verify Existing Site Conditions Prior to Beginning Work.
- Where the New Improvements abut Existing Conditions, The Contractor shall be Responsible for Matching the Elevation of the Existing Conditions Unless Otherwise Specified.
- The Contractor shall Provide a Secure Site to Protect Vehicles and Pedestrians from Accidental Falls and Harm from the Construction Process.
- Horizontal and Vertical Control Points for the Track Layout are Identified in this Plan Set. It shall be the Contractor's Responsibility to Utilize these Control Points to Assure that all Facilities Included in this Project are Constructed at the Correct Vertical and Horizontal Locations.
- Main Line stationing established from val maps and existing point of switch at MP 296.12.

SURVEY NOTES

- Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.
- The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.
- Current design is based off Grid Survey.

|              |                            |
|--------------|----------------------------|
|              | DATUM                      |
| HORIZONTAL   | NAD83 Nebraska State Plane |
| VERTICAL     | NAVD 88                    |
| SCALE FACTOR |                            |
| SURVEY DATE  | 11/11/2025                 |

Track Construction Specifications:

Rail

- New or Used Rail shall be 115# min. Relay Rail as Indicated on Plans. Rail must meet or Exceed AREMA Class 1 Specifications.
- Relay Wear and Surface Defects shall not Exceed the Following Limits:

| Rail Weight | Max. Vert. Wear | Max. Hor. Wear | Corrugation |
|-------------|-----------------|----------------|-------------|
| 141         | 5/16"           | 1/8"           | 1/8"        |
| 133-136     | 1/4"            | 1/8"           | 1/8"        |
| 131-132     | 3/16"           | 1/8"           | 1/8"        |
| 119         | 5/32"           | 1/16"          | 1/8"        |
| 112-115     | 1/8"            | 1/16"          | 1/8"        |

Joint Bars

- Joint Bars or Angle Bars Should be New or Certified Reconditioned to Match the Rail Section Used. They shall be Free of Defects and Foreign Material, with 6 Bolt Holes Conforming to AREMA Specifications.

Track Bolts

- New or Secondhand, Conforming to AREMA Specifications, Appropriately Sized for the Bolt Holes in the Rail Section and Joint Bars with Length Sufficient for full nut and New Heavy Duty Spring Washers.

Tie Plates

- Tie Plates shall be New or Secondhand, free of Defects and Foreign Material, Conforming to AREMA Specifications. Plates Shall be Double-Shouldered and no Smaller than two times the Base of Rail. Single-Shouldered Tie Plates Are Not Permitted. Track shall be fully Plated.

Spikes and Spike Patterns

- Spikes shall be New 5/8" X 6" or 5/8" X 6 1/4" cut Track Spikes. Spiking Patterns shall Conform to the Industrial Spiking Pattern Details.

Rail Anchors

- Shall be New and Box Anchored Every Other Tie. All Switch Ties will be Completely Box Anchored.

Turnouts

- UP #11 Common Standard Turnout and must be supplied by an approved-UP vendor.
- UP #9 Common Standard Turnout and must be supplied by an approved-UP vendor.

Ties

- Timber Ties shall be New Creosote Treated Oak or Douglas Fir.
- Concrete Ties shall be 497S
- All Timber Ties (Except Turnout Ties) shall be 7" X 9" X 8'-6" Spaced on 21.25" Centers.
- All Timber Ties shall be 100% End Plated.
- Turnout Timber Ties shall have a Minimum Cross Section of 7" X 9" and Minimum Lengths to Conform to Applicable Switch Plan.
- All Ties shall at a Minimum Meet UP Industrial Specifications.

Switch Stands

- For Yard Turnouts, Model 22E Switch Stand with Low Profile Target, with Model SSN 223 Yellow Bow Handle, Along with Model 111N Adjustable Connecting Rods.
- For Mainline Turnout, Model 36EH Switch Stand With High Profile Target, With Tr-Handle Lever.
- For Derails, Model 36E Switch Stand With Low Profile Target, With Tr-Handle Lever.

Ballast & Walkway Ballast

- Ballast shall be Quarried Rock Crushed to Class 1 Gradation for Main Line Ballast and Class 2 Gradation for Industry Ballast with Fully Fractured Face Per UPRR Std. DWG. 0010.
- Walkway shall be UPRR Class 1 Ballast Per UPRR Std. DWG. 0010. Ballast shall be Placed Per UPRR Std. Dwg. 0008.
- Both Ballast and Walkway Ballast shall be Free from Loam, Dust, and Other Foreign Particles and shall not have less than 75% Crushed Particles with two or more Fractured Faces,

General Track Construction:

Track Bolt Tension

- The Appropriate Number of Bolts shall be Applied According to the Rail Joint Used. The nuts of all Bolts shall Alternate Uniformly Inside and Outside of Each Joint. Each Bolt shall be Equipped with a Spring Washer of Size Required to fit the Diameter of the Bolts Used.
- Applied Bolt Tension shall be within Range of 20,000 to 30,000 Pounds Per Bolt for Initial Tightening and within Range of 15,000 to 25,000 Pounds for Subsequent Tightening.
- Track Bolts Should be Retightened as Required, Preferably 1 To 3 Months After Joint Bars are Applied and at 1-Year Intervals Thereafter, Owner to Reengage Contractor for these Services if Desired.
- Corrosion Resistant Lubricant Should be Applied to Bolt Threads Prior to Application of nuts. One Lock Washer Conforming to AREMA Specifications shall be Applied on Each Bolt.

Gage

- Gaging shall be Done at Time Rail Is Laid.
- The Right Hand Rail Going Away from the Switch Points or the Outside Rail on Curves shall First be Spiked in Position in its Proper Relation to the Lined End of Ties. The Opposite Rail shall then be Spiked to True Gage (4'-8 1/2"). Measured at Right Angles Between Rails, at a Point 5/8" Below Top of Rail.
- Curved Track shall be Gauged as Follows:  
A. Lay Track to Standard Gauge on Tangents and Curves of less than 6 Degrees.  
B. Lay Track to Gauge of 4'-8 3/4" on Curves of 6 Degrees or Greater.
- Gage shall be Checked Every Third Tie.
- Gage Rods, Gage Plates, Rail Braces, or Inner Guard Rails shall be Used on Curves Where it is Difficult to Maintain Gage.

Spiking

- Rail shall be held to Gage While Line Spikes are Driven. Rail shall be Properly Seated in Tie Plates with Edge of Rail Base and Field Shoulder of Tie Plate Aligned and in Contact.
- See UP Standard DWG 0417 for Spiking Pattern Details.
- Spikes shall be Staggered so that Outside Spikes shall be on Same Side of Tie and Inside Spikes on Opposite Side of Tie.
- Rail shall not be Struck with Maul or Heavy Tool when Spiking, Gaging, or Lining.
- Spikes shall be Started Vertically and Square and be Driven Straight with Full Bearing Against Base of Rail. Straightening with Maul or Spikes Started Crooked will not be Permitted. Spikes Started Crooked shall be Pulled, Holes Plugged and Spikes Redriven.
- Immediately Following Completion of Track Surfacing, Spikes shall be Settled in Place with Underside of Spike Head Contacting Top of Rail Base with Minimum of Pressure.

Anchoring

- Rail Anchors Control Longitudinal Rail Movement on Ties from Temperature Variations, Traffic, Grade

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ABBREVIATIONS

MISCELLANEOUS

|        |                            |
|--------|----------------------------|
| Ac.    | Acres                      |
| Ave.   | Avenue                     |
| Blvd.  | Boulevard                  |
| Bldg.  | Building                   |
| BNSF   | BNSF Railway               |
| C. Y.  | Cubic Yards                |
| Conc.  | Concrete                   |
| °      | Degree (s)                 |
| Dia.   | Diameter                   |
| Dr.    | Drive                      |
| Dwg.   | Drawing                    |
| E      | East                       |
| Elev.  | Elevation                  |
| Exist. | Existing                   |
| '      | Foot, Feet or Minute (s)   |
| F.S.   | Finished Surface           |
| Horiz. | Horizontal                 |
| "      | Inch, Inches or Second (s) |
| Inv.   | Invert                     |
| Lt.    | Left                       |
| L      | Length                     |
| L.F.   | Lineal Feet                |
| Max.   | Maximum                    |
| Min.   | Minimum                    |
| N      | North                      |
| NTS    | Not to Scale               |
| No.    | Number                     |
| OH     | Overhead                   |
| Prop.  | Proposed                   |
| RR     | Railroad                   |
| Rwy    | Railway                    |
| R/W    | Right of Way               |
| Rt.    | Right                      |
| S      | South                      |
| S.F.   | Square Feet                |
| Sta.   | Station                    |
| Std.   | Standard                   |
| St.    | Street                     |
| Twp.   | Township                   |
| Typ.   | Typical                    |
| UG     | Underground                |
| UPRR   | Union Pacific Railroad     |
| V      | Velocity                   |
| Wt.    | Weight                     |
| W      | West                       |
| X-ing  | Crossing                   |

SIGNAL

|      |                             |
|------|-----------------------------|
| ABS  | Automatic Block Signal      |
| ATC  | Automatic Train Control     |
| CTC  | Centralized Traffic Control |
| DED  | Dragging Equipment Detector |
| DTC  | Direct Traffic Control      |
| ELTO | Electric Lock Turnout       |
| HBD  | Hot Box Detector            |
| HTTO | Hand Throw Turnout          |
| HWD  | High Wide Detector          |
| POTO | Power Operated Turnout      |
| TWC  | Track Warrant Control       |
| WILD | Wheel Impact Load Dectector |

STRUCTURES

|       |                                      |
|-------|--------------------------------------|
| Bldg. | Building                             |
| Br.   | Bridge                               |
| CB    | Catch Basin                          |
| CPT   | Concrete Pile Trestle - Ballast Deck |
| CIP   | Cast Iron Pipe                       |
| CMP   | Corrugated Metal Pipe                |
| CMPA  | Corrugated Metal Pipe Arch           |
| CSP   | Corrugated Steel Pipe                |
| Culv. | Culvert                              |
| DI    | Drop Inlet                           |
| DPGBD | Deck Plate Girder - Ballast Deck     |
| DPGOD | Deck Plate Girder - Open Deck        |
| EBW   | East Backwall                        |
| F.L.  | Flowline                             |
| F.F.  | Finished Floor                       |
| GIP   | Galvanized Iron Pipe                 |
| Hdwl  | Headwall                             |
| NBW   | North Backwall                       |
| PCB   | Prestressed Concrete Box             |
| PSCT  | Prestressed Concrete Trestle         |
| RCA   | Reinforced Concrete Arch             |
| RCB   | Reinforced Concrete Box              |
| RCP   | Reinforced Concrete Pipe             |
| SBW   | South Backwall                       |
| SSP   | Smooth Steel Pipe                    |
| SPTBD | Steel Pile Trestle - Ballast Deck    |
| SPTOD | Steel Pile Trestle - Open Deck       |
| SPP   | Structural Plate Pipe                |
| TPGBD | Through Plate Girder - Ballast Deck  |
| TPGOD | Through Plate Girder - Open Deck     |
| TPTBD | Timber Pile Trestle - Ballast Deck   |
| TPTOD | Timber Pile Trestle - Open Deck      |
| TTBD  | Through Truss - Ballast Deck         |
| TTOD  | Through Truss - Open Deck            |
| TWB   | Treated Wood Box                     |
| VCP   | Vitrified Clay Pipe                  |
| Viad. | Viaduct                              |
| WBW   | West Backwall                        |
| WIP   | Wrought Iron Pipe                    |

TRACK

|         |                                  |
|---------|----------------------------------|
| ATR     | Above Top of Rail                |
| Align.  | Alignment                        |
| BBR     | Below Base of Rail               |
| Cntrs.  | Centers                          |
| CWR     | Continuous Welded Rail           |
| DSPD    | Double Switch Point Derail       |
| EOT     | End of Track                     |
| HH      | Head Hardened                    |
| Jtd.    | Jointed Rail                     |
| LH      | Left Hand                        |
| ML      | Main Line                        |
| MM      | Mile Marker                      |
| MP      | Mile Post                        |
| NSC     | Not Sufficient Clearance         |
| OTM     | Other Track Material             |
| PCC     | Point of Compound Curve          |
| PC      | Point of Curve                   |
| PCS     | Point of Curve to Spiral         |
| POC     | Point on Curve                   |
| PF      | 1/2" Point of Frog               |
| PI      | Point of Intersection            |
| PITO    | Point of Intersection of Turnout |
| PS      | Point of Spiral                  |
| PSC     | Point of Spiral to Curve         |
| POS     | Point on Spiral                  |
| PT      | Point of Tangent                 |
| POT     | Point on Tangent                 |
| Pt. Sw. | Point of Switch                  |
| PVC     | Point of Vertical Curve          |
| PVI     | Point of Vertical Intersection   |
| PVT     | Point of Vertical Tangent        |
| RH      | Right Hand                       |
| SH      | Second Hand                      |
| SSPD    | Single Switch Point Derail       |
| TC      | Track Centers                    |
| T.F.    | Track Feet                       |
| Trk.    | Track                            |
| UXO     | Universal Cross-Over             |
| X-Over  | Cross-Over                       |

UTILITIES

|      |                         |
|------|-------------------------|
| AIR  | Compressed Air          |
| F/O  | Fiber Optic Cable       |
| G    | Gas Pipeline            |
| OH-P | Overhead Power Line     |
| SS   | Sanitary Sewer          |
| OSL  | Overhead Signal Line    |
| UGS  | Underground Signal Line |
| S    | Storm Sewer             |
| T    | Telephone               |
| UGE  | Underground Electric    |
| W    | Water Main              |
| UD   | Under Drain             |
| V.   | Valve                   |
| M.H. | Manhole                 |
| C.B. | Catch Basin             |
| F.H. | Fire Hydrant            |
| J.B. | Junction Box            |
| E.M. | Electric Meter          |
| G.M. | Gas Meter               |
| W.M. | Water Meter             |
| M.W. | Monitoring Well         |
| PUMP | Pump                    |

TRACK

|                                  |
|----------------------------------|
| Existing Mainline                |
| Existing Siding or Spur          |
| Proposed                         |
| Remove                           |
| Shift                            |
| Relay                            |
| Surface & Line                   |
| Future                           |
| Foreign Railroad or Industry     |
| In Buildings or Under Structures |
| Turnout                          |
| Power Turnout                    |
| Bumping Post                     |
| Earthen Bumper                   |
| Inert Retarder                   |
| Dowty Retarder                   |
| Hayes Derail                     |
| Double Switch Point Derail       |

ROAD CROSSING WARNING DEVICES

|   |                                            |
|---|--------------------------------------------|
| ⊗ | Crossbuck Sign                             |
| ⚡ | Flashing Light Warning Device              |
| ⚡ | Flashing Light Warning Device with Gate    |
| ⚡ | Cantilever Flashing Light Warning Device   |
| ⚡ | Cantilever Flashing Light Signal with Gate |

SIGNAL

|   |                             |
|---|-----------------------------|
| ⊙ | Absolute Signal             |
| ⊙ | Signal Bridge               |
| ⊙ | Cantilever Signal           |
| ⊙ | ACS or CTC Signal           |
| ⊙ | Dwarf Signal                |
| ⊙ | Begin CTC                   |
| ⚡ | Microwave Tower             |
| ⊙ | AEI                         |
| ⊙ | Battery Box                 |
| ⊙ | Dragging Equipment Detector |
| ⊙ | Generator                   |
| ⊙ | Hot Box Detector            |

STRUCTURES

|   |                        |
|---|------------------------|
| ⊙ | Culvert                |
| ⊙ | Culvert with Headwalls |
| ⊙ | Double Culvert         |
| ⊙ | Railroad Bridge        |
| ⊙ | Highway Overpass       |
| ⊙ | Highway Underpass      |
| ⊙ | Tunnel                 |
| ⊙ | Building               |
| ⊙ | Flag Pole              |

PROPERTY

|   |                             |
|---|-----------------------------|
| ⊙ | Section Line                |
| ⊙ | Center Section Line         |
| ⊙ | Parcel or Easement Line     |
| ⊙ | Right of Way                |
| ⊙ | Former Right of Way         |
| ⊙ | Right of Way to be Acquired |

SIGNS

|   |      |
|---|------|
| ⊙ | Stop |
|---|------|

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CONTROL POINTS

| CONTROL POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---------------|----------|---------|-----------|-------------|
| 10010         | 485692.1 | 1372384 | 2889.554  | FOUND PROP  |
| 10012         | 485617.5 | 1369706 | 2896.746  | FOUND PROP  |
| 10013         | 485718.9 | 1369708 | 2895.351  | FOUND PROP  |
| 10014         | 485629.8 | 1369333 | 2894.206  | FOUND PROP  |
| 10017         | 484383.2 | 1369741 | 2894.385  | FOUND PROP  |
| 10021         | 484670.2 | 1367122 | 2898.819  | FOUND PROP  |
| 10022         | 485697.1 | 1368369 | 2896.586  | FOUND PROP  |
| 10023         | 485711.5 | 1368223 | 2896.216  | FOUND PROP  |
| 13898         | 484636.3 | 1367603 | 2896.503  | FOUND PROP  |
| 14916         | 484483.2 | 1369742 | 2894.292  | FOUND PROP  |

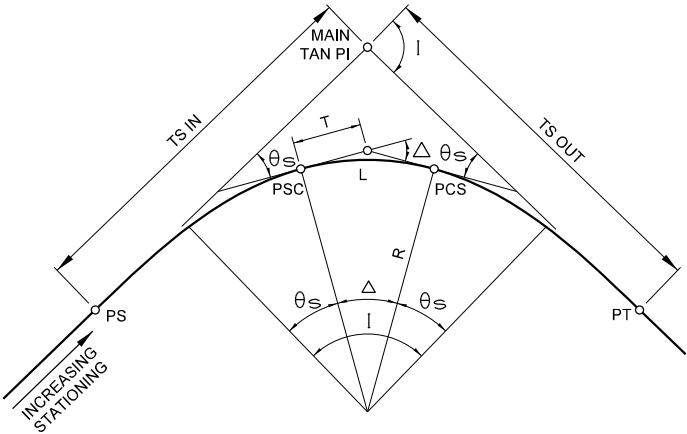


FIGURE A  
CIRCULAR CURVES  
WITH SPIRAL TRANSITION

| - TOTAL INTERSECTION ANGLE  
 $\theta_s$  - SPIRAL ANGLE =  $\frac{AL^2}{2}$   
 $\Delta$  - CENTRAL ANGLE OF CIRCULAR CURVE =  $1 - 2 \theta_s$   
 $D_c$  - DEGREE OF CURVE  
 $A$  - RATE OF CHANGE OF DEGREE OF CURVE PER 100-ft. OF LENGTH =  $\frac{D_c}{L}$   
 $R$  - RADIUS OF CIRCULAR CURVE  
 $T$  - TANGENT LENGTH OF CIRCULAR CURVE =  $R \tan \frac{\Delta}{2}$   
 $L$  - LENGTH OF CIRCULAR CURVE =  $\frac{\Delta}{D_c} \times 100$   
PS - TANGENT TO SPIRAL  
PSC - SPIRAL TO CURVE  
PCS - CURVE TO SPIRAL  
PT - SPIRAL TO TANGENT  
MAIN TAN PI - POINT OF INTERSECTION OF MAIN TANGENTS  
(TS IN) - TANGENT LENGTH OF COMPLETE CURVE =  $(R+o) \tan \frac{1}{2} + t$   
(TS OUT)  
(WHEN SPIRALS OF EQUAL LENGTH  
ARE USED ON BOTH SIDES OF  
CIRCULAR CURVE, SEE FIGURE C.  
FOR  $o$  AND  $t$ ).

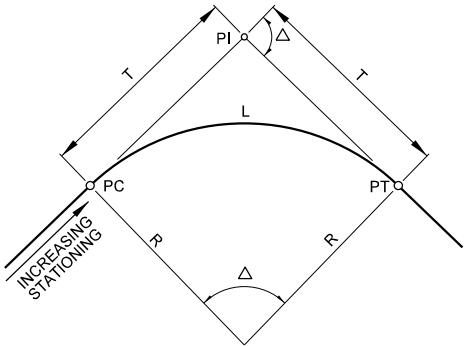


FIGURE B  
SIMPLE CIRCULAR CURVE

$R$  = RADIUS OF CIRCULAR CURVE  
 $\Delta$  = CENTRAL ANGLE OF CIRCULAR CURVE  
 $T = R \tan \frac{\Delta}{2}$   
 $L = \frac{\Delta}{D_c} \times 100$   
 $D_c = 2 \sin^{-1} (50/R) = \text{DEGREE OF CURVE (CHORD DEFINITION)}$

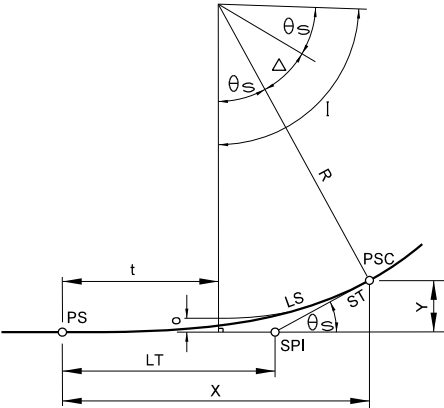


FIGURE C  
SPIRAL TRANSITION CURVE

SPIRAL TRANSITION CURVE DATA:  
THE SPIRAL USED IS DEFINED BY THE TALBOT SPIRAL.

$LS$  = LENGTH OF SPIRAL (TS TO PSC)  
 $\theta_s = \frac{AL^2}{2}$   
 $X = 100 L_1 - 0.000762A^2 L_1^5$   
 $Y = 0.291AL_1^3 - 0.00000158A^3 L_1^7$   
 $o = 0.0727AL_1^3$   
 $t = 50L_1 - 0.000127A^2 L_1^5$   
 $ST = \frac{Y}{\sin \theta_s}$   
 $LT = X - \frac{Y}{\tan \theta_s}$   
 $D_c = 2 \sin^{-1} (50/R) = \text{DEGREE OF CURVE (CHORD DEFINITION)}$   
 $L_1$  - TOTAL NO. OF STATIONS IN SPIRAL  
SPI - SPIRAL POINT OF INTERSECTION  
NOTE:  $D_c$ ,  $\theta_s$ ,  $\Delta$ , AND  $|$  ARE IN DEGREES.  
ALL OTHERS DIMENSIONS ARE FEET.

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|  | Ex. UPRR Track    |  | Shift Ind. Track      |  | Hand Throw Turnout |
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|  | Remove UPRR Track |  | Prop. Leased Ind. Trk |  | Power Derail       |
|  | Shift UPRR Track  |  | Ex. Leased Ind. Trk   |  | Hand Throw Derail  |
|  | Ex. Ind. Track    |  | No RR Operations      |  | Point of Curve     |
|  | Prop. Ind. Track  |  | Other Ind. Track      |  | Bridge             |
|  | Remove Ind. Track |  | Right of Way          |  | Signal             |

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| SHEET NUMBER<br>8 of 105 | SHEET TITLE:<br>CONTROL POINTS & GEOMETRY                                                                   |

Operating Plan - Manifest

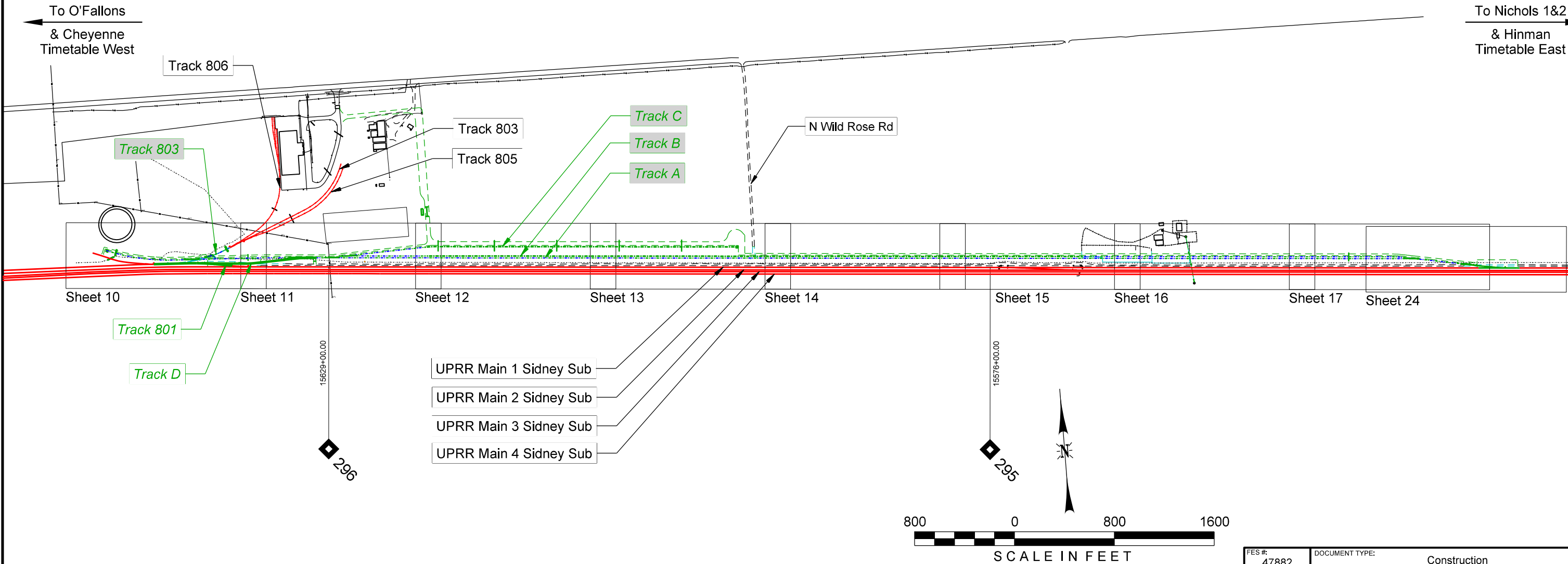
UPRR to spot cars on Track A.

Industry to distribute cars to track C for unloading, then spot cars on Track B.

UPRR to pick up cars from Track B

| Track | Clear Length | Total Length |
|-------|--------------|--------------|
| A     | 8,449'       | 10,544'      |
| B     | 8,318'       | 9,316'       |
| C     | 3,026'       | 3,309'       |

| Leased Track Overview |                        |               |             |
|-----------------------|------------------------|---------------|-------------|
| Track                 | Lease Type             | Start Station | End Station |
| A                     | Operating Leased Track | 0+00.00       | 88+26.87    |
| A                     | Operating Leased Track | 90+54.00      | 105+44.11   |
| B                     | Operating Leased Track | 3+54.15       | 33+92.20    |
| B                     | Operating Leased Track | 86+52.73      | 93+20.16    |
| C                     | Operating Leased Track | 0+00.00       | 7+97.87     |
| 803                   | Operating Leased Track | 0+00.00       | 3+80.37     |



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|  | Remove Ind. Track |  | Right of Way          |  | Signal             |

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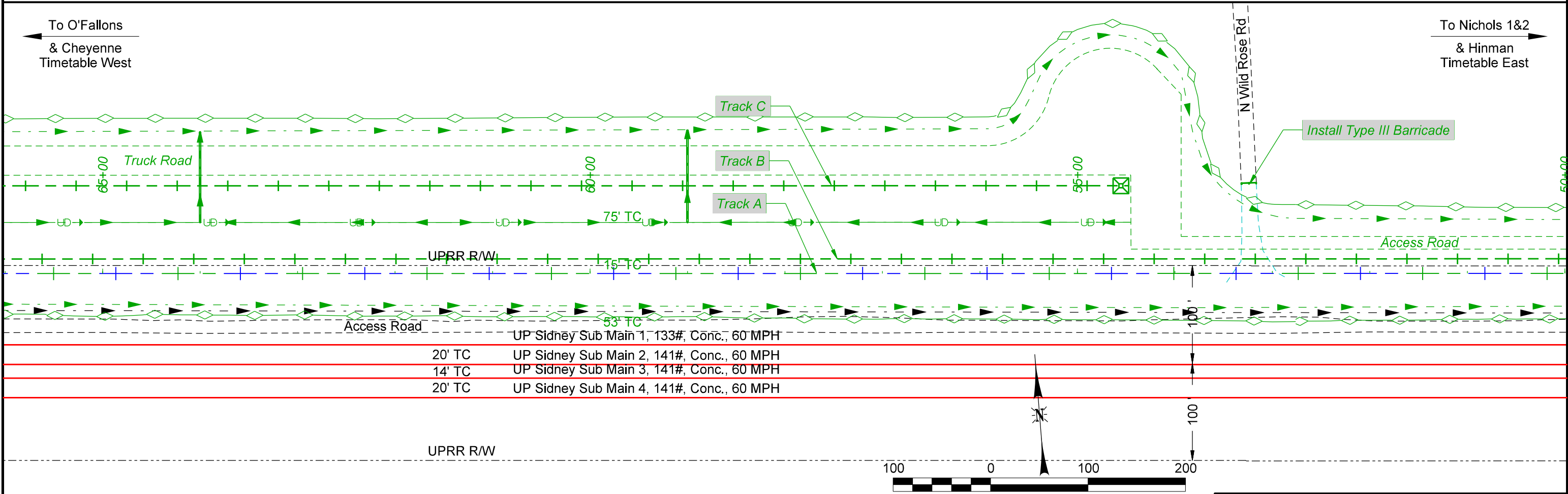
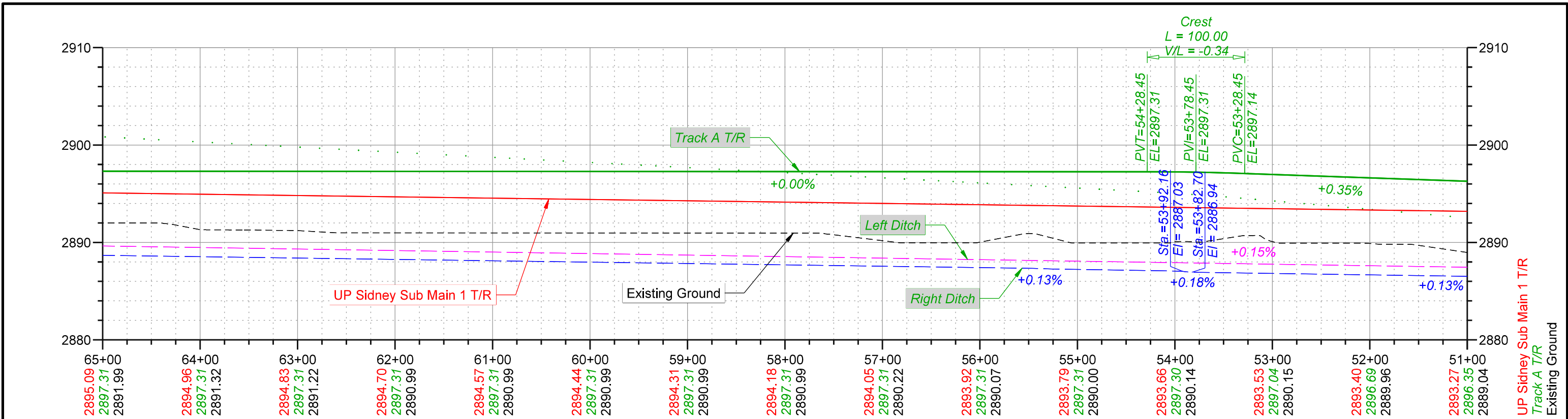
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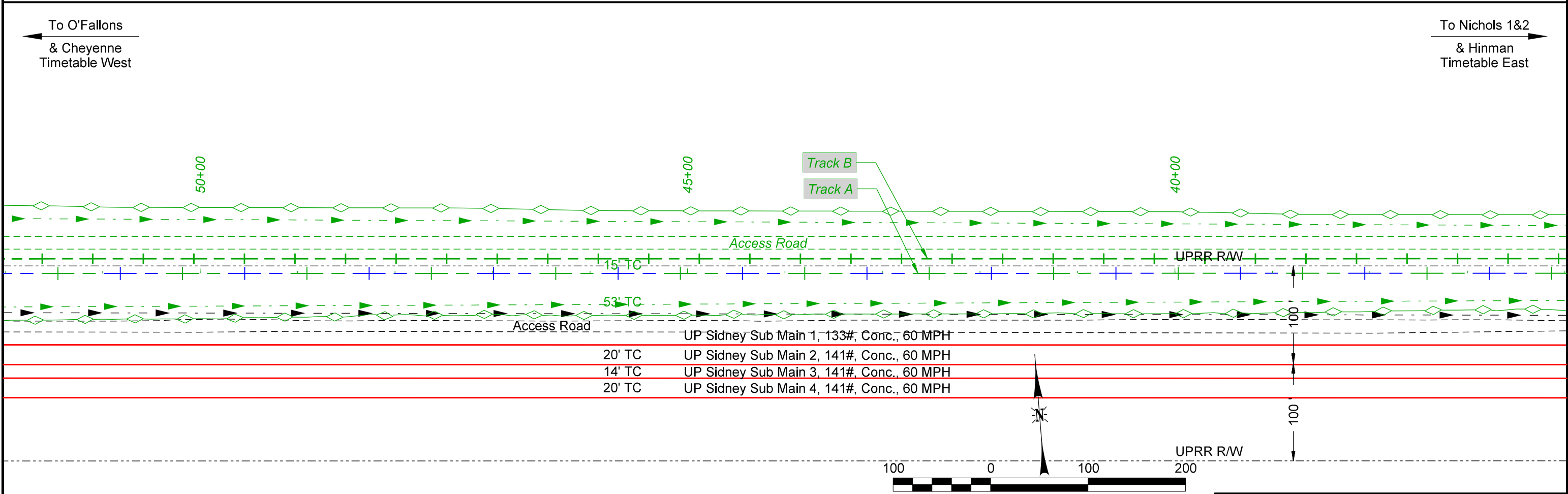
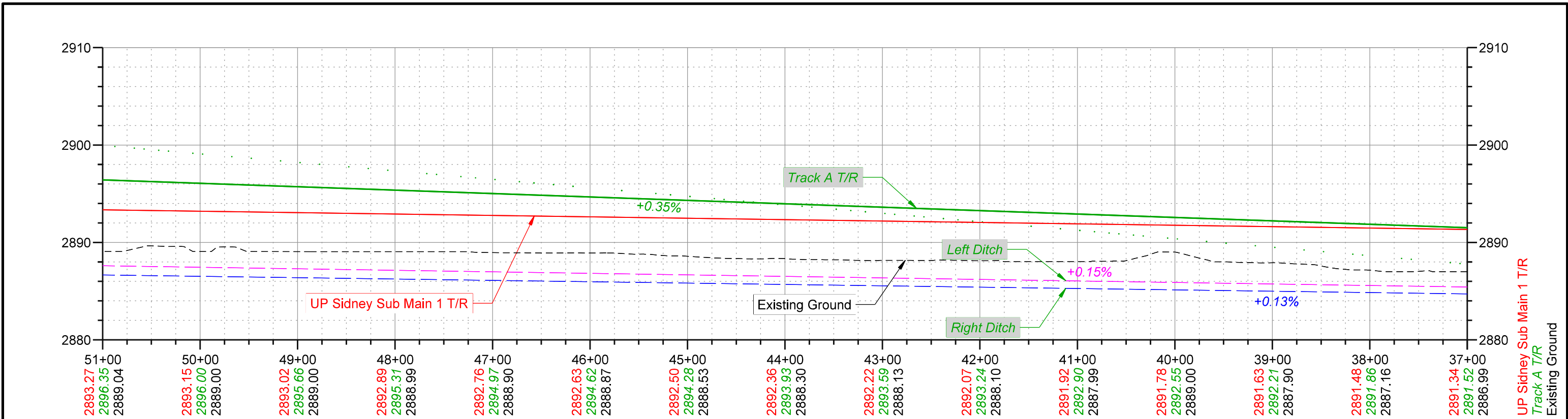
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|  | Prop. Ind. Track  |  | Other Ind. Track      |  | Bridge             |
|  | Remove Ind. Track |  | Right of Way          |  | Signal             |

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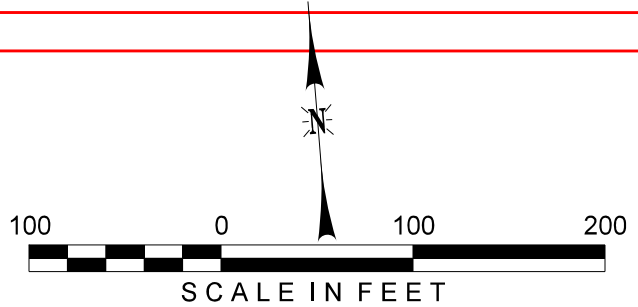
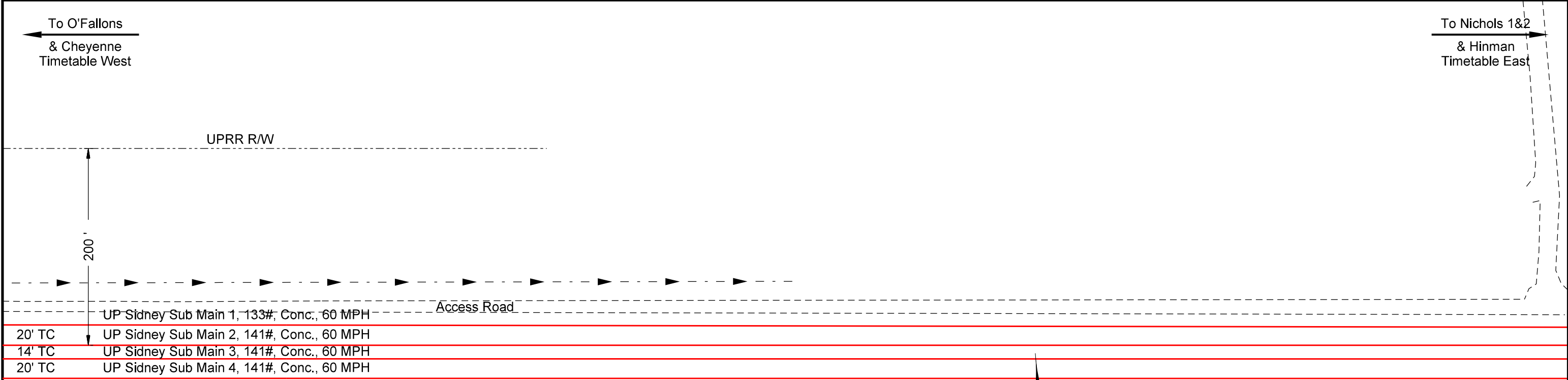
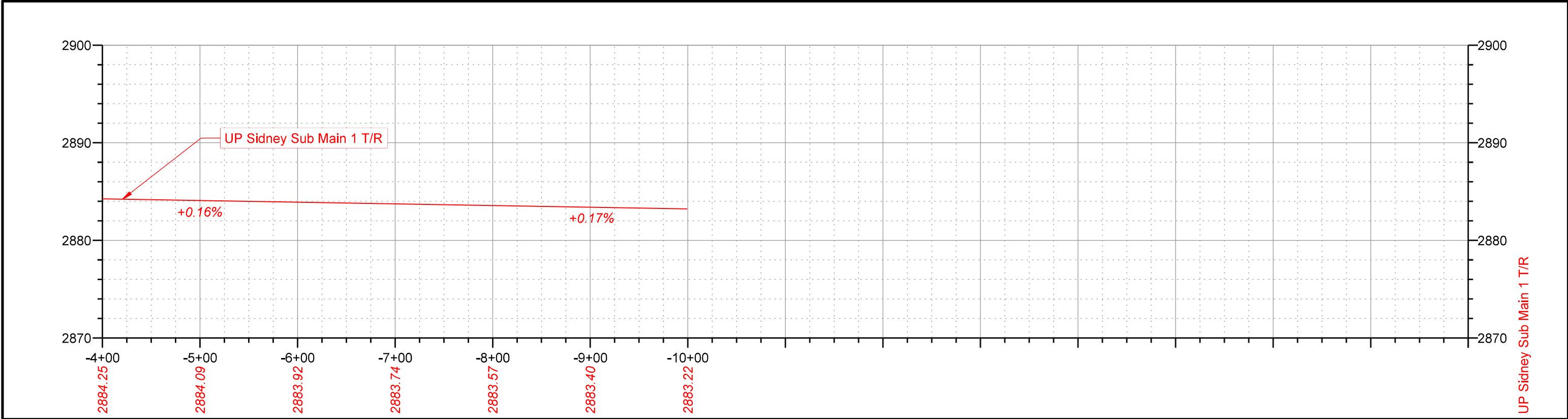
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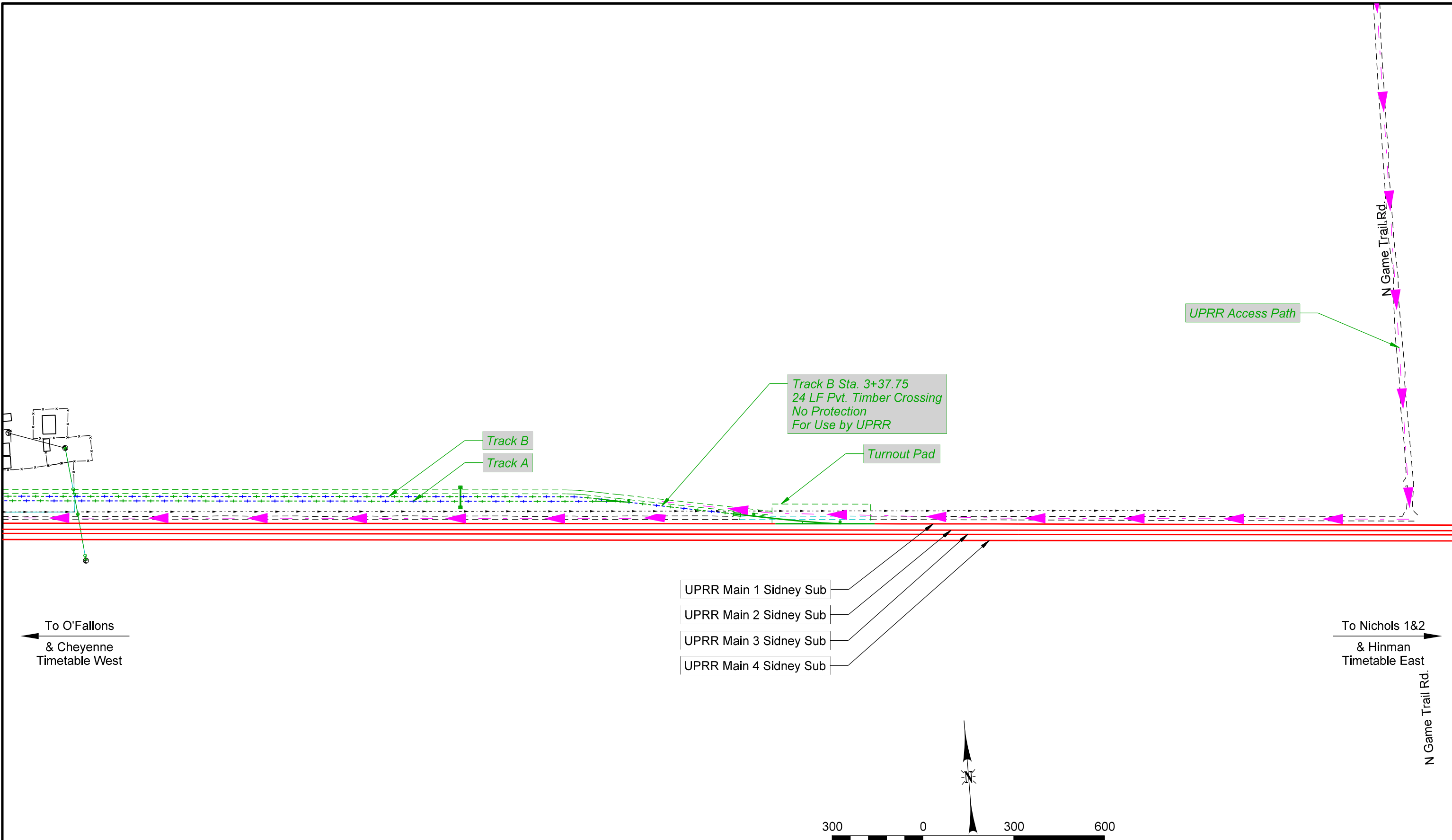




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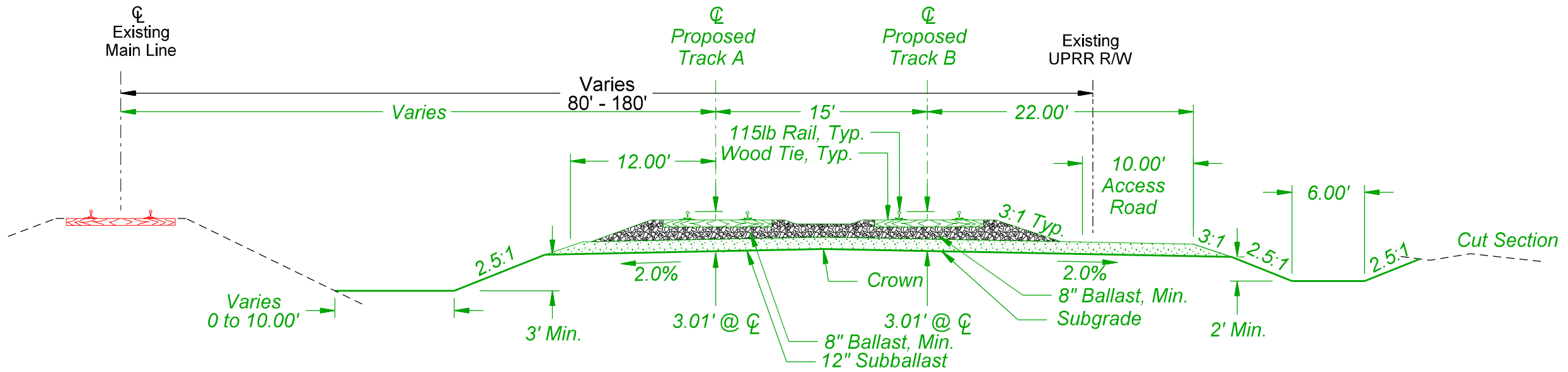
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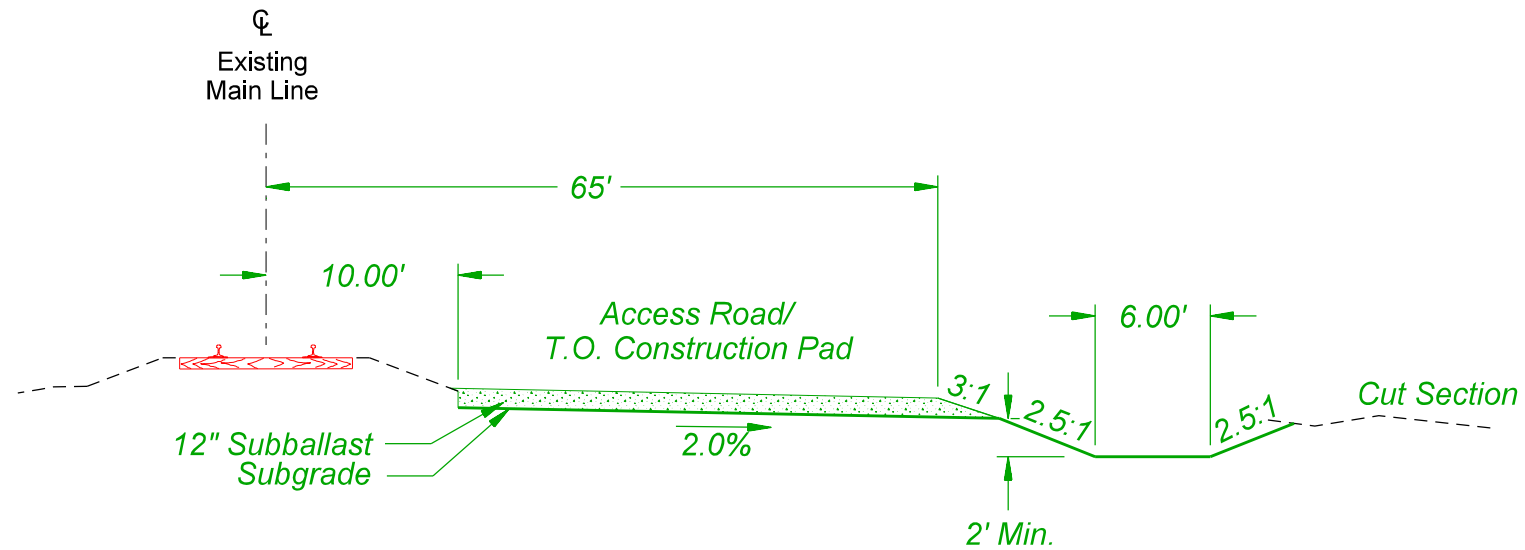


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**TYPICAL SECTION DOUBLE TRACK**

Track A Sta. 0+00.00 to Sta. 54+02.19  
N.T.S



**TYPICAL MAIN LINE ACCESS ROAD/TURNOUT PAD**

Main Line Sta. 15533+71.36 to Sta. 15536+95.87, Sta. 15634+41.43 to Sta. 15637+65.67

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- Ex. UPRR Track
- Prop. UPRR Track
- Remove UPRR Track
- Shift UPRR Track
- Ex. Ind. Track
- Prop. Ind. Track
- Remove Ind. Track

- Shift Ind. Track
- Future Ind. Track
- Prop. Leased Ind. Trk
- Ex. Leased Ind. Trk
- No RR Operations
- Other Ind. Track
- Right of Way

- Hand Throw Turnout
- Power Turnout
- Power Derail
- Hand Throw Derail
- Point of Curve
- Bridge
- Signal



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- ISSUED FOR BID -

- Ex. UPRR Track

Prop. UPRR Track

Remove UPRR Track

Shift UPRR Track

Ex. Ind. Track

Prop. Ind. Track

Remove Ind. Track
- Shift Ind. Track

Future Ind. Track

Prop. Leased Ind. Trk

Ex. Leased Ind. Trk

No RR Operations

Other Ind. Track

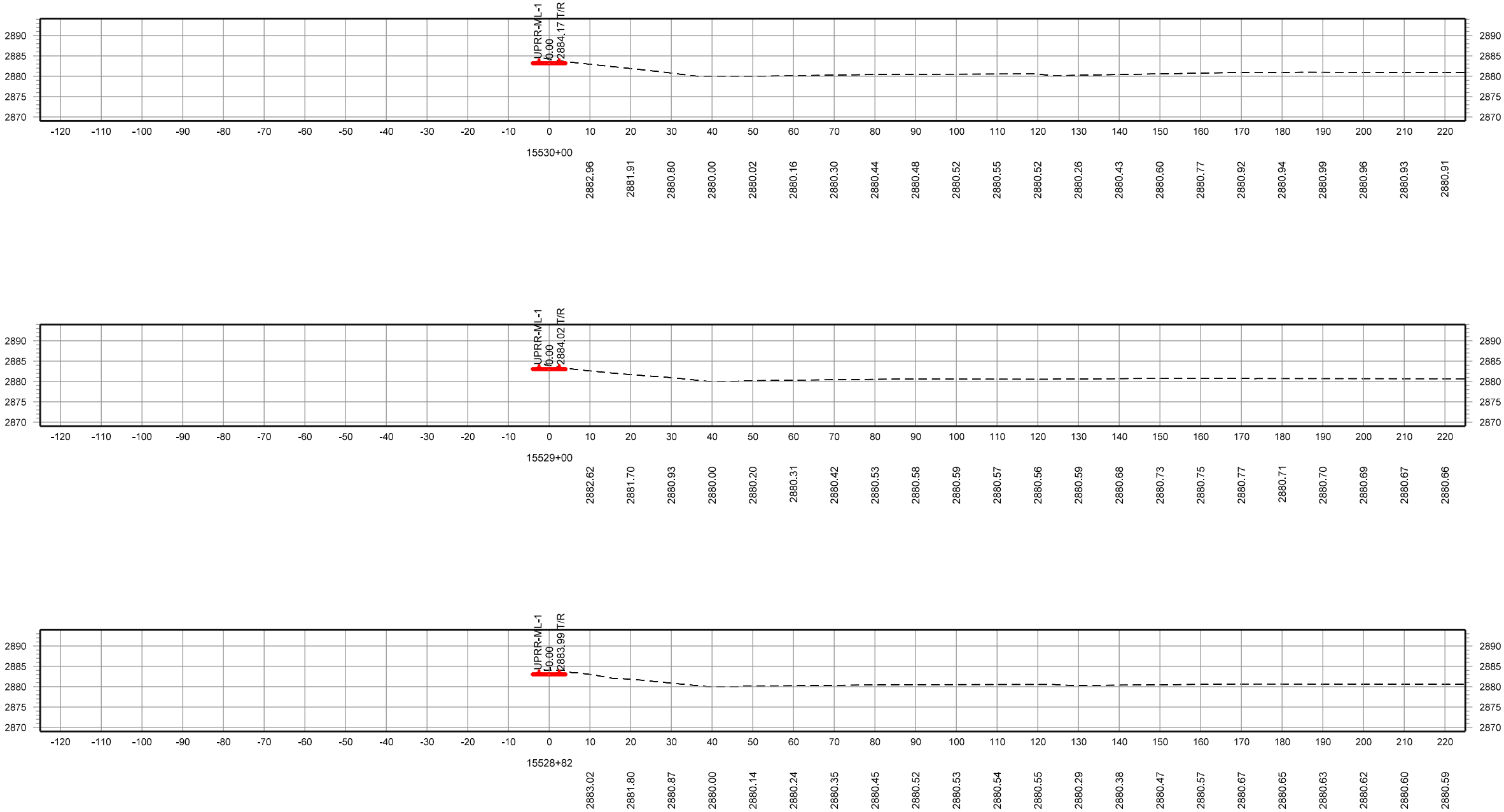
Right of Way

- Hand Throw Turnout
- Power Turnout
- Power Derail
- Hand Throw Derail
- Point of Curve
- Bridge
- Signal

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| DATE:<br>7/27/2026        |                                                                                                             |
| SHEET NUMBER<br>61 of 105 | SHEET TITLE:<br>UP MAIN 1 TRACK CROSS SECTIONS                                                              |



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- ISSUED FOR BID -

- Ex. UPRR Track

Prop. UPRR Track

Remove UPRR Track

Shift UPRR Track

Ex. Ind. Track

Prop. Ind. Track

Remove Ind. Track
- Shift Ind. Track

Future Ind. Track

Prop. Leased Ind. Trk

Ex. Leased Ind. Trk

No RR Operations

Other Ind. Track

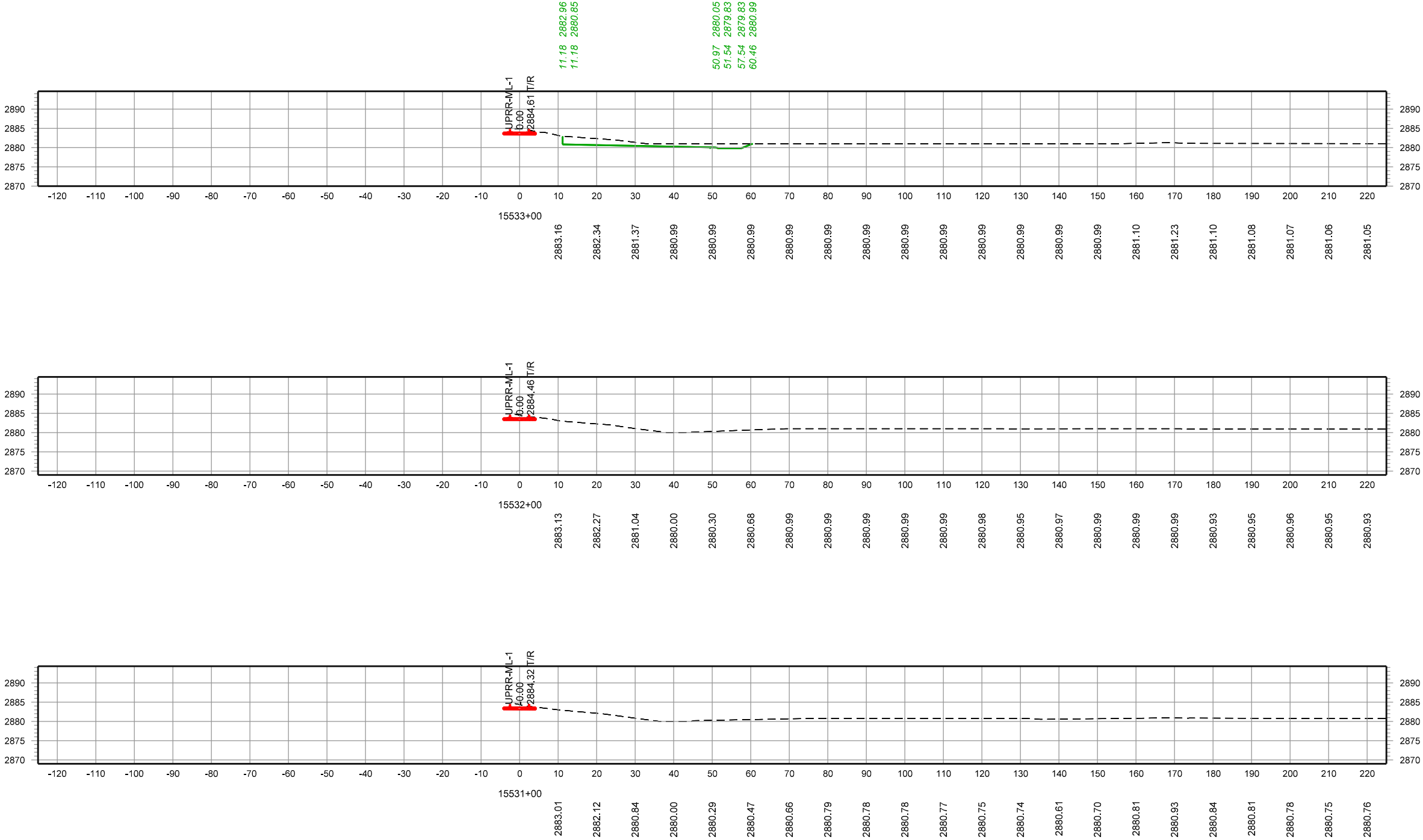
Right of Way

- Hand Throw Turnout
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| <div></div> | Ex. UPRR Track    | <div></div> | Shift Ind. Track      | <div></div> | Hand Throw Turnout |
| <div></div> | Prop. UPRR Track  | <div></div> | Future Ind. Track     | <div></div> | Power Turnout      |
| <div></div> | Remove UPRR Track | <div></div> | Prop. Leased Ind. Trk | <div></div> | Power Derail       |
| <div></div> | Shift UPRR Track  | <div></div> | Ex. Leased Ind. Trk   | <div></div> | Hand Throw Derail  |
| <div></div> | Ex. Ind. Track    | <div></div> | No RR Operations      | <div></div> | Point of Curve     |
| <div></div> | Prop. Ind. Track  | <div></div> | Other Ind. Track      | <div></div> | Bridge             |
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