

APPENDIX U
CSXT RAILROAD POLICIES AND GUIDELINES FOR
CONSTRUCTION OF CHPE PROJECT
CASE 10-T-0139



August 22, 2022

Ayokunle "Kunle" Kafi, PE, CEM
Transmission Developers, Inc.
1301 Avenue of the Americas
New York, NY 10019-6022

Subject: CSX827103; Champlain-Hudson Power Express (CHPE) Project

Dear Kunle,

Reference is made to the submission noted below and received by Bergmann from WSP representing Transmission Developers, Inc. on 06/23/2022, and supplemented with supporting information on 07/29/22. Transmission Developers, Inc., along with all entities working for or through them, is referred to herein as "Utility." The submission has been marked as follows:

Submittal 007	Status
Segment 8 (Package 5A) Working-draft Environmental Management & Construction Plan	Reviewed with comments

In response to the submitted Working Draft EM&CP document for Package 5A, and the subsequent submission of Appendices to the same, CSXT proposes to collaborate with CHPE to develop a document outlined herein and titled *CSXT Railroad Policies and Guidelines for the Construction of CHPE Project*. Hereafter referred to as the Policies and Guidelines, this document will apply to all Segments/Packages and will supplement the main EM&CP documents prepared by Utility for each Segment/Package.

If the main EM&CP documents conflict with the Policies and Guidelines, then the Policies and Guidelines shall be taken as the controlling statement of CSXT's requirements and expectations. However, neither the EM&CP nor the Policies and Guidelines shall supersede any fully executed written agreements between Utility and CSXT.

The CSXT Chief Engineer, acting thru their authorized representative(s), shall have the authority to resolve any discrepancies or conflicts that may arise between the Policies and Guidelines and other project documents.

CSXT Railroad Policies and Guidelines for the Construction of CHPE Project

OUTLINE

It shall be clearly understood that CSXT owns its property and rights-of-way for the primary purpose of operating a railroad. The CHPE project shall therefore be constructed so that all CSXT operations and facilities are not interfered with, interrupted or endangered. In addition, all project construction shall be planned and progressed to ensure the safety of rail traffic or other CSXT Operations, and to minimize encumbrance to the property/ROW during and after construction activity.



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1 CSXT REPRESENTATION

1.1 CSXT Project Manager

1.1.1 Alex Saar

1.2 Bergmann

- General Engineering Consultant Support, responsible for Project Coordination, Design Review, Construction Management

1.2.1 Project Manager

- Lucas Brewer

1.2.2 Senior Engineer(s)

- Mike Cooper
- Mike Bossone

1.2.3 Construction Managers

- Matt O'Brien
- Others TBD

1.2.4 Construction Inspectors

- Tony DiTucci
- Matt Lovejoy
- Others TBD



1.3 TRC

- General Engineering Consultant Support, responsible for oversight and review of Design and Construction Activity with a focus on environmental compliance

1.4 EMA

- General Engineering Consultant Support, responsible for oversight and review of Design and Construction Activity with a focus on electrical facilities

1.5 Roles and Communication Protocol

- Utility shall address all Design Phase correspondence to the CSXT Project Manager with copy to the Bergmann Senior Engineer(s).
- Utility shall address all Construction Phase correspondence to the CSXT Project Manager with copy to the Bergmann Senior Engineer(s) and Construction Manager.
- Utility shall coordinate day to day construction activities with the Bergmann Construction Manager and their authorized delegates.
- Utility shall cooperate and communicate with Bergmann Construction Inspectors in the field. Should unforeseen conditions arise, the Construction Inspector, if present, may receive the initial notification of the unforeseen condition. In addition, Utility shall provide written notice of the unforeseen condition to Bergmann Senior Engineer(s) and CSXT Project Manager within three (3) days of discovery.
- Utility shall address all requests for changes to previously accepted/approved plans to the CSXT Project Manager with copy to the Bergmann Senior Engineer(s) and Construction Manager. Changes to plans must be approved by CSX/Bergmann prior to Utility implementing the change.
- The CSXT Project Manager or their authorized representative, including but not limited to the Bergmann Senior Engineer, Construction Manager, and Construction Inspectors, shall have full authority on behalf of CSXT to order Utility to stop work for any reason, including but not limited to safety, technical, or administrative issues. The costs associated with such stop work order shall be borne by Utility.

2 SAFETY REQUIREMENTS¹

2.1 General

- 2.1.1 All workers must wear proper Personal Protection Equipment (PPE) per CSXT Safety and Roadway Worker Rules, while working on CSXT property.
- 2.1.2 All workers must utilize personal fall protection (PFP) systems whenever OSHA requires that employers provide PFP systems to their employees.

¹ The information presented in this section is largely excerpted, with minor modifications, from <https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/permitting-utility-wireless-infrastructure-installations-and-rights-of-entry/utility-permits/safety-requirements/>



- 2.1.3 All test holes or pits less than 15 feet from the centerline of main tracks will be filled or covered prior to passing of trains. No open pits or holes will be left over night. All pits and trenches will be shored according to OSHA requirements.
 - 2.1.4 No dirt or debris will be allowed to foul (i.e. contaminate) the ballast section of the tracks.
 - 2.1.5 All excavation or plow trenches will be back-filled and compacted promptly.
 - 2.1.6 All public utilities and CSXT Engineering (including the Communications and Signal department) will be notified prior to any construction. Such notifications by Utility shall be copied to Bergmann as the Construction Manager acting on behalf of CSXT. No work may commence without positive identification of all existing utilities in accordance with industry standards.
 - 2.1.7 Safety briefings will be conducted each morning and additional safety briefings will be conducted throughout the day when conditions or the job scope changes per CSXT Roadway Worker Rules.
 - 2.1.8 See also the [CSXT Guide for Contractor Safety & Compliance](#) (PDF) manual for PPE, PFP, and other safety requirements.
- 2.2 Working On Or Around CSXT Tracks
- 2.2.1 Any work that has the potential to undermine the integrity of the track and or would interfere with the safe passage of trains, will require a CSXT, FRA qualified flagman.
 - 2.2.2 All work in the FRA Red Zone (defined as within 4 feet from outside of the rail on each side of the track for personnel, or 7 feet for equipment/materials) will be done only with a CSXT, FRA qualified flagman or watchman as specified by the local Engineering representative.
 - 2.2.3 All work beyond the FRA Red Zone and within 25 feet from nearest rail must be done under the supervision of a qualified watchman or CSXT flagman, which is at the discretion of CSXT.
 - 2.2.4 Certain types of work done beyond 25 feet from the outside of the rails, and with equipment that will not reach beyond this point, may be done without flagging protection or a watchman. This must be approved by the local Engineering representative and the Bergmann Sr. Engineer or Construction Manager, the area must be protected by a construction fence, and the work must be stationary.
 - 2.2.5 All work must be stopped while trains are passing within the work zone.
 - 2.2.6 All workers will remain off the tracks. If necessary to perform the work on track, protection will be provided as stated above.
 - 2.2.7 All workers must comply with federal, state, and local laws and regulations, including but not limited to those of the Occupational Safety and Health Administration (OSHA), CSXT Safety and Operating Rules, and the Federal Railroad Administration (FRA).
 - 2.2.8 Any violation of any CSXT rules, regulations or policies may result in removal of the involved/responsible contractor(s) or personnel from the ROW.
- 2.3 CSXT Watchman and Flagman



- 2.3.1 CSXT will only provide a qualified watchman or CSXT flagman to supervise work on, over, under, or adjacent to CSXT track. If the project will affect or involve the ROW or operations of railroads other than CSXT, Utility has the sole responsibility to coordinate their work directly with those railroads. CSXT will provide reasonable assistance to Utility in coordination with Industry Track owners served by CSXT.
 - 2.3.2 The primary responsibilities of the qualified watchman or CSXT flagman are to protect CSXT equipment and ROW from construction activities being performed by Utility, and to protect the project, including its affiliated workers and equipment, from CSXT equipment or trains.
 - 2.3.3 Neither a qualified watchman nor CSXT flagman are authorized to make any determinations or interpretations regarding the plans or means and methods of construction that have previously been reviewed and accepted or approved by the CSXT Project Manager, Bergmann Senior Engineers, or Bergmann Construction Manager.
- 2.4 CSXT Transportation Safety Training Policy for Contractors (including Utility)
- 2.4.1 All contractors working on CSXT property must complete the required safety training and obtain their photo ID/badge upon completion unless an exemption is granted in writing. Safety training requirements may be accomplished by registering with ISNetWorld (ISN) at www.isn.com and completing the required safety training.
 - 2.4.2 In addition to the training found within ISN, all contractors working within 25 feet of the rail on CSXT property will be required to complete the CSXT Roadway Worker Protection Training through RailPros. Credit for taking the course will be applied to the contractor's ISN account.
 - 2.4.3 The Roadway Worker Protection Training may be taken online at CSXT Roadway Worker Protection Training. In person classes are also available and can be scheduled by contacting RailPros at (877) 315-0513.
 - 2.4.4 For additional information, see the [CSXT Guide for Contractor Safety & Compliance](#).
- 2.5 Emergency Railroad Protocol
- 2.5.1 In the event of any circumstance posing an immediate hazard to CSXT right of way, operations, or personnel, Utility shall immediately cease work and notify a CSXT on-site representative.
 - 2.5.2 If no CSXT representative is available on-site, or to report any spill on CSXT property, notify the CSXT Public Safety Coordination Center (PSCC) by calling 800-232-0144. Reference the milepost (including alphabetical prefix) and, if applicable, the DOT Inventory (crossing or bridge) number for the project when calling.
 - 2.5.3 For non-CSXT emergencies please use 911 and provide appropriate information required by the responding agency.
 - 2.5.4 For injuries on CSXT ROW please use 911 and follow appropriate CSXT reporting immediately after Emergency Services have been notified. Please see Section 2.7 for injury reporting requirements.



- 2.5.5 Utility shall post the critical railroad contact information noted above at each project muster point, and shall also provide the information to every contractor employee working on the project site.

2.6 Emergency Action Plan

- 2.6.1 The Contractor shall furnish to the Railroad Construction Manager, prior to commencement of construction, an emergency action plan indicating the location of the site, mobile phone numbers for key contractor/sub-contractor staff, access points to the site, instructions that explain how and where emergency response teams can access the project work site, and location(s) of nearest hospitals or emergency medical provider.
- 2.6.2 This plan shall address all items required in the event of an emergency at the site including, but not limited to inclement weather and fire suppression.
- 2.6.3 The plan must include (emergency) remedial action for any injury, disturbance, or damage to CSXT ROW caused by project operations, weather, or other incidents during construction of this project.
- 2.6.4 This plan is to be submitted to the Railroad Construction Manager for review and/or comment prior to commencement of the project or operation (as applicable). This plan shall be revised and updated on an as-needed basis or as requested by CSXT and its representative throughout the duration of the project.

2.7 Notification of Employee Injuries

- 2.7.1 Utility shall notify the Railroad Construction Manager immediately of any reportable injuries sustained on the project.
- 2.7.2 Follow up injury reporting procedures as required by CSXT will be investigated by the Railroad Construction Manager. The Railroad Construction Manager is responsible to compile detailed information regarding any incident and to complete a CSXT Incident Report.
- 2.7.3 Utility is expected to provide complete cooperation and detailed information regarding the incident and all parties involved. Redacted incident reports are not acceptable in lieu of full disclosure of the incident. Failure to cooperate or provide detailed information with any investigation will be deemed as non-compliance and will result in immediate enforcement action from CSXT.
- 2.7.4 Depending on the incident and circumstances involved, CSXT reserves the right to issue a full work stoppage pending an investigation and subsequent submission of a remedial action plan for CSXT review and acceptance prior to restart of work.

3 CSXT SPECIFICATIONS FOR DESIGN AND CONSTRUCTION

- 3.1 Utility shall review and conform to the current versions of the following design and construction specifications:
 - 3.1.1 [CSXT Public Project Manual](#)
 - 3.1.2 CSXT Design and Construction Standard Specifications (to be provided by railroad in response to specific design or construction submittals)



- 3.1.3 [Pipeline Design & Construction Specifications](#)
- 3.1.4 [Wireline Design & Construction Specifications](#)
- 3.1.5 [Interim HDD Guidelines](#)
- 3.1.6 [Bore Plan Template](#)
- 3.1.7 [Sample Fraction Mitigation Plan](#)

4 STORAGE & MAINTENANCE OF EQUIPMENT/MATERIALS ON CSXT ROW

- 4.1 Utility shall not store equipment, regardless of size or type, upon CSXT property or ROW without specific written permission from CSXT. To request such permission, Utility shall submit a written plan describing in detail the locations at which equipment is proposed to be stored, the equipment (type and quantity) to be stored, and the protections that would be implemented to prohibit unauthorized access and/or use of the stored equipment while not in use and during non-working hours.
 - 4.1.1 Equipment shall preferably be stored in a location that is as far away from CSX property and tracks, and that provides the greatest level of security, as is reasonable.
 - 4.1.2 Barriers of various types (berms, ditches, temporary concrete barriers, existing structures, wheel locks) can be effective in preventing equipment from accidentally/unintentionally moving toward CSXT tracks.
 - 4.1.3 Equipment that is stored on site shall be secured against movement or otherwise immobilized.
 - 4.1.3.1 Portable equipment can be immobilized by removing tires if static for an extended period.
 - 4.1.3.2 Portable/trailer equipment can also be immobilized by installing hitch locks.
 - 4.1.3.3 Removing wires or the battery and lowering all blades or buckets can immobilize large equipment.
 - 4.1.4 For equipment with enclosed cabs, the cab shall be locked and the key must be stored in a separate and secure location (not stored with the equipment itself).
 - 4.1.5 For equipment that is furnished with a keyed ignition switch, the key shall be removed from the ignition switch and stored in a separate and secure location (not stored with the equipment itself).
 - 4.1.6 For equipment that is furnished with battery disconnect switches, the switches shall be turned off and locked out.
 - 4.1.7 For equipment that is not furnished with battery disconnect switches, the battery shall be disconnected and the battery boxes shall be secured against unauthorized access.
 - 4.1.8 For equipment that is not furnished with battery disconnect switches and that does not have a secured battery box, observe that the battery has been disconnected and removed from the equipment.
- 4.2 Utility shall not refuel nor perform any maintenance upon equipment, regardless of size or type, while said equipment is located on CSXT property or ROW without specific written permission from



CSXT. To request such permission, Utility shall submit a written plan describing in detail the processes and protections that would be implemented to control the activity and to protect CSXT operations and property.

- 4.2.1 Utility shall not store fuel nor other fluids used in the maintenance of equipment on CSXT ROW.
 - 4.2.2 All spills must be promptly contained and cleaned up when they occur and reported per CSXT policy.
 - 4.2.3 Any spill regardless of volume must be reported to CSXT at (800) 232-0144
 - 4.2.4 Utility shall not wash equipment within CSX ROW.
- 4.3 Utility shall store materials off CSX property whenever possible. Miscellaneous construction debris, such as rebar cutoffs, plywood and lumber scraps, and construction barrels/cones/barricades/signs, may be easily caused to foul the tracks by acts of vandalism or extreme weather. This can result in tripping hazards, shunting of the signal system, and could even cause a derailment. Therefore:
- 4.3.1 The project shall maintain the worksite in a tidy/orderly manner, and shall immediately address insufficient housekeeping issues and/or safety concerns.
 - 4.3.2 Extra materials which are not immediately required for the work activity in progress shall be removed from CSX ROW.
 - 4.3.3 Loose materials should be kept together and neatly stored (stacked and bound together, stored in secured mobile containers, etc.)

5 PROJECT SECURITY

- 5.1 Utility shall provide access constraints at all access points onto CSXT property to discourage and preclude unauthorized access onto CSXT property.
- 5.1.1 Fences & gates used as access constraints shall be in good condition and of sufficient extent to discourage or prohibit unauthorized access to the site. At CSXT's discretion, control of access may either be shared between Utility and CSXT (i.e. daisy-chain locked) or in the exclusive control of CSXT.
 - 5.1.2 Utility shall inspect access constraints daily and confirm that each point of access is secured to at least minimum satisfaction. Any deficiencies shall be repaired before the end of the workday.
- 5.2 If Utility observes evidence of trespass or jobsite vandalism (such as illegal dumping) on CSXT ROW within or near to the project, Utility shall immediately notify the CSXT PSCC (dial 800-232-0144 and follow the prompts to reach a public safety dispatcher) so that CSXT may investigate and take appropriate action to address the vandalism. If left unreported, then Utility runs the risk of potential liability for any adverse consequences incurred by the railroad because of the vandalism. Utility shall also inform the Bergmann Construction Manager of any such reports made to the PSCC.

6 CONSTRUCTION AND CONSTRUCTION MONITORING REQUIREMENTS

- 6.1 To ensure the safety of the public and CSXT employees, maintain quality rail service to CSXT customers, and protect CSXT assets, CSXT may require construction monitoring (in addition to



- qualified watchman or CSXT Flagman) of the project. The construction monitoring will be conducted by CSXT and its consultants at Utility's expense.
- 6.2 Construction monitoring shall include both engineering review of proposed plans and methods of construction in advance of the proposed work, as well as on-site observations of the work locations and construction activities underway.
- 6.3 Construction Submission Criteria
- 6.3.1 Utility or its representative shall submit a digital copy of the project plans, supporting calculations, and detailed means and methods procedures for all proposed construction activities. Plans, specifications, and supporting calculations shall be signed and sealed by a Professional Engineer.
- 6.3.2 Refer to the CSXT Construction Submission Criteria in the CSXT Public Project Manual as a guide in preparing construction submittals. CSXT's review is for the limited purpose of confirming compliance with CSXT's requirements and shall not constitute or imply any warranty or guarantee by CSXT of the quality of plans or designs or acceptance of performance thereof or construction thereunder, nor Utility's compliance with each and every applicable requirement.
- 6.4 Delineation of Project Limits during Construction
- 6.4.1 Utility shall stake out the limits of proposed clearing and grubbing a minimum of one week prior to beginning this work activity. The form of stakeout shall be durable and readily visible and may be offset from or coincident to the actual work limit. If offset, the distance and direction of the offset shall be indicated on the stakeout.
- 6.4.2 Utility shall stake out the proposed trench alignment after clearing and grubbing is complete, and a minimum of one week prior to beginning this work activity. The form of stakeout shall be durable and readily visible and may be offset from or coincident to the actual work limit. If offset, the distance and direction of the offset shall be indicated on the stakeout. CSXT and its representatives reserve the right to require design revisions based on differing field conditions or additional data.
- 6.4.3 Utility shall stakeout the CSXT property boundaries at all locations where the project work will cross said boundaries. This stakeout shall include at least two locations, one on each side of the work limits, and preferably be located coincident with the property boundary.
- 6.4.4 Notwithstanding prior reviews and any approvals thereof that may have been made by CSXT, the railroad reserves all rights to require the Utility to revise the proposed occupancy in response to conflicts identified by the stakeouts noted above.
- 6.4.5 Utility shall provide physical barriers between the work zone and CSXT track. These barriers may consist of orange plastic construction fence but may also consist of chain link fence or similar, temporary work zone traffic barriers, temporary concrete barriers, etc.. The physical barriers shall be securely installed and placed in a location that does not preclude CSXT access along its track nor interfere with CSXT operations. Utility shall inspect work zone barriers daily and confirm that such are in good repair, secure, functioning as intended, and necessary. Any deficiencies shall be repaired before the end



of the workday. Utility shall confirm with the Construction Inspector or Construction Manager prior to removing work zone delineations that are deemed no longer necessary.

7 MATERIALS MANAGEMENT PLAN

7.1.1 Soils

- 7.1.1.1 Soil materials excavated by Utility from within CSXT property shall be re-used as backfill at the point of origin or shall be re-distributed on the property in the near vicinity of the point of origin and at a location to be approved by CSXT. Re-distribution on site shall not adversely affect CSXT's operations nor access to or drainage of its property. Only soils excavated from the CSXT property will be authorized for re-use on the property. Utility shall prepare and submit for approval a plan to distribute the soils upon the property.
- 7.1.1.2 If re-use or re-distribution of excavated soil materials on the ROW is determined to not be viable, then Utility shall prepare and submit for approval a plan to dispose of excavated materials at an offsite location.
- 7.1.1.3 Offsite disposal shall be subject to the review and approval of CSXT. CSXT will provide a list of approved transporters and disposal facilities to Utility, and Utility shall preferably select a transporter and disposal facility from the approved list.
- 7.1.1.4 Utility shall coordinate with the Construction Manager so that a Construction Inspector can be on site to perform or witness environmental field screening and testing as required by the selected disposal facility in accordance with all CSXT Environmental requirements.
- 7.1.1.5 Utility is responsible for all soil disposition manifesting requirements in accordance with selected disposal facility and all CSXT Environmental requirements. Utility shall provide all manifesting documents to Bergmann for review and submittal to CSXT Environmental for their records.
- 7.1.1.6 For removal of impacted soils, a Construction Inspector will collect or observe the collection of confirmatory samples in accordance with regulatory requirements of the local jurisdiction to ensure the removal has occurred to the appropriate excavation limits.
- 7.1.1.7 Bergmann or TRC will provide analytical interpretation and reporting to CSXT for any waste characterization and/or confirmatory samples collected from the stockpiled spoils to be disposed offsite. Waste characterization samples collected by Utility will not be interpreted or reported by Bergmann, however, Bergmann will review data provided by Utility and submit same to CSXT Environmental for their records.
- 7.1.1.8 If excavations extend outside CSX ROW, then excavated materials shall be segregated in such a manner as to prevent co-mingling of materials from within and outside CSXT property. If soils removed from the CSXT property are co-mingled and/or staged with soils excavated from other areas (not from the CSXT property), waste characterization sampling will be the responsibility of



Utility. CSXT will not be responsible for collecting waste characterization samples from soils collected outside of the CSXT property.

- 7.1.1.9 Any temporary stockpile of excavated materials shall be underlain and covered by durable plastic sheeting and surrounded by appropriate erosion and sedimentation controls.
 - 7.1.1.10 Utility shall be responsible for any impacted soils discovered during Utility's work and that triggers an environmental action under any local/state/federal jurisdiction having authority. Any additional permitting required as a result of construction activity included in Utility's scope of work will be the responsibility of Utility.
 - 7.1.1.11 If additional backfill materials are required, only soils/materials from an authorized backfill materials provider/facility, with materials that are in conformance with New York's regulatory requirements, and with appropriate manifesting and quality contents paperwork will be permissible but not without prior approval by CSXT. All backfill shall qualify as Unrestricted Use
- 7.1.2 Clearing & Grubbing
- 7.1.2.1 Clearing and grubbing waste generated by Utility from within CSXT property shall be distributed upon the property at the point of origin or shall be re-distributed on the property in the near vicinity of the point of origin and at a location to be approved by CSXT. Re-distribution on site shall not adversely affect CSXT's operations nor access to or drainage of its property. Only clearing and grubbing waste generated by Utility from CSXT property will be authorized for re-use on the property. Utility shall prepare and submit for approval a plan to distribute the materials upon the property.
 - 7.1.2.2 If re-use or re-distribution of clearing and grubbing waste on the property is determined to not be viable, then Utility shall prepare and submit for approval a plan to dispose of excavated materials at an offsite location.
 - 7.1.2.3 Offsite disposal shall be subject to the review and approval of CSXT. CSXT will provide a list of approved transporters and disposal facilities to Utility, and Utility shall preferably select a transporter and disposal facility from the approved list.
- 7.1.3 Trenchless construction waste
- 7.1.3.1 Trenchless construction waste shall be treated in a manner similar to that described for excavated soil materials, except that trenchless construction waste may not be redistributed on the property and shall only be disposed offsite.

8 PROJECT CLOSEOUT

8.1 Long Term CHPE Corridor Management Plan

- 8.1.1 CSXT anticipates that the CHPE corridor shall be maintained by the Operator for the entire lifetime of the occupancy of CSXT property.



- 8.1.2 Prior to beginning any construction activities, Utility shall submit to CSXT a DRAFT CHPE Corridor Management Plan for review and comment.
- 8.1.3 Utility shall develop and revise the DRAFT CHPE Corridor Management Plan and submit a FINAL CHPE Corridor Management Plan to CSXT at or before project completion. The corridor management plan shall describe in detail the frequency and methods by which the Operator will access, inspect, and maintain the corridor. The plan shall also discuss both planned or routine activities and emergency situations.

8.2 As Built Plans

- 8.2.1 Throughout construction, Utility shall maintain at least one set of fully updated as built plans (digital format) showing the then completed work, and make such set available to CSXT and its representatives for inspection and copying upon request during normal business hours. Upon completion of construction, Utility shall submit to the Construction Manager a full set of record drawings/as built plans showing the actual installed location of all CHPE facilities located upon CSXT property.
- 8.2.2 Record drawings shall indicate the dates when CHPE assets were installed, and field measured. Drawings showing alignment and profile shall bear the seal of a licensed professional engineer or land surveyor.

Sincerely,
BERGMANN

C. Michael Cooper, PE
Senior Railroad Engineer

cc:

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