

Jason Technologies Corporation

EIS Related Information

Predecisional Working Draft

TELEPHONE LOG

Date of Telephone Conversation: 9/7/00**Time of Telephone Conversation:** 2:00 p.m. EST**Topic of Discussion:** Waste generated during the construction and maintenance of a rail line**Related Action Tracking Number (if any):****Jason Technologies Representative for Telephone Call:** Mary Hoganson, TtNUS

Personnel Involved in Telephone Conversation	Company/Organization Representing
Mary Hoganson	Tetra Tech NUS, subcontractor for Jason
Louis Cerny	Private consultant to Association of American Railroads

Summary of Conversation:

Actions Items Stemming from Telephone Conversation	Responsibility
NA	

Mr. Cerny was asked what types of waste and in what quantities would be generated from the construction of a rail line in Nevada and maintenance of the rail line. He was told that the information was sought for an EIS for a government project that could be built in Nevada.

Mr. Cerny indicated that very little waste would be generated during construction due to ordering of correct material sizes and quantities. The waste would consist of banding material from the banding of railroad ties and other construction materials.

Mr. Cerny indicated that a rail line in the dry climate of Nevada that has light traffic would last many years without needing maintenance. The rails and ballast would not require replacement for about 100 years. Any bridges would probably last 100 years or more. Approximately 40 years after construction the first crossties would require replacement. Between 40 and 60 years post construction small repair crews would probably replace all the crossties. The crossties could be recycled. The repair crews would generate little waste, perhaps some lubricants.