

IV. Railroad System Summary



BURGESS & NIPLÉ

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From: Herb Mack **Job Number:** 33035
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Memorandum

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Information obtained in phone conversations with CSXT representatives in November, 2003. The railroad which passes under the Brent Spence Bridge is a main route from the north (Chicago/Toledo), to the south (Atlanta). It also is a major route to the coalfields in Kentucky and West Virginia and carries Amtrak trains three times a week between Chicago and Washington D.C. Approximately 45 – 50 daily trains move on this line.

Close coordination with CSX will be required as the project moves forward. Items known at this time include:

- Clearances required are 23' vertical and horizontal clearances are a minimum of 10' from the centerline of the track to the face of the obstruction.
- Criteria for crash walls and impact loading will need to be followed where applicable.
- All plans that affect CSX must receive their review and approval.
- Right-of-Way issues include requirements for aerial easements, encroachment, and potential utilities located within their property.
- Any inspections or tasks requiring access to CSX area must receive their approval prior to entering it.
- Access during construction will require prior approval and a CSX flag person. Present day costs are portal to portal expenses and \$500 per day.