



KENTUCKY TRANSPORTATION CABINET  
Department of Highways  
DIVISION OF PLANNING

TC 59-115  
Rev. 10/2024  
Page 1 of 4

**KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION**

**SECTION 1: PROJECT OVERVIEW**

**PROJECT TITLE**

Roadbed Stabilization on CNO&TP

**APPLICANT LEGAL NAME**

Norfolk Southern Railway

**APPLICATION YEAR**

2024

**APPLICANT TYPE**

Class I Freight Railroad

**COUNTIES IMPACTED BY THE PROJECT**

Harrison County

**PROJECT PHYSICAL ADDRESS**

-84.606363, 39.002796 between -84.532341, 38.458928

**RAILROAD(S) SERVING THE SITE**

Norfolk Southern

**ENTITY OWNING PROJECT SITE (if different from applicant)**

not applicable

**TOTAL PROJECT COST**

\$ 1,012,500

**KIASI FUNDING  
REQUESTED**

\$ \$506,250

**APPLICANT MATCH**

\$ 506,250

**APPLICANT MATCH %  
(50% Minimum)**

50 %

Will the proposed project be matching awarded federal funds? ☒ NO ☐ YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Bid Out

**DESCRIPTION OF PROPOSED PROJECT** (Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)

The proposed project involves stabilization of roadbed and slopes on the CNO&TP, one of the highest density segments of Norfolk Southern network and critical line connecting the Midwest and the Southeast, at mileposts 10.9 & 51.8. The terrain and soil composition of the roadbed makes for difficult and costly maintenance. This work is outside of traditional upkeep for mainline track in other parts of the Norfolk Southern network. Stabilization of these sites will be achieved by constructing micropile shoulder cap systems. Satabilization of roadbed and slpes on the CNO&TP at the following mileposts: 19.9 - mircopile shoulder cap - 330' long and 51.8 - mircopile shoulder cap - 325' long.

**DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES** (Text is limited to the space provided below.)

Completion of the project will continue to provide connectivity for shippers in the State of Kentucky. The capital intensive nature of railroading is enhanced by the topography of the state. Failure to invest in these enhanced forms of maintenance would require shippers to lose conectivity to rail service. Further, it would force shippers to use other forms of transportation that might be more costly and strain on public roads.

**DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE** (Text is limited to the space provided below.)

On time performance is enhanced when costly and lengthy repairs to infrastructure can be avoided. The proactive stabilization of this roadbed may be a short term impediment to movement on this line. However, this project protects the ability to provide quality service to customers in the long term, as well as, the safe movement of their freight.

**DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE INVESTMENT IN THE COMMONWEALTH** (Text is limited to the space provided below.)

Ensuring stabilized roadbeds help maintain track geometry over time, reducing the need for repairs and disruptions to operations for Norfolk Southern and its customers. It also minimizines wear on rolling sotck and track components.

## KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

### SECTION 1: PROJECT OVERVIEW (CONTINUED)

**DESCRIPTION OF PROPOSED PROJECT READINESS, OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE** *(Text is limited to the space provided below.)*

Norfolk Southern is prepared to proceed with this project in the first quarter of 2025 with a target completion date of 3/31/2025.

### SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Derek Sublette, Assistant Vice President Government Relations	317-472-2844	dereksublette@nscorp.com	
MAILING ADDRESS	CITY	STATE	ZIP
101 W. Ohio Street, Suite 2000	Indianapolis	IN	46204

If awarded, will signatory be different from the Primary Contact? ☐ NO ☒ YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL	
Alan Johnson, Chief Engineer Design and Construction	404-213-5055	alan.johnson@nscorp.com	
MAILING ADDRESS	CITY	STATE	ZIP
650 West Peachtree NW, Atlanta, GA 30144	Atlanta	GA	30308

If awarded, will Project Manager be different from the Primary Contact? ☐ NO ☒ YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL
William Graham, Manager Construction Services	404-245-0097	william.graham@nscorp.com

### SECTION 3: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits? No

B. Have all required permits been obtained? Not Applicable

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? ☒ NO ☐ YES

D. Have all necessary roadway authorities been notified about the proposed project? ☐ YES ☐ NO ☒ N/A

E. Has preliminary engineering been completed for the proposed project? ☒ YES ☐ NO ☐ N/A

What engineering still needs to be done and when will it be completed? None

### SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
N/A	N/A	N/A

## KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

### SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☐ Electric ☐ Natural Gas ☐ Water ☐ Wastewater ☐ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1				\$
2				\$
3				\$
4				\$
5				\$
6				\$
7				\$
8				\$
9				\$
10				\$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☐ YES ☐ NO ☒ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred).

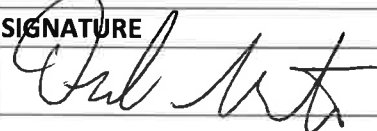
### SECTION 5: SUBMISSION CHECKLIST *(See KIASI Guidance Document, Section VI, for details.)*

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Project Schedule/Timeline
- ☒ Diagrams/maps depicting proposed project
- ☐ Rail Connectivity Letter (as applicable)
- ☐ Detailed engineering assessment report (as applicable)
- ☒ Aerial Photographs and photographic documentation of crossing location and condition
- ☒ Plans, schematics, details, drawings of the proposed project (as applicable)
- ☐ For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- ☐ Road authority consultation letters (as applicable)
- ☐ Public Interest Finding (as applicable)
- ☒ Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.

**KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION**

**SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE** (Required ONLY if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted TC 59-102, *Kentucky Railroad Annual Report*, in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Derek Sublette, Asst. VP		12.2.24

**SECTION 7: BUSINESS STANDING CERTIFICATION**

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Derek Sublette, Asst. VP		12.2.24

**SECTION 8: APPLICANT CERTIFICATION**

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) Projects guidance document, and I understand and agree to abide by what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Derek Sublette, Asst. VP		12.2.24

**Submission Directions:** Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.



**Required Affidavit for Bidders, Offerors  
and Contractors  
(KRS 45A.110 & 45A.115)**

**Affidavit Effective for One (1) Year from Date of Execution**

**Instructions:** Pursuant to [KRS 45A.110](#) and [45A.115](#), a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

**Attestation**

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Signature

ADP, Government Relations

Title

Derek Sublethe

Printed Name

12. 2. 24

Date

Bidder or Offeror Name: Norfolk Southern Railway

Address: 650 West Peachtree Street NW  
Atlanta, Georgia 30308

Commonwealth of Kentucky Vendor Code (If known): \_\_\_\_\_

Subscribed and sworn to before me this 2nd day of December 2024.State of: INNotary: Michele D. SteeleCounty of: MarionMy Commission Expires: 5/2/2029

MICHELE D. STEELE  
Notary Public - Seal  
Johnson County - State of Indiana  
Commission Number NP0644149  
My Commission Expires May 2, 2029



Engineering - Design & Construction  
650 West Peachtree Street NW - Box 45  
Atlanta, Georgia 30308

Will Graham  
Manager Construction Services  
Cell: (404) 245 – 0097

**Subject: Elsmere, KY – Fill Instability – Milepost CNOTP 10.9**

Atlanta – September 20, 2023  
File # TRK0032070 PID#G285

**Mr. D. M. Taylor**  
**Division Engineer – Midwest**

A site investigation was performed to inspect the fill instability at milepost CNOTP 10.9 in Elsmere, KY.

**Site Description**

This site consists of double, tangent, north-south trending mainline tracks positioned on a cross-valley fill that is approximately 35' to 40' high. There is a culvert near the north end of the site that conveys stormwater from west to east. For a stretch of approximately 300', the western track (Main 2) repeatedly develops profile defects due to both rails dropping and alignment defects due to shifting to the west. Main 1 is impacted to a lesser extent. Maintenance is required from 1 to 3 times per month to correct the recurring defects. Maintenance frequency is increased during periods of increased precipitation.



**Assessment**

This site has a history of instability. Records indicate that it was treated with slurry grout injection in 1982 and rail piles are present west of the tracks at the north end of the site. A report on the site from 2016 described a 3' high toe bulge along the base of the western slope. The bulge was observed during the recent inspection and was most pronounced over the culvert headwall. It appears that material is sliding over the headwall and then being washed through the culvert. Considering that both rails of the western track are impacted and a bulge has formed along the base of the slope, the instability impacting this site is relatively deep seated.

**Recommendations**

To address this instability, a structural stabilization system will be required on the western slope of the embankment. I recommend constructing a micropile cap system since it can be constructed with relatively small equipment that can work on the track shoulder without impeding train traffic. An H-pile and lagging wall could also be effective, but would require larger equipment to construct and would likely require tie back anchors due to the apparent depth to bedrock. The estimated cost of this work is **\$935,000**.

No work will proceed until authorized to do so and funding has been assigned. Please contact me with any questions or comments concerning this matter.

Regards,  
Will Graham

CC:	E. F. Boyle	W. D. Gibson	B. T. Taggart	D. A. Becker	C. A. Phillips
	R. C. Zaluski	S. E. Spiller	G. R. Andrews	D. R. Adams	E. C. Schmeltz
	A. P. Machalette		J. Peterson		



Engineering - Design & Construction  
650 West Peachtree Street NW - Box 45  
Atlanta, Georgia 30308

Will Graham  
Manager Construction Services  
Cell: (404) 245 – 0097

**Subject: Hinton, KY – Fill Instability – Milepost CNOTP 51.8**

Atlanta – October 27, 2023  
File # TRK0032070 PID#G557

**Mr. D. M. Taylor**  
**Division Engineer – Midwest**

A site investigation was performed to inspect the fill instability at milepost CNOTP 51.8 near Hinton, KY.

**Site Description**

This site consists of single, tangent, north-south trending mainline track positioned on a side-hill fill. There is an access road adjacent to the track on the west side. East of the track, the fill height is approximately 60', beyond which the grade continues sloping down approximately 110' to a valley below. There is a grade crossing at the north end of the site. For a stretch of approximately 300', the track repeatedly develops profile defects due to both rails dropping and alignment defects due to shifting to the east. Maintenance is required on monthly intervals to correct the recurring defects.



**Assessment**

It appears that this site is being impacted by a deep seated slope failure that originates west of the track and encompasses the eastern embankment slope. There is a noticeable depression in the access road west of the track, in line with the recurring defects. This is interpreted as the head of the slide and indicates that the failure is deep seated. It is likely that the failure extends beyond the eastern embankment slope and also impacts the native slope below. This is common due to the low shear strength of the native materials. There is no culvert in this stretch. Instead, surface runoff is intended to flow south until it reaches the next culvert to the south.

**Recommendations**

To address this instability, a structural stabilization system will be required on the eastern slope of the embankment. I recommend constructing a micropile cap system since it can be constructed with relatively small equipment that can work on the track shoulder without impeding train traffic. An H-pile and lagging wall could also be effective, but would require larger equipment to construct and would likely require tie back anchors due to the apparent depth of the failure. Additionally, I recommend establishing a ditch along the west side of the access road to provide positive drainage of surface runoff. The estimated cost of this work is **\$1,010,000**.

No work will proceed until authorized to do so and funding has been assigned. Please contact me with any questions or comments concerning this matter.

Regards,  
Will Graham

CC: E. F. Boyle W. D. Gibson B. T. Taggart D. A. Becker C. A. Phillips  
R. C. Zaluski S. E. Spiller G. R. Andrews D. R. Adams E. C. Schmeltz  
A. P. Machalette J. Peterson



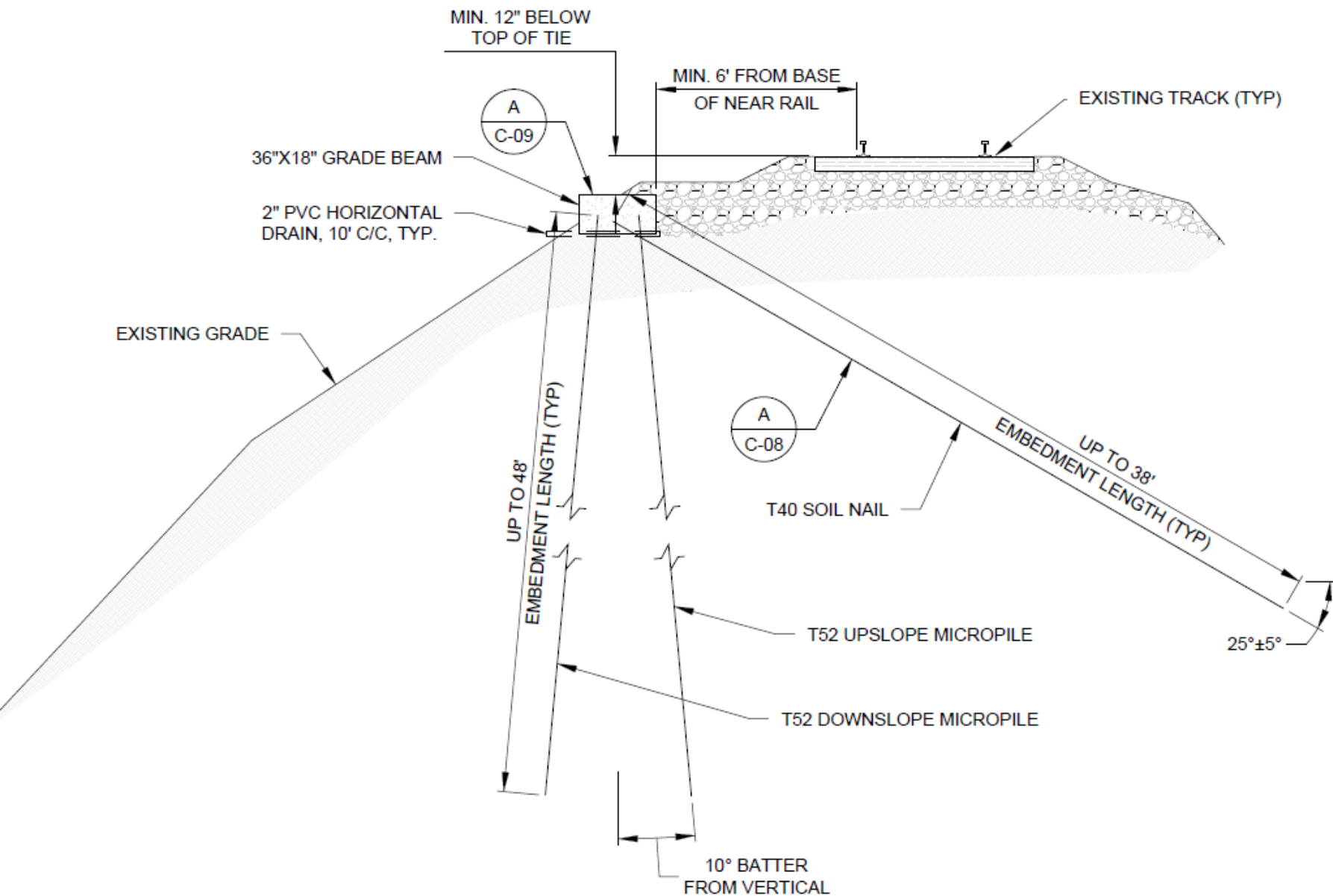


51.7981 (724484S)

Clear & grade ditch

Problem area





**A** **TYPICAL SECTION**  
SCALE: 1" = 5'

Sample cross section  
of micropile cap system