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

## SECTION 1: PROJECT OVERVIEW

| PROJECT TITLE | |
|---|---|
| CNO&TP Industrial Lead Roadbed Stabilization Project | |
| **APPLICANT LEGAL NAME** | **APPLICATION YEAR** |
| Norfolk Southern Railway | 2025 |
| **APPLICANT TYPE** | **COUNTIES IMPACTED BY THE PROJECT** |
| Class I Freight Railroad | Kenton and Boone Counties |

**PROJECT PHYSICAL ADDRESS**

38.977700, -84.611344 and 38.923217, -84.626047

| **RAILROAD(S) SERVING THE SITE** | **ENTITY OWNING PROJECT SITE** (if different from applicant) |
|---|---|
| Norfolk Southern | N/A |

| **TOTAL PROJECT COST** | **KIASI FUNDING REQUESTED** | **APPLICANT MATCH** | **APPLICANT MATCH %** *(50% Minimum)* |
|---|---|---|---|
| **$** 655,000 | **$** 327,500 | **$** 327,500 | 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 the stabilization of roadbeds on two industrial leads on the CNO&TP, one of the highest density segments of NS' nework and critical line connecting the Midwest and Southeast, at mileposts 12.5 and 16.7. Both industrial leads are being impacted by bearing failures within the weaksubgrade materials. To correct these recurring defects, quarterly maintenance is required, contingent on major rain events. To address this instability, NS wil treat the industry lead tracks with grout injections. The injected grout will displace perched water from the embankment, filling any ballast pockets, and add strength to the existing embankment materials.

**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 ensure continued connectivity for shippers in Kentucky. The capital-intensive nature of railroading, combined with the state's challenging topography, necessitates ongoing investment in enhanced maintenance. Without this investment, shippers would lose vital rail service connectivity, forcing them to rely on more costly transportation alternatives and increasing the burden 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 improves when costly and lengthy infrastructure repairs are avoided. While the proactive stabilization of this roadbed may temporarily impede movement, it ensures the long-term ability to provide quality service to customers and guarantees the safe movement of their freight. This investment not only enhances operational efficiency but also reinforces the reliability of the rail network.

**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.)*

Stabilized roadbeds maintain track geometry over time, significantly reducing the need for repairs and minimizing operational disruptions for Norfolk Southern and its customers. This proactive approach also minimizes wear on rolling stock and track components, enhancing overall efficiency and reliability.

# 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 ready to commence the project upon award, with an anticipated completion by the end of Q3 2025.

## SECTION 2: CONTACT INFORMATION

| APPLICATION PRIMARY CONTACT NAME & TITLE | PHONE | EMAIL |
|---|---|---|
| Derek Sublette, Assistant Vice President Government Relations | 317-472-2844 | derek.sublette@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 |
|---|---|---|
| | | |

# 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 | Aristech Acrylics LLC | | | $ |
| 2 | Duro Hilex Poly LLC | | | $ |
| 3 | Johnson Control Inc | | | $ |
| 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 AVP Government Relations | | 3.6.25 |

**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 AVP Government Relations | | 3.6.25 |

**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 AVP Government Relations | | 3.6.25 |

***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.

Rev. 9-16-22

# 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] — Signature

Derek Stubblefield — Printed Name

ADP, Government Relations — Title

12. 2. 24 — Date

Bidder or Offeror Name: _____

Address: _____

_____

_____

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 2nd day of December 2024.

State of: IN — Notary: [signature] Michele D Steele

County of: MARION — My 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

NORFOLK SOUTHERN

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

Chase Hobbs
Construction Project Manager
Cell: (859) 455-6652

**Subject: Florence, KY – Roadbed Instability - Milepost CNTOP 12.5 (Rice Industrial Lead)**
Atlanta – May 31, 2024
File # TRK0032070 PID#G745

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

A site investigation was performed to inspect the roadbed instability throughout the Rice Industrial Lead at milepost CNTOP-12.5 in Florence, KY.

**Site Description**
This site consists of a single lead coming off the CNOTP mainline. The lead track crosses a small valley and consists of several switches and a diamond. A key switching area is susceptible to collecting runoff and drainage water from adjacent properties. Shallow ballast sections were observed to be fouled with mud and fines. The track repeatedly develops profile and cross level defects. To correct these recurring defects maintenance is required on a quarterly basis contingent on major rain events. MWS forces have also cut bleeders and culverts in to help alleviate the pooling of water.

**Assessment**
These spots are being impacted by bearing failures within the weak subgrade materials. This is indicated by soft soils protruding from the shoulder, mud infiltrating the ballast section and pumping ties. The conditions worsen when there is a significant rain event. Subgrade stability is a function of soil type, water content, and compaction. Based on the nature of the site the water runoff reacts with the soil lowering its bearing and shear strength.

**Recommendations**
To address this instability, I recommend treating the industry lead track with grout injections. The injected grout will displace perched water from the embankment, filling any ballast pockets, and add strength to the existing embankment materials. The injections should extend through the full depth of the embankment to the native material below. The grouting would be accomplished using on track equipment, and therefore is most efficiently completed with consistent track time windows which should be available on this industry lead. The estimated cost of this work for 1,600 ft is **$265,000.**

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.

Thanks,
Chase Hobbs

| CC: | | | | | |
|---|---|---|---|---|---|
| | E.F. Boyle | W.D. Gibson | B.T. Taggart | A.B. Johnson | C.A. Phillips |
| | R.C. Zaluski | S.E. Spiller | G.R. Andrews | W.S. Graham | D.R. Adams |
| | A.P. Machalette | E.C. Schmeltz | T.King | | |

# Norfolk Southern - Design & Construction
## Estimate Summary Sheet

NORFOLK SOUTHERN
*One line, infinite possibilities.*

**Internal and Confidential**

## Capital Project Estimate
**2024** | **Original**

**DESCRIPTION:** CNOTP - 12.5 Rice Industrial Lead
**LOCATION:** Florence , KY - CNOTP - 12.5
**MW&S DIVISION & MP:** Midwest -- MP CNOTP-12.5 to MP CNOTP-12.5

**D&C PROJECT ID:** G745
**NS FILE #:** TRK0032070
**D&C PLAN #:** 0

**PREPARED BY:** CJH
**ESTIMATE DATE:** 5/30/2024
**OFF. TRACKWORK:** 0

**RAILWAY LENGTH:** 0 TF
**INDUSTRY LENGTH:** 1600'
**TOTAL LENGTH:** 0 TF

| Department | AFE Code | Property | Labor | Material | Contract | Other | Additives | Capital | Expense | BILLABLE |
|---|---|---|---|---|---|---|---|---|---|---|
| Maintenance of Way MNR-66 | 5108 | Crossties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5178 | Switch Ties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.1 | New Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.11 | Relay Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.2 | New OTM | $ 6,000 | $ - | $ - | $ - | $ 10,000 | $ 16,000 | $ - | $ - |
| | 5109.21 | Relay OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5111 | Ballast | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5139 | Grade Crossings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | **SUBTOTALS:** | **$ 6,000** | **$ -** | **$ -** | **$ -** | **$ 10,000** | **$ 16,000** | **$ -** | **$ -** |
| | | | | | | | **TOTAL - DEPT. 66:** | **$** | | **16,000** |
| Design & Construction ENP-62 | 5103 | Grading | $ - | $ - | $ 247,000 | $ - | $ 2,000 | $ 249,000 | $ - | $ - |
| | 5106 | Drainage | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5108 | Crossties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5178 | Switch Ties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.1 | New Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.11 | Relay Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.2 | New OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.21 | Relay OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5111 | Ballast | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5139 | Grade Crossings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | **SUBTOTALS:** | **$ -** | **$ -** | **$ 247,000** | **$ -** | **$ 2,000** | **$ 249,000** | **$ -** | **$ -** |
| | | | | | | | **TOTAL - DEPT. 62:** | **$** | | **249,000** |
| C&S-52 | 5126 | Communications | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5127 | Signals | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| BBD-63 | 5106 | Bridges and Structures | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| RES-21 | 5102 | Real Estate | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAC-9C | 5131 | Mechanical | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EAS-57 | 5116 | Buildings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| LAW-36 | 5102 | Law | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| TTT-94 | 5126 | T-Cubed | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ENV-54 | 5103 | Environmental | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FNP-15 | 5109 | Insurance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| INT-43 | 5125 | Intermodal | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| BLK-24 | 5103 | Bulk Facilities | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| TRV-56 | 5116 | Terminals | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| OTHER | 5103 | OTHER CHARGES | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | | | **Total Capital** | **Total Expense** | **Total Billable** |
| | | | | | | | **COST BREAKDOWN:** | **$ 265,000** | **$ -** | **$ -** |
| | | | | | | | ***Total Capital Project Cost:*** | ***$*** | | ***265,000*** |

NORFOLK SOUTHERN

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

Chase Hobbs
Construction Project Manager
Cell: (859) 455-6652

**Subject: Richwood, KY – Roadbed Instability - Milepost CNTOP 16.7 (Richwood Industrial Lead)**

Atlanta – May 31, 2024
File # TRK0032070 PID#G744

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

A site investigation was performed to inspect the roadbed instability throughout the Richwood Industrial Lead at milepost CNTOP-16.7 in Richwood, KY.

**Site Description**

This site consists of a single lead coming off the CNOTP mainline. The track has a downhill grade that crosses shallow cuts and fills. Runoff and drainage from the adjacent properties flow into the ditches located on both sides of the track bed. Shallow ballast sections were observed to be fouled with mud and fines. The track repeatedly develops profile and cross level defects. To correct these recurring defects maintenance is required on a quarterly basis contingent on major rain events.

**Assessment**

These spots are being impacted by bearing failures within the weak subgrade materials. This is indicated by soft soils protruding from the shoulder, mud infiltrating the ballast section and pumping ties. The conditions worsen when there is a significant rain event. Subgrade stability is a function of soil type, water content, and compaction. Based on the nature of the site the water runoff reacts with the soil lowering its bearing and shear strength.

**Recommendations**

To address this instability, I recommend treating the industry lead track with grout injections. The injected grout will displace perched water from the embankment, filling any ballast pockets, and add strength to the existing embankment materials. The injections should extend through the full depth of the embankment to the native material below. The grouting would be accomplished using on track equipment, and therefore is most efficiently completed with consistent track time windows which should be available on this industry lead. The estimated cost of this work for 2,400 ft is **$390,000.**

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.

Thanks,
Chase Hobbs

CC:

| | | | | |
|---|---|---|---|---|
| E.F. Boyle | W.D. Gibson | B.T. Taggart | A.B. Johnson | C.A. Phillips |
| R.C. Zaluski | S.E. Spiller | G.R. Andrews | D.R. Adams | W.S. Graham |
| A.P. Machalette | E.C. Schmeltz | T.King | | |

# Norfolk Southern - Design & Construction
## Estimate Summary Sheet

NORFOLK SOUTHERN
*One line, infinite possibilities.*

**Internal and Confidential**

**Capital Project Estimate**

**2024** | | **Original**

**DESCRIPTION:** Roadbed Stabilization - Richwood Industrial Lead
**LOCATION:** Richwood , KY - CNOTP 16.7
**MW&S DIVISION & MP:** Midwest -- MP CNOTP-16.7

**D&C PROJECT ID:** G744
**NS FILE #:** TRK0032070
**D&C PLAN #:** 0

**PREPARED BY:** CJH
**ESTIMATE DATE:** 5/30/2024
**OFF. TRACKWORK:** 0

**RAILWAY LENGTH:** 0 TF
**INDUSTRY LENGTH:** 2400'
**TOTAL LENGTH:** 0 TF

| Department | AFE Code | Property | Labor | Material | Contract | Other | Additives | Capital | Expense | BILLABLE |
|---|---|---|---|---|---|---|---|---|---|---|
| Maintenance of Way MNR-66 | 5108 | Crossties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5178 | Switch Ties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.1 | New Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.11 | Relay Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.2 | New OTM | $ 9,000 | $ - | $ - | $ - | $ 14,000 | $ 23,000 | $ - | $ - |
| | 5109.21 | Relay OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5111 | Ballast | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5139 | Grade Crossings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | **SUBTOTALS:** | **$ 9,000** | **$ -** | **$ -** | **$ -** | **$ 14,000** | **$ 23,000** | **$ -** | **$ -** |
| | | | | | | | **TOTAL - DEPT. 66:** | **$** | | **23,000** |
| Design & Construction ENP-62 | 5103 | Grading | $ - | $ - | $ 364,000 | $ - | $ 3,000 | $ 367,000 | $ - | $ - |
| | 5106 | Drainage | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5108 | Crossties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5178 | Switch Ties | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.1 | New Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.11 | Relay Rail | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.2 | New OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5109.21 | Relay OTM | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5111 | Ballast | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5139 | Grade Crossings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | **SUBTOTALS:** | **$ -** | **$ -** | **$ 364,000** | **$ -** | **$ 3,000** | **$ 367,000** | **$ -** | **$ -** |
| | | | | | | | **TOTAL - DEPT. 62:** | **$** | | **367,000** |
| C&S-52 | 5126 | Communications | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | 5127 | Signals | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| BBD-63 | 5106 | Bridges and Structures | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| RES-21 | 5102 | Real Estate | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAC-9C | 5131 | Mechanical | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EAS-57 | 5116 | Buildings | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| LAW-36 | 5102 | Law | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| TTT-94 | 5126 | T-Cubed | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ENV-54 | 5103 | Environmental | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FNP-15 | 5109 | Insurance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| INT-43 | 5125 | Intermodal | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| BLK-24 | 5103 | Bulk Facilities | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| TRV-56 | 5116 | Terminals | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| OTHER | 5103 | OTHER CHARGES | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | | | **Total Capital** | **Total Expense** | **Total Billable** |
| | | | | | | | **COST BREAKDOWN:** | **$ 390,000** | **$ -** | **$ -** |
| | | | | | | | ***Total Capital Project Cost:*** | ***$*** | | ***390,000*** |