

E1-20500



RE: FD 35523 Follow-up Questions

Louis E. Gitomer to: David.Navecky@stb.dot.gov, Melanie Yasbin

08/04/2014 11:25 AM

History: This message has been forwarded.

Dave - Below is the answer on rerouting traffic during construction. We will get you the key route answer in a couple of days. Lou

CONSTRUCTION REROUTING

Train traffic during the track upgrade will be accommodated by establishing construction curfews as is done on CSXT in a regular basis. This means traffic will be rescheduled and / or rerouted (depending in the timing and best combinations) during the work windows. Outages during the work curfews are expected to be less than 12 hours and considering the minimum number of trains impacted this should not pose any issues with the trains operating during the other 12 hours each day. The duration of the rerouted/reschedules will only be for the work program. Depending on the specific work, these curfews would be a week or two.

The bridge replacement will require full line outage for as much as a couple of weeks depending on the construction staging plan developed by the contractor and approved by the railroads. We are shooting for timing this during the auto shut down window in July when train traffic will dip for a couple of weeks.

We can temporarily route LIRC traffic to Indpls and Louisville so they can retain service from both ends of their line during the outage. CSXT trains will reroute via Seymour/ Cinci or the LCL sub during the bridge replacement, depending on capacity at the time each train moves. CSXT will not be able to reroute any additional traffic to the LIRC until the bridge is replaced.

Overall impacts should be minimal. The volume impacted is not large and CSXT does this type of planning on a regular basis every month.

From: David.Navecky@stb.dot.gov [David.Navecky@stb.dot.gov]
Sent: Monday, August 04, 2014 10:02 AM
To: Louis E. Gitomer; Melanie Yasbin
Subject: Fw: FD 35523 Follow-up Questions

Lou and Melanie -

Responses to questions 1 and 2 below are still outstanding. We will need these by the end of this week.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

----- Forwarded by David Navecky/STB on 08/04/2014 10:00 AM -----

From: David Navecky/STB
To: Louis E. Gitomer <Lou@lgraillaw.com>, Melanie@lgraillaw.com
Date: 07/15/2014 10:58 AM
Subject: FD 35523 Follow-up Questions

Lou and Melanie -

We have some follow-up questions.

1. Impacts to Existing L&I and CSXT Train Traffic During L&I Line Improvements

What do the two railroads anticipate doing with the existing rail traffic on the L&I Line during upgrades of the L&I Line including replacement of the Flatrock River Bridge? Will there be interruptions, delays, reroutings? I can envision existing traffic possibly being accommodated during general track upgrades. What happens to the rail traffic when the bridge is removed and being reconstructed is a different matter.

2. Key Routes from a Hazardous Materials Perspective

The L&I Line is not a key route, but the Indianapolis Line Subdivision is a key route. What about the Indianapolis Belt Line and Louisville Connection?

3. Withdrawal of Two New Sidings

OEA still needs the letter from CSXT stating that the previously discussed, potential two new sidings, are no longer under consideration at this time. We will need that letter sooner rather than later, preferably in the next couple of weeks.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov