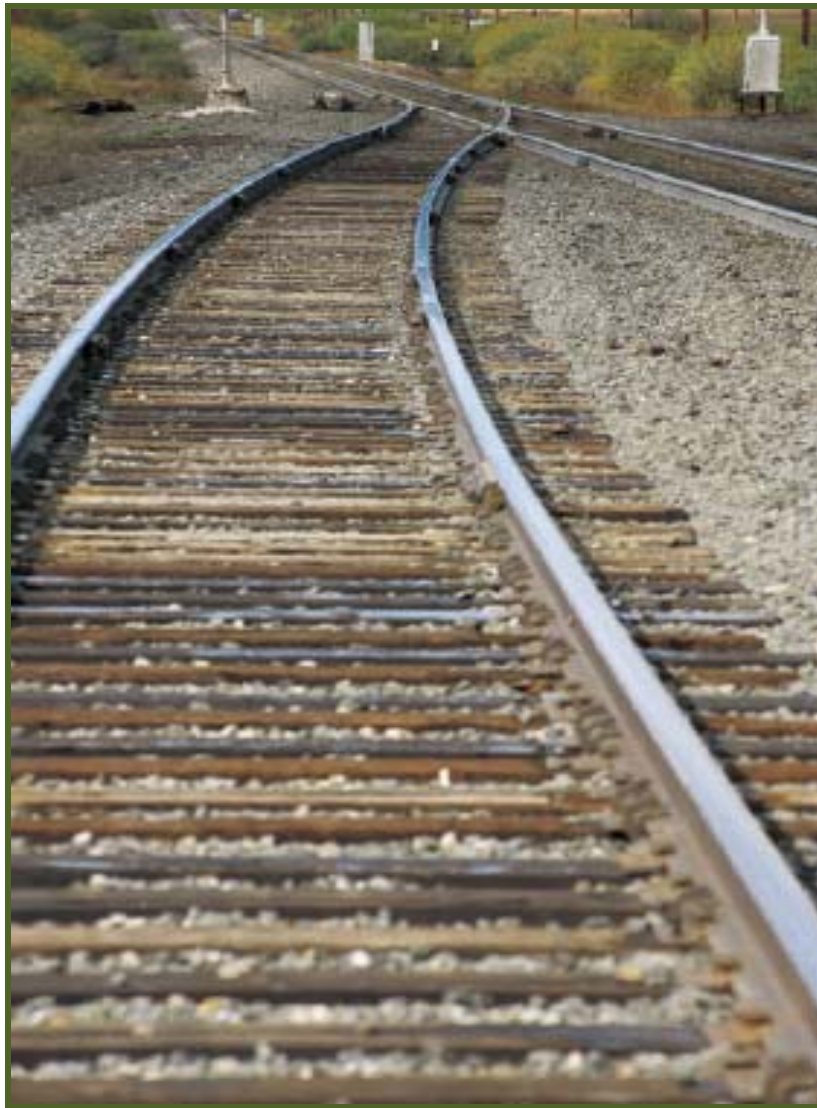


# ***West Central Ohio Port Authority***



## ***2009 - 2011 Rail Development Plan***

# Rail Development Plan

## **West Central Ohio Port Authority**

3130 East Main St. – Suite 2B  
Springfield, Ohio 45505

937-521-2136

937-328-3940 fax

[westco@clarkcountyohio.gov](mailto:westco@clarkcountyohio.gov)

Website: [www.westcopa.org](http://www.westcopa.org)

### Board of Directors:

Gordon Conn  
Gerald Damewood  
John Detrick  
Dr. Richard Henry, P.E., PhD.  
Betty Mowrey  
Dale Ritenour  
Alan Thompson

Fayette County  
Champaign County  
Clark County  
Clark County  
Champaign County  
Fayette County  
At-Large Member

### Officers:

Gordon Conn  
Alan Thompson  
Thea Walsh

Chairman  
Vice Chairman  
Secretary-Treasurer

## **Indiana & Ohio Railway Company**

2856 Cypress Way  
Cincinnati, Ohio 45212

513-860-1000

513-860-3888 fax

[Ryan.Ratlidge@RailAmerica.com](mailto:Ryan.Ratlidge@RailAmerica.com)

[Bill.Kelley@RailAmerica.com](mailto:Bill.Kelley@RailAmerica.com)

Website: [www.RailAmerica.com](http://www.RailAmerica.com)

### Officials:

Ryan Ratledge  
Bill Kelley

IORY General Manager  
IORY Assistant General Manager

## **Clark County-Springfield TCC**

3130 East Main St. – Suite 2A  
Springfield, Ohio 45505  
Board Liaison: Alan Thompson

937-521-2128

937-328-3940 fax

[ccstcc@clarkcountyohio.gov](mailto:ccstcc@clarkcountyohio.gov)

Website: [www.clarktcc.com](http://www.clarktcc.com)

# Clark County - Springfield Transportation Study

Thea J. Walsh	Transportation Director
J. Lamar Daniel	Transportation Planner III
Scott G. Schmid	Transportation Planner III
Zachary N. Balassone	Transportation Planner II
Glen F. Massie	Transportation Planner I
Louis A. Agresta	Transportation Planner I
Brian D. Mercer	Accounting Technician
Melanie D. Runkel	Secretary



This report was prepared by the Clark County-Springfield Transportation Study in cooperation with the Ohio Rail Development Commission, the Ohio Department of Transportation, the West Central Ohio Port Authority and the Indiana & Ohio Railway Company.

The preparation and publication of this report was cooperatively financed by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, Clark County, the City of Springfield, and the West Central Ohio Port Authority.

The contents of this report reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the US Department of Transportation. This report does not constitute a standard, specification, or regulation.

**Clark County - Springfield**  
**Transportation Coordinating Committee**

John W. Sessler, Chairman Emeritus

*Citizen Member*

Robert A. Warren, Chairman

*Springfield Area Chamber of Commerce*

**Vice Chairmen**

Kent Sherry  
*Springfield Area Chamber  
of Commerce*

John Burr  
*Clark County Engineer*

Leo Shanayda  
*City of Springfield Engineer*

**Members**

Nancy Brown  
*Trustee, Bethel Township*

Tom Junk  
*Citizen Member*

Geoff Steele  
*Assistant Director, Job &  
Family Services*

John Detrick  
*Clark County  
Commissioner*

Toni Keller  
*Mayor, Village of South  
Vienna*

Roger Tackett  
*Clark County  
Commissioner*

Kathy Estep  
*Trustee, Mad River  
Township*

Gene Kelly  
*Clark County Sheriff*

Orphus Taylor  
*Assistant Mayor, City of  
Springfield*

William George  
*Springfield City Area  
Transit*

Brad Lightle  
*ODOT District 7*

Alan Thompson  
*WESTCO Port Authority*

Herb Greer  
*Clerk, Springfield Township*

David Locke  
*Trustee, Pleasant Township*

Marjorie Travis  
*Council Member, Village of  
Enon*

David Hartley  
*Clark County  
Commissioner*

Jim Mann  
*Service Director, City of  
Springfield*

Clifford Vernon  
*Mayor, Village of Enon*

Tim Hines  
*Council Member, Village of  
South Charleston*

Kevin O'Neill  
*Springfield City  
Commissioner*

Paul Wilson  
*Trustee, Harmony  
Township*

Kimberly Jones  
*City Manager, City of New  
Carlisle*

Tim Smith  
*National Trail Parks and  
Recreation District*

Richard Zsambok  
*Council Member, City of  
New Carlisle*

# Rail Development Plan

Table of Contents	4
Introduction	5
Maintenance Highlights	7
WESTCO PA Track Roster by County	13
WESTCO PA System Map	15
RailAmerica Heartland Region System Map	16
Planning & Development Priorities	17
South Charleston Mainline Track	19
Fayne Connection	21
Urbana/Maitland Mainline Track	22
Maitland Connection	27
Mechanicsburg Mainline	28
Bridge Program	34
At-Grade Crossings – Safety & Surfaces	35

# Rail Development Plan

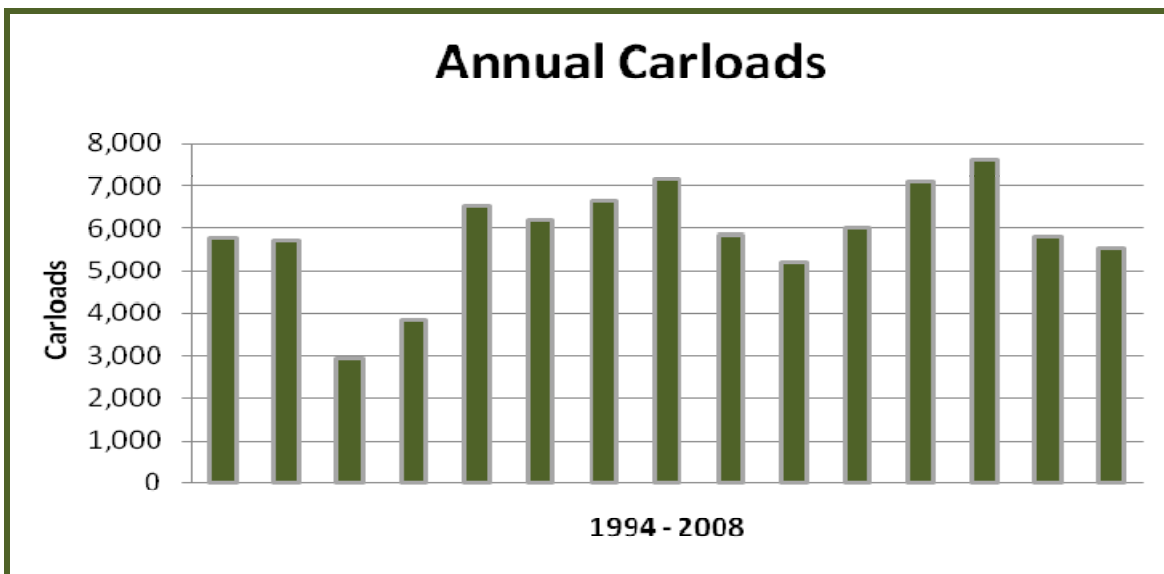
## Introduction

The West Central Ohio Port Authority (WESTCO) was created by the Boards of County Commissioners of Champaign, Clark, and Fayette counties pursuant to Chapter 4582 of the Ohio Revised Code for the public purpose of preserving railroad assets and providing for the continued operation of rail freight services.

WESTCO has a board of seven directors. The directors are appointed by agreement among the participating counties. The board is responsible for the governing of the port authority pursuant to the Ohio Revised Code and the board's adopted rules and regulations. The secretary/treasurer is the point of contact for the board.

WESTCO owns 94 miles of railroad track in Champaign, Clark, Fayette, Logan, and Madison counties. WESTCO has leased the tracks to the Indiana & Ohio Railway Company (IORY). The IORY is a regional railroad based in Cincinnati, with both owned and leased track in Ohio, Indiana, and Michigan. The IORY is a unit of Rail America, Inc., a railroad holding company.

The IORY served 5,545 carloads on WESTCO lines in 2008.



Carloads were slightly lower in 2008 than 2007 due to lower grain carloads. 1994 was the first year in which all the current lines were owned by WESTCO.

A system map and a roster of track miles on the various lines and their lengths, by county, are shown on pages 13-15. The lines were acquired from the Grand Trunk Western Railroad (3 transactions) and Conrail (2 transactions).

The IORY can interchange rail traffic originating or terminating on WESTCO lines at the following locations:

Class I Railroads:

- Canadian National at Cincinnati and Flat Rock, Michigan
- CSXT at Cincinnati, Lima, Middletown and Hamler
- Norfolk Southern at Lima, Springfield, Cincinnati and Monroe
- Western Railroads at Chicago through the Chicago, Ft. Wayne, & Eastern Railroad (CFER)

Sister Railroads:

- CFER at Lima and with interchange at Chicago, IL
- Central Railroad Company of Indiana (CIND) at Valley Junction, OH
- Indiana Southern Railroad through CIND

Other Railroads:

- Ann Arbor Railroad at Diann, MI
- Adrian and Blissfield Railroad at Riga, MI
- RJ Corman Railroad at Lima
- Wheeling Lake Erie Railroad at Lima

The IORY also uses a portion of WESTCO's Maitland line from Maitland to Cold Springs and the South Charleston line from Springfield to Fayne for overhead traffic, i.e., traffic not originating or terminating on the WESTCO lines.

See the map of RailAmerica's Heartland Region on page 16.

In 1994, WESTCO, the Board of Commissioners of Clark County and the Clark County - Springfield Transportation Coordinating Committee (TCC) entered into a Memorandum of Understanding for rail planning. In 1996, and again in 2008, the parties entered into another Memorandum of Understanding whereby TCC provides administrative services for WESTCO. In 2005, the parties agreed to increase the administrative services provided through the TCC. In October 2008, Larry Himes retired as the Secretary-Treasurer of WESTCO and was replaced by Thea Walsh, with planning assistance from Zachary Balassone.

The TCC is the metropolitan planning organization for multi-modal transportation planning in Clark County. The TCC office, also known as the Transportation Study, is responsible for the rail plan development in cooperation with the WESTCO, the Indiana and Ohio Central Railroad Company (IOCR), the Ohio Rail Development Commission (ORDC), the Ohio Department of Transportation (ODOT), rail users, and interested parties.

The Rail Development Plan is a narrative and program of proposed projects. The purpose of the plan is to assist the WESTCO board of directors, its officers, the IORY, state and local officials, and others. It is a capital improvement plan aimed at maintaining and improving the existing rail infrastructure, enhancing safety, and providing a satisfactory route system and service connections for WESTCO customers.

### **Maintenance Highlights**

Since the last Rail Development Plan in 2006, several infrastructure projects have been completed by grant and loan funding:

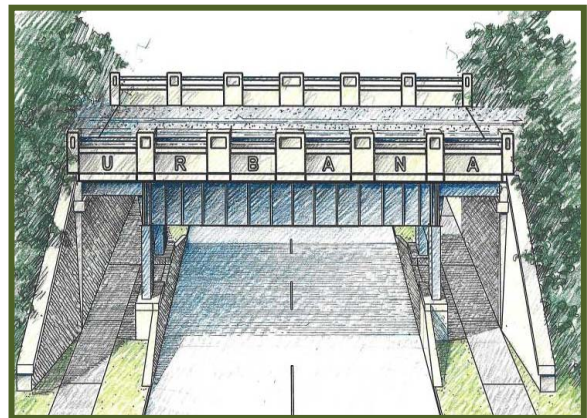
#### *Railroad Bridge #115.99 over US 36 – Urbana, Ohio*

The railroad bridge over US 36 has provided a gateway to the City of Urbana since it was constructed in 1926. The existing structure was originally designed to support two rail lines but one line has since been abandoned. The structure was comprised of two parallel decks, each with three steel girder spans on common abutments and piers. This aging structure displayed heavy deterioration of the deck, loss of section from rust on the beams, and crushing of the bearing devices. It was determined that a major rehabilitation was needed. During preliminary development of the project, West Central Ohio Port Authority (WESTCO) was successful in obtaining federal transportation funds

to partly finance the rehabilitation and enhancement of the structure with a total project cost of \$1,150,000.

WESTCO selected the design team of Michael Baker Jr., Cooke Consulting Group and MSI. Two main concerns were addressed throughout the design process: the replacement of structurally deficient members and aesthetic enhancements to provide a visual gateway to Urbana's historic downtown and nearby neighborhoods, including Urbana University. The final aesthetic components were determined with input from stakeholders.

Alterations to the existing structure included the removal and replacement of the old deck and railing. A section of the existing structure that supported the abandoned rail line was removed to optimize use of the structure. In addition, one girder line from the removed portion was relocated and reattached to the remaining pier caps to increase the supporting girder lines from 3 to 4 which brought the structure up to current AREMA specifications. All remaining structural steel was cleaned and painted. Existing abutments were repaired and sealed following an in-depth inspection. Additional enhancements included retrofitting the column encasements and adding new barrier along US 36 to protect the columns.



Armstrong Steel Erectors of Newark, Ohio was selected by WESTCO as the prime construction contractor. DLZ Ohio of Columbus, Ohio was selected by WESTCO to provide construction engineering and inspection services for the project. These two firms worked closely with the City of Urbana to minimize the impact to traffic in the project area. No detours were required for US 36 traffic. The track outage for the Indiana & Ohio Railway Company, the operator on the line, was only 43 days.

In addition to the federal transportation funds, WESTCO financed the rest of the construction phase with a loan from the State Infrastructure Bank at the Ohio Department of Transportation.

*Railroad Bridge #224.7 over Sugar Creek – Fayette County, Ohio*

The West Central Ohio Port Authority (WESTCO) replaced the bridge carrying the former DT&I tracks over Sugar Creek near Creamer Road in Fayette County, Ohio with a new modern steel structure. The bridge inspection in 2005 noted that the aging timber structure, a ten-span bridge supported by timber piles driven into the ground and streambed, had developed problems and it had insufficient capacity for current loads. Preliminary analysis indicated that repair costs would be comparable to cost for a new bridge.

WESTCO selected Jones Stuckey Ltd., Inc., partnered with Cooke Consulting Group, to provide engineering and construction management services on the project. The design process was accelerated and the environmental permitting process was streamlined so that the project could take advantage of a more competitive bidding environment. The completed bridge complies with current AREMA specifications.

The new bridge is a five span steel structure with the same overall length, but shifted three feet south to avoid conflicts between new and existing foundations. The deck is supported by four stringers so that thickness of the superstructure can be minimized for passage of floodwaters beneath the bridge. Piles are galvanized for long life and the superstructure is constructed using weathering steel that develops a protective patina and does not need to be painted.

Complete General Construction Company, Inc. of Columbus, Ohio was selected by WESTCO as the prime construction contractor. With the cooperation of the Fayette County Engineer, construction was completed within a 30-day closure of Creamer Road to minimize impacts to area residents and avoid impacts to school bus routes. The track outage for the Indiana & Ohio Railway Company (IORY), the operator on the line, was only 30 days.

Replacement of this bridge provides a benefit to current and future rail users. This bridge is adjacent to 2,500+ acres, a portion of which is designated as a job ready mega-site by the Ohio Department of Development.

The project was partly financed with a grant of \$207,000 and a loan of \$308,000 from the Ohio Rail Development Commission. The IORY contributed their detour costs during the track outage to the project.



*Railroad Bridge #222.2 over Sugar Creek – Fayette County, Ohio*

The West Central Ohio Port Authority (WESTCO) replaced the bridge carrying the former DT&I tracks over Sugar Creek in Jeffersonville in Fayette County, Ohio with a new modern steel structure. The bridge inspection in 2007 noted that the aging timber structure, a ten-span bridge supported by timber piles driven into the ground and streambed, had developed problems and it had insufficient capacity for current loads. Temporary repairs were made in late 2007 to extend its use with a 5 mph speed limit.

WESTCO selected Jones Stuckey Ltd., Inc., partnered with Cooke Consulting Group, to provide engineering and construction management services on the project. Using plans from a similar bridge replaced in 2007, the design was accelerated and the environmental permitting process was streamlined so the replacement could be done as soon as practical – before the busy harvest season. The completed bridge complies with current AREMA specifications.

The new bridge is a five-span steel structure with the same overall length as the previous bridge, but shifted 24 feet south to avoid conflicts between new and existing foundations and to center the bridge over the streambed. The deck is supported by four stringers so that the thickness of the superstructure can be minimized for passage of floodwaters beneath the bridge. Piles are galvanized for long life and the superstructure is constructed using weathering steel that develops a protective patina and does not need to be painted. The new bridge is more than adequate for FRA Class 2 (25 mph) operations on the line.

W.M. Brode Co. of Newcomerstown, Ohio was selected by WESTCO as the prime construction contractor. A 30 day track outage option was given to the contractor. 23 days were utilized by the contractor to build the south abutment and to set the superstructure, thereby reducing the track outage for the Indiana & Ohio Railway Company (IORY), the operator on the line. The remainder of the work was “under traffic”.

The project was partly financed with a grant of \$250,000 and a low interest loan of \$292,000 from the Ohio Rail Development Commission. The IORY contributed detour costs to the project.



### *South Charleston Line Slow Order Track Rehabilitation*

The West Central Ohio Port Authority rehabilitated approximately 10 miles of the 27 mile track on the South Charleston line to in Clark, Madison, and Fayette counties. The Indiana & Ohio Railway Company downgraded the track in several areas due to deteriorating condition and trains were only allowed achieve a max speed of 10 mph. WESTCO used their engineering services through HDR for construction management services on the project.

There was no new expansion of the rail, but the project rehabilitated track by installing 6,000 ties, removing 6,000 scrap ties, installing 2,800 anchors, distributing and placing 3,000 tons of ballast, surfacing 10 miles of track, surfacing 8 turnouts, and removing 1 turnout at M.P. 227.7. With all of the improvements made to the rail, the project allowed for the rail to be upgraded to 25 miles per hour and removed all of the slow orders on the line.

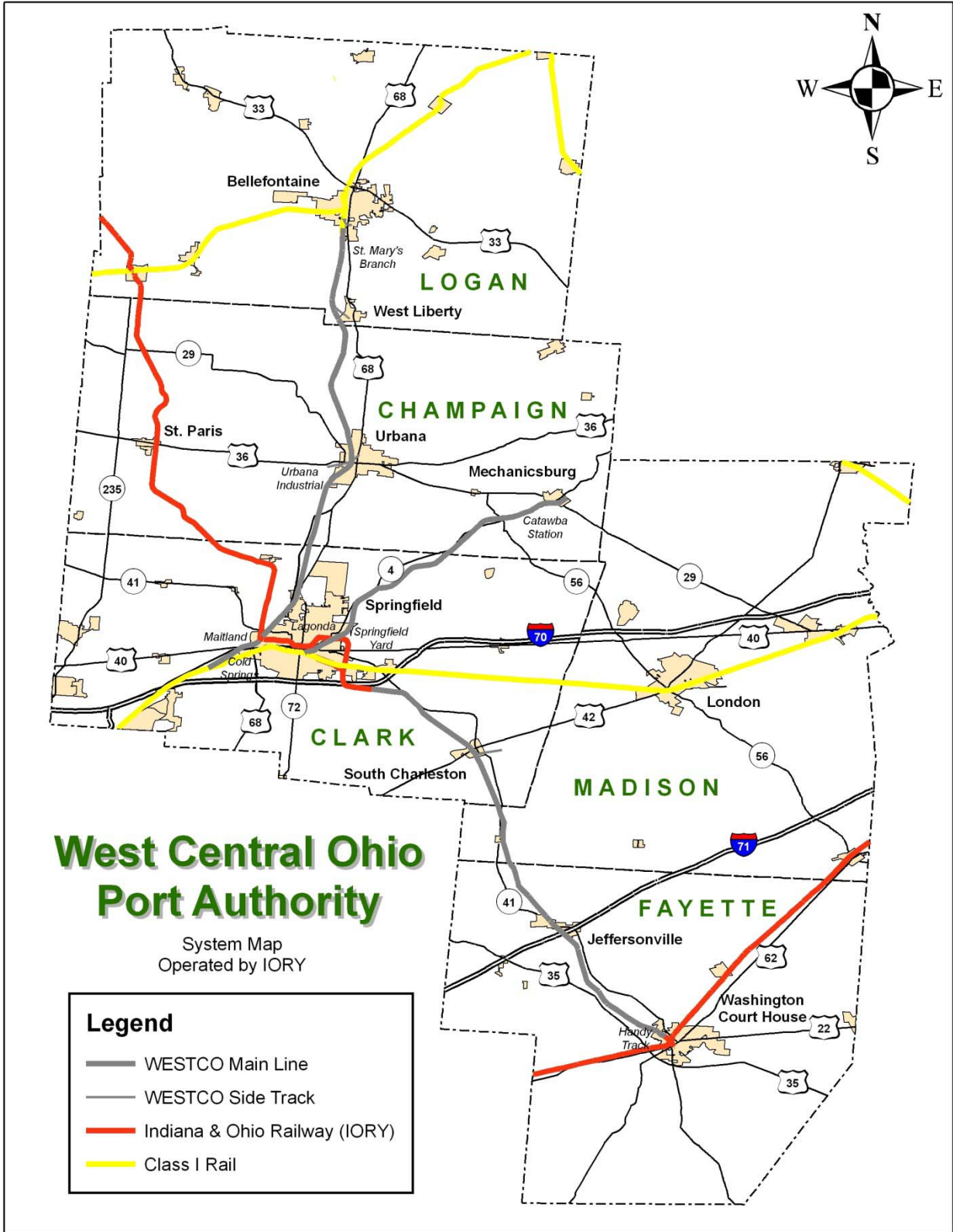
Wintrow Construction Corporation of Barberton, Ohio was selected by WESTCO as the prime construction contractor. The project began in November 2008 and was scheduled to be complete by the end of the year, but due to the winter weather, it was delayed until the spring of 2009.

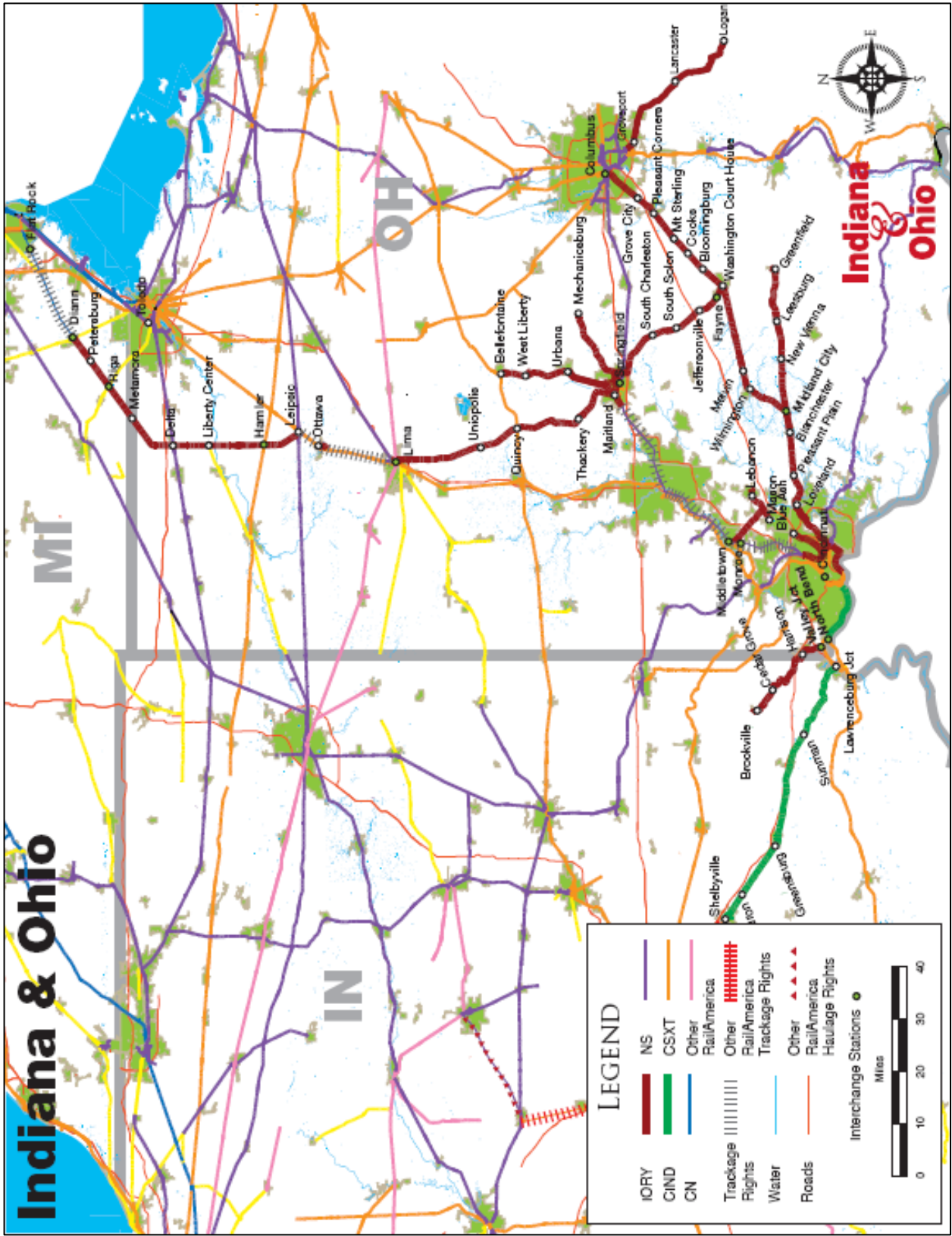
The project was partly financed with a grant of \$200,000 and a low interest loan of \$400,000 from the Ohio Rail Development Commission. The IORY contributed detour costs to the project.

## Track Roster

Line	Between	Track Feet	From Milepost	To Milepost	Total Length	Champaign	Clark	Fayette	Logan	Madison
South Charleston Line	Springfield – Washington C.H.		202.7	229.83	27.13		11.09	11.98		4.06
South Solon Siding	South Solon		215.44	216.07	0.63					0.63
Jeffersonville Siding	Jeffersonville		222.34	222.74	0.4			0.4		
Handy Track	Runaround		45.99	46.58	0.59			0.59		
Mechanicsburg Line	Springfield - Mechanicsburg		0	17.2	17.7	7.6	9.6			
	Warder Street – Linden Avenue		129.4	130.6			1.2			
Warder Yard	Runaround	3,000					0.57			
Track 837	Scrap Track – Phares Salt	1,547					0.29			
Track 845	SW Landmark (Catawba Station)	147			0.03	0.03				
Mechanicsburg Yard										
Track 246/847	Included Above – Main Line	0			0	0				
Track 848	Passing	2,193			0.42	0.42				
Track 849	Runaround	1,020			0.19	0.19				
Track 850	Engine	212			0.04	0.04				
Track 851	Loading	1,484			0.28	0.28				
Urbana Line	Bellefontaine – Glen Echo		98.8	123.8	25	15.97	1.5		7.53	
Bellefontaine Yard	Runaround	8,995			1.7				1.7	
	Siding	172			0.03				0.03	
	Siding	134			0.03				0.03	

Line	Between	Track Feet	From Milepost	To Milepost	Total Length	Champaign	Clark	Fayette	Logan	Madison
St. Mary's Branch	Bellefontaine		52.73	53.3	0.57				0.57	
Track 211	Glen Echo Passing Track	11,657			2.21	0.55	1.66			
Track 212		3,325			0.63		0.63			
Track 731	Tech II	957			0.18		0.18			
Track 732	Tech II	1,127			0.21		0.21			
Track 733		1,984			0.38		0.38			
Track 734	With a Grain of Salt	1,048			0.2		0.2			
Track 735	With a Grain of Salt	1,135			0.21		0.21			
Maitland Line	Glen Echo – Cold Springs		123.8	132.6	8.8		8.8			
Urbana Industrials	Urbana									
Track 282	Main Track		46.3	48.3	2	2				
Track 206	Lead Track to Industrial Track	3,983			0.75	0.75				
Track 284	Champaign Landmark	4,399			0.83	0.83				
Track 281	Runaround	4,843			0.92	0.92				
Track 974	Orbis Lead Track	963			0.18	0.18				
Track 975	Orbis	557			0.11	0.11				
Track 976	Orbis	186			0.04	0.04				
Track 984	Fiber Sales	1,665			0.32	0.32				
Track 985	Fiber Sales	377			0.07	0.07				
Track 987	Champaign Landmark	306			0.06	0.06				
Track 969	Royster-Clark	286			0.05	0.05				
Track 971	Damewood	197			0.04	0.04				
	Trackage Total (Miles)				94.49	30.44	36.52	12.97	9.86	4.69





# **Rail Development Plan**

## **Planning & Development Priorities**

The planning and development emphasis areas for WESTCO in 2009-2011 are:

### Track & Structures

- Continue the planning and begin the construction/rehabilitation for the American Recovery and Reinvestment Act WESTCO Rail Rehabilitation and Bridge Maintenance Project (Detailed project description broken down by specific lines on pages 25-26 and 30-33).
- Plan for the future rehabilitation and/or rail replacement of the Mechanicsburg line between M.P. 2 and M.P. 7, the Urbana line from M.P. 124 to 116.6, and the Urbana Industrial Lead Track from M.P. 116.7 to 104.2.
- Plan for the future rehabilitation of bridges rated as Priority 3 according to HDR Engineering's Bridge Inspection/Repair proposal. There is a total of 26 bridges listed as Priority 3 ranging from minor to major reconstruction. Priority 3 means that the condition could become unsafe and should be monitored by railroad personnel frequently.

### Grade Crossing Safety

- Continue efforts to obtain funding for safety improvements for all grade crossings.
- Participate in safety planning and activities of the PUCO, ORDC, FRA, Operation Lifesaver and county task forces.
- Work with the IORY to clear vegetation and brush along crossings for enhanced safety and conformity to PUCO standards.
- Seek grant funding for the repair of the State Route 296 crossing on the Urbana Line

## Business Development

- Encourage past and current customers to continue to use WESTCO services
- Develop marketing plan and materials to attract new customers and to provide the economic development agencies in each county with the adequate resources to effectively be able to reach rail customers
- Participate with customers, the IORY and local development officials in the retention and expansion of existing business on WESTCO lines
- Support planning initiatives for inter-modal facility development, TOFC/COFC services, and bulk re-load facilities
- Participate with local jurisdictions on promoting and developing marketable rail-served sites in Champaign, Clark and Fayette counties through the Cooperative Marketing Partnership, the Job Ready Sites and the Clean Ohio Brownfield Revitalization programs at the Ohio Department of Development.
- Identify opportunities and attract new business to WESTCO lines by establishing or restoring connections or eliminating impediments in the region or elsewhere

## Strategic Issues

- Determine the viability of maintaining railroad assets presently “out of service” in Logan County.
- Cooperate with local jurisdictions on transportation, utility and development projects.
- Obtain dedicated funding sources for administration of WESTCO.

## **The South Charleston Mainline**

The South Charleston mainline extends from a point southeast of Springfield (M.P. 202.7) to Fayne (M.P. 229.83) near Washington, C.H., a distance of 27.13 miles. It includes the South Solon siding, the Jeffersonville passing track and the “Handy” Track. The mainline connects with the IORY at both Springfield and Fayne. See the WESTCO map on page 15.

The customers on the line include Southwest Landmark at South Charleston and Keynes Bros. at Jeffersonville. In addition to the local freight, the line is used for “overhead” traffic by the IORY.

### **Track Rehabilitation**

With approximately 10 miles of the 27 mile track being rehabilitated in 2009, it will be continually monitored and inspected, but there are no plans for extraordinary repairs in the next two years. The Slow Order Rehabilitation Project that was completed in the Spring of 2009, which upgraded the track to 25 miles per hour. WESTCO will make any extraordinary maintenance repairs necessary to keep the current standards.

### **Economic Benefits – Track Rehabilitation and Bridge Replacement**

The upgrade in speed of the South Charleston line allows for a more efficient streamlined means of transportation not only throughout the five counties served on the WESTCO lines, but also for overhead traffic from the IORY. Carload projections for the South Charleston line are expected to increase as the Southwest Landmark continues to develop their fertilizer hub and their existing grain output. The carloads on the South Charleston line in 2008 were 933 and over the first three quarters of 2009 the traffic has increased to 1,218.

In addition to the increase in carloads and the attractiveness to businesses through the rehabilitation, the potential for additional carloads is great. Bluegrass Farms of Ohio Inc. received a \$7.5 million forgivable state loan to finance an intermodal facility near Jeffersonville next to the Fayette County Mega Site. The facility is intended to send grain shipments by cargo container to Queensgate Terminals, a rail-to-barge project planned on River Road near Lower Price Hill. State officials said the \$7.5 million loan will lead to the development of a \$10 million facility that employs 24 people during construction and five after it’s completed.

With regard to other future overhead traffic, the IORY has numerous interchange points with Class I's, sister railroads like the CFER and the CIND, and other railroads like the WLE and AAR. The possibility exists that new overhead traffic might be routed via the South Charleston line.

### Description of Industrial Parks/Sites located along the Line

Three rail-served sites on the line are generating considerable interest, one mega-site in Fayette County and two sites in Clark County:

- The Fayette County location, containing a total of 2,400 acres in the vicinity of I-71 and US 35, was one of the sites the Ohio Department of Development proposed for the Honda assembly plant. The development of the Blue Grass Farms project and the upcoming rail access will allow for the mega site owner to also utilize the rail service provided through WESTCO.
- The first Clark County location is Prime Ohio II at I-70 and SR 41. This site contains a total of 222 acres and has frontage on the IORY line. The site is zoned industrial and has a minimum lot split of 10 acres.



- A second Clark County location is South Charleston. Interest is building for the continued development of agricultural and sustainability-based businesses. Over 100 rail-served acres are available.

### Environmental Benefits

- Rail freight transportation for bulk commodities is more fuel efficient and appropriate mode than trucks. Energy savings would also accrue as a benefit of the proposed intermodal TOFC service at Jeffersonville.

### Congestion Mitigation and Safety Benefits

The congestion mitigation benefits of the proposed intermodal TOFC service at Jeffersonville would be quite significant. The projected rail impact is approximately 5,000 carloads per year which would remove at least three times as many semi-trailers from the interstate system in the shipping corridors served and safety would be improved.

Other safety issues on the line have been addressed with 12 of the 23 grade crossings on the line having modern active warning devices with constant warning time circuitry. Nine rural, low traffic volume crossings will remain with passive warning devices.

With this work, the line is fit for 286,000 lb. railcars and the chance of derailment on the line is reduced.

### The Fayne Connection

The Indiana & Ohio interchanges grain trains at Fayne in Fayette County with CSXT. CSXT has expressed an interest in connecting the stub end of their track to the WESTCO mainline. This would facilitate interchange by reducing the train movements and time necessary to pick-up or deliver grain trains.

## **The Urbana/Maitland Mainline**

The Urbana/Maitland mainline extends from Cold Springs (M.P. 132.6) to Bellefontaine (M.P. 98.8), a distance of 33.8 miles. It includes the Glen Echo passing track and storage tracks. The Glen Echo passing track is out of service (tie condition). Two of the five storage tracks at Glen Echo are leased to Tech II for transload of plastic resins and two are leased to Convey-It and used for re-load of salt. The Tech II tracks also are used by Freedom Feeds.

The line connects with Norfolk Southern main at Cold Springs, but does not connect to the CSX main in Bellefontaine at this time. The CSX mainline switch and connecting tracks were removed by Conrail prior to acquisition of the line by CSX.

The northernmost customer served on the line is Champaign Landmark at West Liberty. Other customers on the line include Tech II, Champaign Landmark (Urbana), Orbis Menasha, Damewood Enterprises (Fox River Paper), International Fiber, Convey-It (With a Grain of Salt), Freedom Feeds and Royster Clark. The Glen Echo passing track and the mainline track north of West Liberty is currently used for storage of coal cars not currently needed by the owner. The 2008 carload total on the Urbana/Maitland line was 1,716.

### **Track Rehabilitation**

As part of the American Recovery and Reinvestment Act of 2009 the West Central Ohio Port Authority was awarded \$1 million in grant funding for the rehabilitation of the rail and bridges with approximately \$738,000 being spent on the Urbana Line. The proposed track rehabilitation project would begin at Maitland (M.P. 134) and end at Glen Echo (M.P. 129) in the northern part of Clark County, a distance of 5 miles. The proposed scope for the track rehabilitation work includes:

- 5,000 crossties replaced
- 2,800 rail anchors installed
- Place 1,500 tons of ballast
- 26,400 feet of track resurfaced
- 80 feet of broken rail

The project will allow the track to remain at 25 miles per hour and handle 286,000 pound carloads.

In addition to the track rehabilitation, 11 bridges will be rehabilitated through the ARRA funds on the Urbana Line. Using the recently developed bridge repair priority list from HDR Engineering, all Priority 2 items will be repaired and all priority 3 items will be assessed for repair priority (there are no Priority 1 bridges).

LINE	BRIDGE NO.	MILEPOST	LOCATION	LENGTH [FT]	CROSSING	DECK TYPE	SUPERSTRUCTURE TYPE	SUBSTRUCTURE TYPE
Urbana	105.36	105.36	West Liberty	70.0	Township Road 192	Ballast	TPG	Concrete
Urbana	115.34	115.34	Urbana	47.0	West Light St	Ballast	Beam Span	Conc Abutments, Steel Pier
Urbana	115.47	115.47	Urbana	47.0	Pindar St	Ballast	Beam Span	Conc Abutments, Steel Pier
Urbana	115.65	115.65	Urbana	47.0	Gwynne St	Ballast	DPG	Concrete
Urbana	115.85	115.85	Urbana	94.0	Dirt Road (N), Single Track (S)	Open	TPG	Concrete
Urbana	116.36	116.36	Urbana	23.8	College Way	Ballast	Beam Span	Concrete
Urbana	Fibersales	116.50	Urbana	45.0	Ditch	Open	ODPT	
Urbana	116.85 - NYC	116.85	Urbana	9.5	Stream		ODPT	Timber
Urbana	116.85 - NYC	116.85	Urbana	34.0	Stream	Open	DPG	Timber
Urbana	116.85 - NYC	116.85	Urbana	12.0	Stream		ODPT	Timber
Urbana	116.95 - NYC	116.95	Urbana	45.0	Mad River Pike	Open	TPG	Concrete
Urbana	123.40 - Lead	123.40	Glen Echo	146.0	Stream	Open	DPG	Timber
Urbana	124.25	124.25	Glen Echo	24.0	Stream	Open	DPG	Concrete

A detailed cost breakdown for each aspect are on pages 25-26.

### Economic Benefits

The track and bridge rehabilitation project will allow for continued access to the rail from current shippers as well as increase the capacity for new shippers or additional carloads to be transported. The rest of the Urbana/Maitland line is used for rail traffic originating or terminating in Logan, Champaign, Clark or Fayette counties. Rail service greatly benefits the ag-economy by providing transportation to distant markets for grain. Without rail service, transportation costs would increase and market access would be lost.

The service benefits the manufacturing economy with the supply of plastic resins. About 500 manufacturing jobs are supported. The following companies located on the Urbana/Maitland line use the rail service:

- Champaign Landmark (3 locations)
- Royster Clark
- ORBIS
- International Fiber Corp.
- Fox River Paper
- Damewood Enterprises
- Convey-It
- Freedom Feeds
- Tech II

### Environmental Benefits

Rail freight transportation for bulk commodities is more fuel efficient and appropriate mode than trucks.

### Congestion Mitigation and Safety Benefits

The scope of work for the track and bridge rehabilitation portion of the project is essentially cross tie replacement to maintain Federal Railroad Administration Class II standards for safe track. Approximately 5,000 crossties will be replaced. The track will be regulated and surfaced. Other minor repairs will be made. With this work, the line is fit for 286,000 lb. railcars and the chance of derailment on the line is reduced.

**Urbana/Maitland Mainline Track Rehabilitation**

**M.P. 129 to M.P. 134**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Est. Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	Mobilization and Demobilization	1	LS	\$19,000.00	\$19,000.00
2	Furnish, Remove, and Replace, Crossties	5000	EA	\$75.00	\$375,000.00
3	Furnish and Install, Rail Anchors	2800	EA	\$4.30	\$12,040.00
4	Furnish and Place, Ballast	1500	NT	\$16.50	\$24,750.00
5	Surface, Track	26400	TF	\$1.15	\$30,360.00
6	Surface, Turnouts	1	EA	\$1,500.00	\$1,500.00
7a	Replace broken rail, New or Relay	80	LF	\$30.00	\$2,400.00
7b	Replace broken rail, Existing	80	LF	\$15.00	\$1,200.00
8a	Furnish and Inst Misc, tie plate	100	EA	\$5.00	\$500.00
8b	Furnish and Inst Misc, re-gauge track	400	TF	\$5.00	\$2,000.00
					\$0.00
					\$0.00
					\$468,750.00

**Urbana/Maitland Bridge Rehabilitation Project**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Est. Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	105.36	1	EA	\$8,340.00	\$8,340.00
2	115.34	1	EA	\$40,500.00	\$40,500.00
3	115.47	1	EA	\$54,040.00	\$54,040.00
4	115.65	1	EA	\$28,210.00	\$28,210.00
5	115.85	1	EA	\$35,875.00	\$35,875.00
6	116.36	1	EA	\$30,970.00	\$30,970.00
7	116.5	1	EA	\$39,000.00	\$39,000.00
8	116.85	1	EA	\$21,920.00	\$21,920.00
9	116.95	1	EA	\$1,760.00	\$1,760.00
10	123.4	1	EA	\$8,260.00	\$8,260.00
11	124.25	1	EA	\$1,950.00	\$1,950.00
					\$270,825.00
<b>BONDING AND INSURANCE</b>					
	Performance Bond	1	LS	\$6,000.00	\$6,000.00
	Labor and Material	1	LS	\$6,000.00	\$6,000.00
	Railroad Protective	1	LS	\$500.00	\$500.00
					\$12,500.00
<b>TOTAL</b>					\$283,325

## **The Maitland Connection**

In tying together the WESTCO lines in Springfield, WESTCO and the IOCR agreed to the installation of train stop signs and gates at the Maitland diamond crossing, given the current traffic level. This train control enabled the IOCR to make use of the Maitland line from Maitland to Glen Echo. The track at Maitland is also being used for interchange of traffic between IOCR and IORY. Options for future improvements, if and when they would be needed, include:

- Constructing a connecting track in the northeast quadrant of the intersection. Engineered plans have been prepared for this alternate. A design exception for the curvature of the track will be required. The cost estimate is \$155,000.
- Activating the train signal interlocker for automated control. This alternative involves initial and ongoing communications and operating costs. A cost estimate by the IOCR is needed for this alternative.

## The Mechanicsburg Mainline

The Mechanicsburg mainline extends from the east side of Springfield (M.P. 130.5 to 128.7) to the Village of Mechanicsburg (M.P. 1 to 16.5), a distance of 18.3 miles. The mainline connects with the IORY line at the Springfield Rail Yard and the Norfolk Southern/IORY interchange south of U.S. Route 40.

The only customer on the line is Champaign Landmark in Mechanicsburg which provided 1,549 carloads in 2008 and 1,887 in 2007.

### Track Rehabilitation

Through the American Recovery and Reinvestment Act of 2009 WESTCO received \$346,000 for rehabilitation work to be completed on the Mechanicsburg Mainline. The funds will accomplish three separate aspects on the line including, track rehabilitation, two grade crossings, and one bridge repair.

The track rehabilitation will include the rehabilitation of approximately 1.8 miles of track on the Mechanicsburg Line from Linden Avenue to Lagonda Avenue in Springfield, Ohio:

The track rehabilitation work is estimated to include:

- Remove and replace 2,000 ties
- Install limited miscellaneous items as needed (bolts, joint bars, tie plates)
- Gage 500 feet of track
- Distribute and place 1,000 tons of ballast
- Surface 1.8 miles of track
- Surface 2 turnouts

The bridge rehabilitation is estimated to include:

LINE	BRIDGE NO.	MILEPOST	LOCATION	LENGTH (FT)	CROSSING	DECK TYPE	SUPERSTRUCTURE TYPE	SUBSTRUCTURE TYPE
Mechanicsburg	1.42	1.42	Springfield	135.0	Bike Path (S) & Buck Creek (N)	Open	Through Truss	Concrete

- Steel and concrete bridge repair

The grade crossings are estimated to include:

- Remove and replace 236 ties
- Replace 400 feet of drain pipe
- Distribute and place 600 tons of ballast
- Resurface 3,280 feet of track
- Furnish and place 200 feet of OMNI panel
- Place 330 tons of asphalt

A detailed cost estimate is provided on pages 30-33.

### Economic Benefits

The track and bridge rehabilitation project will allow for continued access to the rail from current shippers as well as increase the capacity for new shippers or additional carloads to be transported. The rest of the Urbana/Maitland line is used for rail traffic originating or terminating in Logan, Champaign, Clark or Fayette counties. Rail service greatly benefits the ag-economy by providing transportation to distant markets for grain. Without rail service, transportation costs would increase and market access would be lost.

### Environmental Benefits

Rail freight transportation for bulk commodities is more fuel efficient and appropriate mode than trucks.

### Congestion Mitigation and Safety Benefits

The scope of work for the track and bridge rehabilitation portion of the project is will maintain Federal Railroad Administration Class II standards for safe track enabling the continued use at 25 miles per hour. Approximately 2,200 crossties will be replaced. The track will be regulated and surfaced. Other minor repairs will be made. With this work, the line is fit for 263,000 lb. railcars and the chance of derailment on the line is greatly reduced. In addition, the track rehabilitation will provide for greater safety at the Springfield Yard and allow trains to move quicker and more efficiently.

**Mechanicsburg Line Track Rehabilitation**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Estimated Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	Mobilization and Demobilization	1	LS	\$19,000.00	\$19,000.00
2	Furnish, Remove, and Replace, Crossties	2000	EA	\$75.00	\$150,000.00
3	Furnish and Install, Rail Anchors	2800	EA	\$4.30	\$12,040.00
4	Furnish and Place, Ballast	1000	NT	\$16.50	\$16,500.00
5	Surface, Track	10500	TF	\$1.00	\$10,500.00
6	Surface, Turnouts	2	EA	\$1,500.00	\$3,000.00
7a	Replace broken rail, New or Relay	80	LF	\$30.00	\$2,400.00
7b	Replace broken rail, Existing	80	LF	\$15.00	\$1,200.00
8a	Furnish and Inst Misc, joint bar	20	EA	\$50.00	\$1,000.00
8b	Furnish and Inst Misc, tie plate	100	EA	\$5.00	\$500.00
8c	Furnish and Inst Misc, re-gauge track	500	TF	\$5.00	\$2,500.00
					\$0.00
					\$0.00
					\$218,640.00
<b>TOTAL</b>				\$218,640	

**Mechanicsburg Line Bridge Rehabilitation**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Estimated Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	1.42	1	EA	\$7,140.00	\$7,140.00
	Steel and Concrete Repair				
					\$7,140.00
<b>BONDING AND INSURANCE</b>					
	Performance Bond	1	LS	\$6,000.00	\$6,000.00
	Labor and Material	1	LS	\$6,000.00	\$6,000.00
	Railroad Protective	1	LS	\$500.00	\$500.00
					\$12,500.00
<b>TOTAL</b>				\$19,640	

**Mechanicsburg Line Grade Crossing M.P. 15.35 Replacement**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Estimated Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	Mobilization and Demobilization	1	LS	\$1,800.00	\$1,800.00
2	Saw Cut Road	144	TF	\$10.00	\$1,440.00
3	Furnish and Replace Ties	164	EA	\$75.00	\$12,300.00
4	Furnish and Place, Drain Pipe	300	LF	\$5.00	\$1,500.00
5	Furnish and Place, Ballast	300	NT	\$16.50	\$4,950.00
6	Surface, Track	1320	TF	\$2.00	\$2,640.00
7	Furnish and Place OMNI Panel	144	TF	\$200.00	\$28,800.00
8	Furnish and Place, Asphalt	220	NT	\$100.00	\$22,000.00
9	Road Closure and Maintenance of Traffic	1	LS	\$2,000.00	\$2,000.00
					\$0.00
					\$0.00
					\$77,430.00
<b>TOTAL</b>				\$77,430	

**Mechanicsburg Line Grade Crossing M.P. 15.35 Replacement**

	Bid Item Description	Estimated Quantities		Estimated Cost	
		Estimated Quantity	Unit	Unit Price	Total Amount
<b>MATERIAL AND LABOR</b>					
1	Mobilization and Demobilization	1	LS	\$1,800.00	\$1,800.00
2	Saw Cut Road	52	TF	\$10.00	\$520.00
3	Furnish and Replace Ties	72	EA	\$75.00	\$5,400.00
4	Furnish and Place, Drain Pipe	100	LF	\$5.00	\$500.00
5	Furnish and Place, Ballast	300	NT	\$16.50	\$4,950.00
6	Surface, Track	2640	TF	\$2.00	\$5,280.00
7	Furnish and Place OMNI Panel	56	TF	\$200.00	\$11,200.00
8	Furnish and Place, Asphalt	110	NT	\$100.00	\$11,000.00
9	Road Closure and Maintenance of Traffic	1	LS	\$2,000.00	\$2,000.00
					\$0.00
					\$0.00
					\$42,650.00
<b>TOTAL</b>				\$42,650	

## **Bridges**

The IORY performs annual bridge inspections and special inspections as the need arises. Summation sheets and detailed inspection forms are provided to WESTCO each year.

The condition rating system provides an overall rating for the bridge and makes recommendations for maintenance and repairs, including priorities. In addition, HDR engineering created a bridge inspection report verifying the IORY reports and developed a priority list for repairs. It was determined through the HDR reports that 13 bridges qualified as Priority 2 repairs meaning that the condition is unsafe and could cause failure at any time. In addition, 26 bridges were listed as Priority 3 repairs, meaning that the condition could become unsafe and should be monitored by railroad personnel frequently.

The Osmose inspection also included maintenance recommendations with a priority assigned to the work described. Priorities range from immediate to response at 1, 3, 5, or 10 years. Many of the bridges have maintenance recommendations in the 1-3 year response. Osmose rated 14 bridges as Priority 2 repairs.

Bridge #109.55 over a creek (0.3 miles north of Lippincott Road in Champaign County) is used for service to Champaign Landmark's facilities at West Liberty. A special inspection was made for WESTCO following a field review with the Public Utilities Commission.

## **Other Bridges**

Bridge #116.50, the "Fibersales" bridge is currently closed with no plans to reopen at this time.

The bridges on the main line in Urbana were all built in 1926. Rehabilitation or replacements to extend the useful life are being accomplished through the ARRA rehabilitation project. Spalling concrete is a particular problem. These bridges are currently used for service to the Champaign Landmark fertilizer outpost and Champaign Landmark's grain facility at West Liberty and on an as needed basis and cross over streets and pedestrian trails.

## At Grade Crossings

Funding for grade crossing improvements on WESTCO's system is very limited.

There are three state programs for repair and upgrading of at-grade crossings. The Grade Crossing Corridor Consolidation Program provides 80% federal funding for improvements. Under this program WESTCO pays 10% and the IOCR pays 10%. Communities must close a crossing to be eligible for a project. The community may choose either to make repairs to the surface or to upgrade the warning devices.

The Grade Crossing Warning Devices Program provides funding to install or upgrade active warning devices. Depending on the circumstances, project costs may be pro-rated at 60% PUCO, 30% local government, and 10% by the railroad. In other instances, the funding may be 100% PUCO. This program is jointly administered by the ORDC and the Public Utilities Commission of Ohio. Projects are selected based on a state-wide rating system.

Lastly, ORDC, ODOT, and railroad may cooperate on the selection of grade crossing reconstruction projects. In this case, ORDC reimburses the railroad for the materials on selected projects.

Occasionally, a crossing can be improved as a part of a highway project, usually one involving federal-aid transportation funds. Likewise, WESTCO and the affected jurisdiction may reach a cooperative agreement to share the cost of the project. Finally, WESTCO may undertake the project on its own, if no other financing alternatives are available.

## Surface Project Needs

Crossing reconstruction projects will be repaired on an as needed basis for 2009-2011. The scope of work for the Urbana/Maitland line track rehabilitation is listed below:

<u>Route</u>	<u>Surface Work</u>	<u>Warning Device Work</u>	<u>Location</u>
Skinner Lane	Skip (Replaced in 2006)		Clark County
Eagle City Road	Skip (Replaced in 2003)		Clark County
Tremont City Road	Skip	Gates & Flashers -- 2002	Clark County

County Line Road	Skip	Clark County
Dallas Road	Skip (Replaced in 2006)	Champaign Co.
Woodburn Road	Skip (Replaced in 2006)	Champaign Co.
SR 296	Skip	Champaign Co.
Herr Road	Skip (Replaced in 2006)	Champaign Co.
Lippincott Road	Skip	Champaign Co.
Upper Valley Pike	Skip (Replaced in 2006)	Champaign Co.
SR 508	Skip	Logan County
T-249	Skip	Logan County
T-190 (Jewels)	Skip	Logan County
T-199 (Wokey)	Skip	Logan County
T-200 (Allen Rd.)	Skip	Logan County
Carter Street	Skip	Logan County

**Safety Project Needs**

A program of projects is envisioned for programming in 2006 for construction in 2007. The three crossings highlighted in bold below were completed in 2007. The remaining crossings were identified for upgrades in a 2003 survey, but will be deferred for future programs.

<b><u>Location</u></b>	<b><u>County</u></b>	<b><u>DOT No.</u></b>	<b><u>M.P.</u></b>	<b><u>Estimate</u></b>
<b>South Charleston Line</b>				
Craig Rd.	Clark	258809N	204.43	\$93,000
Columbus-Xenia Rd.	Clark	258825X	211.96	\$139,000
<b>SR 323</b>	<b>Madison</b>	<b>258832H</b>	<b>216.08</b>	<b>\$145,000</b>

Carrs Mill-Jamestown	Fayette	258836K	218.60	\$139,000
Hines Rd.	Fayette	258840A	219.45	\$139,000
Compton Rd.	Fayette	258841G	219.56	\$145,000
Blessing Chapel	Fayette	258845J	221.08	\$178,000
Creamer Rd.	Fayette	258852U	224.69	\$151,000
Parrot Station Rd.	Fayette	258854H	225.75	\$144,000
Inskeep Rd.	Fayette	258858K	227.82	\$146,000
<b>Bloomingsburg-N. Holland</b>	<b>Fayette</b>	<b>258860L</b>	<b>228.68</b>	<b>\$145,000</b>
Bush Rd.	Fayette	258861T	228.93	\$139,000
<b>Mechanicsburg Line</b>				
E. Main St.	Clark	523480J	129.80	\$139,000
SR 54	Champaign	527913B	10.55	\$139,000
No 10 Rd.	Champaign	527915P	12.25	\$143,000
<b>SR 56</b>	<b>Champaign</b>	<b>527918K</b>	<b>13.59</b>	<b>\$140,000</b>
Locust St.	Champaign	527924N	16.9	\$137,000
<b>Urbana/Maitland Line</b>				
W. 1 <sup>st</sup> . St.	Clark	258768L	128.4	\$139,000
Eagle City Rd.	Clark	528004P	125.5	\$139,000
County Line Rd.	Champaign	527962X	122.2	\$14,000
Dallas Rd.	Champaign	527960J	120.60	\$139,000
Woodburn Rd.	Champaign	527958H	120.20	\$139,000
SR 296	Champaign	527946N	112.60	\$139,000

Herr Rd.	Champaign	527944A	111.55	\$139,000
Lippincott Rd.	Champaign	527941E	109.90	\$139,000
Upper Valley Pike	Champaign	527940X	107.89	\$139,000
SR 508	Logan	527931Y	104.20	\$139,000
<b>Urbana Industrial Track</b>				
Edgewood Ave.	Champaign	527724E	47.37	\$194,000
Edgewood Ave.	Champaign	562176H		\$189,000
Muzzy Rd.	Champaign	527723X	48	\$147,000
Miami St.	Champaign	527725L	46.87	\$154,000
Russell	Champaign	527727A	46.53	\$139,000
W. Ward St.	Champaign	527728G	46.53	\$139,000
Bloomfield Ave.	Champaign	527731P	46	\$85,000

The proposal was submitted to the ORDC and PUCO seeking 80% state funding for safety upgrades on identified routes. The routes were identified based on vehicular traffic counts, train traffic, efforts to complete a “corridor” route, and changing traffic conditions due to land use changes. The remaining crossings will be replaced and rehabilitated on a as needed basis depending on safety concerns.