



Railroad Coordination Summary

TO: Stefan Spinosa, ODOT
Stacey Hans, KYTC

FROM: HNTB Corporation

DATE: December 9, 2022 (Revised Item #3 with RFP Addendum 10)

RE: Brent Spence Bridge Corridor Project | ODOT PID 89068 | KYTC Project Item No. 6-17

1. Presented horizontal and vertical clearances based on current railroad design criteria and review of staging concept for proposed bridges over Central Railroad of Indiana property and CSXT tracks to ODOT. See attachments.
2. ODOT and BSB Procurement Team presented concepts to CSXT on November 9, 2022 and discussed DRAFT preliminary engineering and construction agreement terms. RR flagging availability was discussed and CSXT indicated the flagger would need to be provided by them. Per the coordination meeting ODOT provided the preliminary engineering railroad agreement to CSXT by December 1, 2022 to obtain comments/approval. It is anticipated the railroad agreement will be approved by CSXT within 30 days. Comments have not been provided back from CSXT as of December 9, 2022.
 - a. Aerial easements will be finalized through ODOT real estate and incorporated within the railroad agreement.
 - b. Access permits will be finalized by the DBT and follow the railroad agreement requirements and the CSXT design manuals and guidelines.
 - c. CSXT indicated no improvements or increase in trains per day were anticipated at this time. The risk of building the bridges over the elevated track were discussed.
 - d. DBT work to contain protection and shielding requirements per CSXT current standards.
 - e. CSXT requested the bridge construction phasing plan be provided for review along with crane locations to confirm track operations and impacts.
3. ODOT is acquiring an aerial and temporary easement over the out of service railroad track property owned by the Central Railroad Company of Indiana that crosses the Project Right-of Way under I-71/I-75 between West 3rd Street and West Pete Rose Way. A Railroad agreement will be required. The Department will provide railroad contact information to Contractor.
4. DBT RFP requirements will define the work affecting Railroads will follow FHWA Railway grading crossing handbook, AREMA, MUTCD, and incorporating the design standards and operating requirements of Railroad(s) that is included in the railroad agreements.
5. RFP requirements where a conflict arises between any details in the design standards and operating requirements, the criteria as required by the Railroad shall govern.
6. Construction details and specifications shall conform to the Standard Specifications and the rules, regulations, and requirements of the Railroads, including those related to safety, fall protection, and protective equipment. Draft copies of the railroad agreements will be provided in the RFP and addendums to the agreements will be provided to the DBT as finalized.
7. DBT shall develop detailed staging plans with the final railroad agreement for approval from ODOT, Railroads, and stakeholders.



Attachments

BSB_RailroadCorrespondence_Compiled.pdf

BSB_RR_PlanProfiles_20221005_Final.pdf

ATTACHMENT A - BSB RAILROAD CORRESPONDANCE COMPILED

Meeting Minutes

DATE: November 09, 2022
TIME: 10:00am
RE: Railroad Coordination Kick Off Meeting
Brent Spence Bridge Corridor Project | ODOT PID 116649 | KYTC Project Item No. 6-17

LOCATION: Teams
PURPOSE: Discuss Proposed Work, Challenges, and Next Steps

1. Introductions and Sign-In Sheet (Stefan Spinoso with Consultant Support)

Attendance November 9th Railroad Coordination Meeting:

Erica Johnson - HNTB
Brad_Armstrong@CSX.com
Tim.keller@dot.ohio.gov
Richard.Behrendt@dot.ohio.gov
Suzanne.Enders@dot.ohio.gov
Mark Becherer - HNTB
Steven Main - HNTB
Kevin Randall - HNTB

2. Project Overview, Project Goals, and Schedule

Provided PowerPoint presentation utilized during the utility coordination meeting to CSXT

3. Responsibilities

- a. ODOT
 - i. Points of Contact
 - ii. Railroad Agreement
 - iii. ROW
- b. HNTB
 - i. Roadway / Bridge / Railroad Coordination
 - ii. Utilities
- c. DBT Final Designers Future Coordination

4. Overall Railroad Work

RR flagging availability was discussed and CSXT indicated the flagger would need to be provided by them. ODOT Railroad coordinator Richard Behrendt indicated this would be defined in the Construction Agreement and further coordination was needed. ODOT action item was to provide the Preliminary Engineering Railroad Agreement to CSXT by 12/1/2022 to allow CSXT consultants to review the Design Plans and to attend coordination meetings prior to the DBT coming on board. Per Stefan this was submitted to CSXT before 12/1/2022 and comments have not been provided back by CSXT.

HNTB asked CSXT if there were risks associated with upcoming improvements to the yard. CSXT indicated no improvements or increase in trains per day were anticipated at this time. The risk of building the bridges over the elevated track were discussed. The DBT scope of work is to contain protection and shielding requirements per CSXT current standards. The risk of also multi bridges being constructed at different times over the track was discussed. CSXT requested the bridge construction phasing plan be provided for review along with crane locations to confirm track operations and impacts.

5. Design Modifications from Prior Public Involvement with City

Provided overview of Concept I-W design modifications and the number of proposed bridges that will be constructed over the existing CSXT tracks.

6. PowerPoint Presentation of Existing and Proposed Conditions

- a. ROW –ODOT easements needed to widen freeway
- b. Construction Requirements
- c. Review horizontal and vertical clearance Exhibits
- d. Confirm railroad partnering agreements with other railroads and construction time restrictions

Action Items

Task	Responsible Party	Due Date	Notes
Provide CSXT Preliminary Eng Agreement	ODOT	12/1/2022	ODOT provided to CSXT and awaiting response

From: [Erica Johnson - IND](#)
To: "[Brad_Armstrong@CSX.com](#)"
Cc: "[Stefan.Spinosa@dot.ohio.gov](#)"; [Richard.Behrendt@dot.ohio.gov](#); "[Tim.keller@dot.ohio.gov](#)"; [Suzanne.Enders@dot.ohio.gov](#); [Mark.Becherer](#); [Steven.Main](#); [Kevin.Miller](#)
Bcc: [Sarah.Brown](#)
Subject: Brent Spence Bridge Corridor Project, PID 116649 - Railroad Coordination Kick Off
Date: Tuesday, October 25, 2022 4:06:00 PM
Attachments: [RR_Coordination_PlanProfiles_20221018.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon Brad,

Thank you for joining the utility coordination kick off meeting yesterday. As part of the project coordination we would like to set up a time to go into more detail on the proposed construction work discussed on the call yesterday. In preparation for the meeting we have prepared the attached exhibits showing the anticipated pier locations in plan view, horizontal and vertical clearance envelopes per the latest CSX specifications in profile views, and renderings of the interchange. Please note the rendering looking northeast piers are in the process of being modified to be represented by the locations shown in the plan views on pages 1 and 2 of the PDF.

I have created a doodle poll to select the best meeting for the team to meet to discuss responsibilities, railroad work, ROW easements, Construction requirements, Exhibits attached, and Railroad Agreement next steps related to the project procurement schedule: [doodle.com Meeting Poll](#)

Erica Johnson, VP, PE

Sr Project Manager

Direct (317) 917-5337 **Cell** (317) 407-0272 **Email** erjohnson@hntb.com

HNTB CORPORATION

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www.brentspencebridgecorridor.com

March 15, 2012

Mr. Allan Rust
KYTC Rail Coordinator
200 Mero St.
Frankfort, Kentucky 40622

Re: HAM-71/75-0.00/0.22 PID 75119
Brent Spence Bridge Replacement/Rehabilitation Project
Impacts to Railroads

Dear Mr. Rust:

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) in coordination with the Federal Highway Administration (FHWA) have studied numerous alternatives for the Brent Spence Bridge Replacement/Rehabilitation project and are in the process of recommending a preferred alternative. The recommended preferred alternative is Alternative I. This recommendation is based upon Alternative I's design features, local access features, traffic operations, estimated costs, environmental impacts, and stakeholder consideration.

The enclosed Preferred Alternative Verification Report (PAVR) provides information on the design, operations, and impacts of the recommended preferred alternative.

At this time, ODOT and KYTC request the following from your organization:

- review the enclosed information and verify that your railroads within the project limits are accurately depicted;
- review the project impacts to your railroads; and
- indicate if you have any concerns related to the project.

Enclosed for your review is two hard copies of select sheets of the PAVR Alternative I Plan Set, and two CDs containing the entire PAVR report, including all appendices and exhibits. The provided hard copies includes the following sheets:

- Sheet 1 – Title
- Sheets 2-3 – Design Designation
- Sheets 4-10 – Schematic Plan
- Sheets 11-22 – Geometric Plan
- Sheets 41, 44, 50, 52, 63, 64, 66, 69, and 70 – Profiles

If possible, please provide the above information within 30 days. Additional project related information and reports can be found on the project website www.brentspencebridgecorridor.com.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



www.brentspencebridgecorridor.com

In an effort to mitigate railroad impacts, KYTC and ODOT will continue to coordinate with the owners of railroads located within the study area throughout the design and construction phases of the project. If you have any questions regarding the enclosed information and/or the Brent Spence Bridge Replacement/Rehabilitation project in general, please feel free to contact our team members whose contact information is provided below.

Sincerely,

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741
Lebanon, OH 45036
Phone (513) 933-6639
stefan.spinosa@dot.state.oh.us

Stacee Hans, Environmental Coordinator
Kentucky Department of Highways, District 6
421 Buttermilk Pike
Covington, KY 41017
Phone (859) 341-2700, ext. 274
stacee.hans@ky.gov

Fred Craig, Project Manager
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone (513) 639-2121
craig@pbworld.com



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March 15, 2012

Ms. Marie Musefeldt
CSX Transportation
500 Water St.
Jacksonville, Florida 32202

Re: HAM-71/75-0.00/0.22 PID 75119
Brent Spence Bridge Replacement/Rehabilitation Project
Impacts to Railroads

Dear Ms. Musefeldt:

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Sincerely,

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Ohio Department of Transportation, District 8
505 South SR 741
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stefan.spinosa@dot.state.oh.us

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TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

March 28, 2012

Fred Craig, Project Manager
312 Elm Street, Suite 2500
Cincinnati, Ohio 45202

SUBJECT: HAM-71/75-0.00/0.22 PID 75119
Brent Spence Bridge Replacement/Rehabilitation Project
Impacts to Railroad
KYTC Item No. 06-17

Dear Mr. Craig:

I have received your packet of information regarding the subject project. In reviewing it, I believe that there are no impacts to any railroads on the Kentucky side of the project. This is based on the current project scope and preferred alternative presented at this time. Should the scope or preferred alternative change at any point in the future, further review by this office may be needed.

If any further information regarding railroads in Kentucky is needed please feel free to contact me at any time.

Sincerely,

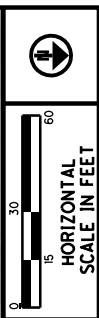
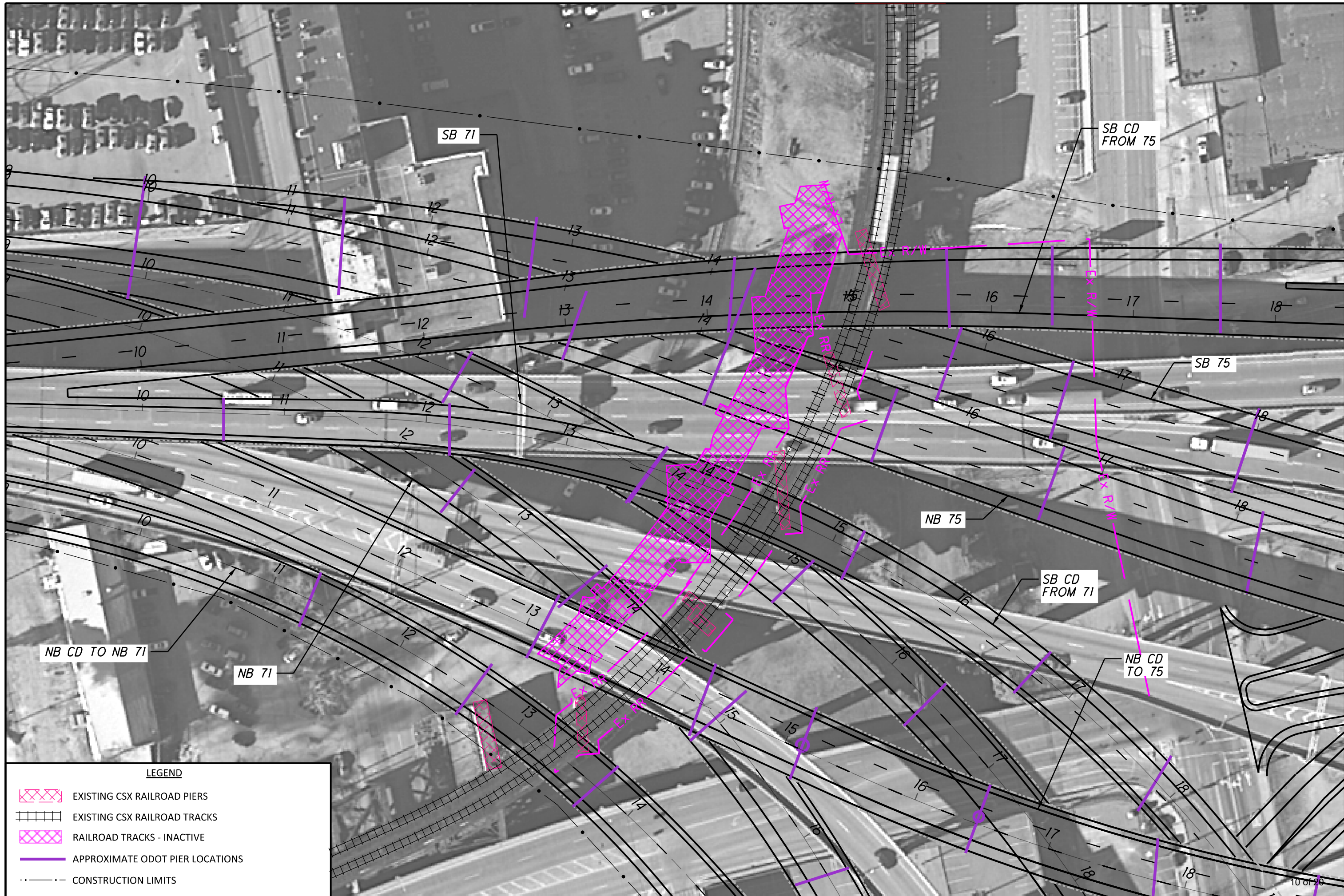
Allen Rust
Rail Coordinator
Division of Right of Way & Utilities

cc: Stefan C. Spinosa
Stacey Hans

AMR:amr




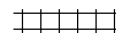



ATTACHMENT B - BSB RAILROAD COORDINATION PLAN AND PROFILES

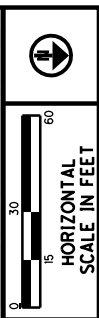
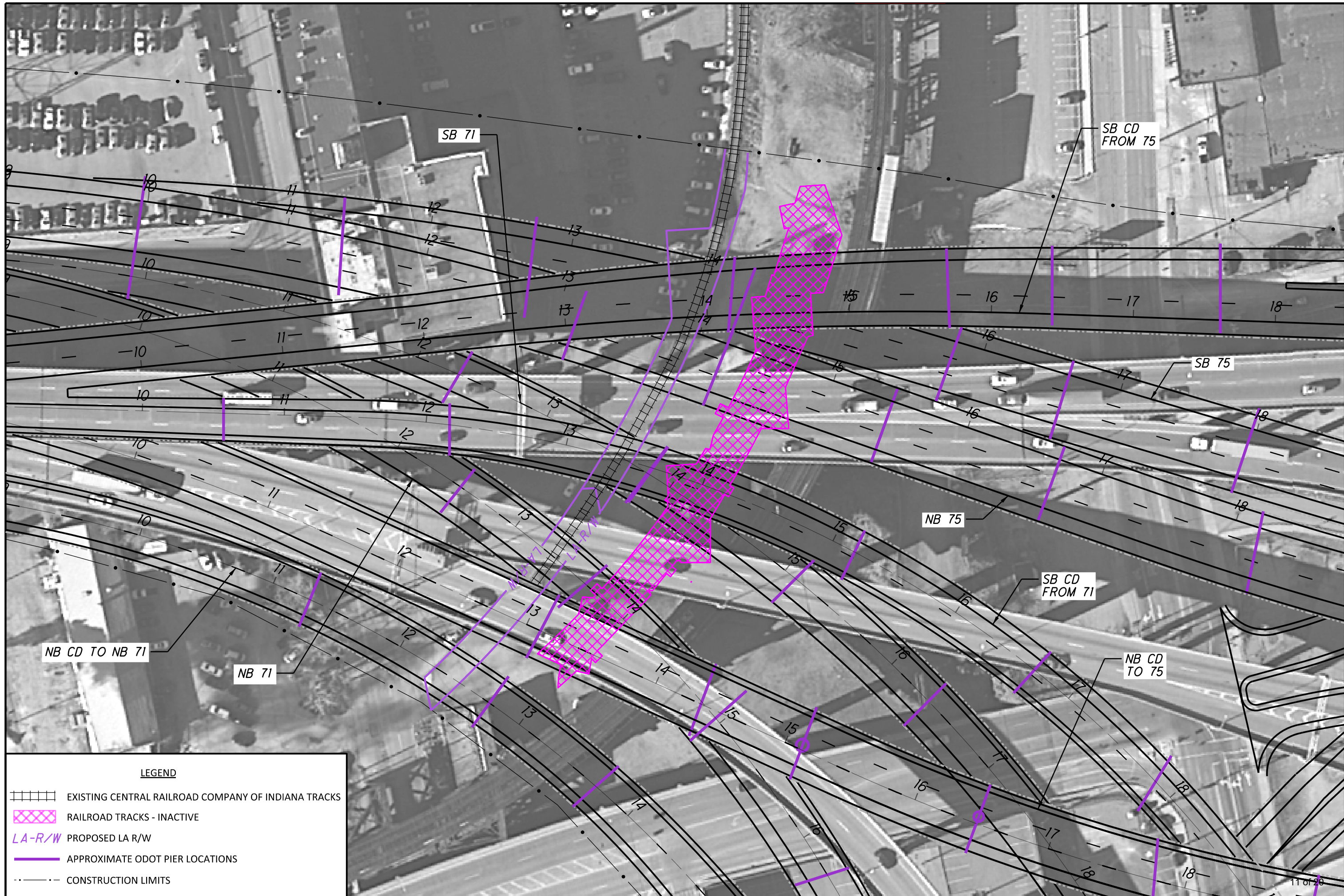


BRENT SPENCE BRIDGE - CONCEPT I-W
 APPROXIMATE ODOT PIER LOCATIONS

HAM-71/75-0.00/0.22

LEGEND

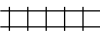




-  EXISTING CSX RAILROAD PIERS
-  EXISTING CSX RAILROAD TRACKS
-  RAILROAD TRACKS - INACTIVE
-  APPROXIMATE ODOT PIER LOCATIONS
-  CONSTRUCTION LIMITS

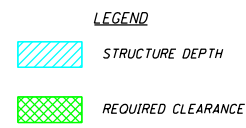


BRENT SPENCE BRIDGE - CONCEPT I-W
 APPROXIMATE ODOT PIER LOCATIONS

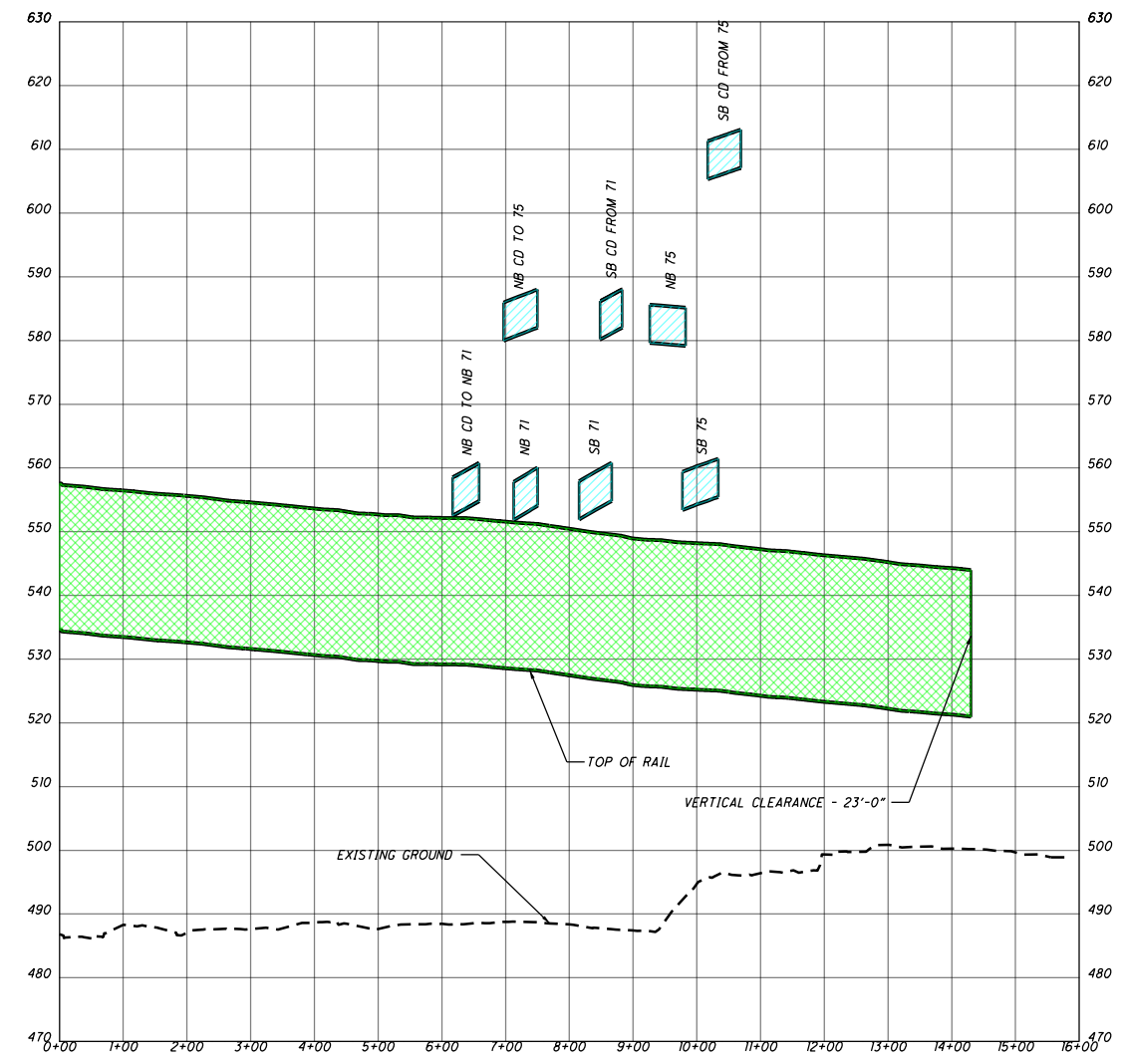
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LEGEND

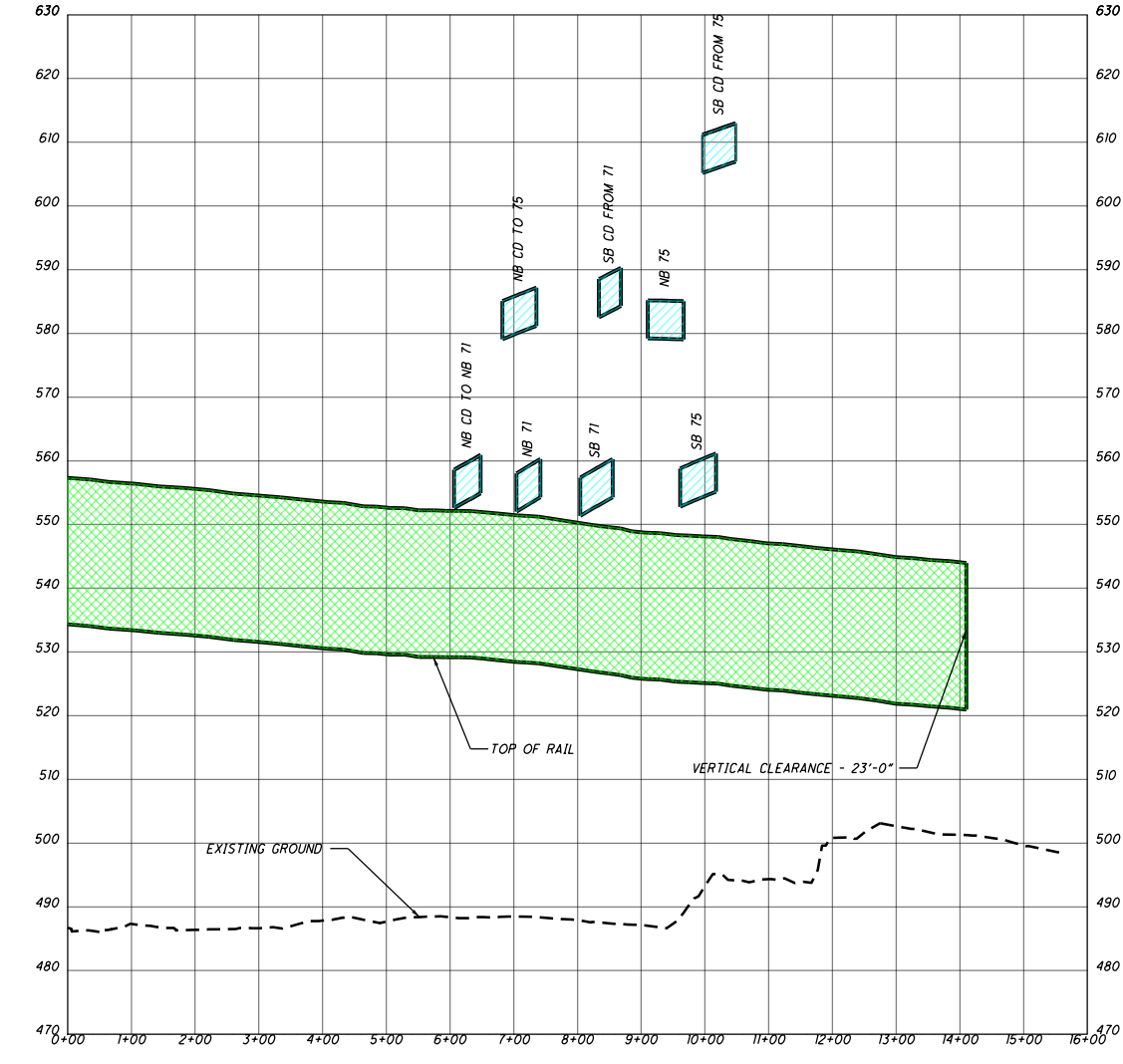
-  EXISTING CENTRAL RAILROAD COMPANY OF INDIANA TRACKS
-  RAILROAD TRACKS - INACTIVE
-  PROPOSED LA R/W
-  APPROXIMATE ODOT PIER LOCATIONS
-  CONSTRUCTION LIMITS



CSX RAILROAD - NORTH TRACK PROFILE





CSX RAILROAD - SOUTH TRACK PROFILE

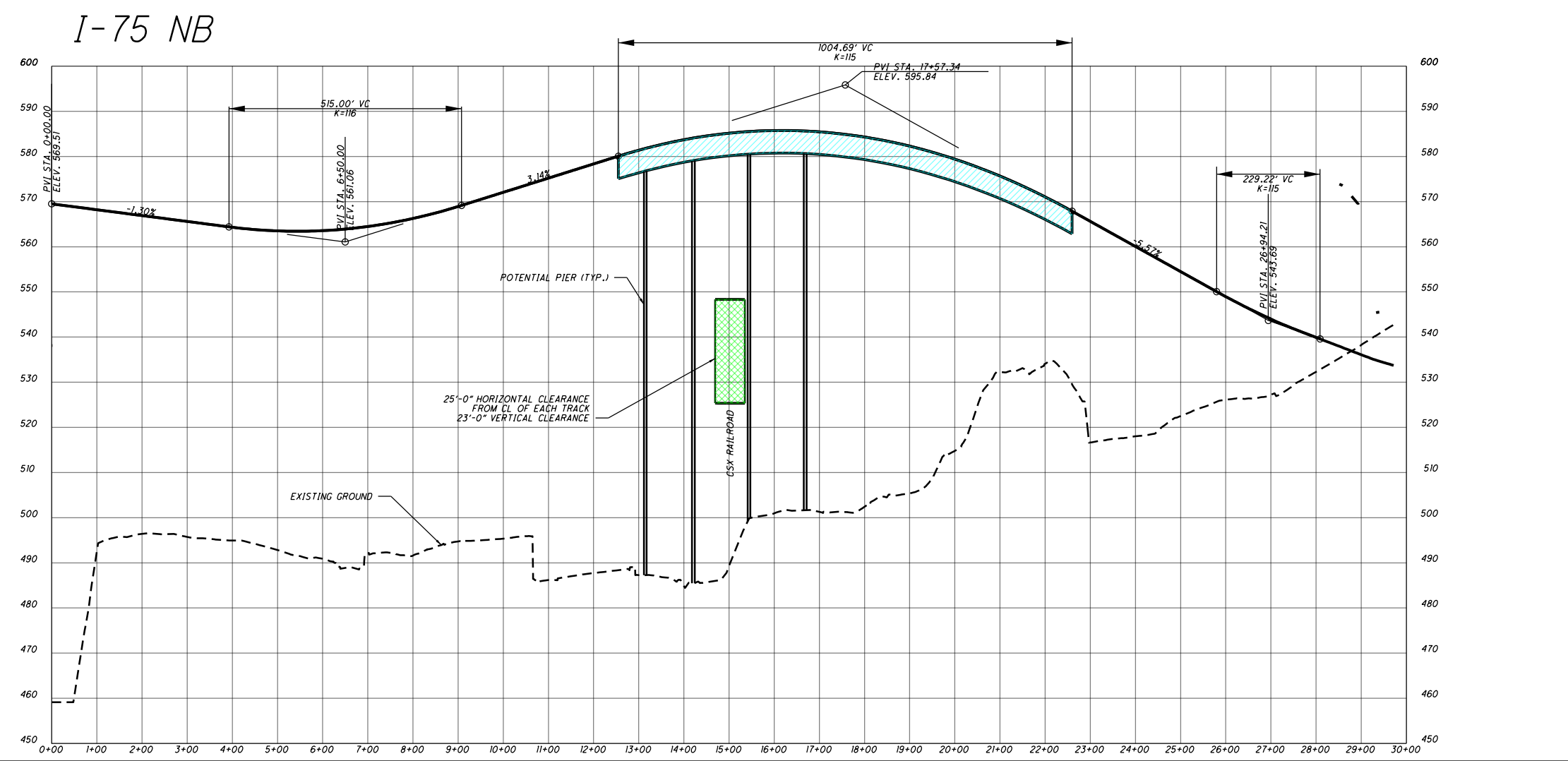
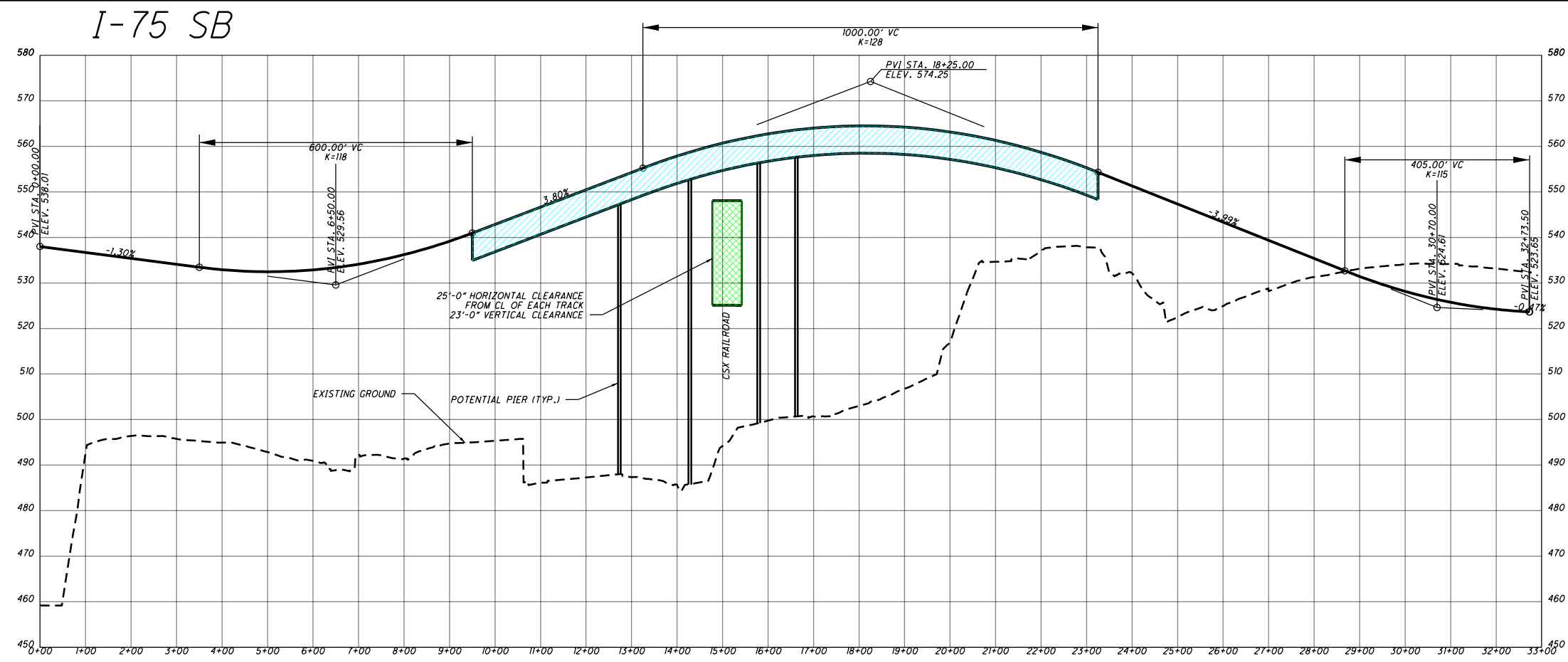


BRENT SPENCE BRIDGE - CONCEPT I-W
POTENTIAL PIERS - RAILROAD PROFILES

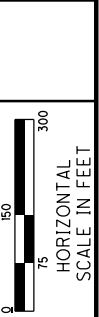
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- NOTES:
1. TOP OF RAIL ELEVATIONS BASED ON EXISTING GROUND AERIAL SURVEY. NEW TOP OF RAIL SURVEY RECOMMENDED FOR FINAL DESIGN.
 2. 6'-0" STRUCTURE DEPTH ASSUMED AT ALL LOCATIONS. ACTUAL STRUCTURE DEPTH AND PIER PLACEMENTS TO BE DEVELOPED DURING FINAL DESIGN.

LEGEND
 **STRUCTURE DEPTH**
 **REQUIRED CLEARANCE**

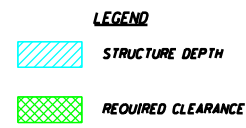


NOTE:
 1. 6'-0" STRUCTURE DEPTH ASSUMED AT ALL LOCATIONS. ACTUAL STRUCTURE DEPTH AND PIER PLACEMENTS TO BE DEVELOPED DURING FINAL DESIGN.

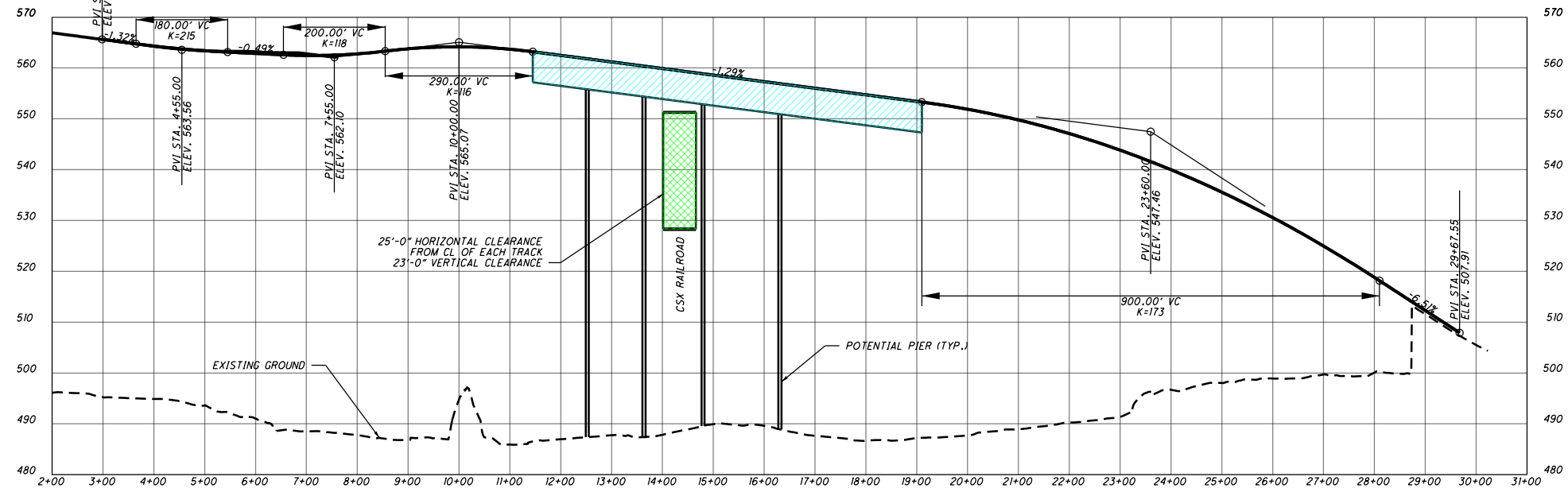


BRENT SPENCE BRIDGE - CONCEPT I-W
 POTENTIAL PIERS - I-75 PROFILES

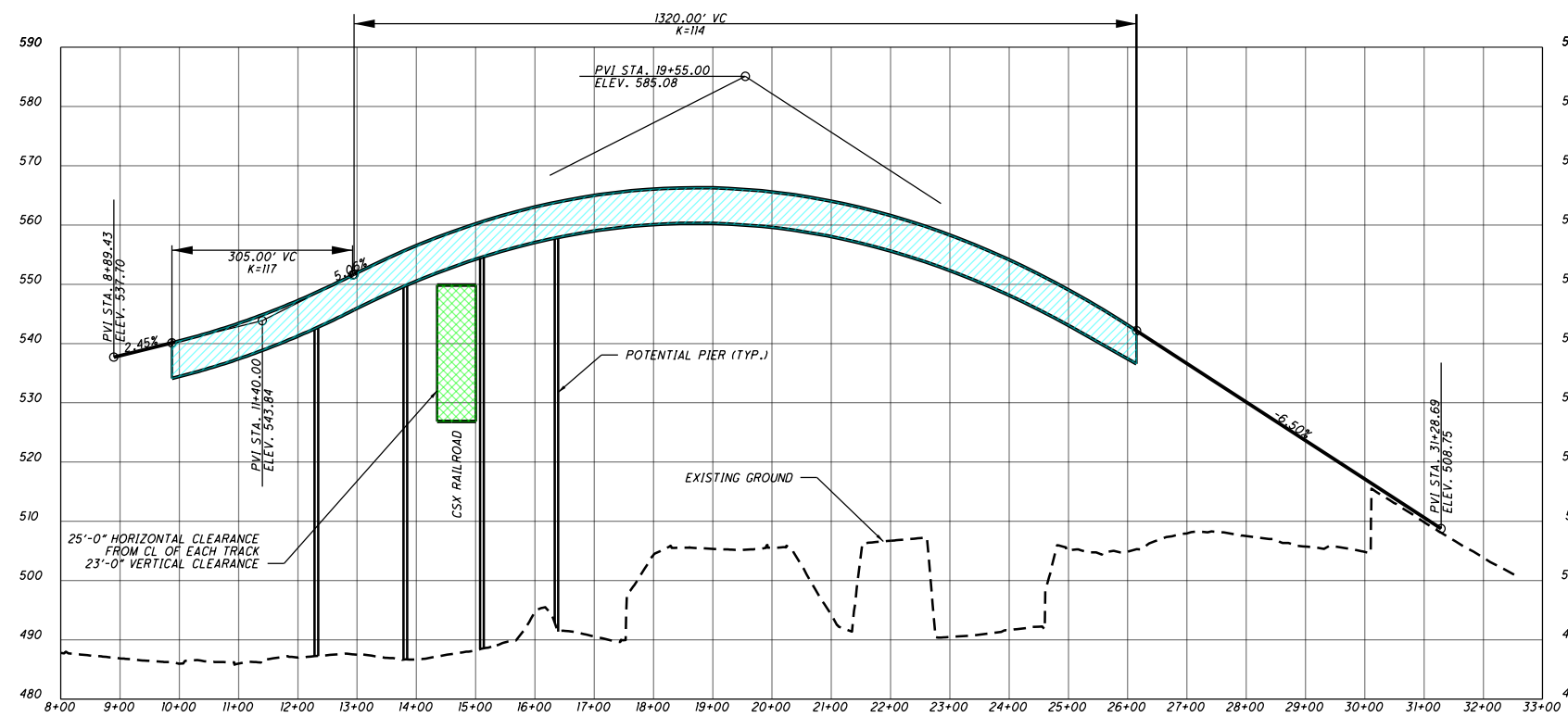
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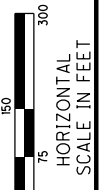
I-71 NB



I-71 SB

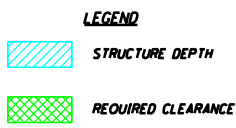


NOTE:
 1. 6'-0" STRUCTURE DEPTH ASSUMED AT ALL LOCATIONS. ACTUAL STRUCTURE DEPTH AND PIER PLACEMENTS TO BE DEVELOPED DURING FINAL DESIGN.

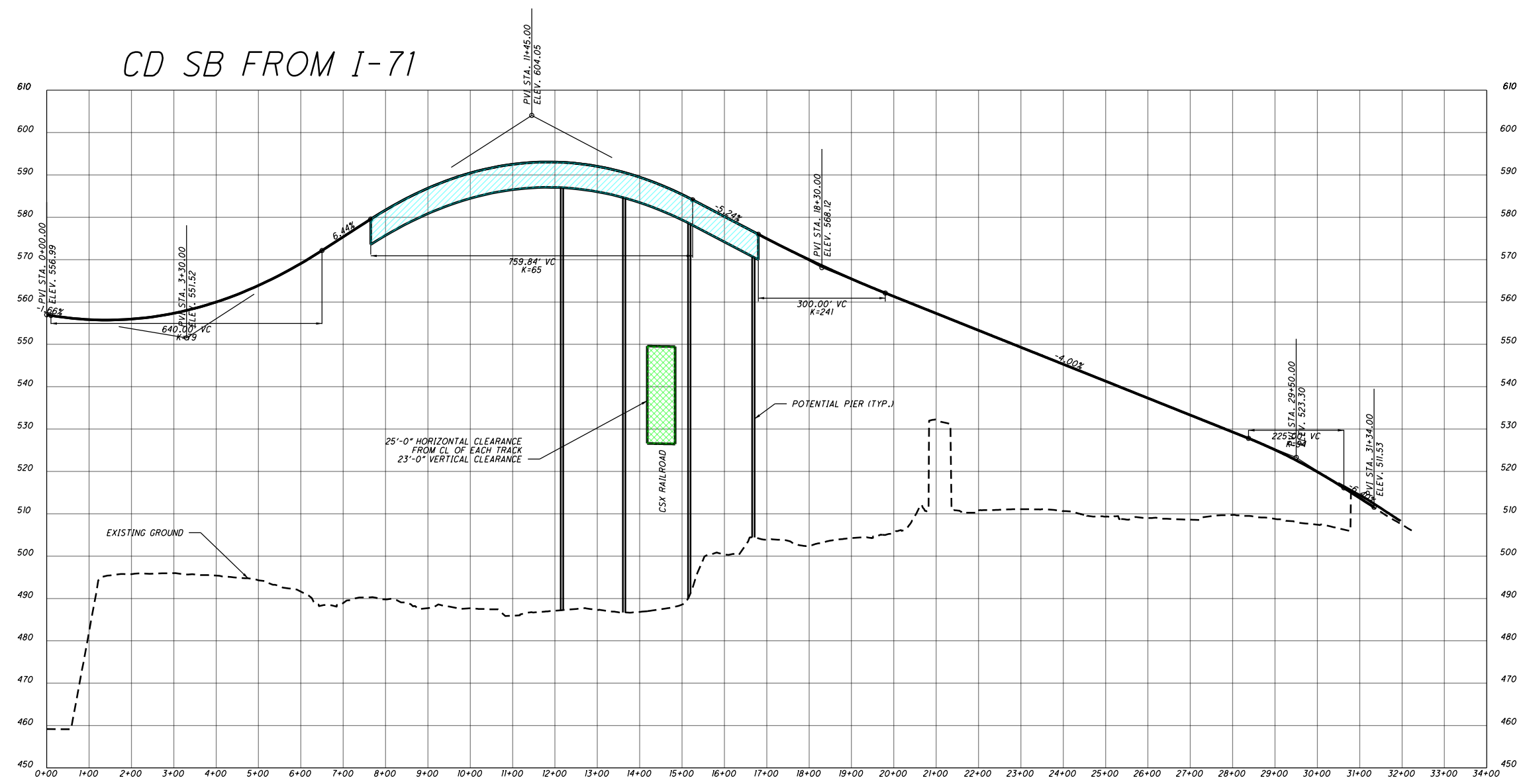


BRENT SPENCE BRIDGE - CONCEPT I-W
 POTENTIAL PIERS - I-71 PROFILES

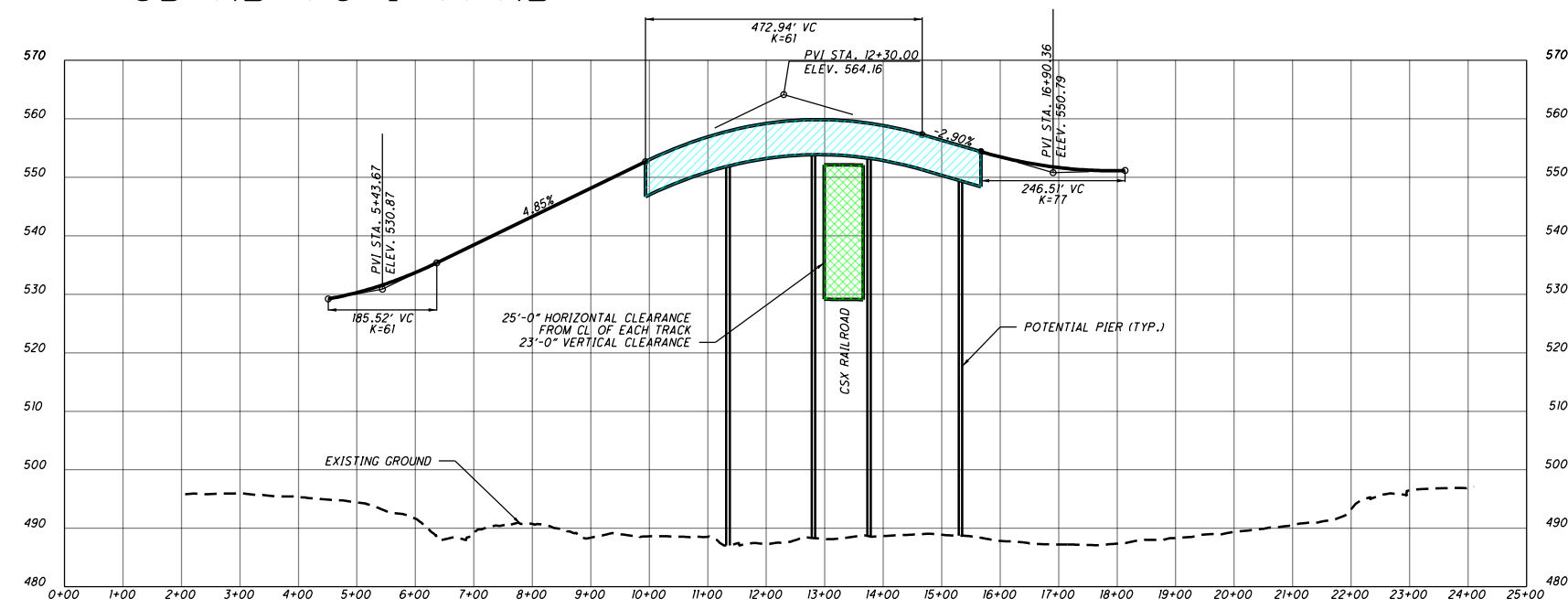
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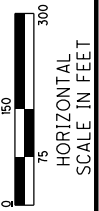
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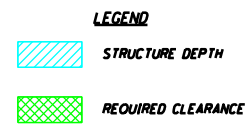


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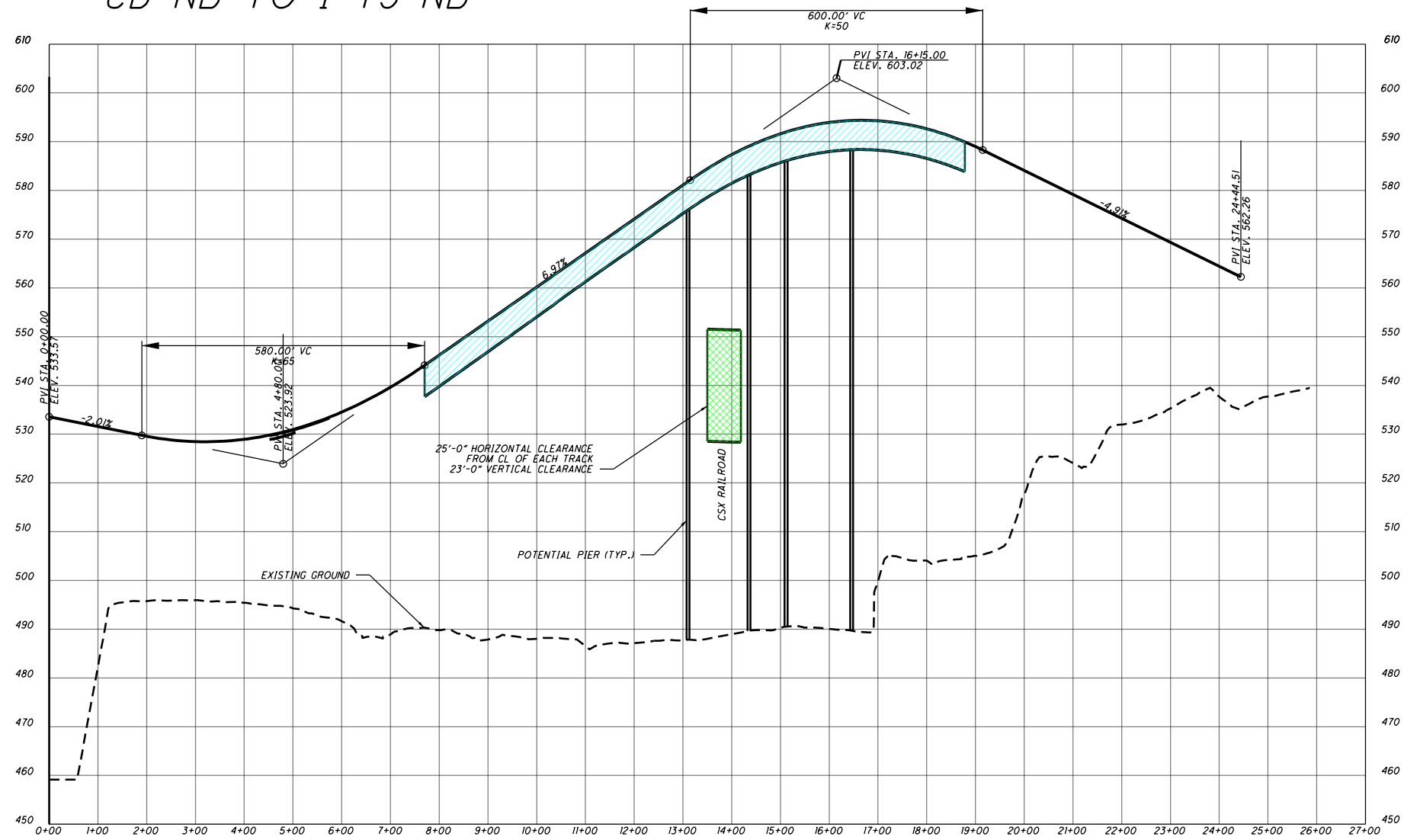


BRENT SPENCE BRIDGE - CONCEPT I-W
 POTENTIAL PIERS - I-71 COLLECTOR-DISTRIBUTOR PROFILES

HAM-71/75-0.00/0.22



CD NB TO I-75 NB

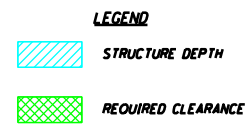


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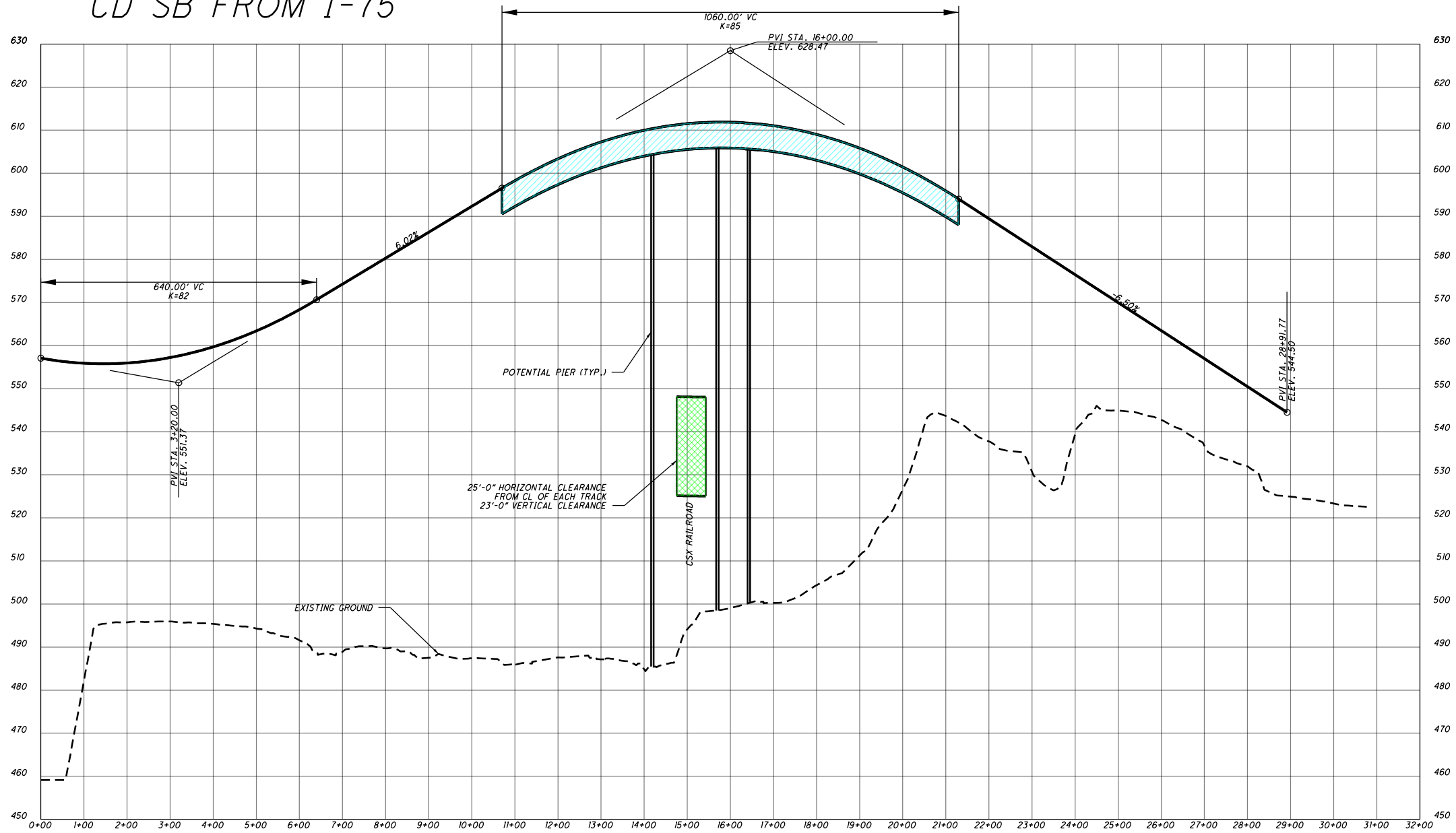


BRENT SPENCE BRIDGE - CONCEPT I-W
 POTENTIAL PIERS - I-75 COLLECTOR-DISTRIBUTOR PROFILES

HAM-71/75-0.00/0.22



CD SB FROM I-75



NOTE:
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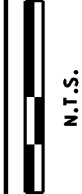


BRENT SPENCE BRIDGE - CONCEPT I-W
POTENTIAL PIERS - I-75 COLLECTOR-DISTRIBUTOR PROFILES

HAM-71/75-0.00/0.22



RENDERING - LOOKING NORTHEAST



N.T.S.

BRENT SPENCE BRIDGE - CONCEPT I - W
RENDERINGS

HAM-71/75-0.00/0.22





RENDERING - LOOKING NORTHWEST



N.T.S.

BRENT SPENCE BRIDGE - CONCEPT I - W
RENDERINGS

HAM-71/75-0.00/0.22





RENDERING - LOOKING NORTH



BRENT SPENCE BRIDGE - CONCEPT I - W
RENDERINGS

HAM-71/75-0.00/0.22

