












Railroad Impact Study

Problem Statement

Rail Traffic Changes (Louisville – Indianapolis)

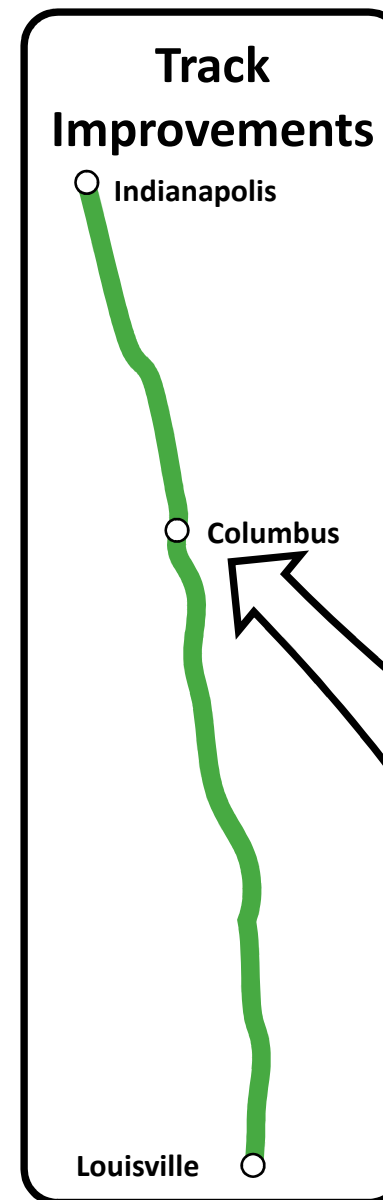
Increased Volume	2016	 8 per day
	2018	 22 per day
Increased Length	2016	 5,100 ft
	2018	 7,500 ft
Increased Weight (per car)	2016	 263,000 lbs
	2018	 286,000 lbs
Increased Speed	2016	 (10-15 mph)
	2018	2018 Indy-Louisville  (49 mph) Except Columbus  (20 mph)
Increased Height	2016	 Single Stacked
	2018	 Double Stacked

Background

CSX will lease 106 miles of track from the Louisville & Indiana Railroad. As part of the lease, CSX will improve the track to allow the movement of more, longer, faster, and heavier trains between Louisville and Indianapolis. Track improvements will be completed in 2017. A new railroad bridge over the Flatrock River and changes in rail traffic are expected to be fully implemented by October 2018.

- Columbus, Indiana is expected to be the community most impacted by these changes.
- This is due to the number of at-grade rail crossings and the volume of traffic at each crossing.

Track Improvements



SR 46 Crossing

Worst crossing in terms of train delay of any crossing between Louisville and Indianapolis

Year	Minutes of Disrupted Traffic Flow on SR 46		Chance of Being Delayed by a Train	
	AM Peak (Eastbound)	PM Peak (Westbound)	AM Peak (Eastbound)	PM Peak (Westbound)
2016	26.6	23	11%	10%
2018	87.5	121	36%	50%

Economic Impacts

Year	Train Impacts on Columbus	
	Total Delay ⁽¹⁾ (Veh-Hrs/Day)	Economic Impact ⁽²⁾ (Cost/Year)
2016	106	\$4.1 M
2018	960	\$34.4 M

My Community

RR Track Crossings/Day	
School buses	362
Transit buses	132
Delivery trucks	1,900
Passenger cars	63,300
Police vehicles *	8
Fire trucks *	2
Ambulances *	2

* Emergency Responses Only

Community Impacts

- Less Attractive Community
- Limits Growth of City
- Disruption to Local Business Operations
- Lack of Train Schedule Creates Large Uncertainty in:
 - Emergency Response Times
 - Commute Times
 - Transit Schedules

Railroad Impact Study

Alternatives

1

Alternative 1	
Do Nothing	
Construction Cost	\$0.0M
Annual Economic Benefit	\$0.0 M
Daily Train Delay	960 veh-hr

The City has evaluated numerous alternatives for mitigating the impact of trains in addition to evaluating the Do Nothing Alternative. Four of these alternatives were considered to be viable and were fully evaluated from traffic, economic impact, feasibility and construction cost perspectives.

2

Alternative 2	
Railroad Realignment	
Construction Cost	TBD
Annual Economic Benefit	\$30.2 M
Daily Train Delay	112 veh-hr

At-Grade Crossing

3

Alternative 3	
RR Realignment + SR 46 Overpass	
Construction Cost	TBD
Annual Economic Benefit	\$34.0 M
Daily Train Delay	11 veh-hr

Grade Separated Crossing

4

Alternative 4	
SR 46 & SR 11 Interchange	
Construction Cost	TBD
Annual Economic Benefit	\$24.2 M
Daily Train Delay	282 veh-hr

Grade Separated Crossing

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Alternative 5	
SR 46 Partially Grade Separated Crossing	
Construction Cost	TBD
Annual Economic Benefit	\$11.8 M
Daily Train Delay	657 veh-hr

At-Grade Crossing (Westbound SR 46)

Grade Separated Crossing (Eastbound SR 46)