



October 23, 2019

Ms. Jennifer Stokes, Contracting Officer
Portsmouth/Paducah Project Office
U.S. Department of Energy
1017 Majestic Drive, Suite 200
Lexington, KY 40513-0066

DE-EM0003733: Deliverable 118, Rail and Trestle Inspection Report

Dear Ms. Stokes:

Enclosed for your information is the monthly inspection report for the active railroad track in accordance with contract Section C.3.5.8.3.1, Railroad Prevention Maintenance Inspection. Also enclosed is the Paducah Infrastructure Railroad System Status which is an overall summary of the track status by track segment, including deficiencies, priority, and estimated repair costs.

If you have questions, please contact Stacey Marinelli, Engineering and Assets Manager, at (270) 441-6414.

Sincerely,

A handwritten signature in black ink that reads "Tammy Courtney". The signature is fluid and cursive.

Tammy Courtney
Project Manager

Enclosures: As stated

TC:SM:tdl

e-copy/encs:	J. Bradley	J. Hayes
	J. Brown	J. Johnson, PPPO/PAD
	J. Dodge, PPPO/P2S	S. Marinelli
	DOE Support	A. Scott
	T. Duncan, PPPO/PAD	J. Woodard, PPPO/PAD
	A. Gilbert	SST DMC/RC

PGDP Track Inspection Record – Active Track

Track Inspection Date 10-16-2019

Inspector Signature *Robert Deep*

Track #	Defects Found / Service Performed	Corrective Action Needed	Action Taken	Date Completed
1	No new defects found			
1W (Siding)	No new defects found			
	Switch 1-1Ws adjusted for better throw (Maintenance Item)	Adjust Switch	Adjusted	10-16-19
	Note: Cars setting on track at time of inspection			
DUF6	No other new defects found			
	Note: Bearing pads at the C-1930 Bridge have cracked and broken edges.	Continue to Monitor		
DUF6A	No new defects found			
	Note: Cars setting on track at time of inspection			
DUF6F	No new defects found			
	Note: Cars setting on track at time of inspection			
DUF6B	No new defects found			
	Note: Cars setting on track at time of inspection			

PGDP Track Inspection Record – Active Track

Track Inspection Date 10-16-2019

Inspector Signature *Robert Bell*

Track #	Defects Found / Service Performed	Corrective Action Needed	Action Taken	Date Completed
DUF6D	No new defects found			
	Note: Cars and cylinders setting on track at time of inspection			
2 (outside LA)	No new defects found			
2 (inside LA)	Track gage located between 16 th Street and 2-14 remains at 57-1/2" (58" max.)	Continue to Monitor		
	Broken Joint bolt located east of the C-600 South Entrance Crossing	Replace	Replaced	10-18-19
	No other new defects found			
	Note: Cars setting on portions of track at time of inspection.			
AT	No new defects found			
	Note: Cars setting on track at time of inspection			
4 (partially out-of-service)	Track section from 2-4 Switch to 4 th Street in-service. Remainder of track is out-of-service and should remain out until repairs are complete.			
	Note: Cars setting on portions of track at time of inspection			
	No new defects found.			
5 (out-of-service)	No new defects found			
	Track is out-of-service and should remain out until repairs is complete			

PGDP Track Inspection Record – Active Track

Track Inspection Date 10-16-2019

Inspector Signature *Robert A. Kelly*

Track #	Defects Found / Service Performed	Corrective Action Needed	Action Taken	Date Completed
6	No new defects found Notes: Cars setting on portions of track at time of inspection.			
7	No new defects found Note: Equipment setting on track in C-335 Truck Alley.			
8 (partially out-of-service)	Track section from 2-8 Switch to 8-9 Switch is in-service. Remainder of track is out-of-service and should remain out until repairs are completed. Note: Cars setting on track at time of inspection No new defects found			
9 (out-of-service)	No new defects found Track is out-of-service and should remain out until repairs is complete Note: Cars setting on track at time of inspection			
10	No new defects found Notes: Cars setting on track at time of inspection.			
14	No new defects found			

PGDP Track Inspection Record – Active Track

Track Inspection Date 10-16-2019

Inspector Signature *Robert Kelly*

Track #	Defects Found / Service Performed	Corrective Action Needed	Action Taken	Date Completed
15	No new defects found			
	Note: Cars setting on track at time of inspection			
337A (out-of-service)	Track is out-of-service and should remain out until repairs is complete No new defects found			
17	No new defects found			
18	No new defects found			
	Notes: Car setting on track at time of inspection.			
19	No new defects found.			
	Notes: Cars setting on portions of track at time of inspection.			
333A	No new defects found			

PGDP Track Inspection Record – Active Track

Track Inspection Date 10-16-2019

Inspector Signature *Robert Bell*

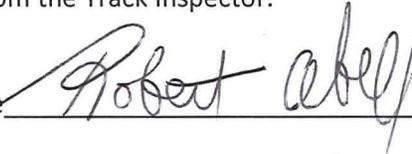
Track #	Defects Found / Service Performed	Corrective Action Needed	Action Taken	Date Completed
20 (inside LA)	No new defects found			
	Note: Cars setting on track at time of inspection.			
21	No new defects found			
	Note: Cars setting on track at time of inspection.			
20 (outside LA) (out-of-service)	No new defects found			
	Note: Track section is out-of-service due to deteriorated tie conditions.	Track Renewal		
Old Track #1 (out-of-service)	No new defects found			
	Note: Track section is out-of-service due to deteriorated tie conditions.	Track Renewal		

Inspector Comments:

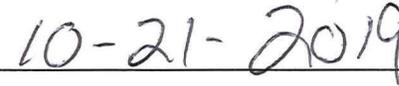
1. Track inspected to FRA Class I Safety Standards. FRA defects observed during this inspection are of four primary types,
 - Joint tie defects (not having a good crosstie within 24" of the rail joint).
 - Groups of consecutive poor ties not having gage holding capability.
 - Insufficient number of good ties per rail length (must have 5 good ties per 39' of rail).
 - Gage not within Class I Safety Standards.
2. Tie conditions on some track segments range from fair to poor condition and are not meeting FRA Class I Track Safety Standards. Continue to monitor.
3. Tracks No. 4, 5, 8, 9, 337A, 20 and Old Track No. 1 is partially or completely out-of-service due to deteriorated conditions.

Accept for those track sections listed as "out-of-service", the Active Track Sections as inspected per this report are safe for rail movement provided that all restrictions are in place and enforced. Continued use after 30 days will require approval from the Track Inspector.

Inspector Signature



Date



Note: See Monthly Rail Status Report for all previously identified defects.

~~X~~ 30 Day, _____ 90 Day, _____ 360 Day FRA Part 234 Grade Crossing Warning System Inspection

REGION: **USEC/DOE**

DATE: 10-15-19

CROSSING NAME: **HOBBS RD.**

TYPE OF DETECTION EQUIPMENT: **AC/DC RING 10**

TYPE OF WARNING: _____ GATES _____ CANTILEVERS FLASHERS BELL _____ PREEMPTION

AAR/DOT #: **TBD** RR MILE POST: **INDUSTRY LEAD**

INSPECTED & TESTED BY: *C.D. Edwards*

<p>30 D FRA 234.253 C LIGHT UNITS</p> <p><input type="checkbox"/> NOT APPLICABLE AT THIS LOCATION</p> <p><input checked="" type="checkbox"/> TESTED OK</p> <p><input type="checkbox"/> ADJUSTED/TESTED OK</p> <p><input type="checkbox"/> REPAIRED/TESTED OK</p> <p>REPAIR/ADJUSTMENT COMMENTS</p>	<p>30 D FRA 234.261 PREEMPTION</p> <p><input checked="" type="checkbox"/> NOT APPLICABLE AT THIS LOCATION</p> <p><input type="checkbox"/> TESTED OK</p> <p><input type="checkbox"/> ADJUSTED/TESTED OK</p> <p><input type="checkbox"/> REPAIRED/TESTED OK</p> <p>REPAIR/ADJUSTMENT COMMENTS</p>
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<p>30 D FRA 234.255 A,B GATES</p> <p><input checked="" type="checkbox"/> NOT APPLICABLE AT THIS LOCATION</p> <p><input type="checkbox"/> TESTED OK</p> <p><input type="checkbox"/> ADJUSTED/TESTED OK</p> <p><input type="checkbox"/> REPAIRED/TESTED OK</p> <p>REPAIR/ADJUSTMENT COMMENTS</p>	<p>30 D FRA 234.249 GROUNDS</p> <p>BUSS NAME</p> <p>OB <input checked="" type="checkbox"/> TESTED OK <input type="checkbox"/> ADJUSTED/TESTED OK <input type="checkbox"/> REPAIRED/TESTED OK</p> <p>XB <input checked="" type="checkbox"/> TESTED OK <input type="checkbox"/> ADJUSTED/TESTED OK <input type="checkbox"/> REPAIRED/TESTED OK</p> <p><input type="checkbox"/> TESTED OK <input type="checkbox"/> ADJUSTED/TESTED OK <input type="checkbox"/> REPAIRED/TESTED OK</p> <p><input type="checkbox"/> TESTED OK <input type="checkbox"/> ADJUSTED/TESTED OK <input type="checkbox"/> REPAIRED/TESTED OK</p> <p>REPAIR/ADJUSTMENT COMMENTS</p>
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30 D FRA 234.257 OPERATION

TESTED OK

ADJUSTED/TESTED OK

REPAIRED/TESTED OK

REPAIR/ADJUSTMENT COMMENTS
 ISLAND ONLY
*Adjusted Track Circuit
 For Compliance*

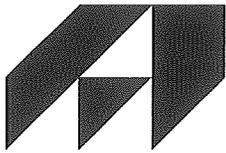
30 D FRA 234.251 STANDBY POWER

TESTED OK

ADJUSTED/TESTED OK

REPAIRED/TESTED OK

REPAIR/ADJUSTMENT COMMENTS



ABELL RAIL SERVICE, INC.

P.O. Box 7505 • Paducah, KY 42002-7505

(270) 444-9898 Office & Fax

(270) 556-9975 Cell



March, 9, 2018

Robert (Bobby) Abell.....Owner/President Abell Rail Services

- 30 years as a Railroad track contractor
- Started track work on the TennKen RR in 1988
- We maintain several industries in Paducah and Mayfield, KY
- Worked for CN/IC RR (various locations)
- BNSF RR (Paducah North Yard)
- SEMO Port RR (MO.)
- Paducah & Louisville RR (various locations)
- Jackson and Southern (Jackson, MO)
- Cairo Terminal RR (Cairo to Tamms, IL)
- LaFarge Corp. (Calvert City, KY) Freight car maintenance
- 1979-1980 Worked for ICG RR in Paducah, KY as a locomotive electrician (laid off)
- 1978 Started my own business
- Stock holder, board member, track maintainer, and consultant on St. Louis Iron Mountain RR
- Consult and work for Motive Rail (Scott City, MO)
- Spartec Poly Com in Scott City, MO
- City of Cape Girdeau, MO (Nash Rd. site)

Bruce Newman

- Worked on Railroad for 36 years (Class 1 Railroad)
- 22 years as locomotive serviceman
- 8 months as an environmental technician
- 1 ½ years as a mechanical department carman
- 10 years as a track inspector

Daniel Picou

- Signal maintainer for 40 ½ years
- 11 years for Terminal RR
- 29 ½ years for a Class 1 RR

C.D. (Dwayne) Edwards

- 40+ years experience in RR track, bridge, train control signals and crossing warning systems maintenance, installation and trouble shooting
- 4/1977 to 8/1986 ICG RR (Trackman, welder, machine operator, Foreman, track inspector, General Foreman, and Roadmaster)
- 8/1986 to 2/2018 P&L RR (Roadmaster, Bridge and Signal Supervisor, and General Supervisor of Signals and Structures)

Gary (Van) Brasher

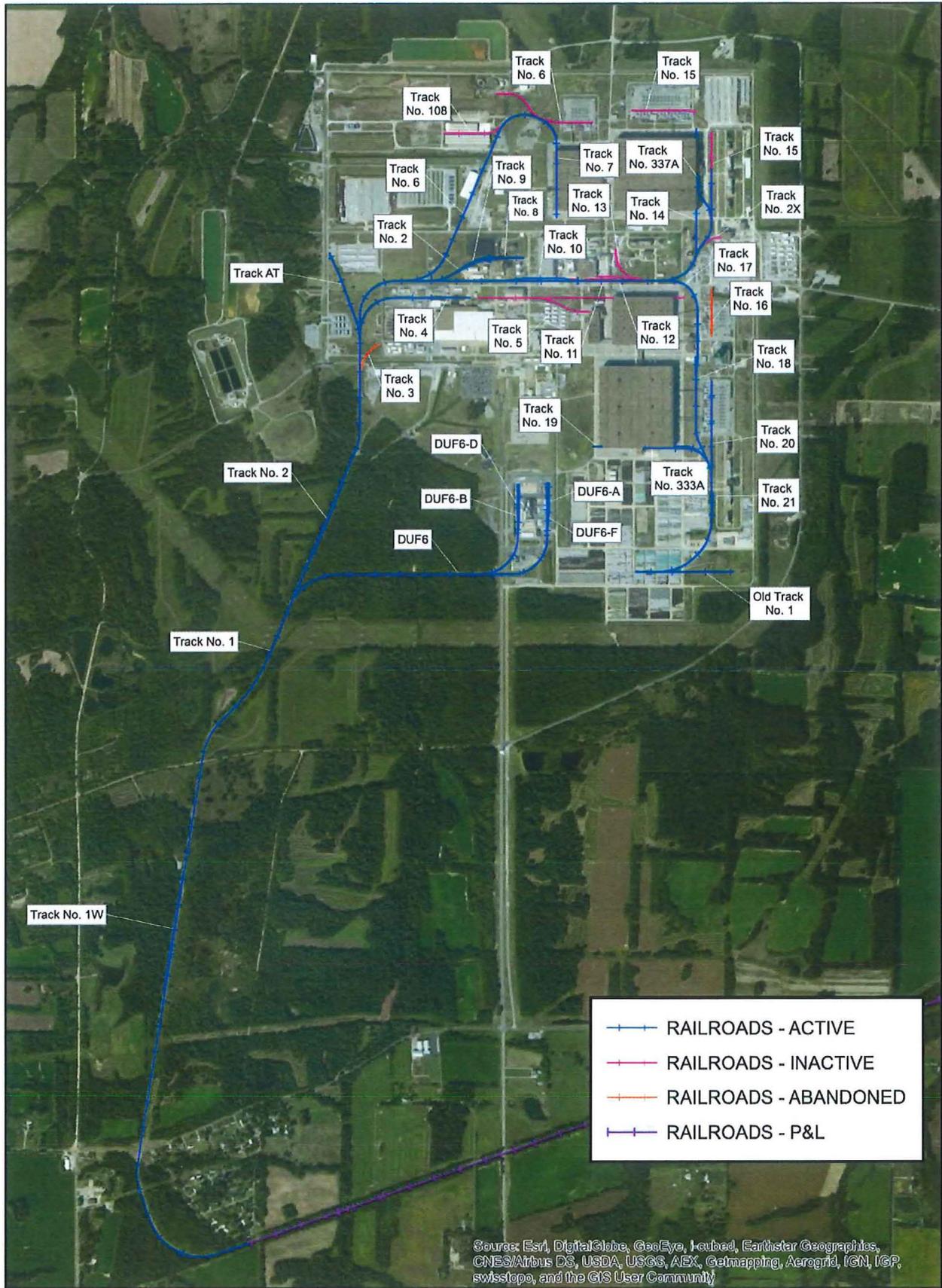
- 1989-2014 Worked for P&L RR (Trackman, welder, tie gang foreman, machine operator, track inspector, and supervisor road master, and bridgeman)
- 2014-2018 Worked for Tracktech (foreman/supervisor, track inspector, and machine operator, and welder)

DISCLAIMER: Payment due in full upon receipt of this statement. If not paid within 30 days, there will be an additional 2% interest charge per month. Any court costs and lawyer fees required to collect above bill will be added to the total cost as incurred.

**24 Hour Emergency Service
Track Rehabilitation & Spot Repairs**



**Excellent River Bottom Top Soil
Excavating of all Types**



**SECTION J-LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS
PADUCAH ACTIVE AND INACTIVE RAIL SYSTEM SWITCHES**

Track #	Approx. Length in feet Active	Approx. Length in feet Inactive	Approx. Length in feet Abandoned	Switches	Switch Name	Crossings
1	16,000			2	1-1Ws, 1-1Wn	2
1W	2,000			0	None	0
DUF6	2,800			1	C-0-RRS-RS-001	0
DUF6A	2,000			1	C-0-RRS-RS-003	3
DUF6F	700			0	None	0
DUF6B	1,500			1	C-0-RRS-RS-002	3
DUF6D	700			0	None	0
2	8500			14	2-DUF6, 2-AT, 2-4, 2-6, 2-8, 2-10,2-10W, 2-10E, 2-11, 2-12, 2-17, 2-14, 2-X, 2-15-337A	13
AT	1100			0	None	0
3			400	0	None	0
4	1,300	2,000		2	4-4, 4-5	8
5	500			0	None	1
6	3,100	1,200		3	6-108, 6-7, 6-6	5
7	1,200			0	None	1
8	1,200			0	None	0
9	600			0	None	0
10	400	200		0	None	4
11		500		0	None	0
12		650		0	None	0
13		400		0	None	0
14	1,600			0	None	1
15	600	600		0	None	1
337A	600			0	None	1
2X (360)		400		0	None	0
16			800	0	None	0
17	1,600			0	None	2
18	1,400			3	18-33A, 18-19, 18-20	2
19	1,500			0	None	2
333A	500			0	None	1
20	1,900	600		2	20-21, 20-22	1
21	200			0	None	0
108		800		0	None	0
Old Track #1	1,000			0	None	1
Totals	54,500	7,350	1,200	29		52

Paducah Infrastructure Railroad System Status
 (Based On Attachment J-8.C.3.5.8a Rail System Map)
 October 2019

Updated 10/21/2019

Active Track Sections								
Track #	Approx. Length in feet (see note 1)	Switches	Switch Names	Crossings	Current Status	Deficiencies/Required Repairs	Comments	Estimated Cost (ROM)
1	9850 (16000)	2	1-1Ws, 1-1Wn	2	In-Service	1. 90 Lb. rail showing signs of wear. 2. Additional Ballast recommended in some sections 3. Whistle Post located north of Woodville Road obstructed by brush	1. Continue to monitor. 2. Additional Ballast added 9/2019 3. Medium Priority. Vegetation removal scheduled for 10/2019 Summary: Track 1 consists of a mix of profiles including 90RA, 112RE and 115RE. The 90RA is overall in fair condition with some sections showing signs of wear. Some rail replacement was completed in 2018. Cross level, ties and gage are good.	1. 40,000 2. N/A 3. <2,500
1W (Siding)	1840 (2000)	0	None	0	In-Service	1. Switch 1-1Ws needs adjustment	1. Adjustment completed 10-16-19 Summary: Track 1WA (Siding) consists of 90RA rail. Rail condition, cross level, ties & Gage is good.	N/A
DUF6	2800	1	C-0-RRS-RS-001	1	In-Service	1. C-1930 Bridge rail bearing pads have minor cracks and broken edges. 2. Divider Switch A-B (C-0-RRS-RS-001) Needs adjusting and head block tie repositioned	1. Bearing pad replacement completed 8/18. Some minor cracks in new grout have been noted. Will continue to monitor. 2. Medium Priority. Adjust as required. Summary: Track consists of 112RE and 115RE rail. Rail, cross level, ballast, ties and gage are good.	1. N/A 2. 2,500
DUF6A	2000	1	C-0-RRS-RS-003	3	In-Service	None	No repairs required at this time. Summary: Track consists of 115RE rail. Rail, cross level, ballast, ties and gage are good.	N/A
DUF6F	700	0	None	0	In-Service	None	No repairs required at this time Summary: Track consists of 115RE rail. Rail, cross level, ballast, ties and gage are good.	N/A
DUF6B	1500	1	C-0-RRS-RS-002	3	In-Service	1. Switch needs lubricating	1. MCS notified. Presently has cars setting on turnout. Summary: Track consists of 115RE rail. Rail, cross level, ballast, ties and gage are good.	N/A
DUF6D	700	0	None	0	In-Service	None	No repairs required at this time Summary: Track consists of 115RE rail. Rail, cross level, ballast, ties and gage are good.	N/A
2 (outside LA)	3510	1	2-DUF6	2	In-Service	1. Additional Ballast required in some sections of track.	1. Additional Ballast added 9/2019 Summary: Track 2 (outside of LA) consists of 90RA and 115RE rail. Rail condition, cross level & gage is good.	1. N/A
2 (inside LA)	6232	12	2-AT, 2-4, 2-6, 2-8, 2-10W, 2-10E, 2-11, 2-12, 2-17, 2-14, 2-X, 2-15-337A	11	In-Service	1. General Tie Renewal required. 2. Switch Tie Renewal Required. 3. Replace Switch 2-15-337A Head Block Ties 4. Gage at 57-1/2" between 16 th Street and 2-14 5. Switches 2-17 & 2-14 Bridle Rods striking head block tie. 2-14 switch stand spikes loose. 6. 4 th Street Crossing showing signs of further tie deterioration. East approach w/narrow gage.	1. Medium Priority. Tie renewal east of C-400 required in some sections. 2. Medium Priority. Replace as required. 3. Low Priority. 4. Medium Priority. Re-gage to 56-1/2". Continue to monitor until repaired. 5. Medium Priority. Re-position ties. 2-14 Switch stand spikes tightened however will require head block ties to be replaced. Schedule for 2020. 6. Replacement completed 9/30/2019 Summary: Track 2 (inside of LA) consists of 90RA and 115RE rail. Rail condition, cross level & gage is good. Tie conditions are poor in some sections.	1. 102,000 2. 97,000 3. 7,000 4. 2,500 5. 12,000 6. N/A

Paducah Infrastructure Railroad System Status

(Based On Attachment J-8.C.3.5.8a Rail System Map)

October 2019

Track #	Approx. Length in feet (see note 1)	Switches	Switch Names	Crossings	Current Status	Deficiencies/Required Repairs	Comments	Estimated Cost (ROM)
AT	1250 (1100)	0	None	0	In-Service	<ol style="list-style-type: none"> Light weight rail (80#) Sink hole along slope of the west side of track. 	<ol style="list-style-type: none"> Low Priority. Use track section for empty car storage only. Repairs completed 4/19. Continue to monitor for any further settling. <p>Summary: Track AT consists of 80# rail profile that does not match any other rail within the plant. Head wear in some areas is approximately 40%.</p>	<ol style="list-style-type: none"> N/A N/A
4	1450 (1300)	0	None	2	In-Service from 2-4 to 4 th Street. Remainder of track Out-of-Service	<ol style="list-style-type: none"> General Tie Renewal Required. Turnout to building C-731 in poor condition. 	<ol style="list-style-type: none"> Medium Priority. Tie renewal completed 10/18 between 2-4 and 4th Street. Remainder of track section will require further renewal prior to placing back in-service. Medium Priority. Turnout has 23 defective ties and switch is in poor condition. Recommend removing turnout and straight rail. <p>Summary: Track 4 consists of 90RA and 115RE. The Active section ends at the North East corner of building C-724-A. Rail condition, cross level and gage are acceptable, however ties are very poor. Crossing at 4th Street is low but has good gage. Recommend removing turnout to building C-731 and straight railing.</p>	<ol style="list-style-type: none"> 144,900 23,000
5	1031 (500)	0	None		Out-of-Service	<ol style="list-style-type: none"> Very Poor Tie Conditions. Gage @ 59". 4-5 Turnout switch ties in very poor condition. Fouled Ballast. 	<ol style="list-style-type: none"> Medium Priority. 335 defective ties Replace all switch ties. Removed fouled ballast and replace with #4 ballast. <p>Summary: Track 5 consists of 90RA rail. This track section is not connected to any Active track section and therefore should be considered Inactive.</p>	<ol style="list-style-type: none"> 100,500 53,000 58,750
6	3100	1	6-7	5	In-Service	<ol style="list-style-type: none"> General Tie Renewal Required. Upgrade Switch Stand 6-7. C-746-B Entrance Crossing in poor condition. 	<ol style="list-style-type: none"> Tie renewal completed 9/2019 Low Priority. Replacement completed 9/2019 <p>Summary: Track 6 consists of 115RE Rail. Rail condition, cross level and gage are good. Crossing at service rd. to Building C-746-B are low & metal panels are in poor condition.</p>	<ol style="list-style-type: none"> N/A 3,000 N/A
7	1575 (1200)	0	None	2	In-Service	<ol style="list-style-type: none"> General Tie Renewal Required. 	<ol style="list-style-type: none"> Medium Priority. 52 of 300 defective ties. <p>Summary: Track 7 consists of 115RE Rail. Track section includes track running thru the C-335 truck alley. There is presently equipment staged in the south end of the truck alley prevented use of the entire track section. Rail condition, cross level and gage are good.</p>	<ol style="list-style-type: none"> 11,700
8	1358 (1200)	0	None	0	In-Service from 2-8 to 8-9. Remainder of track Out-of-Service	<ol style="list-style-type: none"> Very Poor Tie Conditions. Turnout 8-9 in poor condition. 	<ol style="list-style-type: none"> Tie renewal completed 10/18 from 2-6 to 8-9. Remainder of track section will require further renewal prior to placing back in-service. Medium Priority. Replace all switch ties. <p>Summary: Track 8 consists of 90RA and 115RE Rail. Tie conditions are poor and a large portion of track is covered in coal or aggregate and therefore cannot be inspected. Additionally, new utility piping has been installed across the east end of track. Recommend installing rail stops where the track begins to be covered with coal and changing the remainder to Inactive or abandoned.</p>	<ol style="list-style-type: none"> 29,000 53,000 N/A

Paducah Infrastructure Railroad System Status

(Based On Attachment J-8.C.3.5.8a Rail System Map)

October 2019

Track #	Approx. Length in feet (see note 1)	Switches	Switch Names	Crossings	Current Status	Deficiencies/Required Repairs	Comments	Estimated Cost (ROM)
9	600	0	None	0	Out-of-Service	1. Very Poor Tie Conditions	1. Medium Priority. Will require removal of fouled ballast, tie renewal, surfacing and lining of track to return to service. Summary: Track 9 consists of 90RA Rail. Tie conditions are poor and a large portion of track is covered in aggregate and therefore cannot be inspected. Recommend placing rail stops at the point where track becomes fouled with aggregate and making the remainder Inactive or Abandoned.	1. 24,600
10	360 (400)	0	None	0	In-Service	1. General Tie Renewal Required.	1. Tie renewal completed 9/2019 Summary: Track 10 consists of 115RE Rail. The Active section of this track begins at the 2-10W turnout and ends at the 10 th Street Crossing.	1. N/A
14	1780 (1600)	0	None	2	In-Service	1. General Tie Renewal Required. 2. Gage at 57-3/8" @ 1 st joint on east rail north of 2-14 frog. 3. 2-14 Switch stand spikes is loose.	1. Medium Priority. 51 of 271 defective ties 2. Medium Priority. Re-gage to 56-1/2". Continue to monitor until repaired. 3. Medium Priority. Tighten Spikes. Summary: Track 14 consists of 90RA Rail. This track section runs thru the east C-337 Building truck alley. Rail condition, cross level and gage is good.	1. 15,300 2. 4,000 3. <2,500
15	555 (600)	0	None	1	In-Service	1. General Tie Renewal Required.	1. Medium Priority. 50 of 534 defective ties Summary: Track 15 consists of 90RA Rail. Rail condition, cross level and gage are good.	1. 15,000
337A	690 (600)	0	None	1	Out-of-Service	1. Approx. 435 ft. of track will require renewal to place back in service. 2. Replace 20 th Street Crossing 3. Replace missing joint bars.	1. Medium Priority. 261 of 261 defective ties. Will require removal of fouled ballast and replacement of all ties, surface and gage track section. 2. Medium Priority. Install new Timber Crossing. 3. Low Priority. Section of track affected out-of-service. Summary: Track 337A consists of 112# rail. From the switch to the 20 th Street Crossing the track is in good condition and should remain Active. From the crossing to the bumping post located next to building C-337A, the track is fouled extensively and will require rebuilding. Inspection of the ties is not possible due to gravel covering the track. Recommend making this section Inactive. Presently the 2-15-337A switch is locked to prevent any movement on this track section.	1. 78,300 2. 88,200 3. <2,500
17	1650 (1600)	0	None	2	In-Service	1. General Tie Renewal Required.	1. Medium Priority. 85 of 457 defective ties Summary: Track 17 consists of 115RE rail. Rail condition, cross level and gage is good.	1. 25,500
18	1420 (1400)	3	18-333A, 18-19, 18-20	1	In-Service	1. General Tie Renewal 2. Narrow gage (55-3/4") due to skewed ties.	1. Medium Priority. 216 of 974 defective ties. Partial renewal completed 9/2019 2. Medium Priority. Continue to monitor until repaired. Summary: Track 18 consists of 90RA and 115RE Rail.	1. 64,800 2. 4,000
19	1700 (1500)	0	None	2	In-Service	1. Track section between 16 th St. and 18 th St. removed from service due to deteriorated tie conditions.	1. Repairs completed 9/30/2019. Summary: Track 19 consists of 90RA and 115RE Rail. This section of track leads thru the south truck alley of building C-333.	1. N/A

Paducah Infrastructure Railroad System Status

(Based On Attachment J-8.C.3.5.8a Rail System Map)

October 2019

Track #	Approx. Length in feet (see note 1)	Switches	Switch Names	Crossings	Current Status	Deficiencies/Required Repairs	Comments	Estimated Cost (ROM)
333A	800 (500)	0	None	1	In-Service	1. General Tie Renewal Required	1. Tie renewal in-progress. Scheduled for completion 9/19. Summary: Track 333A consists of 115RE. There are rail stops installed just west of the C-333A Cylinder Yard. The remainder of the track is within a RAD Boundary and this section should be changed to Inactive. Rail condition, cross level and gage are good. Tie conditions are poor.	1. 60,300
20 (inside LA)	1060	2	20-21, 20-22	1	In-service	1. Very poor tie conditions. 2. Upgrade Switch Stand 20-21	1. Tie renewal south of 18-20 Turnout completed 9/2019 2. Low Priority. Summary: Track 20 consists of 90RA and 115RE Rail. Track has large number of defective ties. Will require tie renewal prior to placing In-Service. Note: Empty BWXT cars presently seating on track.	1. N/A 2. 3,000
21	254 (200)	0	None	0	In-Service	1. General Tie Renewal Required.	1. Medium Priority. 16 of 96 defective ties. Summary: Track 21 consists of 90RA Rail. This is a short stub section off of track 20 and is used for car storage only.	1. 4,800
20 (outside LA) DUF6 (see note 6)	1165	1	1-20	1	Out-of-Service	1. General Tie Renewal Required 2. Switch Tie Renewal	1. Medium Priority. Minimum 25% tie renewal required to place back in-service. Note: (approx. 337' of track covered in gravel and cannot be inspected for tie conditions). 2. Medium Priority. 7 defective switch ties. Summary: Track 20 consists of 90RA and 115RE Rail. Approx. 220 ft. of track has the top of ties covered with ballast making inspection difficult.	1. 111,500 2. 15,750
Old Track #1 DUF6 (see note 6)	1325 (1000)	0	None	1	Out-of-Service	1. Light weight rail (75#) 2. Rail end mismatch (>1/4")(4 places) 3. General Tie Renewal	1. Recommend using for empty car storage only 2. Medium Priority. Grind to <1/4" 3. Medium Priority. Minimum 25% tie renewal required to place back in-service. Summary: Old Track 1 consists of 75# and 90RA Rail. The 75# rail is in poor condition. The rail head is good but the base is heavily rusted and thin. Tie plates are thin due to rust and some bolts are similarly rusted. Joint bars are 4-bolt however on some only 3 bolts exist due to improper hole alignment on the adjoining rail or missing bolt holes. Tie conditions are poor. If this track is to remain in-service, then the rail should be upgraded to 90# rail. Presently, BWXT does not use this section of track.	1. N/A 2. 3,000 3. 64,500

Denotes Track Sections outside of Limited Area.

Paducah Infrastructure Railroad System Status

(Based On Attachment J-8.C.3.5.8a Rail System Map)

October 2019

Active Track Section Notes:

1. Length of tracks is based on information from existing drawings or as measured using Google Earth. Measurements listed in parenthesis () is as shown on Attachment J8.
2. Total number of ties in each section is based on the length of track and an average tie spacing of 20". Actual tie spacing varies between 18" and 24".
3. Total number of defective ties in each section is based on a survey performed by Crouch Engineering in 11/2015 or by SST. This does not mean that all defective ties will need to be replaced to meet the FRA Class I Track Safety Standards which states that for Class I track there shall be 5 good ties within any 39' section of track and 1 good tie within 24" of a track joint.
4. Priorities:
 - a. High Priority – are those deficiencies that need to be repaired within the next 3-6 months.
 - b. Medium Priority – are those deficiencies that need repaired within the next 6-12 months.
 - c. Low Priority – are those deficiencies that need repaired within the next 24 months or monitored.
5. FRA Defects: The FRA defects observed during recent inspections are of five primary types,
 - Joint tie defects (not having a good crosstie within 24" of the rail joint).
 - Groups of consecutive poor ties not having gage holding capability (too many consecutive poor ties can lead to gage issues and inability to properly support loads).
 - Insufficient number of good ties per rail length (must have 5 good ties per 39' of rail).
 - Gage not within Class I Safety Standards.
6. Tracks No. 4, 5, 8, 9, 337A, 20 and Old Track No. 1 is partially or completely out-of-service due to deteriorated conditions.

Restrictions:

Priorities:

1. Continue tie renewal program to bring track sections into compliance with Class I Safety Standards.

Special Notes: