



Town Council Work Session
June 16, 2026 | 3:30 PM
Apex Town Hall | 73 Hunter Street, Apex, NC
3rd Floor Training Rooms A and B

AGENDA

- 1. Call to Order | Pledge of Allegiance**
Mayor, Jacques K. Gilbert

- 2. CSX Rail Relocation Study – Downtown Rail Switching Operations**
Shannon Cox, Long Range Planning Manager, Planning Department
Steve Karnis, P.E., Senior Transit and Rail Engineer, Senior Vice-President, WSP

- 3. Parade Logistics Update – Continued Discussion from May 19, 2026**
Randy Vosburg, Town Manager

- 4. Adjournment**

English	Spanish	Chinese (Simplified)
<p>ANNOUNCEMENTS Members of the public can access and view the meeting on the Town’s YouTube Channel https://www.youtube.com/c/TownofApexGov or attend in-person. The meeting date, start time, and location details are included at the top of this agenda document.</p>	<p>ANUNCIOS Las personas interesadas pueden acceder y ver la reunión a través del canal de YouTube de la Ciudad en https://www.youtube.com/c/TownofApexGov o asistir en persona. En la parte superior de este documento de agenda se indican la fecha, la hora de inicio y la ubicación de la reunión.</p>	<p>公告 公众可通过镇政府的YouTube频道 https://www.youtube.com/c/TownofApexGov 在线旁听会议，或选择现场参与。会议日期、开始时间及地点详情见本议程文件顶部。</p>
<p>Accommodation Statement: Anyone needing special accommodations to attend this meeting and/or if this information is needed in an alternative format, please contact the Town Clerk’s Office. The Town Clerk is located at 73 Hunter Street in Apex Town Hall on the 2nd Floor, (email) allen.coleman@apexnc.org or (phone) 919-249-1260.</p>	<p>Aviso sobre adaptaciones: Si necesita adaptaciones especiales para asistir a esta reunión o requiere esta información en un formato alternativo, comuníquese con la Oficina del Secretario Municipal, ubicada en el segundo piso del Ayuntamiento de Apex, en 73 Hunter Street, por correo electrónico a través de allen.coleman@apexnc.org o llamando al 919-249-1260.</p>	<p>便利服务声明: 如需特殊便利服务以参加本次会议，或需要将本信息提供为其他格式，请联系镇书记官办公室。 办公地址：Apex镇政务厅二楼（Hunter街73号） 邮箱：allen.coleman@apexnc.org 电话：919-249-1260</p>



June 16, 2026

CSX Rail Switching Operations Relocation Study Status Summary



AGENDA

- Purpose of the Study
- Study History & Findings Summary
- CSX Feedback
 - Durham Spur Track Evaluation
 - Planning Level Costs
- Recommended Next Steps



Purpose of the Study



Purpose of the Study

- Evaluate feasibility to relocate CSX's existing rail switching operations out of downtown Apex.
 - Existing rail switching location has raised community concerns:
 - Blocked at-grade crossings
 - Noise, vibration, and air pollution from idling trains
 - Other safety concerns
- Led by CAMPO in partnership with Apex



Study History & Findings Summary






Study History & Findings Summary

- April 2024: Began Initial Scope of Work
 - Identify and evaluate potential sites (south of existing facility) to relocate CSX rail switching operations
- July 2024: Meeting with CSX
 - Currently serving 10 customers, trains leave Apex and head north along Durham Spur, return to Apex
 - Crews currently working this route are close to 12-hour shift limit
 - Moving facility any further south will result in crew shift change
 - Reason for slow operations: Durham Spur MAS = 10 mph (Class 1 track)



Study History & Findings Summary

- January 2025: Received feedback from CSX on stance for Durham Spur Upgrades
 - CSX provided support for evaluating Durham Spur upgrades from Class 1 (10 mph) to Class 2 track (25 mph)
 - February 2025: Developed revised scope for Durham Spur track upgrades evaluation
 - January 2026: Completed Preliminary Engineering Agreement with CSX
 - February 2026: Submitted Draft Durham Spur Evaluation Study Summary
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Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Performed high level site assessment
 - Existing Conditions
 - Rail: Age 75 to 125 years old, good working condition
 - Ties: good overall condition
 - Ballast: good condition, sections of new ballast
 - Drainage: overall good condition, few isolated locations with minor ponding, did not evaluate existing culverts
 - Structures: 2 bridges, appeared in good condition, did not complete formal structural analysis
 - At-grade crossings: 23 crossings, generally in good condition



Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Class 1 Track vs Class 2 Track requirements
 - Track Alignment
 - Track Surface
 - Track Gauge
 - Rail joints
 - Crossties
 - Increased frequency of track compliance checks and maintenance

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
 - Planning Level Costs (Based on FRA research, State Rail Plan cost info)
 - Rail: \$200k - \$700k per mile used rail, \$800k - \$1.5M per mile new rail
 - **Used \$200k per mile**
 - Crossties: \$150k - \$300k per mile spot replacement, \$300k - \$450k per mile full replacement
 - **Used \$300k per mile**
 - Ballast: \$100k - \$250k per mile surfacing, \$300k - \$600k per mile undercut/heavy work
 - **Used \$100k per mile**
 - Drainage: \$50k - \$200k per mile, lower end for minor repairs, higher end for major work
 - **Used \$50k per mile**

Durham Spur Track Upgrade Planning Level Capital Costs

Upgrade Item	Unit Cost (\$ per mile)	Corridor Length (miles)	Item Cost (\$)
Rail – alignment and gauge adjustments, rail joint repair, rail defect removal, possible rail replacement	\$200,000	18.55	\$3,710,000
Ties – tie replacement, tie spacing adjustment, tie plate and spike replacements	\$300,000	18.55	\$5,565,000
Ballast – replacement, tamping, lining, surfacing	\$100,000	18.55	\$1,855,000
Drainage – ditch cleaning, culvert repair, railroad shoulder restoration	\$50,000	18.55	\$927,500
		Subtotal	\$12,057,500
	Contingency	50% of subtotal	\$6,028,750
		Total Cost	\$18,086,250
		Say	\$18,100,000



Study History & Findings Summary

- Grant Funding Opportunities
 - Infrastructure for Rebuilding America (INFRA)
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
 - Better Utilizing Investments to Leverage Development (BUILD)
 - Formally known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Railroad Crossing Elimination (RCE) Program

Recommended Next Steps





Recommended Next Steps

- Complete next phase of study:
 - Rail Operations Analysis
 - Evaluate rail operations north and south of Durham Spur in conjunction with upgraded Durham Spur track speeds
 - Perform full inspection of Durham Spur
 - Evaluate the potential for at-grade crossing closures along Durham Spur
 - Estimated study costs: \$300k-\$400k
- Further explore grant funding opportunities



Questions?