

# Exhibit T. Noel Site Railroad Infrastructure Upgrade Letter & Map



Baton Rouge Area Chamber®

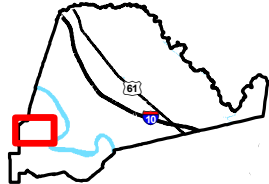




# Noel Site Railroad Infrastructure Upgrade Letter & Map

Noel Site  
Ascension Parish, LA

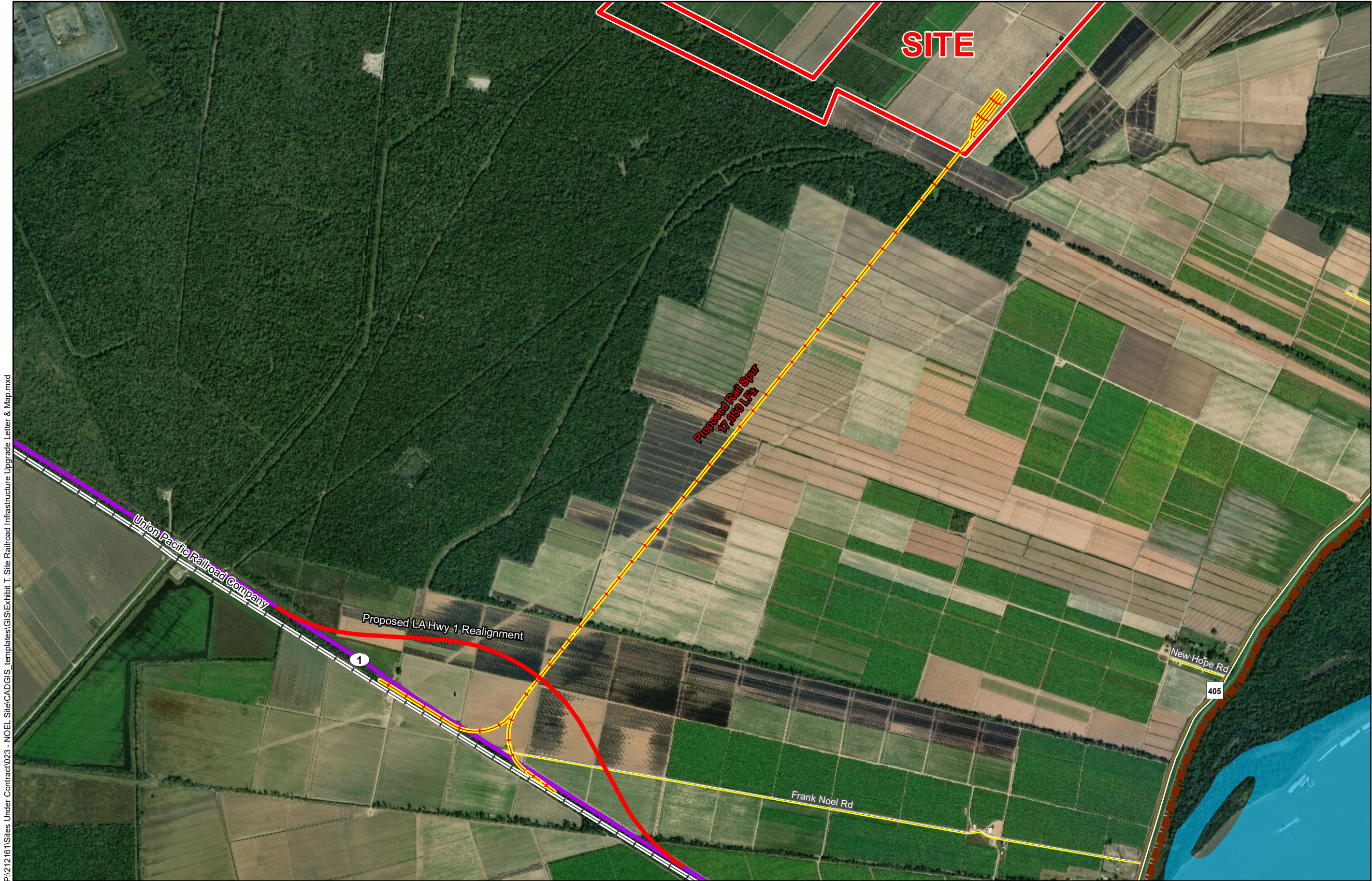
BRAC



Ascension Parish

### LEGEND

- Site Boundary
- Proposed LA Hwy 1 Realignment
- Proposed Rail Spur 17,950 LF±
- Existing Railroad
- Existing Roadway
  - 4-Lane State Highway
  - Rural State Highway
  - Local Roads
- Levee
- Waterbody



- General Notes:
1. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
  2. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at <ftp://ftp2.census.gov/geo/tiger/TIGER2013>.
  3. Proposed rail spur is for representational purposes only, depicting the intent of the cost estimate provided with this exhibit, and is subject to revision. It IS NOT an official design or in any way to be considered a final plan.
  4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.



Scale 1:20,000  
0 1,000 2,000 Feet



Date: 3/29/2019  
Project Number: 212161  
Drawn By: DWC  
Checked By: EEB

**CSRS**  
IMAGINE SHAPE DELIVER  
6767 Perkins Road Suite 200 Baton Rouge, LA 70808  
Telephone: 225 769-0546 Fax: 225 767-0060  
[www.csrsonline.com](http://www.csrsonline.com)



# Noel Site Railroad Infrastructure Upgrade Map & Letter



CSRS, INC.  
6767 Perkins Road, Suite 200  
Baton Rouge, Louisiana 70808  
Phone: (225) 769-0546  
Fax: (225) 767-0060

March 29, 2019

Mr. Russell Richardson  
Baton Rouge Area Chamber  
564 Laurel Street  
Baton Rouge, LA 70801

Re. Noel Site Railroad Spur Feasibility Evaluation  
CSRS Job No. 212161

Dear Mr. Richardson:

The Noel Site in Ascension Parish, Louisiana currently does not have access to a rail line to service the site. According to correspondence with Union Pacific (U.P.), a rail line is located approximately 12,000 linear feet southwest of the site. In order to provide access to the site, a realignment of LA Highway 1 to form an overpass over the proposed rail line may be required.

The proposed section of rail will consist of approximately 17,950 feet of newly placed rail to tie into the existing Union Pacific rail line south of the site. In order to prevent the need for an at grade crossing LA Highway 1 will have to be realigned in order to create a suitable overpass over the proposed rail line. These proposed upgrades are estimated to cost approximately \$77,712,000.

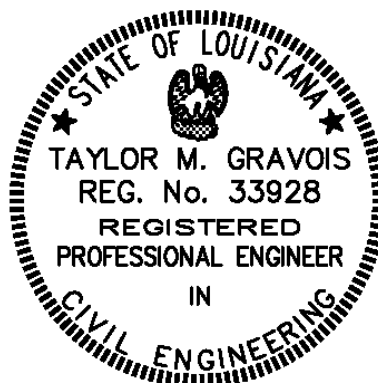
Please note this estimate does not include engineering, required rights of way, environmental impacts, or operation and maintenance costs. This cost estimate was prepared with the best information available at the time of certification. The actual costs can vary based on the availability of material, site conditions and labor availability. This plan can be executed within a reasonable timetable of 18-24 months or less based on preliminary engineering judgment and Union Pacific Railroad Company construction guidelines.

Thank you for the opportunity to assist you in this project. Should you have any questions or require additional information, feel free to contact me.

Sincerely,

CSRS, Inc.

Taylor M. Gravois, PE, PLS



Noel Site  
 Rail Cost Estimate  
 Job No. 212161

Rough Order of Magnitude Cost Estimate					
Item No.	Description	Unit	Est. Quantity	Unit Price	Extension
1	New Single Track on New Rail Bed	LF	17,950	\$ 300.00	\$ 5,385,000.00
2	Pipeline Relocation	Each	11	\$ 1,000,000.00	\$ 11,000,000.00
3	Realignment and Overpass Along LA Hwy 1 <sub>4</sub>	Each	1	\$ 48,375,000.00	\$ 48,375,000.00
<b>Subtotal:</b>					<b>\$ 64,760,000.00</b>
<b>20% Contingency<sub>1</sub>:</b>					<b>x 1.20</b>
<b>Rough Order of Magnitude (ROM):</b>					<b>\$ 77,712,000.00</b>

**Footnotes:**

- 1.) Does not include costs for engineering, right of way aqizition, permitting, or general project management.
- 2.) This cost estimate was prepared with the best information available at the time of certification.
- 3.) Actual costs can vary based on availability of material, site conditions, and labor.
- 4.) Realignment of LA Hwy 1 to include necessary approach roadways, approach slabs, and bridge segment in order to provide minimum required clearance over the proposed rail line.