For Physical Damage:
- Homeowners with Credit Available Elsewhere .............................. 4.125
- Homeowners without Credit Available Elsewhere ......................... 2.063
- Businesses with Credit Available Elsewhere ................................. 8.000
- Businesses without Credit Available Elsewhere ............................. 4.000
- Non-Profit Organizations with Credit Available Elsewhere ............. 2.750
- Non-Profit Organizations without Credit Available Elsewhere ........ 2.750
- Cooperatives with Credit Available Elsewhere ............................. 4.000
- Cooperatives without Credit Available Elsewhere ......................... 2.750

For Economic Injury:
- Homeowners with Credit Available Elsewhere .............................. 4.125
- Homeowners without Credit Available Elsewhere ......................... 2.063
- Businesses with Credit Available Elsewhere ................................. 8.000
- Businesses without Credit Available Elsewhere ............................. 4.000
- Non-Profit Organizations with Credit Available Elsewhere ............. 2.750
- Non-Profit Organizations without Credit Available Elsewhere ........ 2.750
- Cooperatives with Credit Available Elsewhere ............................. 4.000
- Cooperatives without Credit Available Elsewhere ......................... 2.750

The number assigned to this disaster for physical damage is 15923 B and for economic injury is 15924 B.

The number assigned to this disaster for physical damage is 15923 B and for economic injury is 15924 B.

The purpose of the joint relocation project is to "simplify rail operations and maintenance by elimination of a crossing diamond and YRC track that will no longer be used, and to allow for the improvement of adjacent CSXT and YRC at-grade crossings by elimination of the YRC crossing." (Verified Notice 4.) The proposed joint relocation project notice covers the following actions:

1. The installation of a switch and switch lead (connecting track) by CSXT within its right of way, and the realignment of YRC's main line track to connect with the switch lead;
2. The abandonment by YRC of approximately 0.32 miles of track between milepost 31.35 and milepost 31.67 (including removal of a CSXT–YRC diamond and a YRC at-grade crossing); and
3. The grant of permanent trackage rights by CSXT to YRC over the CSXT line between the proposed future connection of CSXT and YRC at the west end of the Hanover Storage Track at approximate CSXT milepost BAS 53.98 and the connection of CSXT and YRC track near South Railroad Street at approximate CSXT milepost BAS 54.33.

YRC states that it does not serve any customers on the segment of track to be abandoned and that existing service to shippers and potential shippers at the west end of YRC's line will be preserved by trackage rights. According to YRC, because the trackage rights are overhead only, YRC will not gain access to any additional shippers. Thus, YRC states that no shippers will be affected by the relocation or lose access to any rail service provided by YRC.

The Board will exercise jurisdiction over the abandonment, construction, or sale components of a joint relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track or transfer of existing track involves expansion into new territory, or a change in existing competitive situations.

Under these standards, the incidental abandonment, trackage rights, and construction components require no separate approval or exemption when