

JUN 14 2012

ENVIRONMENTAL REPORT

**CSX Transportation, Inc.
STB Docket AB-55 (Sub-No. 718X)**

232471

**Florida Northern Railroad Company, Inc.
STB Docket AB-307 (Sub-No. 1X)
High Springs to Newberry, Alachua County, FL**

ENTERED
Office of Proceedings
June 18, 2012
Part of
Public Record

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

FNOR is seeking exemption to discontinue service over an approximately 9.81-mile rail line between railroad milepost AR 716.88, at High Springs, FL and railroad milepost AR 726.69, at Newberry, FL (the "FNOR Line").

CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs, FL.

The FNOR Line was leased to FNOR in 2005. Due to an embargo by FNOR, this line segment is out of service. FNOR has asked to

join CSXT in a STB filing for abandonment and discontinuance of service of our common carrier obligation.

The only remaining customer Prime Conduit is currently receiving its freight shipments from Transflo in Jacksonville, Florida. During the past several years, miscellaneous commodities have been handled; however, the principal commodity shipped to this line has been plastic (polyvinyl chloride).

No new rail-oriented business is expected to develop, and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been attempted to entice industrial development to the area, but have failed.

The purpose of the proposed action is to abandon, discontinue service, salvage the track and improvements, and subsequently lease or sell the property.

A map which delineates the proposed project is attached (See Attachment 1).

Further attached is a distribution list of all parties who have received a copy of this report (See Attachment 2).

(2) TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Traffic destined for this line is being diverted to truck and shipped from Transflo in Jacksonville, FL. The proposed action will result in approximately 10 or less shipments per month at the current levels of customer usage.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with**

existing land use plans. Describe any inconsistencies.

Applicant has not received a response to its May 10, 2012 letters to the Florida Department of Transportation, High Springs Florida Chamber of Commerce and the Newberry Florida City Hall requesting information regarding this statement (See Attachments 3,5,and 6).

Applicant has received a response dated June 6, 2012 from the Alachua County Manager's Office stating "Based on the available information the Alachua County EPD has the following comments: *"The site is currently "inactive" and no additional remedial investigation or clean-up work is expected in the near future. Groundwater contamination with petroleum products still exists at the site."* Additional comments from the EPD are included with this report. (See Attachment 4).

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant has not received a response to its May 10, 2012 inquiry to the U.S. Department of Agriculture, Natural Resources Conservation Service in Florida City, Florida requesting information regarding this statement (See Attachment 7).

While some prime farmland may exist in the vicinity of this project, Applicant feels the simple removal of track material should not have an adverse impact.

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

Applicant received a response dated April 20, 2012 from the Coastal and Environmental Florida Department of Environmental Protection Clearing house Office, Tallahassee, FL. Stating *"Based on the information contained in the submittal and minimal project impacts, the*

state has no objections and has determined that the proposed activity is consistent with the Florida Coastal Management Program". (See Attachment 8).

- (iv) **If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.**

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) ENERGY

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

The proposed action will have no effect on the movement and/or recovery of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) **If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.**

There will be no diversion of rail traffic to motor carriage.

(5) AIR

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and

nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) **Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).**

Applicant believes that the abandonment will result in improvement to public safety by the elimination of 13 public, at-grade road crossings and 3 private, at-grade road crossings.

- (ii) **If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

Not applicable.

- (iii) **If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.**

Applicant's records indicate a CSXT former fueling area located at 905 Northwest Railroad Avenue in High Springs, Alachua County, Florida. The site is shown on the United States Geological Survey (USGS) High Springs, Florida 7.5 minute quadrangles in Section 33, Township 7 South, Range 17 East (Attachment 9). The project is currently being managed by Shaw environmental (CSXT Project No. 9415759). The site (FDEP #018518168) was rescored resulting in a site score of 13 which is well below the current FDEP Preapproval Program funding threshold score of 45.

The FDEP has suspended work at the site due to pre-approval program funding shortfall and is no longer active. (2/23/05) On 8/5/08, all site monitoring wells were properly abandoned and Shaw sent well abandonment reports to FDEP and Alachua County on 9/15/08. Future work is not planned until the site is eligible under the FDEP Pre-Approval Program, which is estimated to be at least 15 years (Attachment 10).

FNOR has reported no fuel or contaminant spills by FNOR or any third party during operations on this line from May 2005 to November 8, 2011 (Attachment 11).

This is a very low priority environmental case and should have no impact on the salvage of the track materials and the removal of the top layer of ballast.

(8) BIOLOGICAL RESOURCES

- (i) **Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describes the effects.**

Applicant has not received a response to its May 10, 2012 inquiry to the U.S. Fish and Wildlife Service in Jacksonville, Florida requesting information regarding this statement (See Attachment 12).

Applicant has received a response dated June 6, 2012 from the Alachua County Manager's Office's based on information available from the Alachua County EPD stating "*there may be active Gopher Tortoise burrows located along the tracks or within the railway right-of-way and to contact the Florida Fish and Wildlife Conservation Commission to determine what permitting and procedures may be required.*" (See Attachment 4).

Based upon Applicant's intention to remove the track material and the upper layer of ballast, we will contact the

Florida Fish and Wildlife Conservation Commission before salvage activity begins to determine permitting and procedures.

- (ii) **State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

Applicant has not received a response to its May 10, 2012 inquiry to National Park Service in Atlanta, GA requesting information regarding this statement (See Attachment 13).

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(9) WATER

- (i) **Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

Applicant has received a response to its May 10, 2012 inquiry to the Florida Department of Environmental Protection in Tallahassee, FL requesting information regarding this statement (See Attachment 8).

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) **Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

Applicant received a response dated April 19, 2012 from the Department of the Army Corps of Engineering stating *"the work would not affect waters of the United States, including wetlands"* (See Attachment 14).

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. Applicant does not intend to disturb any of the underlying road-bed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

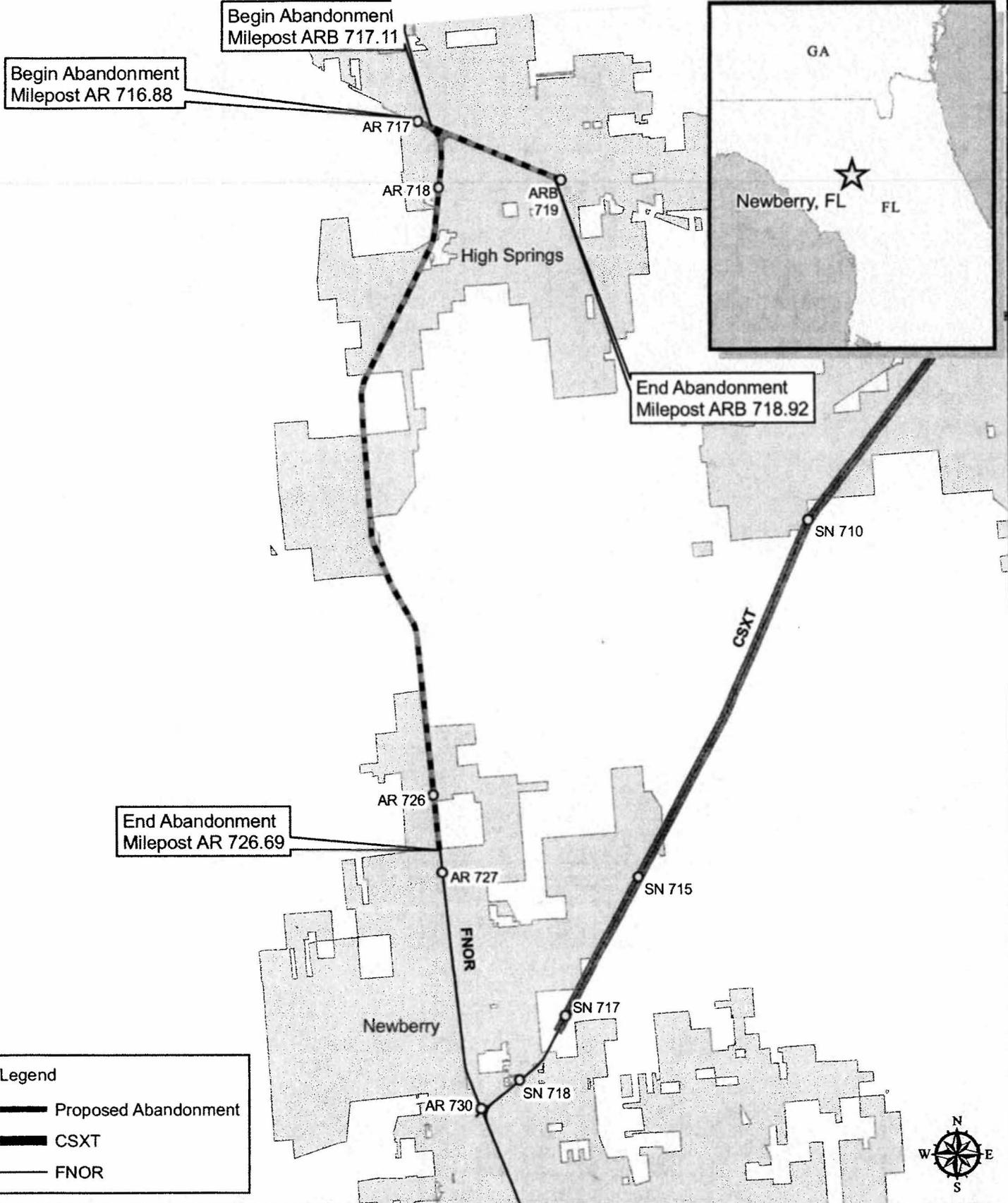
- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has received a response dated June 5, 2012 from the U.S. EPA Region 4 in Atlanta, GA. stating "no Clean Water Act (CWA) Section 402 permit is required at the time and to contact the State of Florida (FDEP) (See Attachment 15). Applicant has received a response dated May 16, 2012 from the Florida State Clearinghouse (FDEP) stating *"The state has no objections and has determined that the proposed activity is consistent with the Florida Coastal Management Program"*. (See Attachment # 8)

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Applicant does not believe there will be any adverse environmental impacts in the project area as a result of this abandonment. However, Applicant will comply with reasonable State and Federal regulations and obtain any necessary permits required.

Attachment 1



CSX Transportation, Inc. Proposed Abandonment and Florida Northern Railroad Company, Inc. Discontinuance of Service Jacksonville Division - Former West Coast Subdivision

AR 716.88 at High Springs to AR 726.69 at Newberry
 ARB 717.11 at High Springs to ARB 718.92 at High Springs
 A distance of 11.62 Miles +/-

Alachua County, FL
 STB Docket No. AB 55 (Sub-No. 718X)
 STB Docket No. AB 307 (Sub-No. 1X)



Creation Date: Mar. 23, 2012
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CSX Real Property, Inc.
 FL-001-1049392

CSXT Abandonment External Distribution List
Alachua County, Florida

Attachment 2

SHPO
Florida Division of Historical Resources
Ms. Laura Kammerer
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

U.S. Department of Agriculture
Natural Resources Conservation Service
Att. Ms. Christine Coffin
1450 N. Drome Ave STE 102
Florida City, FL 33034-2400

U.S. Corps of Engineers
Jacksonville District
P.O. Box 4970
Jacksonville, FL 32232

Newberry Florida City Hall
P.O. Box 369
Newberry, FL 32669

U.S. Fish & Wildlife Service
Southeast Region
701 San Marco Blvd, Suite 7 West
Jacksonville, FL 32207-8196

High Springs Florida
High Springs Chamber of Commerce
P.O. Box 863
High Springs, Florida 32643

Florida Department of Transportation
Rail Office
Mr. Fred Wise
605 Suwannee Street, MS-25
Tallahassee, FL 32399-0450

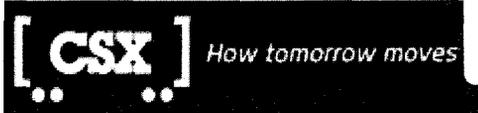
U.S. EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta GA 30303

Natural Park Service
Southeast Regional Office
75 Spring Street SW, Suite 1130
Atlanta GA 30303

National Geodetic Survey
Simon.Monroe@noaa.gov

Alachua County Florida
Office of Management and Budget
P.O. Box 5547
Gainesville, FL 32627-5547

Coastal and Environmental
Florida Department of Environmental Protection
Clearing house Office
3900 Commonwealth Blvd M.S. 47
Tallahassee, FL 32399-3000



Attachment 3

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

May 10, 2012

Florida Department of Transportation
Rail Office
Mr. Fred Wise
605 Suwannee Street, MS-25
Tallahassee, FL 32399-0450

Dear Mr. Wise

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

Florida Northern Railroad Company, Inc.-STB Docket AB-307 (Sub-No. 1X)

Please be advised that CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

FNOR is seeking exemption to discontinue service over an approximately 9.81-mile rail line between railroad milepost AR 716.88, at High Springs, FL and railroad milepost AR 726.69, at Newberry, FL (the "FNOR Line").

CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs FL. STB Docket Numbers AB 55 (Sub-No. 718X) and AB 307 (Sub-No. 1X). A map of the area is attached for your review.



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Alachua County County Manager's Office

Richard A. Drummond, County Manager

Date: June 6, 2012

MEMORANDUM

TO: Jo Ann Burroughs, CSX Manager Network Services

FROM: Edgar Campa-Palafox, Economic Development Coordinator ^{PCP}

RE: CSX Transportation, Inc.- Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X), Florida Northern Railroad Company Inc.-STB Docket AB-307 (Sub-No. 1X)

This letter is in attention to the letter sent to Alachua County Office of Management & Budget on May 10, 2012. The letter was requesting comments regarding the Environmental Report that will be present to the Surface Transportation Board regarding the proposed abandon of rail line on CSXT's Southern Region, in Alachua County, Florida.

According to the documentation provided by CSX Transportation, Inc. the scope of the proposed project is to "abandon, discontinue service, salvage the track and improvements, and subsequently lease or sell the property". Based on the available information the Alachua County Environmental Protection Department (EPD) has the following comments:

- The CSX Transportation, Inc.'s Former Fueling Area is a Petroleum Contaminated Site (FDEP ID # 018518168) under the State of Florida Petroleum Cleanup Program. The site is currently "inactive" and no additional remedial investigation or clean-up work is expected in the near future. Groundwater contamination with petroleum products still exists at the site.
- Due to the historical use of the property, EPD strongly recommends that future potential owners perform at least a Phase II Environmental Site Assessment (ESA) to investigate potential environmental impacts. Potential areas of concern include, but are not limited to: arsenic, which was used as an herbicide to control weeds; solvents and petroleum products used for rail car operation and maintenance; creosote used to preserve wood ties; coal ash from engines; and polynuclear aromatic hydrocarbons (PAHs) from diesel exhaust.
- The removal of railway materials should not have an adverse effect on surface waters, listed species habitat or other natural features provided that access is accomplished through existing right of way and

other existing access points and that the underlying road-bed is left undisturbed, no dredging and filling takes place, no clearing activity takes place outside of the railway right-of-way, and no material and debris are discarded along the right of way or adjacent lands.

- If there is a need to impact wetlands, wetland buffers, and other natural areas in unincorporated Alachua County, the applicant should contact the Alachua County Environmental Protection Department to determine if any activities require prior approval by Alachua County pursuant to the Alachua County Land Development Regulations.
- CSX Transportation, Inc. should develop and Erosion and Sedimentation Control Plan to minimize impacts during the track abandonment.
- There may be active Gopher Tortoise burrows located along the tracks or within the railway right-of-way. The applicant should contact the Florida Fish and Wildlife Conservation Commission at (386) 758-0525 to determine what permitting and procedures may be required.

If you have any questions about this information, please contact Alachua County Environmental Protection Department at (352) 264-6806.

xc: Richard A. Drummond, County Manager, Alachua County
Keith Ashby, City Manager, City of Newberry
Bob Barnas, Vice Mayor, City of High Springs Florida
Gus Olmos, P.E., Alachua County Environmental Protection Department
David Ramsey, Sr. Director of Economic Development, Council for Economic Outreach



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E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

CSXT Environmental Report Response Form

STB Docket Number AB 55 (Sub No. 718X) - STB Docket AB-307 (Sub-No. 1X)

CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line, milepost marker AR 716.88-726.69 and milepost marker ARB 717.11 to ARB 718.92, a total distance of approximately 11.62 miles on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

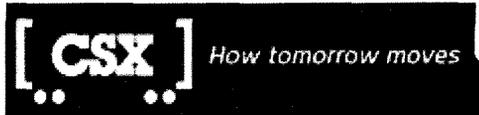
Agency response (check one):

No Environmental Impact

Environmental Impact as follows (or attached):

See attachment

Date: June 6th, 2012
Signature: Edgar Bampa-Palafox
Name: Edgar Bampa-Palafox
Title: Economic Development Coordinator



Attachment 5

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

May 10, 2012

High Springs Florida
High Springs Chamber of Commerce
P.O. Box 863
High Springs, FL 32643

Dear Sir/Madam;

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

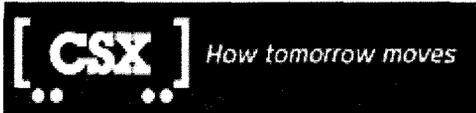
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Attached is a preliminary Environmental Report describing the proposed action and the expected environmental issues. We are providing this report so that you may review the information that will



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For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

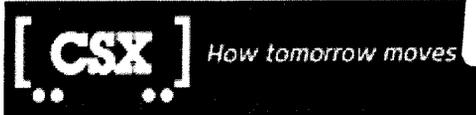
If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 6

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

May 10, 2012

Newberry Florida City Hall
P.O. Box 369
Newberry, FL 32669

Dear Sir/Madam;

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

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Jo Ann Burroughs
Manager Network Services

Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 7

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

May 10, 2012

U.S. Department of Agriculture
Natural Resources Conservation Service
Att. Ms. Christine Coffin
1450 N. Drome Ave STE 102
Florida City, FL. 33034-2400

Dear Sir/Madam;

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

Florida Northern Railroad Company, Inc.-STB Docket AB-307 (Sub-No. 1X)

Please be advised that CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

FNOR is seeking exemption to discontinue service over an approximately 9.81-mile rail line between railroad milepost AR 716.88, at High Springs, FL and railroad milepost AR 726.69, at Newberry, FL (the "FNOR Line").

CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs FL. STB Docket Numbers AB 55 (Sub-No. 718X) and AB 307 (Sub-No. 1X).



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Attached is a preliminary Environmental Report describing the proposed action and the expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

Burroughs, Joann

From: Milligan, Lauren <Lauren.Milligan@dep.state.fl.us>
Sent: Friday, April 20, 2012 4:00 PM
To: Burroughs, Joann
Subject: CSXT - Proposed FNOR Rail Line Abandonment in Alachua County, Florida - State Clearinghouse Clearance

Mrs. Jo Ann Burroughs
Manager, Network Services
CSX Transportation, Inc.
500 Water Street - J200
Jacksonville, FL 32202

RE: Surface Transportation Board - CSX Transportation, Inc. - Docket Nos. AB 55 and AB 307, Proposed Abandonment of Milepost AR 716.88 to AR 726.69 Florida Northern Railroad Company, Inc. Line - High Springs, Alachua County, Florida.
SAI # FL201204206201C

Dear Mrs. Burroughs:

Florida State Clearinghouse staff has received and reviewed CSXT's proposal under the following authorities: Section 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

Based on the information contained in the submittal and minimal project impacts, the state has no objections and has determined that the proposed activity is consistent with the Florida Coastal Management Program. Please note that a copy of the proposal is being forwarded to the Department's Office of Greenways and Trails for their information and consideration as well. [<http://www.dep.state.fl.us/gwt/>]

If you have any questions regarding this message or the state intergovernmental review process, please don't hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us. Thank you.

Yours sincerely,

Lauren P. Milligan

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190
<http://www.dep.state.fl.us/secretary/oip/>

Please take a few minutes to share your comments on the service you received from the department by clicking on this link. [DEP Customer Survey](#).

Attachment 9



Gannett Fleming

GANNETT FLEMING, INC.
Suite 140
10751 Deerwood Park Boulevard
Jacksonville, FL 32256
Office: (904) 998-9809
Fax: (904) 998-7207
www.gannettfleming.com

January 7, 2005
File No.: 42704.002

Ms Patricia Gavagan
Senior Environmental Specialist
Alachua County Environmental Protection Department
201 SE 2nd Avenue, Suite 201
Gainesville, Florida 32601

Re: **Free Product Recovery Work Order #2004-01-W04464**
CSX Transportation, Inc.'s Former Fueling Area
High Springs, Florida (FDEP Identification No. 018518168)

#9415759

Dear Ms Gavagan:

Gannett Fleming, Inc. is submitting this report to document the free product thickness gauging and free product recovery activities conducted at CSX Transportation, Inc.'s (CSXT's) former fueling facility in High Springs, Florida. This report completes Free Product Recovery Work Order #2004-01-W04464. A copy of the approved work order is provided in Appendix A. The activities described herein were conducted from November 5, 2004, through December 30, 2004.

Three site visits (November 5, 2004, December 3, 2004, and December 30, 2004) were made during the November through December time period. On-site activities consisted of free product thickness gauging and recovery from five monitoring wells (MW-15, MW-19, MW-22, MW-23, and MW-24), and one former recovery well (RW-1).

Site Location and Description

CSXT's former fueling area is located at 905 Northwest Railroad Avenue in High Springs, Alachua County, Florida. The site is shown on the United States Geological Survey (USGS) High Springs, Florida 7.5 minute quadrangle in Section 33, Township 7 South, Range 17 East. Figure 1 shows the site location, topography, and surface drainage features. Figure 2 shows the site layout.

The yard is currently inactive, with remnants of building foundations and railroad tracks present on-site. All of the operational structures at the former fueling facility have been demolished. The site is in a rural area with limited residential and commercial development to the northeast.



Gannett Fleming

Ms Patricia Gavagan
Alachua County Environmental Protection Department
January 7, 2005

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Surface Vegetation Clearing

On-site vegetative cover consists of native and non-native vegetation, which is reclaiming the subject site due to an extended period of inactivity. Areas around each monitoring well being utilized for free product gauging and recovery activities were cleared, as well as paths leading to several additional monitoring wells in close proximity to the actively used wells.

Free Product Gauging and Bailing

For each free product gauging and recovery well, both depth to free product and depth to water measurements were collected using an electronic oil/water interface probe, and recorded to the nearest 0.01 foot.

During the November site visit, wells MW-15, MW-19, MW-23, and RW-1 contained free product. During the December 3 site visit, wells MW-19 and RW-1 contained free product; the thickness of product in each well was 0.02 foot. During the December 30 site visit, wells MW-19 and MW-23 contained free product; MW-19 contained 0.20 foot of free product, and MW-23 contained 0.01 foot of product. Free product was not detected in monitoring wells MW-22 or MW-24 during any of the three site visits.

Free product was recovered from wells MW-15, MW-19, MW-23 and RW-1 during the November site visit by hand bailing. During both of the December site visits, the quantity of free product observed in the wells was insufficient to recover with a bailer. During free product recovery activities from November to December 2004, 1.5 gallons of liquid, of which approximately 1.14 gallons were free product, were collected and placed in a 55-gallon drum on-site. The well gauging and free product recovery data are provided in Table 1. The free product thickness measurements during November through December 2004 are shown on Figure 3. Groundwater elevation data are provided in Table 2 and on Figure 4. The groundwater elevations provided in Table 2 and on Figure 4 have been adjusted for the wells containing free product where appropriate.

The free product thicknesses in wells MW-19, MW-23, and RW-1 decreased from the November 5 to the December 3 site visit, but thickness increased in MW-15. From the December 3 to the December 30 site visit, product thickness decreased in RW-1, but thicknesses increased in wells MW-19 and MW-23. Monitoring well MW-15 continues to contain free product intermittently. Monitoring well MW-22 continues not to show any free product, and well MW-24 has had no free product during this quarter. The absence of free product in monitoring well MW-24, and the

Gannett Fleming

Ms Patricia Gavagan
Alachua County Environmental Protection Department
January 7, 2005

- 3 -

decrease in or minimal quantities of free product thickness in wells MW-15, MW-19, MW-23, and RW-1 during the December site visits may be linked to the still-elevated groundwater levels after the heavy rainfall of September and October. Groundwater levels have dropped from the relatively high elevations in October but have not yet returned to pre-October average levels.

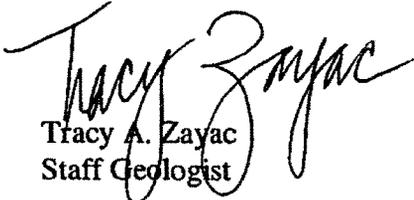
Recommendations

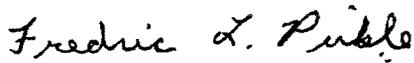
The aquifer has begun to stabilize after the heavy rainfall of September and October, and free product is still detected intermittently in wells MW-15, MW-19, MW-23, and RW-1. The free product detected in the monitoring wells has not generally been of sufficient quantity to recover with a bailer in this last quarter. Two more site visits, on a quarterly basis (e.g., March and June), are recommended. This will allow some additional time for the aquifer to stabilize and for the trends in product thicknesses to become more apparent.

If you have any questions or comments, please contact me at (904) 998-9809.

Sincerely,

GANNETT FLEMING, INC.


Tracy A. Zayac
Staff Geologist


Fredric L. Pirkle, Ph.D., P.G.
Project Hydrogeologist

cc: Mr. Keith A. Brinker, CSXT

Attachment 10

Shaw Environmental, Inc.

9143 Philips Highway, Suite 400
Jacksonville, Florida 32256
904.367.6000
Fax: 904.367.6001



September 15, 2008

Project 132048

Mr. Keith A. Brinker
CSX Transportation, Inc.
Manager Environmental Remediation
500 Water Street, J-275
Jacksonville, Florida 32202

**Re: Well Abandonment Report
CSX Transportation, Inc.
Former Fuel Facility
905 NW Railroad Avenue
High Springs, Alachua County, Florida
Section 34, Township 7 South, Range 17 East
FDEP Facility ID #018518168
Score: 13
CSXT Project No. 9415759
Work Order # 2006-16-W09220**

Dear Mr. Brinker:

The CSX Former Fuel Facility site located in High Springs, Florida (FDEP #018518168) was recently rescored resulting in a site score of 13 which is well below the current FDEP Preapproval Program funding threshold score of 45. Therefore, following work order authorization by CSXT, the site will not be eligible for FDEP funding within at least the next 15 years. In a discussion with Mr. Bill Chadeayne of Shaw, it was conveyed that the FDEP would not require the landowner to pay for costs associated with re-installing site monitoring wells. Therefore, the following work order authorization by CSXT, the monitoring wells at site were abandoned on August 4 and 5, 2008. This letter constitutes the Shaw Environmental, Inc. (Shaw), well abandonment report for the above-referenced site.

The field activity notification was submitted to the FDEP in a letter dated July 28, 2008 (**Appendix A**). On August 4-5, 2008, Shaw Environmental supervised the abandonment of 21 groundwater monitoring wells (MW-1 through MW-3, MW-5 through MW-10, MW-12, through MW-17, and MW-19 through MW-24) and one (1) groundwater recovery well (RW-1). The well locations and site layout are presented on **Figure 1**. The global positioning satellite (GPS) coordinates and total depth recorded during abandonment for each well are included on **Table 1**. The majority of the wells were constructed with stick-up casing above ground surface, except MW-3 which was flush-mounted, and MW-1, MW-5, and MW-6 which had been damaged and were broken off at ground surface. As indicated on **Table 1**, the depths of the wells ranged from 31-feet below the top of the well casing (ft btoc) at MW-8 to 59.42-ft btoc at MW-12. Monitoring well MW-11 located west across NW 13th Street from the site was not found as was also indicated in previous reports prepared by Gannett Fleming, the previous consultant for this site. All of the groundwater monitoring wells were 2-inches in diameter with the exception of MW-21 which was 4-inches in diameter. The recovery well RW-1 was 6-inches in diameter.

The wells were abandoned by Boart Longyear Company from Ocala, Florida in accordance with the requirements of Rule 62-532.500(4), Florida Administrative Code (FAC) and the St. Johns River Water Management District (SJRWMD). The screened interval of each well (15-feet) was filled with bentonite

Mr. Keith Brinker
August 28, 2008
Page 2

Project 132048

chips, and then completed with Portland cement to ground surface. The stickup well casings were removed and disposed of by Boart Longyear. The drillers' well completion reports are provided as **Appendix B**.

During abandonment, free product was noted in MW-19, MW23, MW-24, and RW-1. The thickness of the product ranged from approximately 0.05-ft in MW-19 to 2.45-ft in RW-1. On August 4th, Shaw removed the free product from these wells by bailing, and then gauged the product thickness on August 5th. The thickness observations have been added to the Free Product Summary table prepared by Gannett Fleming and is included in **Appendix C**. Following consultation with the Alachua County Environmental Protection Division (ACEPD), the well abandonments continued based on the low score of the site and the similar free product thickness and volume documented in the ACEPD January 2005 Free Product Report review letter dated February 23, 2005 included in **Appendix D**. According to this letter, it was determined that the free product thickness at the site was not efficient to continue to participate in the Free Product Recovery Initiative. On August 5, 2008, approximately seven (7) gallons of product removed from these wells was relinquished to the Alachua County Household Hazardous Waste Collection Center in Gainesville, Florida for proper handling.

If you have any questions concerning this project, please contact me at (904) 367-6016.

Sincerely,

Shaw Environmental, Inc.



Bill Kotziers, PG
Project Manager

Attachments: Table 1 – Abandoned Well Details: GPS Coordinates and Total Depths
Figure 1 – Site Map with Abandoned Well Locations
Appendix A – Field Activity Notification
Appendix B – Well Completion Reports – Boart Longyear Company
Appendix C – Free Product Summary Table
Appendix D – January 2005 Free Product Report Review Letter

cc: Mr. Michael Bland, P.G. – Florida Department of Environmental Protection
Mr. Michael Lagasse' – Alachua County EPD
Mr. Bill Chadeayne – Shaw Environmental, Inc.



Shaw Environmental, Inc.
 9143 Philips Highway, Suite 400
 Jacksonville, FL 32256
 904.367.6016
 FAX: 904.367.6001

TRANSMITTAL

Project/Cost Code No.: 131614

TO:	<u>Mr. Keith Brinker</u>	DATE:	<u>September 15, 2008</u>
	<u>CSX Transportation, Inc.</u>		
	<u>Manager Environmental Remediation</u>		
	<u>500 Water Street, J-275</u>		
	<u>Jacksonville, FL 32202</u>		
RE:	<u>Well Abandonment Report</u>		
	<u>CSX Transportation, Inc.</u>		
	<u>Former Fuel Facility</u>		
	<u>905 NW Railroad Avenue</u>		
	<u>High Springs, Alachua County, Florida</u>		
	<u>Section 34, Township 7 South, Range 17 East</u>		
	<u>FDEP Facility ID #018518168</u>		
	<u>Score: 13</u>		
	<u>CSXT Project No. 9415759</u>		
	<u>Work Order # 2006-16-W09220</u>		
WE ARE SENDING:		RECEIVED	
QUANTITY	DESCRIPTION	SEP 22 2008	
<u>1</u>	<u>Well Abandonment Report</u>	ENVIRONMENTAL	
For Your:		Sent By:	
<input checked="" type="checkbox"/>	USE	<input type="checkbox"/>	REGULAR MAIL
<input type="checkbox"/>	APPROVAL	<input type="checkbox"/>	FEDERAL EXPRESS
<input type="checkbox"/>	REVIEW/COMMENTS	<input type="checkbox"/>	UPS
<input type="checkbox"/>	INFORMATION	<input checked="" type="checkbox"/>	COURIER
<input checked="" type="checkbox"/>	PROJECT FILE	<input type="checkbox"/>	OTHER
Please call me at 904-367-6016 with any questions regarding the attached Well Abandonment Report.			
Submitted by: Bill Kotziers, Shaw Environmental, Inc.			
cc: Mr. Michael Bland, P.G. – Florida Department of Environmental Protection (via regular mail)			
Mr. Michael Lagasse – Alachua County EPD (via regular mail)			
Mr. Bill Chadeayne – Shaw Environmental, Inc. (via email)			

TABLES

TABLE 1: FREE PRODUCT SUMMARY

Facility Name: CSXT Former Fueling Area
High Springs, FL

Facility ID#: 018518168
Work Order #: 2004-01-W04464

LOCATION	DATE MEASURED	FP THICKNESS BEFORE FP REMOVAL (feet)	FP THICKNESS AFTER FP REMOVAL (feet)	VOLUME RECOVERED (gal)	CUMULATIVE VOLUME RECOVERED (gal)	COMMENTS
MW-15	12/19/02	0	--	0	0	No liquid was detected/recovered (dry well).
	10/17/03	0	--	0	0	No free product was detected.
	10/31/03	0	--	0	0	No free product was detected.
	11/28/03	0	--	0	0	No free product was detected.
	12/31/03	0.05	--	0	0	Free product and water must be trapped in well point. Could not recover with a baller.
	1/26/04	0	--	0	0	Well was dry.
	2/24/04	0.16	--	0	0	Free product and water must be trapped in well point. Could not recover with a baller.
	3/30/04	0.26	--	0	0	Free product and water must be trapped in well point. Could not recover with a baller.
	8/6/04	0	--	0	0	No liquid was detected/recovered (dry well).
	9/3/04	0.22	--	0	0	Free product and water must be trapped in well point. Could not recover with a baller.
	10/1/04	0	--	0	0	No free product was detected.
	11/5/04	0.02	0	0.1	0.1	Liquid recovered was appx. 60% diesel fuel.
	12/3/04	0	--	0	0.1	No free product was detected.
12/30/04	0	--	0	0.1	No free product was detected.	

TABLE 1: FREE PRODUCT SUMMARY

Facility Name: CSXT Former Fueling Area
High Springs, FL

Facility ID#: 018518168
Work Order #: 2004-01-W04464

LOCATION	DATE MEASURED	FP THICKNESS BEFORE FP REMOVAL (feet)	FP THICKNESS AFTER FP REMOVAL (feet)	VOLUME RECOVERED (gal)	CUMULATIVE VOLUME RECOVERED (gal)	COMMENTS
MW-19	12/19/02	1.42	--	0.75	0.75	Liquid recovered was appx. 100% diesel fuel.
	10/17/03	1.11	0	3.50	4.25	Liquid recovered was appx. 80% diesel fuel.
	10/31/03	0.82	0.01	1.00	5.25	Liquid recovered was appx. 95% diesel fuel.
	11/28/03	0.61	0.01	1.00	6.25	Liquid recovered was appx. 95% diesel fuel.
	12/31/03	0.57	0.01	0.50	6.75	Liquid recovered was appx. 95% diesel fuel.
	1/28/04	0.34	0	0.25	7.00	Liquid recovered was appx. 100% diesel fuel.
	2/24/04	0.25	0	0.25	7.25	Liquid recovered was appx. 100% diesel fuel.
	3/30/04	0.46	0	0.20	7.45	Liquid recovered was appx. 100% diesel fuel.
	8/6/04	0.23	0	0.25	7.68	Liquid recovered was appx. 90% diesel fuel.
	9/3/04	0.10	0	0.10	7.78	Liquid recovered was appx. 80% diesel fuel.
	10/1/04	0.02	0	0.10	7.88	Liquid recovered was appx. 80% diesel fuel.
	11/5/04	0.07	0	0.20	8.08	Liquid recovered was appx. 80% diesel fuel.
	12/3/04	0.02	--	0	8.08	Minimal product was detected and therefore none was recovered.
	12/30/04	0.20	--	0	8.08	Minimal product was detected and therefore none was recovered.

TABLE 1: FREE PRODUCT SUMMARY

Facility Name: CSXT Former Fueling Area
High Springs, FL

Facility ID#: 018518168
Work Order #: 2004-01-W04464

LOCATION	DATE MEASURED	FP THICKNESS BEFORE FP REMOVAL (feet)	FP THICKNESS AFTER FP REMOVAL (feet)	VOLUME RECOVERED (gal)	CUMULATIVE VOLUME RECOVERED (gal)	COMMENTS
MW-22	12/19/02	0.07	--	0	0	Minimal product was detected and therefore none was recovered.
	10/17/03	0	--	0	0	No free product was detected.
	10/31/03	0	--	0	0	No free product was detected.
	11/28/03	0.01	--	0	0	Minimal product was detected and therefore none was recovered.
	12/31/03	0	--	0	0	No free product was detected.
	1/26/04	0	--	0	0	No free product was detected.
	2/24/04	0	--	0	0	No free product was detected.
	3/30/04	0	--	0	0	No free product was detected.
	8/6/04	0	--	0	0	No free product was detected.
	9/3/04	0	--	0	0	No free product was detected.
	10/1/04	0	--	0	0	No free product was detected.
	11/5/04	0	--	0	0	No free product was detected.
	12/3/04	0	--	0	0	No free product was detected.
12/30/04	0	--	0	0	No free product was detected.	
MW-23	12/19/02	1.68	--	0.75	0.75	Liquid recovered was appx. 100% diesel fuel.
	10/17/03	0.24	0	0.50	1.25	Liquid recovered was appx. 5% diesel fuel.
	10/31/03	0.34	0	0.25	1.50	Liquid recovered was appx. 5% diesel fuel.
	11/28/03	0.42	0	0.50	2.00	Liquid recovered was appx. 95% diesel fuel.
	12/31/03	0.41	0	0.50	2.50	Liquid recovered was appx. 95% diesel fuel.
	1/26/04	0.30	0	0.10	2.60	Liquid recovered was appx. 100% diesel fuel.
	2/24/04	0.15	0	0.10	2.70	Liquid recovered was appx. 100% diesel fuel.
	3/30/04	0.17	0	0.10	2.80	Liquid recovered was appx. 100% diesel fuel.
	8/6/04	0.27	0	0.25	3.05	Liquid recovered was appx. 90% diesel fuel.
	9/3/04	0.13	0	0.10	3.15	Liquid recovered was appx. 90% diesel fuel.
	10/1/04	0	0	0.00	3.15	No free product was detected.
	11/5/04	0.06	0	0.20	3.35	Liquid recovered was appx. 60% diesel fuel.
	12/3/04	0	--	0	3.35	No free product was detected.
12/30/04	0.01	--	0	3.35	Minimal product was detected and therefore none was recovered.	

TABLE 1: FREE PRODUCT SUMMARY

Facility Name: CSXT Former Fueling Area
High Springs, FL

Facility ID#: 018518168
Work Order #: 2004-01-W04464

LOCATION	DATE MEASURED	FP THICKNESS BEFORE FP REMOVAL (feet)	FP THICKNESS AFTER FP REMOVAL (feet)	VOLUME RECOVERED (gal)	CUMULATIVE VOLUME RECOVERED (gal)	COMMENTS
MW-24	12/19/02	2.08	--	0.75	0.75	Liquid recovered was appx. 100% diesel fuel.
	10/17/03	0.03	0	0.50	1.25	Liquid recovered was appx. 5% diesel fuel.
	10/31/03	0.18	0	0.25	1.50	Liquid recovered was appx. 5% diesel fuel.
	11/28/03	0.72	0.01	1.25	2.75	Liquid recovered was appx. 95% diesel fuel.
	12/31/03	1.50	0.01	1.50	4.25	Liquid recovered was appx. 95% diesel fuel.
	1/26/04	0.93	0	1.00	5.25	Liquid recovered was appx. 100% diesel fuel.
	2/24/04	0.29	0	0.25	5.50	Liquid recovered was appx. 100% diesel fuel.
	3/30/04	0.39	0	0.20	5.70	Liquid recovered was appx. 100% diesel fuel.
	8/6/04	0.46	0	0.25	5.95	Liquid recovered was appx. 90% diesel fuel.
	9/3/04	0.27	0	0.25	6.20	Liquid recovered was appx. 80% diesel fuel.
	10/1/04	0	--	--	6.20	No free product was detected.
	11/5/04	0	--	--	6.20	No free product was detected.
	12/3/04	0	--	--	6.20	No free product was detected.
12/30/04	0	--	--	6.20	No free product was detected.	
RW-1	12/18/02	1.93	--	6.50	6.50	Liquid recovered was appx. 100% diesel fuel.
	10/17/03	1.08	0.02	6.00	12.50	Liquid recovered was appx. 95% diesel fuel.
	10/31/03	0.67	0.02	6.00	18.50	Liquid recovered was appx. 95% diesel fuel.
	11/28/03	0.59	0.02	4.00	22.50	Liquid recovered was appx. 95% diesel fuel.
	12/31/03	0.57	0.01	3.50	26.00	Liquid recovered was appx. 95% diesel fuel.
	1/26/04	0.33	0.01	1.50	27.50	Liquid recovered was appx. 100% diesel fuel.
	2/24/04	0.36	0	0.75	28.25	Liquid recovered was appx. 100% diesel fuel.
	3/30/04	0.41	0.02	1.25	29.50	Liquid recovered was appx. 100% diesel fuel.
	8/6/2004	0.62	0	2.50	32.00	Liquid recovered was appx. 90% diesel fuel.
	9/3/2004	0.47	0.05	2.50	34.50	Liquid recovered was appx. 90% diesel fuel.
	10/1/2004	0.16	0.00	0.50	35.00	Liquid recovered was appx. 90% diesel fuel.
	11/5/2004	0.16	0.00	1.00	36.00	Liquid recovered was appx. 80% diesel fuel.
	12/3/2004	0.02	--	--	36.00	Minimal product was detected and therefore none was recovered.
12/30/2004	0	--	--	36.00	No free product was detected.	

TABLE 2: GROUNDWATER ELEVATION SUMMARY

Facility Name:

CSXT Former Fueling Area
High Springs, Florida

Facility ID#:

018518168

All Measurements = Feet

No Data = Blank

WELL NO.	MW-1			MW-2			MW-3			MW-5			MW-6			MW-7			MW-8		
DIAMETER	Destroyed			2 inch			2 inch			Destroyed			2 inch			2 inch			2 inch		
WELL DEPTH	unknown			38.05 feet			unknown			unknown			48.21 feet			46.27 feet			35.95 feet		
SCREEN INTERVAL	unknown			unknown			unknown			unknown			unknown			unknown			unknown		
TOC ELEVATION	Destroyed			70.35 feet MSL			66.97 feet MSL*			Destroyed			71.45 feet MSL			70.51 feet MSL			Damaged		
DATE	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP
12/18/02	--	--	--	--	Dry	None	--	--	--	--	--	--	29.55	41.90	None	29.96	40.55	None	--	Dry	--
12/19/02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10/17/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10/31/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11/28/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12/31/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1/26/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2/24/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3/30/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
8/6/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
8/3/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10/1/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11/5/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12/3/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12/30/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

* - Surveyor found well and obtained elevation with cap on well.

MW-4 could not be located.

MW-11 previously served as a background well and was unable to be located.

MW-18 could not be located.

Elevations are adjusted for the presence of free product (Elev=well elevation-depth to water+product thickness (0.86))

TABLE 2: GROUNDWATER ELEVATION SUMMARY

Facility Name: CSXT Former Fueling Area
High Springs, Florida

Facility ID#: 018518188

All Measurements = Feet
No Data = Blank

WELL NO.	MW-9			MW-10			MW-12			MW-13			MW-14			MW-15			MW-16		
DIAMETER	2 inch			2 inch			2 inch			2 inch			2 inch			2 inch			2 inch		
WELL DEPTH	48.20 feet			37.70 feet			68.03 feet			46.08 feet			43.22 feet			40.30 feet			45.81 feet		
SCREEN INTERVAL	unknown			unknown			unknown			unknown			unknown			unknown			unknown		
TOC ELEVATION	71.42 feet MSL			70.28 feet MSL			70.41 feet MSL			Damaged			Damaged			70.62 feet MSL			70.70 feet MSL		
DATE	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP
12/18/02	28.28	43.14	None	--	Dry	None	29.73	40.68	None	--	41.97	None	--	38.41	None	--	--	--	29.80	40.90	None
12/19/02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	Dry	None	--	--	--
10/17/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32.01	38.61	None	--	--	--
10/31/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31.77	38.85	None	--	--	--
11/29/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31.50	39.12	None	--	--	--
12/31/03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31.04	39.62	Yes	--	--	--
1/26/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	Dry	None	--	--	--
2/24/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31.00	39.76	Yes	--	--	--
3/30/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30.96	39.88	Yes	--	--	--
8/6/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	Dry	None	--	--	--
9/3/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30.70	40.11	Yes	--	--	--
10/1/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35.98	34.64	None	--	--	--
11/5/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32.91	37.73	Yes	--	--	--
12/3/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32.42	38.20	None	--	--	--
12/30/04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32.17	38.45	None	--	--	--

* - Surveyor found well and obtained elevation with cap on well.

MW-4 could not be located.

MW-11 previously served as a background well and was unable to be located.

MW-18 could not be located.

Elevations are adjusted for the presence of free product (Elev=well elevation-depth to water+product thickness (0.86))

TABLE 2: GROUNDWATER ELEVATION SUMMARY

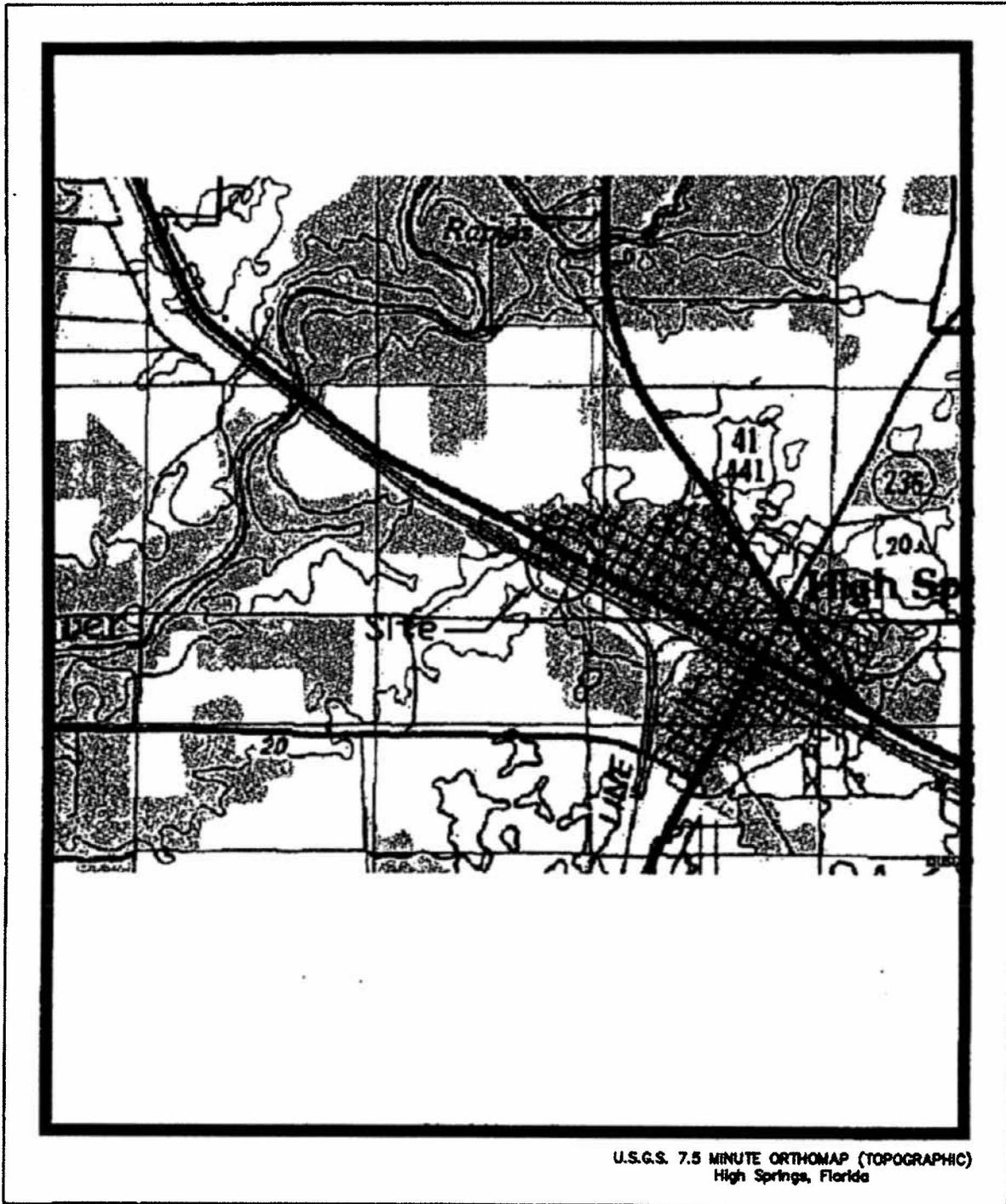
Facility Name: CSXT Former Fueling Area Facility ID#: 018518168 All Measurements = Feet
 High Springs, Florida No Data = Blank

WELL NO.	MW-17			MW-19			MW-20			MW-21			MW-22			MW-23			MW-24			RW-1		
DIAMETER	2 Inch			2 Inch			2 Inch			4 Inch			2 Inch			2 Inch			2 Inch			12 Inch		
WELL DEPTH	43.19 feet			Not measured			47.44 feet			48.76 feet			43.00 feet			44.00 feet			45 feet			Not Determined		
SCREEN INTERVAL	unknown			unknown			unknown			unknown			28-43 feet			29-44 feet			30-45 feet			unknown		
TOC ELEVATION	70.08 feet MSL			71.01 feet MSL			Damaged			69.86 feet MSL			70.17 feet MSL			70.35 feet MSL			70.47 feet MSL			Not Determined		
DATE	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP	ELEV	DTW	FP
12/18/02	29.93	40.15	None	--	--	--	--	41.65	Yes	30.24	39.82	None	--	--	--	--	--	--	--	--	--	--	--	--
12/19/02	--	--	--	29.81	42.42	Yes	--	--	--	--	--	--	29.78	40.45	Yes	29.72	42.07	Yes	29.86	42.40	Yes	--	42.40	Yes
10/17/03	--	--	--	31.97	39.99	Yes	--	--	--	--	--	--	31.93	38.24	None	31.92	38.64	Yes	32.07	38.43	Yes	--	38.40	Yes
10/31/03	--	--	--	31.77	39.77	Yes	--	--	--	--	--	--	31.68	38.49	None	31.67	38.97	Yes	31.83	38.79	Yes	--	36.27	Yes
11/28/03	--	--	--	31.49	40.04	Yes	--	--	--	--	--	--	31.41	38.77	Yes	31.39	39.32	Yes	31.56	39.53	Yes	--	36.47	Yes
12/31/03	--	--	--	31.04	40.46	Yes	--	--	--	--	--	--	30.99	39.18	None	30.99	39.71	Yes	31.13	40.63	Yes	--	36.89	Yes
1/26/04	--	--	--	30.83	40.47	Yes	--	--	--	--	--	--	30.75	39.42	None	30.74	39.87	Yes	30.89	40.38	Yes	--	36.96	Yes
2/24/04	--	--	--	31.00	40.23	Yes	--	--	--	--	--	--	30.90	39.27	None	30.91	39.57	Yes	31.06	39.66	Yes	--	36.78	Yes
3/30/04	--	--	--	30.97	40.44	Yes	--	--	--	--	--	--	30.89	39.28	None	30.89	39.61	Yes	31.02	39.79	Yes	--	36.80	Yes
8/6/04	--	--	--	30.42	40.78	Yes	--	--	--	--	--	--	30.30	39.87	None	30.34	40.24	Yes	30.47	40.40	Yes	--	37.58	Yes
8/3/04	--	--	--	30.71	40.39	Yes	--	--	--	--	--	--	30.62	39.55	None	30.64	39.82	Yes	30.75	39.95	Yes	--	37.11	Yes
10/1/04	--	--	--	36.04	34.99	Yes	--	--	--	--	--	--	35.98	34.18	None	35.94	34.41	None	36.12	34.35	None	--	31.54	Yes
11/5/04	--	--	--	32.91	38.16	Yes	--	--	--	--	--	--	32.82	37.35	None	32.83	37.57	Yes	33.02	37.45	None	--	34.67	Yes
12/3/04	--	--	--	32.44	38.57	Yes	--	--	--	--	--	--	32.40	37.77	None	32.40	37.95	None	32.55	37.92	None	--	35.12	Yes
12/30/04	--	--	--	32.41	38.60	Yes	--	--	--	--	--	--	32.07	38.10	None	32.15	38.20	Yes	32.27	38.20	None	--	35.36	None

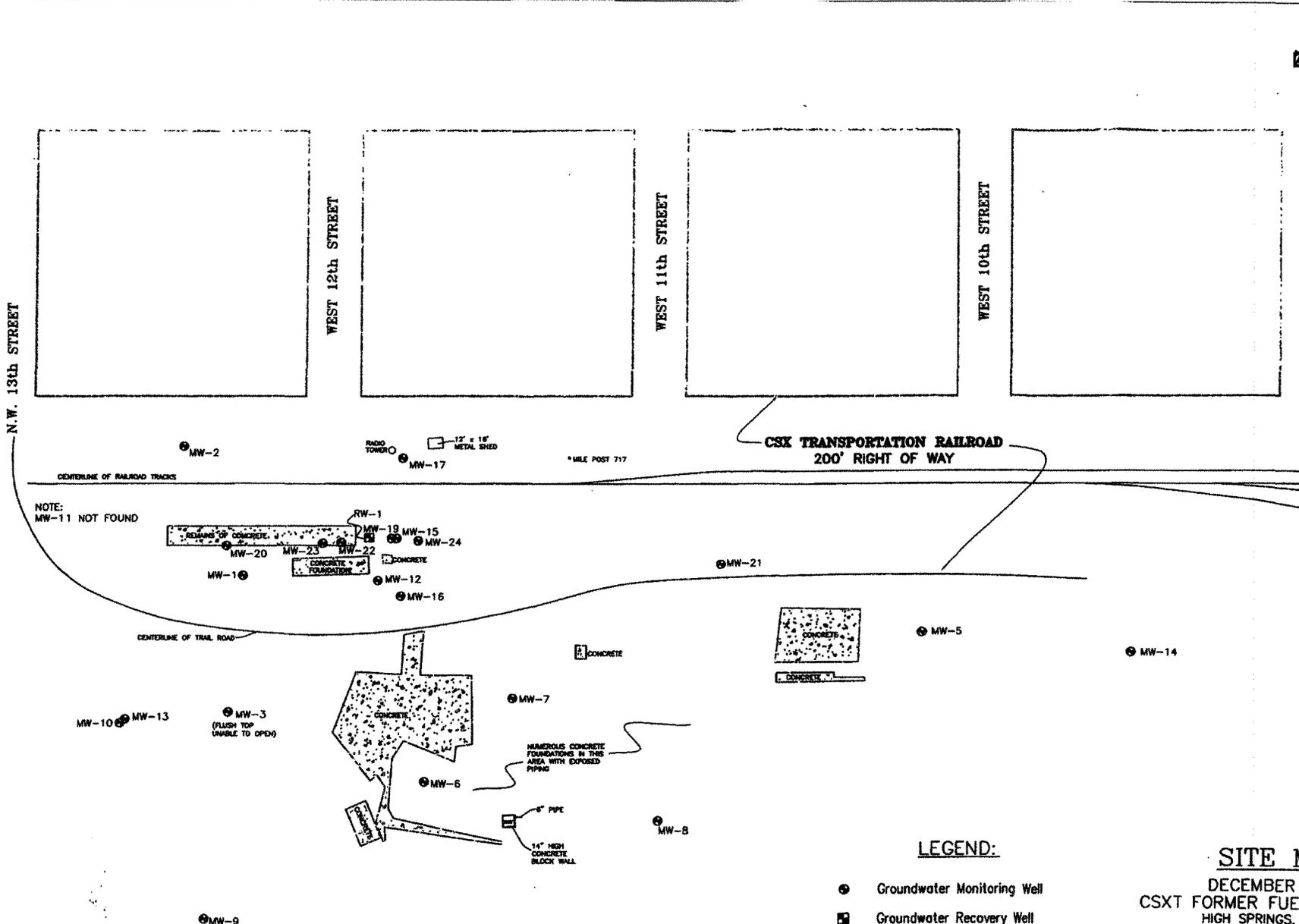
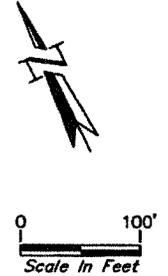
* - Surveyor found well and obtained elevation with cap on well.
 MW-4 could not be located.
 MW-11 previously served as a background well and was unable to be located.
 MW-18 could not be located.
 Elevations are adjusted for the presence of free product (Elev=well elevation-depth to water+product thickness (0.86))



**CSX TRANSPORTATION, INC.
FORMER FUELING FACILITY**
Florida Department of Environmental Protection
High Springs, Florida



LOCATION MAP



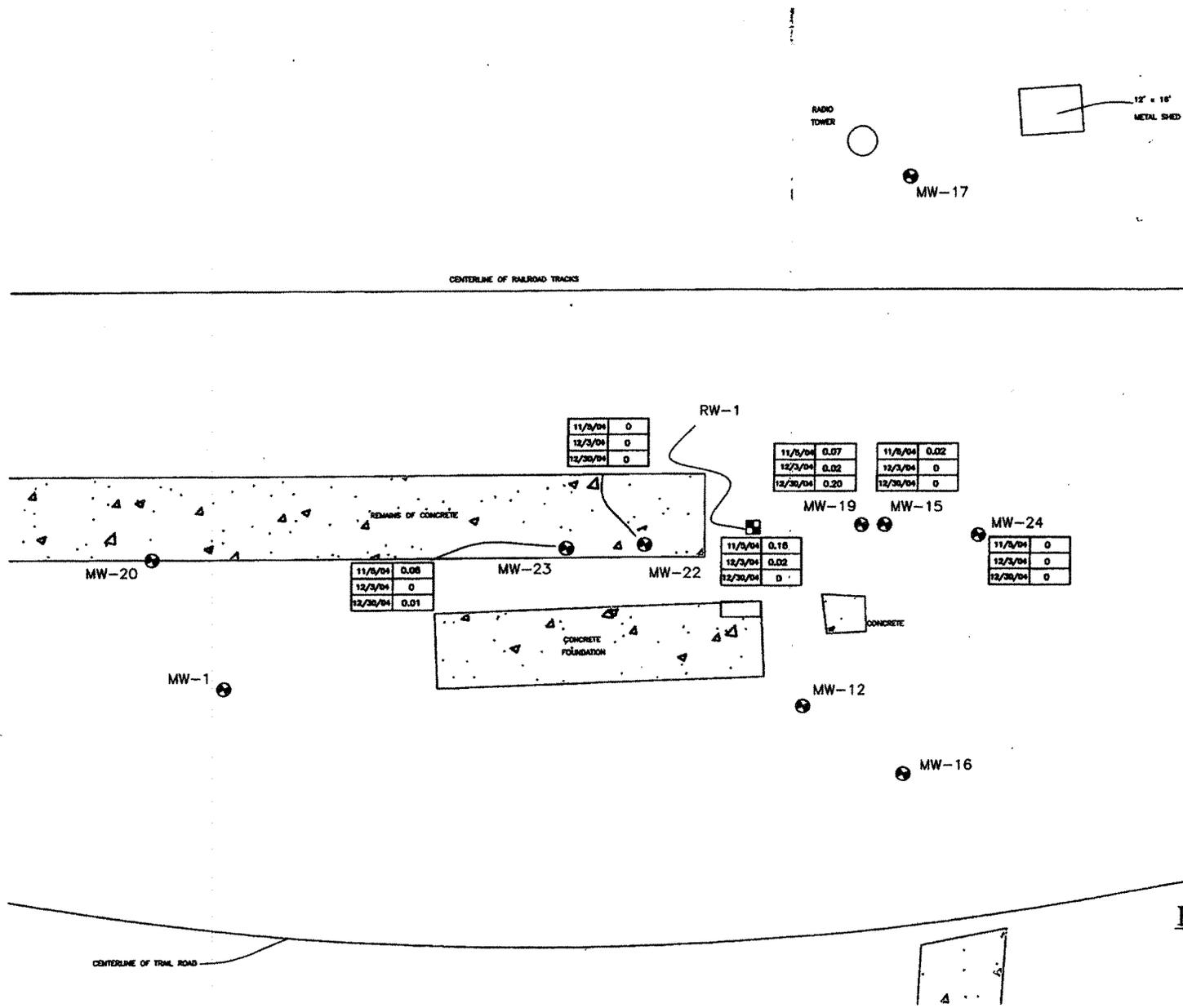
NOTE:
MW-11 NOT FOUND

CSX TRANSPORTATION RAILROAD
200' RIGHT OF WAY

LEGEND:

- Groundwater Monitoring Well
- Groundwater Recovery Well

SITE MAP
DECEMBER 2004
CSXT FORMER FUELING FACILITY
HIGH SPRINGS, FLORIDA
FDEP FACILITY ID # 018518168

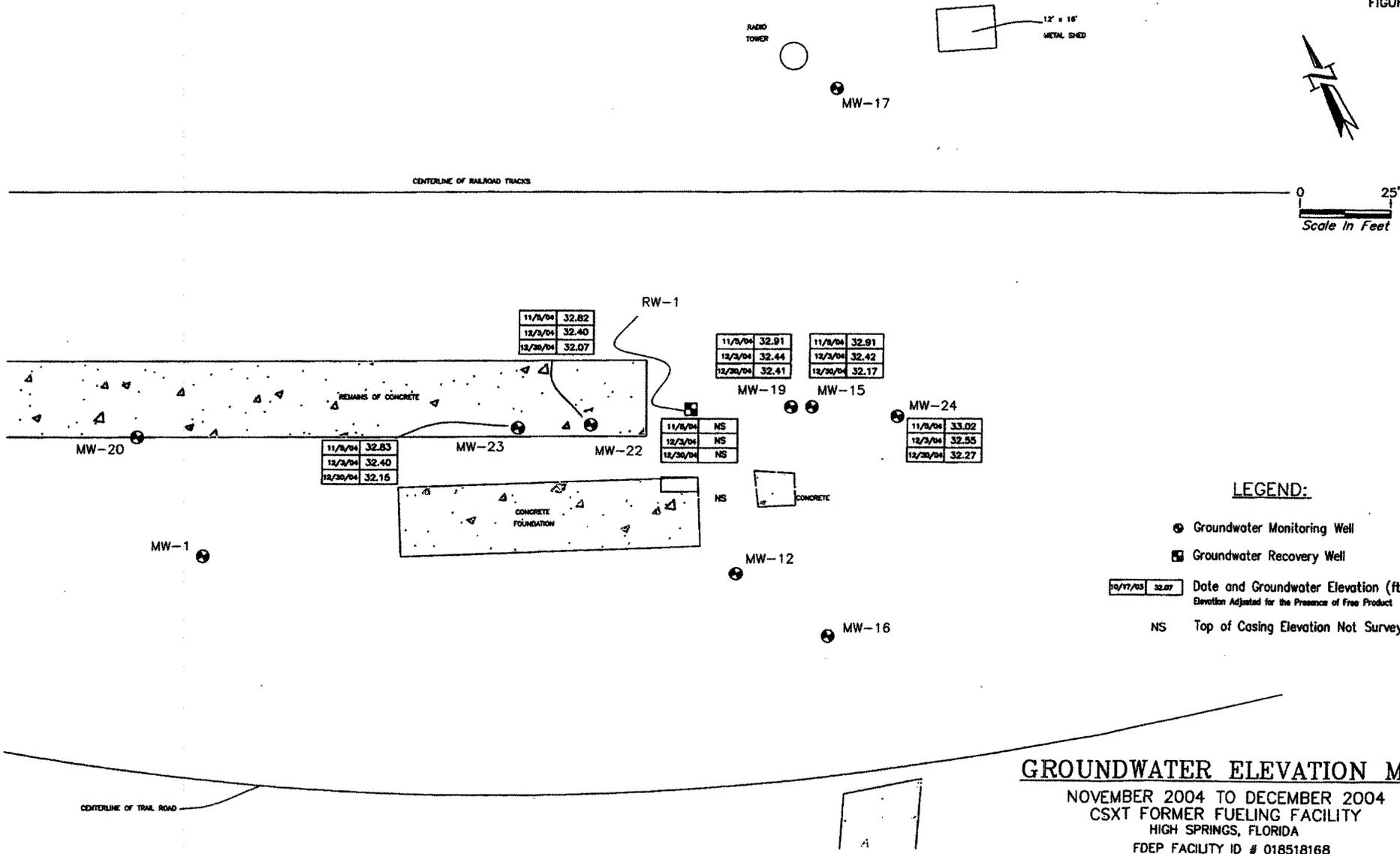


LEGEND:

- Groundwater Monitoring Well
- Groundwater Recovery Well

Date and Free Product Thickness (ft.)

FREE PRODUCT THICKNESS
 NOVEMBER 2004 TO DECEMBER 2004
 CSXT FORMER FUELING FACILITY
 HIGH SPRINGS, FLORIDA
 FDEP FACILITY ID # 018518168





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Petroleum Preapproval Program Work Order

Work Order Number: 2004-01-W04464 **Cost Center #:** 37450404555 **Category:** 087888 FY 03-04
FDEP Facility Id #: 01/8518168 **Score:** 13 ✓ **Contract #:** N/A
Site Name: CSX TRANSPORTATION **Eligibility:** Priority Score Order
Address (Street, City): 905 NW RAILROAD AVE. HIGH SPRINGS **County:** Alachua
Contractor Name: GANNETT FLEMING, INC. **CID #:** 00081
Contractor Address: 9119 Corporate Lake Dr. Ste 150, Tampa, FL 33634 **FEID #:** 25-161-3591
Contractor Representative: David J. Pirkle **Phone #:** 904/998-9809
FDEP Site Manager: Rebecca L. Crowder **Phone #:** 352/268-6846
Cleanup Phase: Source Removal
Cleanup Activity: FREE PRODUCT RECOVERY
Work Order Description: (Per attached proposal and noted changes)

This Free Product Removal Work Order (WO) is for:

EVENT 1: Three months of free product gauging AND bailing of 6 impacted wells onsite (MW-15, 19, 22, 23, 24 & RW-1). Properly store recovered product/contact water onsite in sealed drum(s). Prepare Quarterly Free Product Removal report.

EVENT 2: Three months of free product gauging AND bailing of 6 impacted wells onsite (MW-15, 19, 22, 23, 24 & RW-1). Properly store recovered product/contact water onsite in sealed drum(s). Prepare Quarterly Free Product Removal report. See deliverable schedule below.

Please see proposal prepared by Gannett-Fleming, dated June 25, 2004, received June 29, 2004, with noted changes.

RECEIVED
 DEPARTMENT OF ENVIRONMENTAL PROTECTION
 BUREAU OF PETROLEUM STORAGE SYSTEMS
 DOCUMENT MANAGEMENT CENTER
 2004 JUL 21 A 10:35
 2004 JUN 30 2004

Deliverable 1: FREE PRODUCT REMOVAL REPORT **Due Date 1:** Dec 31, 2004
Deliverable 2: _____ **Due Date 2:** _____
Deliverable 3: _____ **Due Date 3:** _____
Deliverable 4: _____ **Due Date 4:** _____
Deliverable 5: _____ **Due Date 5:** _____
Deliverable 6: _____ **Due Date 6:** _____
Final Deliverable: FREE PRODUCT REMOVAL REPORT **Final Due Date:** Dec. 31, 2004 ✓

Period of Service: Contractor Representative Signature Date To June 30, 2005
Amount (incl. retainage): \$7,114.38 ✓ **Retainage (10%):** \$711.44 ✓

This WORK ORDER is not in effect until signed by all parties. The FDEP will not pay any amount of this WORK ORDER until the original signed copy has been returned to the FDEP. The FDEP will not pay for any portion of the scope of work that has not been performed as of the date of invoice.

Additional Terms And Conditions On Following Pages

FDEP Site Manager: Rebecca L. Crowder Date: 7/14/2004
FDEP Manager: _____ Date: 7/14/04
Cost Center Administrator: _____ Date: 07/22/04
Contractor Representative: David J. Pirkle Date: 7/28/04
Contractor Representative: _____
 (second contractor signature is optional)

FDEP Use Only: EDI **Technical review:** Initials: TRC Date: 7/14/04
 Fiscal Review: Initials: TRC Date: 7/14/04

Free Product Template Cost Worksheet

FDEP Contract #: N/A
 Work Order #: 2004-01-WO4464
 Facility Id #: 018518168

Contractor: Gannett-Fleming
 WO Description: FP Gauge/Bell
 Site Name: CSX Transportation - High Springs

FDEP/LP Site Mgr: Rebecca Lee Crowder
 Date: 07/12/04

	Allowed Cost	Number of People	Number of Items Needed	Sub Markup	Total Cost of Items
Section A: Office Activities, Part I					
1 Proposal Preparation / File Review	\$443.32		1		\$443.32
2 Site Health & Safety Plan	\$202.19				\$0.00
Section A Subtotal:					\$443.32
Section B: Field Activities (all activities include equipment kit, vehicle, per diem)					
1 Mobilization (to and from site) (2 persons) (used only for piezometer install)	\$821.70				\$0.00
2 Mobilization (to and from site) (1 person)	\$300.20		6		\$1,801.20
3 Drilling Setup (one time use per event, setup and take down)	\$453.25				\$0.00
4 Piezometer Install (≤ 10 ft)	\$192.85				\$0.00
6 Piezometer Install (> 10 ft to ≤ 20 ft)	\$289.28				\$0.00
8 Piezometer Install (> 20 ft to ≤ 40 ft)	\$385.70				\$0.00
7 Piezometer Install (> 40 ft) (case by case)	[]				\$0.00
8 Recovery Well Installation (≤ 40 ft)	\$771.40				\$0.00
9 Recovery Well Installation (> 40 ft) (case by case)	[]				\$0.00
10 Well or Free Product Gauging	\$15.98	6 wells x 6 visits	36		\$575.28
11 Free Product Bailing (per well)	\$94.02	6 wells x 6 visits	36		\$3,384.72
12 Piezometer Abandonment (per piezometer)	\$94.02				\$0.00
13 Utility Clearance (included in drilling setup)	\$0.00				\$0.00
14 Half Day Field Oversight (2 persons max.)	\$378.75	(Indicate here)			\$0.00
16 Whole Day Field Oversight (2 persons max.)	\$753.50	(Indicate here)			\$0.00
Section B Subtotal:					\$5,761.29
Section C: Other Field Work					
1 Other Field Work	[]	(Indicate here)			\$0.00
2 Other Field Work	[]	(Indicate here)			\$0.00
Section C Subtotal:					\$0.00
Section D: Other Equipment Rental Cost(s)					
1 Other Equipment	[]	(Indicate here)			\$0.00
2 Other Equipment	[]	(Indicate here)			\$0.00
Section D Subtotal:					\$0.00
Section E: In-house Service Cost(s)					
1 Drilling	[]	(Indicate here)			\$0.00
2 Other	[]	(Indicate here)			\$0.00
Section E Subtotal:					\$0.00
Section F: Subcontractor Cost(s)					
1 Drilling	[]	(Indicate selected sub)		10.00%	\$0.00
2 Disposal	[]	(Indicate selected sub)		10.00%	\$0.00
3 Other	[]	(Indicate here)		10.00%	\$0.00
4 Materials Purchase	[]	(Indicate here)		10.00%	\$0.00
Section F Subtotal:					\$0.00
Section G: Office Activities, Part II					
1 Level 1 General Report	\$454.83	2 Qrty reports			\$909.86
2 Source Removal Report	\$885.43				\$0.00
3 Well Abandonment Report	\$202.19				\$0.00
Section G Subtotal:					\$909.86

Standard Invoice Schedule

Work Order Totals

Invoice	Amount	Documentation Required for Invoice
A Field Activities	\$5,584.07	
B Office Activities	\$818.87	
C Retainage	\$711.44	

Work Order Total:	\$7,114.38
Subtotal (less retainage):	\$6,402.94
Retainage: 10%	\$711.44

Petroleum Preapproval Program Work Order

Work Order #: 2004-01-W04464

1. Certification of Performance

- a. The CONTRACTOR signing this Work Order agrees to be bound by the terms and conditions contained herein.
- b. The CONTRACTOR signing this Work Order agrees to perform the approved scope of work at the approved cost. Any changes to the scope of work or cost must be approved in writing by the Florida Department of Environmental Protection (Department).
- c. The CONTRACTOR agrees that it is responsible for the professional quality, technical accuracy, timely completion and coordination of all designs, drawings, specifications, reports, other services and installations furnished under this agreement.
- d. The CONTRACTOR represents that its services and installations shall be performed in a manner consistent with that level of care and skill ordinarily exercised by other professional consultants under similar circumstances at the time the services are performed.
- e. The CONTRACTOR certifies that it currently meets all of the Qualifications for participation in the petroleum preapproval program as required by Sections 376.30711(2)(b)-(c), Florida Statutes. The CONTRACTOR further certifies that it will not knowingly permit any of these Qualifications to lapse during the duration of this Work Order. The CONTRACTOR agrees that if any of the Qualifications do lapse, it will immediately notify the DEPARTMENT and will suspend the performance of this Work Order until all the Qualifications are met.
- f. The CONTRACTOR certifies that it has read, understands and will perform all work in accordance with applicable statutes, and any rules and guidance issued by the Department of Environmental Protection and the standards of performance therein.

2. Additional Terms and Conditions

- a. This Work Order is issued to the listed CONTRACTOR and is not transferable or assignable. However, pursuant to Section 376.30711(5)(a), F.S. Invoices submitted pursuant to this Work Order are assignable. Persons wishing to exercise this option should contact the department for assistance.
- b. The issuance of this Work Order does not constitute an approval, certification, or endorsement of the CONTRACTOR by the DEPARTMENT. The DEPARTMENT hereby gives its written consent to use the subcontractors designated in the proposal for the work as designated in the proposal. Any deviation or substitution of subcontractors, or of the work they are to perform, must be confirmed in writing by the DEPARTMENT.
- c. The issuance of this Work Order does not convey any vested rights or any exclusive privileges. Neither does it authorize any injury to public or private property or any invasion of personal rights, nor any infringement of federal, state, or local laws or regulations. This Work Order is not a waiver of, or approval of, any other Department permit or approval that may be required for other aspects of the total project which are not addressed.
- d. This Work Order does not relieve the CONTRACTOR from liability for harm or injury to human health or welfare, animal or plant life, or property, caused by its activities or from penalties therefore; nor does it allow the CONTRACTOR to cause or contribute to pollution in contravention of Florida Statutes and Department rules.
- e. The Department may unilaterally cancel this Work Order for failure of the CONTRACTOR to allow access to public records as specified by Chapter 119, F.S.
- f. The CONTRACTOR, by accepting this Work Order, specifically agrees to allow authorized Department personnel, and personnel of a contracted county, to observe and inspect the work being performed under this Work Order, including:
 - (1) Access to any records that must be kept under conditions of the Work Order;
 - (2) Inspection of the facility, equipment, practices, or operations required under this Work Order; and
 - (3) Sampling or monitoring of any substances or parameters at any location reasonable or necessary to assure compliance with this Work Order or Department rules.
- g. The CONTRACTOR agrees that this Work Order is subject to the applicable provisions of Section 287.058, F.S., and to Section 287.0582, F.S.

Petroleum Preapproval Program Work Order

Work Order #: 2004-01-W04464

h. The CONTRACTOR shall pay all subcontractors and vendors under this agreement no later than thirty (30) days after receipt of payment for their services from the Department. Partial payments may be made to subcontractors upon receipt of such payment, provided that the amount of the partial payment is the same proportion as paid by the Department. All subcontractors must be paid in full prior to submittal of the final invoice for this Work Order. A properly completed Contractor Affidavit/Release of Claim must accompany the final invoice for this Work Order.

i. If this Work Order has been issued pursuant to a Preapproved Advanced Cleanup (PAC) or Petroleum Cleanup Participation Program (PCPP) contract, then the termination of that contract may result in the immediate termination of this Work Order.

j. The State of Florida's performance and obligation to pay for services under this Work Order is contingent upon appropriations by the Legislature in effect at the time of execution. Authorization for continuation and completion of this Work Order and payment associated therewith may be rescinded with proper notice at the discretion of the Department if Legislative appropriations are reduced.

3. Retainage and Forfeiture of Retainage

a. The CONTRACTOR agrees that the retainage withheld on this Work Order shall not be paid until the full scope of work has been completed to the satisfaction of the Department.

b. If the CONTRACTOR fails to perform the required scope of work or fails to perform the work in a satisfactory manner, then payment for that work will be forfeited and retainage for the entire Work Order will be forfeited. Failure to perform includes failure to submit the required deliverable or failure to provide adequate documentation that the work was actually performed. In accordance with Section 378.30711(5)(e), F.S., CONTRACTORS who fail to perform the terms of a preapproval agreement can be barred from further participation in the program.

c. If a deliverable required by this Work Order is submitted after the due date for the deliverable then the Department reserves the right to withhold payment of the retainage for the entire Work Order.

4. Audit - Access to Records

a. The CONTRACTOR shall maintain books, records and documents directly pertinent to performance under this WORK ORDER in accordance with generally accepted accounting principles consistently applied. The Department, the State or their authorized representatives shall have access to such records without charge for audit purposes during the term of the WORK ORDER and for three years following WORK ORDER completion. It is not the department's intention to use these audits to seek cost recovery of over-payments, but rather to use these audits to revise and refine the department's cost estimating policies and procedures. However, cost recovery will be pursued if there is evidence of fraud or other illegal activity.

5. Dispute Resolution - Suspension or Cancellation of Work

a. The FDEP may order a suspension or cessation of work in order to resolve disputes regarding a CONTRACTOR'S performance or the performance of their subcontractor. If this is necessary, the Department will notify the CONTRACTOR by certified mail with a copy of the notification sent to the property owner. The CONTRACTOR will not be paid for any work performed during such suspension or cancellation unless the dispute is later resolved to include such payment. The Department or CONTRACTOR may request a suspension or cancellation of work. The Department reserves the right to suspend or cancel work for good cause. Good cause includes, but is not limited to, any audit or report indicating that any phase of actual work completed was inconsistent with the approved scope or cost, or failure of a CONTRACTOR to maintain its required qualifications.

b. Suspension or cancellation is not automatic. A notice of intent to suspend or cancel work must be sent certified mail and give the other party at least ten (10) working days to respond. If the deficiency is remedied within the 10 day period, the Work Order will remain in effect. If the CONTRACTOR does not remedy the deficiency within the 10 day period the Work Order shall be deemed suspended or canceled at the discretion of the Department within 10 days of the close of the 10 day remedy period. In the event the Department determines, in its sole discretion, that the CONTRACTOR is in breach of the terms and conditions of this Work Order, the Department reserves the right to exercise all remedies at law and equity.

Attachment 11



FLORIDA CENTRAL RAILROAD
FLORIDA MIDLAND RAILROAD
FLORIDA NORTHERN RAILROAD

November 8, 2011

Jo Ann Burroughs
Manger Network Services
CSX Property Services
Jacksonville, FL 32202-4467

RE: HIGH SPRINGS TO NEWBERRY LINE – M.P. AR 717 – AR 726.69

Dear Ms. Burroughs:

This letter is to inform you that there have been no fuel or contaminant spills by the Florida Northern Railroad or any third party during operations on this line from May 2005 to date.

Should any further information be needed, please do not hesitate to contact me at (407) 880-8500.

Sincerely,

Pete Petree
Vice President & General Manager
Florida Northern Railroad

CC: T.J. Litwiler, Fletcher-Sippel



Jo Ann Burroughs
Manager Network Services

May 10, 2012

U.S. Fish & Wildlife Service
Southeast Region
701 San Marco Blvd, Suite 7 West
Jacksonville, FL. 32207

Dear Sir/Madam;

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

Florida Northern Railroad Company, Inc.-STB Docket AB-307 (Sub-No. 1X)

Please be advised that CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

FNOR is seeking exemption to discontinue service over an approximately 9.81-mile rail line between railroad milepost AR 716.88, at High Springs, FL and railroad milepost AR 726.69, at Newberry, FL (the "FNOR Line").

CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs FL. STB Docket Numbers AB 55 (Sub-No. 718X) and AB 307 (Sub-No. 1X).



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Attached is a preliminary Environmental Report describing the proposed action and the expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 13

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
FAX: (904) 359-1373
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

May 10, 2012

National Park Service
Southeast Regional Office
75 Spring Street SW, Suite 1130
Atlanta, GA. 30303

Dear Sir/Madam;

RE: CSX Transportation, Inc.-Proposed Abandonment-STB Docket No. AB-55 (Sub No. 718X)

Florida Northern Railroad Company, Inc.-STB Docket AB-307 (Sub-No. 1X)

Please be advised that CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

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CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs FL. STB Docket Numbers AB 55 (Sub-No. 718X) and AB 307 (Sub-No. 1X).



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Jo Ann Burroughs
Manager Network Services

Attached is a preliminary Environmental Report describing the proposed action and the expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by June 8, 2012, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1373 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

Attachment 14



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
POST OFFICE BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

April 19, 2012

Regulatory Division
North Permits Branch
Jacksonville Permits Section

CSX Transportation Incorporated
Attn: Ms. Jo Ann Burroughs
500 Water Street – J200
Jacksonville, Florida 32202

Dear Ms. Burroughs:

Reference is made to correspondence from you dated April 16, 2012 (copy enclosed), regarding a proposal to abandon a rail line generally located between High Springs and Newberry, Alachua County, Florida. The information submitted indicates that the work would not affect waters of the United States, including wetlands.

If the overall work associated with the project does not adversely affect waters of the United States, including wetlands, the Corps does not believe that the work, as identified, would be environmentally detrimental to resources within our purview provided the work is implemented in accordance with any appropriate best management practices.

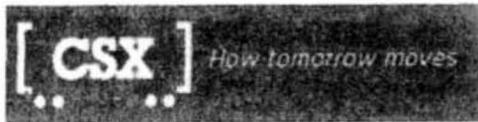
The project, as described in your correspondence, would not require a Department of the Army permit in accordance with Section 10 of the Rivers and Harbors Act of 1899, as it would not affect navigable waters of the United States. Furthermore, a permit would not be required in accordance with Section 404 of the Clean Water Act, as it would not involve the discharge of dredged or fill material into waters of the United States, including wetlands. Provided the work is done in accordance with the information submitted, Department of the Army authorization would not be required.

If you have any questions concerning this correspondence, you may contact me in writing at the letterhead address, by electronic mail at mark.r.evans@usace.army.mil, or by telephone at 904-232-2028.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark R. Evans", is written over a horizontal line.

Mark R. Evans
Senior Project Manager

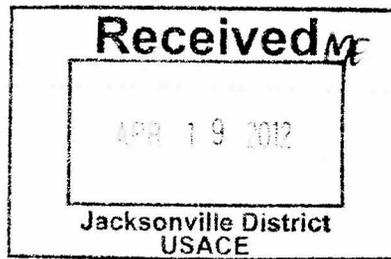


500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3902
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

April 16, 2012

U.S. Corps of Engineers
Jacksonville District
P.O. Box 4970
Jacksonville, FL 32232



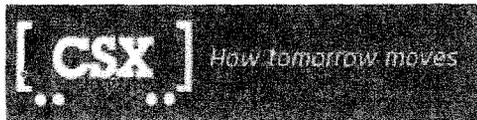
Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSXT) is proposing to file with the Surface Transportation Board (STB) a Petition of Exemption and Florida Northern Railroad Company, Inc. (FNOR) is proposing a Discontinuance of Service seeking authority to abandon a rail line on CSXT's Southern Region, Jacksonville Division, Former West Coast Division, Alachua County, Florida.

FNOR is seeking exemption to discontinue service over an approximately 9.81-mile rail line between railroad milepost AR 716.88, at High Springs, FL and railroad milepost AR 726.69, at Newberry, FL (the "FNOR Line").

CSXT is seeking a Petition of Exemption for approximately 11.62-mile rail line which includes the FNOR Line and the rail line between railroad milepost ARB 717.11, at High Springs, FL and ARB 718.92, at High Springs, FL (collectively referred to as the "Line"). The Line extends beyond the limits of the FNOR Line because CSXT does not want to leave an unused island of rail line in High Springs FL. STB Docket Numbers AB 55 (Sub-No. 718X) and AB 307 (Sub-No. 1X). A map of the area is attached for your review.

The FNOR Line was leased to FNOR in 2005. Due to an embargo by FNOR, this line segment is out of service. FNOR has asked to join CSXT in a STB filing for abandonment and discontinuance of service of our common carrier obligation. The only remaining customer is currently receiving its freight shipments from Transflo in Jacksonville, Florida. No new rail-oriented business is expected to develop, and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been



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Jo Ann Burroughs
Manager Network Services

attempted to entice industrial development to the area, but have failed. The purpose of the proposed action is to abandon, discontinue service, salvage the track and improvements, and subsequently lease or sell the property.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9) (ii) require that CSXT develop a response to the following statement:

“Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects.”

It is CSXT's opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. CSXT does not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and CSXT does not anticipate any dredging or use of fill in the removal of the track material. The track removal will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.



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Jacksonville, FL 32202
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Jo Ann Burroughs
Manager Network Services

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in black ink that reads 'Jo Ann Burroughs'. The signature is written in a cursive style with a large initial 'J'.

Jo Ann Burroughs

Attachments

Attachment 15

Burroughs, Joann

From: Beth Walls <Walls.Beth@epamail.epa.gov>
Sent: Tuesday, June 05, 2012 4:01 PM
To: Burroughs, Joann
Cc: Heinz Mueller
Subject: CSX Transportation, Inc., - Proposed Abandonment- STB Docket No. AB-55 (Sub No. 718X), Florida Northern Railroad Company, Inc. - STB Docket No. AB-307 (Sub No. 1X)

Dear Ms. Burroughs:

I am responding to your May 10, 2012, letter to US. EPA, Region 4, requesting EPA's review of the proposed 11.62 mile rail line abandonment project in High Springs, Florida. According to the above referenced letter, the proposed 11.62 mile rail line abandonment project includes the 9.81 mile section between Mileposts (MP) AR 716.88 (High Springs, FL) and 726.69 (Newberry, FL), plus the section 1.81 mile section between MP ARB 717.11 and ARB 718.92 (High Springs, FL).

The environmental report provided with your letter indicates the proposed action will not involve new road construction, dredging, nor fill deposition and the underlying road bed will not be disturbed. The Army Corps of Engineering's April 19, 2012 letter, included in this report, determined the information CSX provided to them would not involve the discharge of dredged or fill material into waters of the U.S., including wetlands, which is quite different from the paraphrasing represented as a quote on page 8 of the provided environment report.

Your letter dated April 16, 2012, enclosed as Attachment 15 to the Environmental Report, requests EPA's concurrence the proposed project is consistent with applicable Federal, State, and local water quality standards and no Clean Water Act (CWA) Section 402 permit is required at this time. Please note EPA does not have the legal authority to make the requested concurrence regarding any State or local water quality standards. EPA delegates to the States, pursuant to the CWA, the responsibility to develop and maintain state water quality standards. Compliance with the State of Florida's water quality standards is sufficient to meet the federal water quality standards. Consequently, I recommend CSX contact the appropriate State of Florida, i.e., the Florida Department of Environmental Protection (FDEP), Standards and Assessment Section staff to make the requested concurrence. Staff contact information can be obtained at <http://www.dep.state.fl.us/water/sas/contacts.htm>.

The requirement for a federal CWA permit is triggered by the presence of CWA-defined waters. The enclosed map in Attachment 1 does not depict any waterways in the vicinity. It is unclear whether the parameters chosen for creating the map included waterways. Neither your letter, the environmental report, nor any of its attachments conclusively or specifically indicate whether or not any surface water bodies (i.e., potential CWA-defined waters) exist within the vicinity of the proposed action. Consequently, it is not determinable whether CWA-defined waters exist in the vicinity to potentially be impacted.

While the provided information indicates no direct discharge into CWA-defined waters is anticipated to be associated with the proposed action, there may be the potential for storm water related runoff associated with the action, which may trigger a CWA 402 storm water permit. And since it is not determinable whether CWA-defined waters exist in the vicinity to potentially be impacted and I have no experience with the type of equipment or actions associated with the proposed action that could realize polluted runoff into surface waters, I cannot definitively determine whether a CWA Section 402 Storm Water Permit is required.

I can tell you EPA has delegated its CWA Section 402 - implementation to the State of Florida (FDEP). The State has met EPA's criteria to implement the CWA in lieu of EPA. Thus, compliance with the State of Florida's CWA-equivalent storm water permit is sufficient to meet the federal CWA requirements. I recommend CSX contact FDEP's storm water permitting section staff, contact information is available at <http://www.dep.state.fl.us/water/stormwater/npdes/contacts.htm>.

Additionally, I would recommend CSX also contact the appropriate City of High Springs department responsible for implementing the Municipal Separate Storm Sewer Systems (MS4) program. The City is required to obtain a MS4 permit from the State. EPA anticipates CSX, as a corporate citizen, would be reluctant for any of its activities to possibly cause the City to be unable to comply with its MS4 permit requirements. To obtain a City contact, the FLDEP storm water permitting unit staff should be able to guide you as to whether this latter recommendation is necessary.

Please note: the HQ office for the Florida Department of Environmental Protection is located in Tallahassee, FL, not the U.S. Regional EPA Office which is located in Atlanta, GA (see page 9 of CSX's Environmental Report). If CSX makes its inquiry directly to the appropriate FDEP section, see above contact information, I anticipate CSX will get a response.

Sincerely,



Beth Walls

Environmental Scientist,
404-562-8309 & walls.beth@epa.gov
Region 4, NEPA Program Office
Sam Nunn AFC, 61 Forsyth St.,
Atlanta, Ga 30303-8960

