

UNION PACIFIC RAILROAD COMPANY

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205056

March 22, 2002

VIA UPS OVERNIGHT DELIVERY

Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street, N.W. Room 504
Washington, DC 20423-0001



Attention: Victoria Rutson

RE: Docket No. AB-33 (Sub-No. 184X), Union Pacific Railroad Company -
Abandonment Exemption - In Cook County, IL
(Chicago Low Line in Chicago, IL)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Petition for Exemption in this matter on or after April 11, 2002.

ENTERED
Office of the Secretary

MAR 27 2002

Part of
Public Record

MHS/taf
Enclosures

Sincerely yours,

Mack H. Shumate, Jr.
Senior General Attorney

cc: w/enclosures

State Clearinghouse (or alternate):

Mr. Steve Klokkenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
P. O. Box 19276
Springfield, IL 62794

**State Coastal Zone Management Agency
(if applicable):**

Mr. Don Vonnahme, Director
Department of Transportation
Room 401 - Annex Building
2300 South Dirksen Parkway
Springfield, IL 62764

Head of each County:

Cook County Commissioners
Cook County Building
118 North Clark, 5th Floor
Chicago, IL 60602

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604

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Director of Transportation Planning
Department of Transportation
Bureau of Planning
30 North LaSalle Street, Room 500
Chicago, IL 60602

Kathlee Rausford, Chief
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John D. McDonough,
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Real Estate and Land Use Division
30 North LaSalle Street, Room 1610
Chicago, IL 60602

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 North Canal Street
Chicago, IL 60606

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

**U.S. Natural Resources Conservation
Service:**

Natural Resource Conservation Service
1902 Fox Drive
Champaign, IL 61821

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1507

John H. Bradley & Associates
1054 31st Street, N.W., Suite 200
Washington, D.C. 20007

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 184X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN COOK COUNTY, ILLINOIS
(CHICAGO LOW LINE)



Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
312/ 777-2055
312/ 777-2065 FAX

Dated: March 22, 2002
Filed: March 25, 2002

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 184X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN COOK COUNTY, ILLINOIS
(CHICAGO LOW LINE)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment from milepost 0.26 near Canal Street to milepost "minus" (-) 0.55 near Rush Street, a distance of approximately 0.81 miles over the Chicago Low Line in Chicago, Cook County, Illinois (the "Line").

The Line traverses U. S. Postal Service Zip Codes 60610, 60611, and 60654.

The applicant anticipates that a Petition For Exemption to discontinue service on the Line will be filed at the STB on or after April 11, 2002.

A map of the Line is attached as **Attachment No. 1**. UP's original letter to federal, state and local government agencies is marked **Attachment No. 2**. Responses received to the letter to date are attached and sequentially numbered as indicated below.

ENVIRONMENTAL REPORT

49 C.F.R. § 1105.7(e)

(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.

Response: The proposed action involves the abandonment of the Chicago Low Line from milepost 0.26 near Canal Street to milepost "minus" (-) 0.55 near Rush Street, a distance of approximately 0.81 miles over the Chicago Low Line in Chicago, Cook County, Illinois. The Line was originally constructed in approximately 1852 by the Galena & Chicago Union Railroad. Rail weight is 115-pounds at Canal Street to the beginning of the bridge, and 100-pounds from the bridge to Wells Street (with the exception of a 115-pound insert in a rubberized grade crossing underneath the Chicago Apparel Center). East of Wells Street, portions of track have been removed, and east of Wabash the track is completely removed. The sole customer on the Line in the past several years has been the *Chicago Sun-Times*, which received newsprint at its printing plant on the Line. This facility has been replaced by a new plant elsewhere in Chicago. The last rail car movement for this shipper occurred in July, 2001. Accordingly, no traffic is anticipated in the future from this shipper.

A map of the Line is attached as **Attachment No. 1.**

(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.

Response: The *Chicago Sun-Times* was the only customer on the Line and they moved to a new facility elsewhere in Chicago. No traffic is anticipated in the future, and there will be no diversion to truck. There is no impact on area roads or changes in energy usage caused by the proposed action.

(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.

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

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

(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. § 10905 and explain why.

Response: (i) Applicant is unaware of any adverse effects on local and existing land use plans. The Cook County Commissioners have been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted. To date the applicant has received no response.

(iii) The Illinois Department of Transportation has been contacted. To date UP has received no response.

(iv) This property could be suitable for a trail or roadway or overhead utility corridor. Since a portion of the property is reversionary, its use is restricted unless it is progressed as a rails to trails effort or sold for continued rail service.

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

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

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

(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.

Response: (i) There will be no effect on the transportation of energy resources.

(ii) No recyclable materials are handled on the Line.

(iii) Because there is little if any change in rail activity that could be attributed to the proposed action, there should be no discernible effect on energy efficiency.

(iv)(A)(B) There will be no rail-to-motor diversion of these magnitudes.

(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. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(I)(A) will apply.

Response: There is no such effect anticipated.

(5) **Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at 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 at 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. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic of such magnitude as a result of the proposed action.

(5) **Air.** (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 restrictions); 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.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(l) of this section are surpassed, state whether the proposed action will cause:

(l) 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.

Response: Not applicable.

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

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

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(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, describe the effects.

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

Response: (i) The U. S. Fish and Wildlife Service has been contacted. To date, UP has received no response.

(ii) Applicant is not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed discontinuance.

(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.

(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.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicant 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.)

Response: (i) The Natural Resource Conservation Service has been contacted. To date the applicant has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date no response has been received.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way proposed for abandonment is generally 30 feet wide and starts at Canal Street, traverses a draw bridge that crosses the Chicago River and a majority of the Line runs under the Chicago Merchandise Mart and the old Chicago Sun Times plant before terminating at Rush Street, all in Downtown Chicago. The right-of-way may be suitable for preservation under the Rails to Trails Act in lieu of abandonment. A majority of the property is reversionary which would restrict alternative use by the UP. Reversion will not occur if the corridor is preserved by progressing the right-of-way as a rails to trails corridor. The City of Chicago has expressed such an interest.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: The Illinois Historic Preservation Agency reviewed UP's initial notice of our proposal to abandon the Chicago Low Line in accordance with 36 CFR Part 800.4 and determined no historic properties are affected. The Agency's response is attached as **Attachment No. 3**. Subsequently, original photographs of the 196-foot bridge over the Chicago River, Bridge Number N-1511, constructed in 1908, were sent to the Illinois Historic Preservation Agency by letter, a copy of which is attached as **Attachment No. 4**. Currently UP is awaiting the Agency's response.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No 4**.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: UP believes bridge drawings are available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. Donald D. Snoddy, Manager-Museum Services for the UP, has reviewed the proposed transaction and concluded that there is nothing in the scope of the project that merits historical comment. No bridges or buildings that are of significant architectural design nor any other structures or features that need to be considered. Mr. Snoddy also indicates that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: Applicant does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written

description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 22nd day of March, 2002.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mack H. Shumate". The signature is written in a cursive style with a large initial "M".

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Senior General Attorney
Room 1920, 101 North Wacker Drive
Chicago, IL 60606
312/ 777-2055
312/ 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 184X) for the Chicago Low Line in Cook County, Illinois was served by first class mail on the 22nd day of March, 2002 on the following:

State Clearinghouse (or alternate):

Mr. Steve Klokkenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
P. O. Box 19276
Springfield, IL 62794

**State Coastal Zone Management Agency
(if applicable):**

Mr. Don Vonnahme, Director
Department of Transportation
Room 401 - Annex Building
2300 South Dirksen Parkway
Springfield, IL 62764

Head of each County:

Cook County Commissioners
Cook County Building
118 North Clark, 5th Floor
Chicago, IL 60602

**Environmental Protection Agency
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U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604

Luann Hamilton
Director of Transportation Planning
Department of Transportation
Bureau of Planning
30 North LaSalle Street, Room 500
Chicago, IL 60602

John H. Bradley & Associates
1054 31st Street, N.W., Suite 200
Washington, D.C. 20007

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 North Canal Street
Chicago, IL 60606-7206

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

National Geodetic Survey:

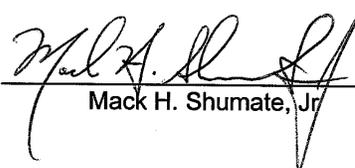
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

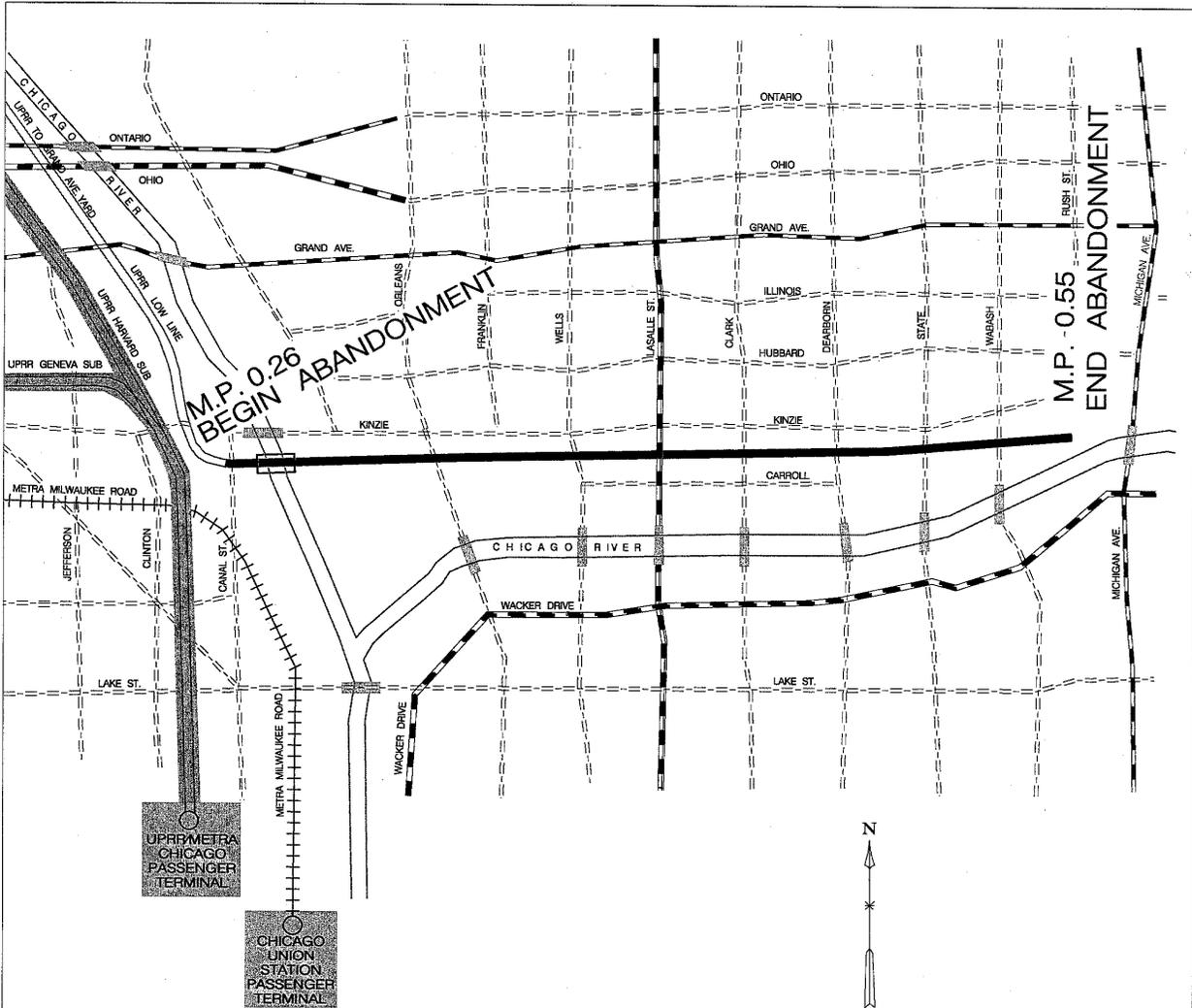
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1507

Kathlee Rausford, Chief
Assistant Corporation Counsel
John D. McDonough, Assistant
Corporation Counsel - Department of Law
Real Estate and Land Use Division
30 North LaSalle Street, Room 1610
Chicago, IL 60602

Dated this 22nd day of March, 2002.



Mack H. Shumate, Jr.



BRIDGE NO.	BRIDGE TYPE - CHICAGO LOW LINE	TOTAL LENGTH	DATE
N-1511	DRAW SPAN AND DECK PLATE GIRDER	196'	1908

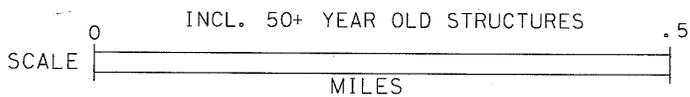
CHICAGO LOW LINE

MP 0.26 TO MP -0.55

CHICAGO LOW LINE A TOTAL OF 0.81 MILES
IN COOK COUNTY, ILLINOIS

AB-33 (SUB-NO. 184X)

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- ELEVATED R. O. W.



LAST REVISED: OCTOBER 30, 2001 Q:\ABANDONMENTS\AB0310_CHGO_LOWLINE.DGN

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861
(402) 271-5625 (FAX)



October 30, 2001

State Clearinghouse (or alternate):

Mr. Steve Klokenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
P. O. Box 19276
Springfield, IL 62794

**State Coastal Zone Management Agency
(if applicable):**

Mr. Don Vonnahme, Director
Department of Transportation
Room 401 - Annex Building
2300 South Dirksen Parkway
Springfield, IL 62764

Head of each County:

Cook County Commissioners
111 North Clark Street
Chicago, IL 60602

**Environmental Protection Agency
(Regional Office):**

U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 North Canal Street
Chicago, IL 60606

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1507

Re: Proposed Abandonment of the Chicago Low Line from M. P. +0.26 to M. P. -0.55, a distance of 0.81 miles in Cook County, Illinois ; STB Docket No. AB-33 (Sub-No. 184X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Chicago Low Line from M. P. +0.26 to M. P. -0.55, a distance of 0.81 miles in Cook County, Illinois. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

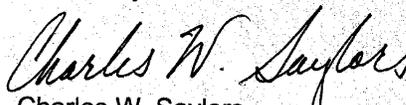
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,


Charles W. Saylor

Attachment

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861
(402) 271-5625 (FAX)



February 5, 2002

Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1507

Re: Proposed Abandonment of the Chicago Low Line from M. P. +0.26 to M. P. -0.55, a distance of 0.81 miles in Cook County, Illinois; STB Docket No. AB-33 (Sub-No. 184X)

Dear Ms. Haaker:

On October 30, 2001 I sent you notification that Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Chicago Low Line from M. P. +0.26 to M. P. -0.55, a distance of 0.81 miles in Cook County, Illinois, and requested your assistance in identifying any potential effects of this action.

On November 21, 2001 you sent me a letter saying you had reviewed the documentation submitted in accordance with 36 CFR Part 800.4 and concluded that no historic properties are affected by our proposed abandonment.

The Surface Transportation Board's regulations at 49 CFR Part 1105.8(d) outlining the content required for Historic Reports indicates you should be provided with good quality photographs of railroad structures on the affected property that are 50 years old or older. Our records indicates that the 196-foot Draw Span and Deck Plate Girder bridge over the Chicago River, Bridge Number N-1511, was constructed in 1908.

Attached are twelve photographs of Bridge Number N-1511. Please review the photographs and advise if you believe there is any historical significance to the bridge. Thank you for your assistance.

Sincerely,


Charles W. Saylor
(402) 271-4861

