



Mack H. Shumate, Jr.
Senior General Attorney, Law Department

227450

July 19, 2010

VIA E-FILING

The Honorable Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
395 E Street, S.W., Room #100
Washington, DC 20423-0001

ENTERED
Office of Proceedings

JUL 19 2010

Part of
Public Record

RE: Petition for Exemption to Abandon of a portion of the North Little Rock Junction Bridge Line from M.P. 343.65 to the end of the Line at M.P. 343.97 in North Little Rock, a total distance of 0.32 miles in Pulaski County, Arkansas (the "Line"); STB Docket No. AB-33 (Sub-No. 290X)

Dear Ms. Brown:

Attached for filing in the above-referenced docket is the 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 to Abandon the Line in this matter on or after August 8, 2010.

Sincerely,
Mack Shumate, Jr.

Attachment

cc: All Concerned Parties

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 290X)

**UNION PACIFIC RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN PULASKI COUNTY, AR
(JUNCTION BRIDGE LINE)**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

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

**Dated: July 19, 2010
Filed: July 19, 2010**

O:\Abandonments\33-290X\EHR-071910

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 290X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN PULASKI COUNTY, AR
(JUNCTION BRIDGE LINE)**

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the Junction Bridge Line, from Milepost 343.65 to Milepost 343.97, in North Little Rock, a distance of .32 miles in Pulaski County, Arkansas (the "Line"). The Line traverses U.S. Postal Service Zip Code 72118. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after August 8, 2010.

A map of the Line (**Attachment No. 1**), and UP's letter to federal, state and local government agencies (**Attachment No. 2**) are attached to this EHR. Responses received thus far to UP's letters are also attached.

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 an exempt abandonment of UP's Junction Bridge Line. The Line proposed for abandonment extends from Milepost 343.65 to Milepost 343.97, in North Little Rock, in Pulaski Country, Arkansas, a total distance of 0.32 miles. A map of the Line is attached as **Attachment No. 1**.

The Line was originally constructed in 1870 by the Little Rock & Fort Smith Railroad. It is constructed with a combination of 90 pound jointed rail and 100 pound welded rail.

The right-of-way proposed for abandonment has minimal potential for public use. There are already sufficient roads and other forms of transportation in the area and the property most likely could not be used for recreational purposes.

Based upon information in UP's possession, the Line does not contain any federally granted right-of-way. Any documentation in UP's possession will be made available to those requesting it. The Line consists of non-reversionary property.

After the proposed abandonment, the closest rail service would be available on the remaining portion of the Junction Bridge Line or on other segments of UP in North Little Rock, which is a major terminal for the Union Pacific System. The general Little Rock area is also served by Little Rock & Western, BNSF, and Amtrak. Barge service is available on the Arkansas River. The Line is located in North Little Rock, just across the Arkansas River from Central Little Rock. The area is well served by various major

streets and highways, such as Interstates 40 and 30.

No local traffic has originated or terminated on the Line in the past two years, and there is no overhead traffic. No complaint regarding the cessation of service has been pending, filed, or ruled upon in favor of complainant in the past two years.

(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: Given that no traffic uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

(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 affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 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) UP is unaware of any adverse effects on local and existing land use plans. The Pulaski County Planning and Development Offices have been contacted. To date, UP has received no response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted and has responded that there will be no effect on prime

farmland or farmland of statewide importance. Response attached as **Attachment No. 3.**

(iii) Not Applicable.

(iv) The approximate 1/3 mile Line is located in downtown North Little Rock, AR. The potential for public use is minimal. There are already sufficient roads and other forms of transportation in the area and the property most likely could not be used for recreational purposes.

(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 are no effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the proposed action.

(iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

(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 subsection (5)(i)(A) will apply.

Response: UP does not anticipate any such effects.

(5) Air. (ii) If the proposed action affects a Class I 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 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)(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.

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 materials waste sites or sites where known hazardous material spills have occurred on or along the subject Line.

(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 not received a response.

(ii) The National Park Service has been contacted. To date, UP has not received a response.

(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. (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.)

Response: (i) The U. S. Environmental Protection Agency Regional Office and Arkansas Environmental Protection Agency have been contacted. To date, UP has received no response.

(ii) The U. S. Army Corps of Engineers has been contacted and UP received a response on June 4, 2010, stating that Section 404 permits are not required. The U.S. Army Corps of Engineers letter is attached as **Attachment No. 4.**

(iii) UP does not anticipate that 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 topography is flat within an urban street grid. The right-of-way for the Line varies slightly in width, but is generally 40 feet.

(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 Arkansas Historic Preservation Agency has been contacted. UP has been notified that there are no historical structures on the Line. A copy of the letter to the Deputy State Historic Preservation Officer is attached as **Attachment No. 5.**

(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: See **Attachment No. 1.**

(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 UP's response to question (1) in the Environmental Report for a brief history and description.

(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 does not have any relevant documentation.

(7) An opinion (based on readily available information in the UP'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. UP is of the opinion that there is nothing in the scope of the proposed abandonment and discontinuance of service that merits historical comment and that any archeological sites within the scope of the right-of-way

would have previously been repeatedly disturbed during construction and maintenance of the Line over the years since 1870.

(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.

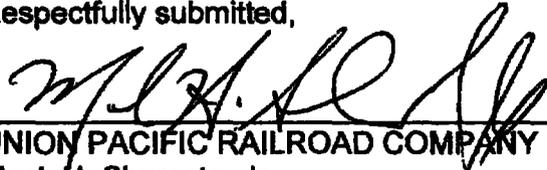
Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups 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 19th day of July, 2010.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, #1920
Chicago, Illinois 60606
312/777-2055 (Tel.)
312/777-2065 (FAX)

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 290X), the Junction Bridge Line in Pulaski, Arkansas was served by First Class U.S. Mail, postage prepaid, on the 19th day of July, 2010, on the following parties:

State Clearinghouse:

Arkansas State Clearinghouse
400 East Capitol Avenue
Little Rock, AR 72202-2418

State Environmental Protection

Agency:

Arkansas Department of Environmental
Quality
5301 Northshore Drive
North Little Rock, AR 72118-5317

Head of County:

Pulaski County Planning and
Development
501 West Markham
Suite A
Little Rock, AR 72201

Environmental Protection Agency:

U.S. Environmental Protection Agency
Region 6
1445 Ross Avenue
Suite 1200
Dallas, TX 75202

State Historic Preservation Office:

Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, AR 72201

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Region 4
NE Suite 400
Atlanta, GA 30345

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Little Rock District
P.O. Box 867
Little Rock, AR 72203

National Park Service:

National Park Service
Midwest Region
120 Russell Labs
1630 Linden Drive
Madison, WI 53706

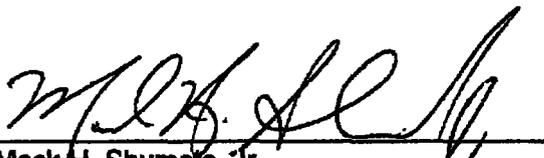
**U.S. Natural Resources Conservation
Service:**

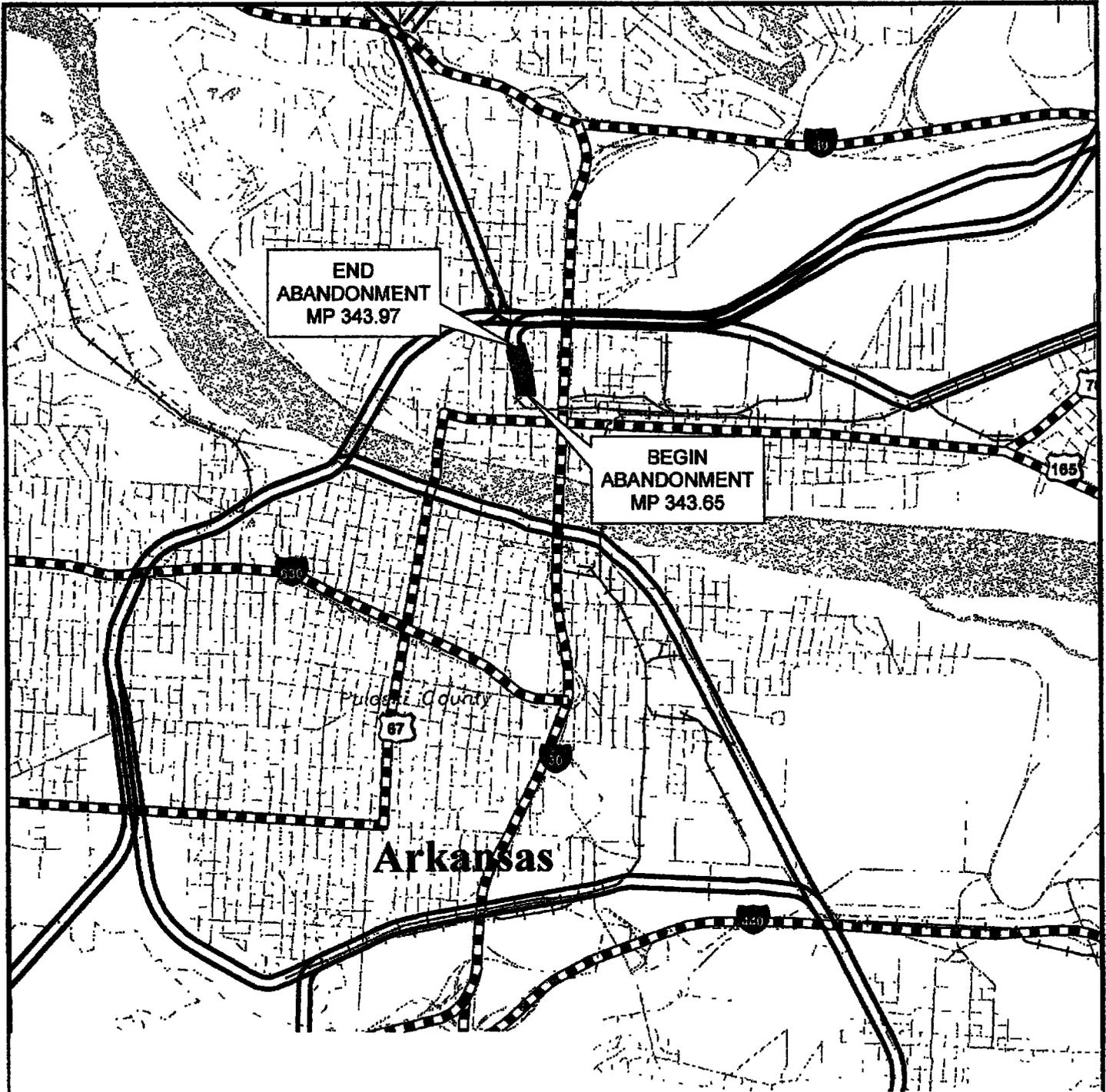
State Conservationist
Natural Resource Conservation Service
101 East Capitol Avenue
Little Rock, AR 72201

National Geodetic Survey:

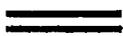
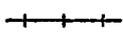
National Geodetic Survey
Geodetic System Division
Information Services
NOAA/NGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

Dated this 19th day of July, 2010.


Mack H. Shumate, Jr.



Legend

-  UPRR LINES TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS

JUNCTION BRIDGE LINE

MP 343.65 TO MP 343.97
IN PULASKI COUNTY, ARKANSAS = 0.32 MILES

**UNION PACIFIC RAILROAD CO.
JUNCTION BRIDGE LINE
ARKANSAS**

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES





March 18, 2010

State Clearinghouse (or alternate):

Arkansas State Clearing House
400 East Capitol Avenue
Little Rock, AR 72202-2418

State Environmental Protection Agency:

Arkansas Department of Environmental Quality
5301 Northshore Drive
North Little Rock, AR 72118-5317

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

Not applicable

Head of County:

Pulaski County Planning and Development
501 West Markham
Suite A
Little Rock, AR 72201

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

U.S. Environmental Protection Agency
Region 6
1445 Ross Avenue
Suite 1200
Dallas, TX 75202

State Historic Preservation Office:

Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, Arkansas 72201

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 4
1875 Century Blvd.
NE Suite 400
Atlanta, GA 30345

U.S. Army Corps of Engineers:

U. S. Army Corps of Engineers,
Little Rock District
PO Box 867
Little Rock, AR 72203

National Park Service:

National Park Service
Midwest Region
120 Russell Labs
1630 Linden Drive
Madison, WI 53706

U.S. Natural Resources Conservation Service:

State Conservationist
Natural Resource Conservation Service
101 East Capitol Ave.
Little Rock, AR 72201

National Geodetic Survey:

National Geodetic Survey
Geodetic Services Division
Information Services
NOAAINGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

Re: Proposed Abandonment of the Junction Bridge Line from Milepost 343.65 to Milepost 343.97 in North Little Rock, a total distance of .32 miles in Pulaski County, Arkansas; STB Docket No. AB-33 (Sub-No. 290)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Junction Bridge Line from Milepost 343.65 to Milepost

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

343.97 in North Little Rock, a total distance of .32 miles in Pulaski County, Arkansas. 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 the undersigned.

Sincerely,

A handwritten signature in cursive script that reads "Colleen K. Graham".

Colleen K. Graham
Paralegal
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, NE 68179
(w) 402-544-1643
cgraham@up.com

CKG/

Enclosure(s)

United States Department of Agriculture



Natural Resources Conservation Service
Room 3416, Federal Building
700 West Capitol Avenue
Little Rock, Arkansas 72201-3225

APR 04 2010

Colleen K. Graham
Paralegal
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, Nebraska 68179

Dear Ms. Graham:

This letter is in response to your request for information related to Prime Farmland and Farmland of Statewide Importance for the proposed abandonment of the Junction Bridge Line from Milepost 343.65 to Milepost 343.97 in North Little Rock, Arkansas. This activity will have no affect on Prime Farmland or Farmland of Statewide Importance.

Should you have any questions or need additional information, please call me at (501) 301-3172 or email at edgar.mersiovsky@ar.usda.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Edgar Mersiovsky".

EDGAR P. MERSIOVSKY
Assistant State Soil Scientist

Enclosure

cc:

Luis Hernandez, Soil Survey Region 16 Leader/State Soil Scientist, NRCS, Little Rock, AR

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | | | |
|---|--|---|---|----------------------------|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request | 3/18/10 | 4. Sheet 1 of _____ |
| 1. Name of Project | | 6. Federal Agency Involved | | |
| Union Pacific Railroad Company | | | | |
| 2. Type of Project | | 8. County and State | | |
| Abandon Junction Bridge | | Pulaski, Arkansas | | |
| PART II (To be completed by NRCS) | | 9. Date Report Received by NRCS | 3/29/10 | 11. Person Completing Form |
| | | David Harpster | | |
| 10. Does the corridor contain prime, unique, statewide or national farmlands? | | <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes | | |
| 12. Does the corridor contain prime, unique, statewide or national farmlands? | | <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes | | |
| 13. Does the corridor contain prime, unique, statewide or national farmlands? | | <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes | | |
| 5. Major Project | | 14. Estable Land in Government Jurisdiction | 15. Approximate Farmland Ac. Defined in EIS/A | |
| | | Acres | Acres | |
| 8. Name of Land Evaluation System Used | | 9. Name of Local Site Assessment System | 10. State Land Evaluation Established by NRCS | |

| PART III (To be completed by Federal Agency) | Alternative Corridor For Segment | | | |
|---|----------------------------------|------------|------------|------------|
| | Corridor A | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly | | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | | | | |
| C. Total Acres In Corridor | 0.0 | 0 | 0 | 0 |

| PART IV (To be completed by NRCS) Land Evaluation Information | Corridor A | Corridor B | Corridor C | Corridor D |
|---|------------|------------|------------|------------|
| A. Total Acres Prime and Unique Farmland | | | | |
| B. Total Acres Statewide and Local Important Farmland | | | | |
| C. Percentage of Farmland in County On Total Acres To Be Converted | | | | |
| D. Percentage of Farmland in Gov. Jurisdiction With Same Or Higher Relative Value | | | | |

PART V (To be completed by NRCS) Land Evaluation Information (Relative Value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points))

| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | Corridor A | Corridor B | Corridor C | Corridor D |
|--|----------------|------------|------------|------------|------------|
| 1. Area in Nonurban Use | 15 | | | | |
| 2. Perimeter in Nonurban Use | 10 | | | | |
| 3. Percent Of Corridor Being Farmed | 20 | | | | |
| 4. Protection Provided By State And Local Government | 20 | | | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | | | | |
| 6. Creation Of Nonfarmable Farmland | 25 | | | | |
| 7. Availability Of Farm Support Services | 5 | | | | |
| 8. On-Farm Investments | 20 | | | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | | | | |
| 10. Compatibility With Existing Agricultural Use | 10 | | | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | | | | |

| PART VII (To be completed by Federal Agency) | Maximum Points | Corridor A | Corridor B | Corridor C | Corridor D |
|---|----------------|------------|------------|------------|------------|
| Relative Value Of Farmland (From Part V) | 100 | | | | |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | | | | |
| TOTAL POINTS (Total of above 2 lines) | 260 | | | | |

| | | | |
|-----------------------|---|-----------------------|--|
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> |
|-----------------------|---|-----------------------|--|

5. Reason For Selection:

Signature of Person Completing this Part _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points
 - (2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 8 to 1 point(s)
Less than 20 percent - 0 points
 - (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points
 - (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points
 - (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County?
(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points
 - (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points
 - (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points
 - (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points
 - (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points
 - (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
-

REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
POST OFFICE BOX 887
LITTLE ROCK, ARKANSAS 72203-0867

JUN 04 2010

Regulatory Division

FILE NO. 2010-00390

Ms. Colleen K. Graham
Union Pacific Railroad
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Dear Ms. Graham:

Please refer to your request dated March 18, 2010, concerning Department of the Army permit requirements pursuant to Section 404 of the Clean Water Act. Union Pacific Railroad proposes abandonment of the Junction Bridge railroad line from milepost 343.65 to milepost 343.97. The project is located in the SW ¼ of section 35, T. 2 N., R. 12 W., North Little Rock, Pulaski County, Arkansas.

Corps of Engineers personnel have reviewed topographic maps, Pulaski County Soil Survey maps, and submitted information. The review found no wetland areas or other waters of the United States within the project area. Therefore, the proposed work at the subject location does not require a Section 404 Department of the Army permit.

This determination does not relieve you of complying with other applicable local, state, and Federal laws.

Your cooperation in the Corps of Engineers regulatory program is appreciated. If you have any questions, please contact me at (501) 324-5295.

Please submit your comments or suggestions on our Customer Service Survey:
<http://www.swl.usace.army.mil/regulatory/customersurvey.html>

Sincerely,

A handwritten signature in black ink that reads "Cynthia W. Blansett".

Cynthia W. Blansett
Project Manager

Enclosure



71722
~~100~~
STB

March 18, 2010

State Clearinghouse (or alternate):
Arkansas State Clearing House
400 East Capitol Avenue
Little Rock, AR 72202-2418

U.S. Fish and Wildlife:
U.S. Fish & Wildlife Service, Region 4
1875 Century Blvd.
NE Suite 400
Atlanta, GA 30345

State Environmental Protection Agency:
Arkansas Department of Environmental Quality
5301 Northshore Drive
North Little Rock, AR 72118-5317

U.S. Army Corps of Engineers:
U. S. Army Corps of Engineers,
Little Rock District
PO Box 867
Little Rock, AR 72203

AHPP
MAR 24 2010

State Coastal Zone Management Agency
(if applicable):
Not applicable

National Park Service:
National Park Service
Midwest Region
120 Russell Labs
1630 Linden Drive
Madison, WI 53706

Head of County:
Pulaski County Planning and Development
501 West Markham
Suite A
Little Rock, AR 72201

U.S. Natural Resources Conservation Service:
State Conservationist
Natural Resource Conservation Service
101 East Capitol Ave.
Little Rock, AR 72201

Environmental Protection Agency
(Regional Office):
U.S. Environmental Protection Agency
Region 6
1445 Ross Avenue
Suite 1200
Dallas, TX 75202

National Geodetic Survey:
National Geodetic Survey
Geodetic Services Division
Information Services
NOAAJNGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

Date 04/02/10
No known historic properties will be affected by this undertaking. No effect determination. No change in status. New information. Come to light.
Frances Moswein
Frances Moswein, Deputy State Historic Preservation Officer

State Historic Preservation Office:
Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, Arkansas 72201

Re: Proposed Abandonment of the Junction Bridge Line from Milepost 343.65 to Milepost 343.97 in North Little Rock, a total distance of .32 miles in Pulaski County, Arkansas; STB Docket No. AB-33 (Sub-No. 290)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Junction Bridge Line from Milepost 343.65 to Milepost

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

 THE DEPARTMENT OF ARKANSAS
HERITAGE
1500 Tower Building, 323 Center Street, Little Rock, AR 72201

Ms. Colleen K. Graham, Paralegal
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, Nebraska 68179-1580

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Ms. Colleen K. Graham, Paralegal
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Omaha, Nebraska 68179-1580

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