

# Appendix S ROADWAY AND RAILWAY DESIGN STANDARDS

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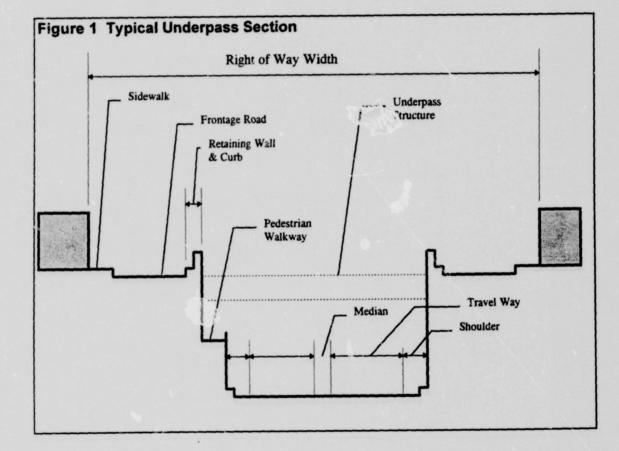
# Appendix S Roadway and Railway Design Standards

# 1. Roadway Design Criteria

# **1.1 Constraints**

A typical cross section for an underpass roadway with frontage roads on both sides of the street is shown to Figure 1. The elements that take up horizontal space consist of:

- Sidewaiks and pedestrian walkways
- Frontage roads
- Shoulders, medians and setbacks to obstructions
- Underpass lanes
- Structural elements



The minimum dimensions required for the various elements are based on current engineering design criteria and standards, engineering judgment and regulatory requirements. Current practice provides lateral clearances to obstructions to allow shy-away, room for persons to open car doors on the passenger side if a vehicle is stalled, and similar needs. The following section discusses design standards.

## 1.2 Design Criteria and Standards

## 1.2.1 General

The City of Reno, Department of Public Works, Engineering Division, *Public Works Design Manual* states that the design of all streets and related improvements shall conform to the following publications:

- Guidelines for Major Urban Street Design, published by the Institute of Transportation Engineers (ITE)
- A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials (AASHTO)

The more restrictive standard shall prevail for design.

The standards listed in the *Public Works Design Manual* deal principally with subdivision streets. The City of Reno does not have specific design guidelines or criteria for grade separations or underpasses. Specific standards for the underpasses are based on published criteria as described below.

#### 1.2.2 Street Classifications

Street design standards vary according to the type of roadway, which is a function of the type of traffic it carries. The City of Reno *Master Plan* classifies the streets in the downtown area as follows:

Minor Arterial

Arlington Avenue Center Street Evans Avenue Keystone Avenue Lake Street Sierra Street Sutro Street

Collector

Ralston Street

**Reno** Mitigation Plan

The classification of Virginia Street through the downtown area is not clear. Other streets are not listed, and are presumed to be local.

#### 1.2.3 Lateral Clearance

One of the elements in an underpass that is not present in at-grade streets is lateral clearance to the obstruction between the underpass and the frontage roadway. This lateral obstruction becomes a vertical wall as the underpass road descends below the track. On the frontage road, the obstruction normally extends three or four feet above the pavement. Curbs are usually constructed adjacent to these obstructions to prevent vehicles from contacting them. A related roadway element is the lateral clearance for oncoming traffic to the beginning of the lateral obstruction.

Current roadway design standards require lateral clearances between the edges of traveled ways and lateral obstructions for a variety of reasons related to safety. The ITE publication referenced above states that with barrier curbing, a minimum of 1.5 feet, with 3 ft desirable, should be provided from face or curb to edge of obstruction. If mountable curbing is used, a minimum of 7 ft should be used. With respect to curb, the publication states, "Most drivers will shy 3 or more feet away from a typical 6 to 8 inch barrier curb on the right unless forced by heavy traffic to ride closer." Therefore, lane widths need to be increased in situations where a barrier curb is next to an edge of traveled way.

AASHTO design guidelines state that a minimum usable shoulder width of 2 ft should be considered for the lowest-type highway, and a 6- or 8-ft width would be preferable. AASHTO recommends a minimum shoulder width of 4 ft be provided from the edge of traveled way to any barrier.

Based on these publications and the experience of the consultant, a minimum width of 6 ft between the edges of traveled ways and the vertical faces of the underpass walls is recommended. On the frontage road side, a minimum width of 1.5 feet behind the back of the curb, or 2 ft from the face of the curb, is recommended.

#### 1.2.4 Impact Attenuators

A wider space is required at the beginning of the obstruction, as drivers tend to shy further away from an isolated object in the road than from a continuous wall. A crash cushion, or impact attenuator, must be provided ahead of the obstruction. If the frontage roadway is sufficiently wide, the additional space can probably be obtained by eliminating parking in the vicinity of the crash cushion. Otherwise, greater roadway width will be needed.

#### 1.2.5 Roadway Widths

Roadway widths for the one-way frontage roads adjacent to the underpasses need to provide for traffic movement, emergency access and parking and access to property. The City of Reno Public Works Design Manual requires a minimum roadway width of 20 feet for emergency access. It is not clear whether this dimension allows parking.

For the underpass roadway, standard lane widths of 12 ft are desirable. For low volume, low speed roads with little truck traffic, 11 ft or even 10 ft lanes are allowed by both the ITE and AASHTO publications for certain configurations. Eleven foot lanes could be acceptable for one-way traffic, but 12 foot wide lanes are recommended for opposing traffic. Lanes adjacent to curbs or opposing traffic should have additional width to accommodate drivers shying away from the edges of the lanes. The City of Reno *Standard Details for Public Works Construction* shows a minimum roadway width (traveled way plus shoulders) of 36 ft between faces of curbs for a local road, which is the lowest type of street classification. Roadway widths for higher street classifications are greater.

Some type of median in the underpass roadway is desirable. The median could be a wide painted stripe on low volume local roads, essentially providing the desirable shy-away clearance. On higher volume roads, a median should consist of curbs and gutters. On multi-lane arterials, a median barrier is desirable, especially if center piers are needed for the structure.

#### 1.2.6 Sidewalks and Pedestrian Underpasses

The ITE publication states that the width of a sidewalk should be related to the street type and frequency of use. A minimum width of 4 ft and a desirable width of 5 ft is stated. A 6 ft wide walk should be provided along streets with frequent pedestrian use. ADA regulations require an absolute minimum width of 5 ft to allow two wheelchairs to pass each other. Reno's standard width for sidewalks is 5 ft from back of curb, with a 0.5 ft buffer between the edge of the sidewalk and the property line for arterial and commercial collector streets; for residential collector and local streets, the minimum sidewalk width is 4 ft. Many of the existing sidewalks in the downtown area are significantly wider than these minimum values.

Wider sidewalks should be provided for underpasses to increase visibility and safety. We recommend a minimum width of 8 ft for an underpass pedestrian walkway, preferably wider if only one walkway is provided or in streets with heavy pedestrian traffic in the downtown area.

### 1.2.7 Grades

The City of Reno *Public Works Design Manual* allows a maximum grade of 6% on commercial collector, arterial and expressway streets. Grades of up to 10% with a northern exposure and 12% on a southern exposure are permitted on

residential collector and local streets. These steep grades are limited to short distances. The ITE publication recommends a maximum grade of 8% on low speed (30 mph) roads in flat terrain. AASHTO suggests maximum grades of 8% for local streets in commercial and industrial areas, 9% for low speed urban collectors in level terrain, and 6 - 8% for urban arterials in level terrain.

An underpass roadway will normally consist of a series of reversing vertical curves, with the maximum grade extending for a very short horizontal distance. Based on a review of previous studies, it appears that an 8% maximum grade is reasonable for the underpasses.

#### 1.2.8 Vertical Clearance

AASHTO recommends a minimum vertical clearance of 14 ft, plus up to 6 inches for resurfacing, on local urban and urban collector streets. For urban arterial streets, a minimum vertical clearance of 16 ft, plus up to 6 inches for resurfacing, is recommended. ITE recommends a minimum vertical clearance of 14.3 ft, but not less than 1.3 ft higher than local state law. Maximum permissible height of a vehicle load per Nevada statutes is 14 ft.<sup>1</sup> On this basis, the minimum vertical clearance in accordance with the ITE publication would be 15.3 ft.

# 1.3 Minimum Street Widths

Using the widths of elements described in Section 1.2, Design Criteria and Standards, the minimum total right-of-way width for a two-lane underpass is:

Item	Dimension, (Ft.)
Sidewalk	6
Frontage Road	20
Retaining Wall & Curb	3
Pedestrian Walkway	8
Underpass Roadway Shoulder	6
Underpass Travel Way	12
Median	2
Underpass Travel Way	12
Underpass Roadway Shoulder	6
Retaining Wall and Curb	3
Frontage Road	20
Sidewalk	6
Total	104

The required right-of-way width is greater than the typical 80-ft width of the existing streets. For multi-lane underpasses the width would increase a minimum

<sup>&</sup>lt;sup>1</sup> Maximum permissible height of a load of baled hay is 15 ft.

of 24 ft for two additional lanes, plus a minimum of 4 ft if a raised median is provided. The total right-of-way would be 132 ft. If 12 ft wide sidewalks are provided, the width will increase to 144 ft. If pedestrian walkways are provided on both sides of the street, then the total width for a four-lane underpass would be 152 ft. This is almost twice the width of the existing street rights of way. This means that underpasses meeting current design practices cannot be constructed without propercy acquisition.

Reductions in the required rights of way for streets are possible to some extent if the City is willing to waive certain of its standards. Alternatively, eliminating a frontage road on one side of a street would significantly reduce the required width. However, impacts to property due to loss of access would have to be evaluated with such a roadway configuration.

# 2. Railway Design Criteria

## 2.1 General

Each railroad has its own standards and criteria for railroad design and construction. Minimum standards for some aspects of railroad design are established by regulatory agencies, such as the Federal Railroad Administration (FRA) or the Nevada Public Service Commission (PSC). Some elements of railroad engineering are contained in the *Manual for Railway Engineering*, published by the American Railway Engineering Association (AREA). Railroad standards typically exceed regulatory minimums. UP design criteria and standards are contained in a number of documents.

## 2.2 Design Criteria and Standards

# 2.2.1 Horizontal Clearance and Track Spacing

UP Engineering Standard Page 0001-A shows a standard spacing of 20 ft (centerline to centerline) for two tracks, with a minimum of 15 ft. Standard roadbed width for ballasted track is 15 ft from track centerlines. PSC Article 705.060 requires a minimum track spacing of 14 ft.

Where an off-track roadway is to be provided, the subgrade width is to be increased by S ft. Drawing No. 82495 shows minimum clearance to bridge piers of highway and street overpasses as 18 ft with no maintenance road, and 23 ft with a maintenance road. Where snow plows are operated, minimum side clearance is to be 20 ft.

Based on these figures, the minimum interior width of a depressed railway would be:

Item	Dimension. (Ft.)
Side clearance, no maintenance road	20
Track spacing	15
Side clearance with maintenance road	23
Total	58

This width is greater than the 54 ft R/W width through downtown Reno.

### 2.2.2 Vertical Clearance

Minimum vertical clearance under highway overpasses per UP DWG 82495 is 23 ft above top of rail. PSC Article 705.190 also requires a minimum vertical clearance of 23 ft at time of installation.

#### 2.2.3 Grade

Maximum grades on railroads are much lower than on streets and highways. Maximum grade on a particular segment of railroad track is established by the railroad on the basis of several factors involving economic tradeoffs. Every track segment or subdivision on a railroad has what is known as a ruling grade, which is the maximum grade over the length of a train. The ruling grade determines the number of locomotives that are needed to pull a train of a certain length. UP has stated that the present ruling grade between Sparks, Nevada and Truckee, California is 1%, although track charts indicate segments of steeper grades. UP has established the maximum grade for improvements through Reno at 1.0%. This maximum grade applies to tangent, or straight, track. The maximum grade needs to be compensated, or decreased, on curved track. The AREA standard for compensating grades is 0.04% per degree of curve. (Degree of curve refers to the central angle of a curved 100 ft-long length of track. A one degree curve has a radius of approximately 5,730 feet.)

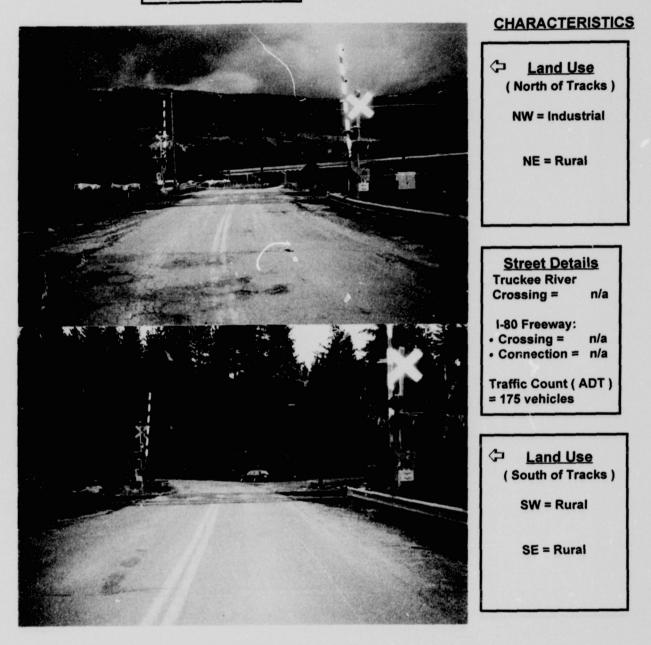
#### 2.2.4 Vertical Curvature

Vertical curves on a railroad are much flatter than on highways. UP document No. CE-79-187-TG establishes maximum rates of curvature on main line tracks at 0.06% per 100-ft station on sag curves, and 0.10% per station on crest curves.

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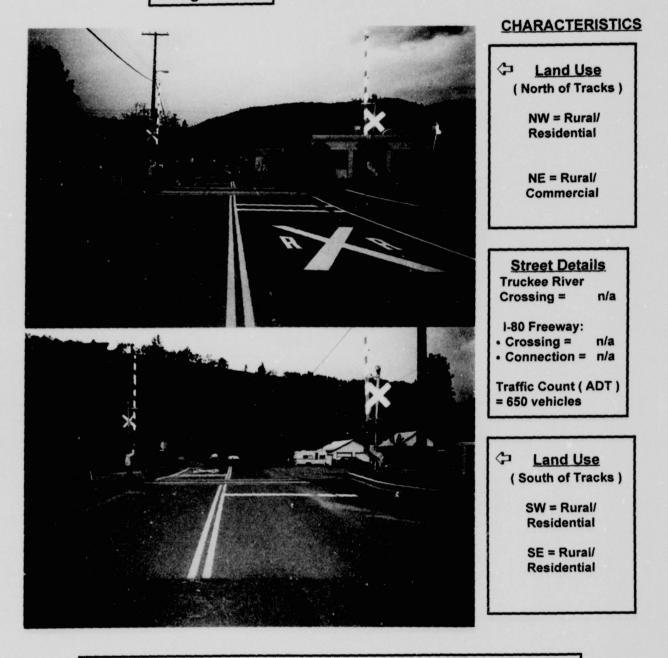
Appendix T PUBLIC GRADE CROSSING CHARACTERISTICS

Crystal Park Road

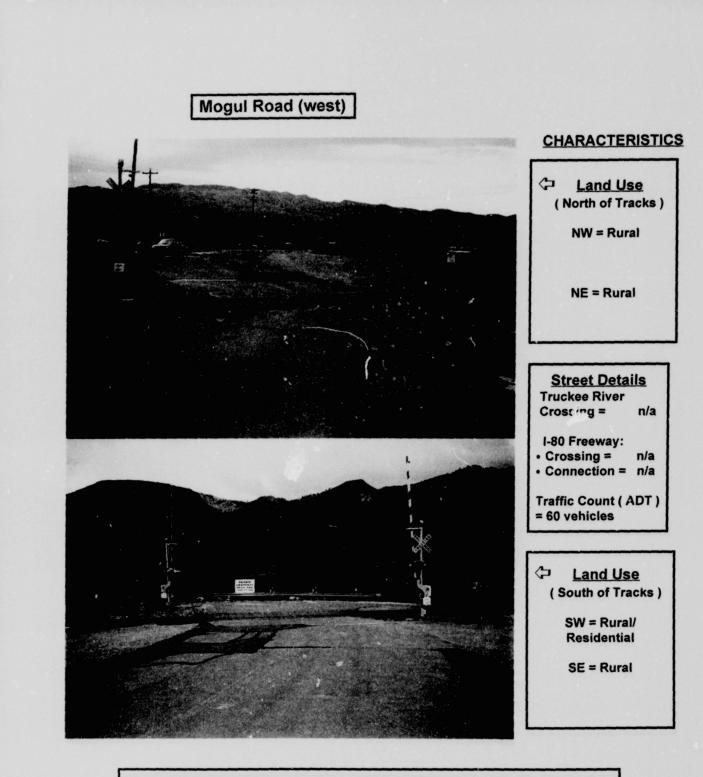


- Low Traffic
- Not proximate to Downtown Area

Bridge Street



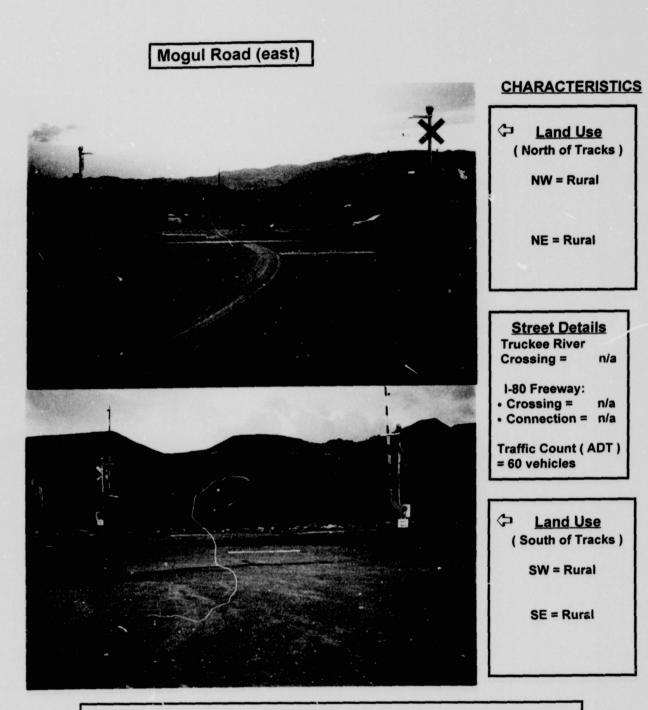
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- Low Traffic

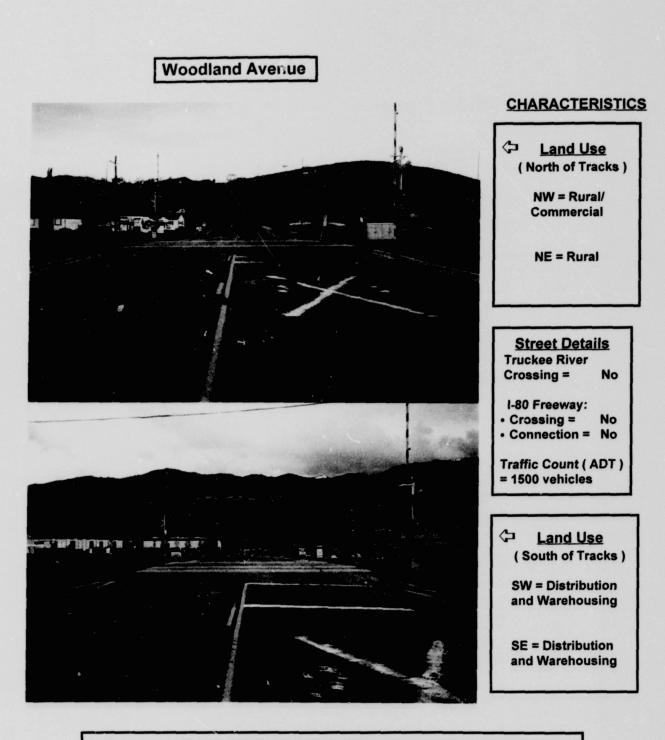
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- Not proximate to Downtown Area

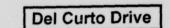


Key Considerations Regarding Highway/Rail Grade Separation:

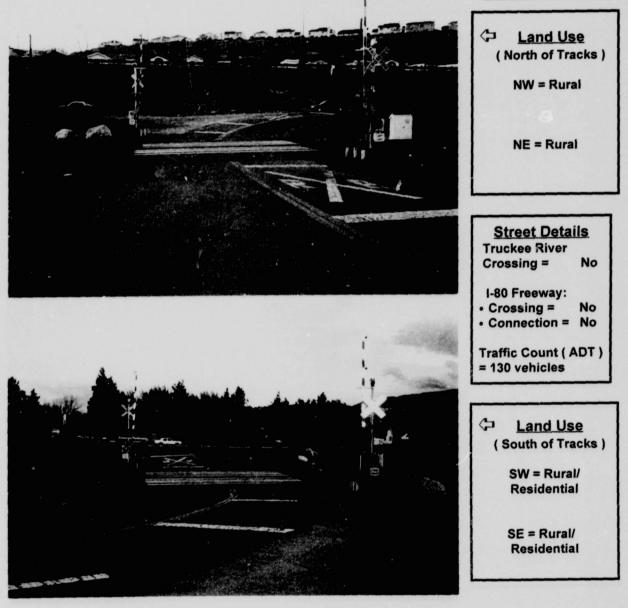
- Low Traffic
- Not proximate to Downtown Area



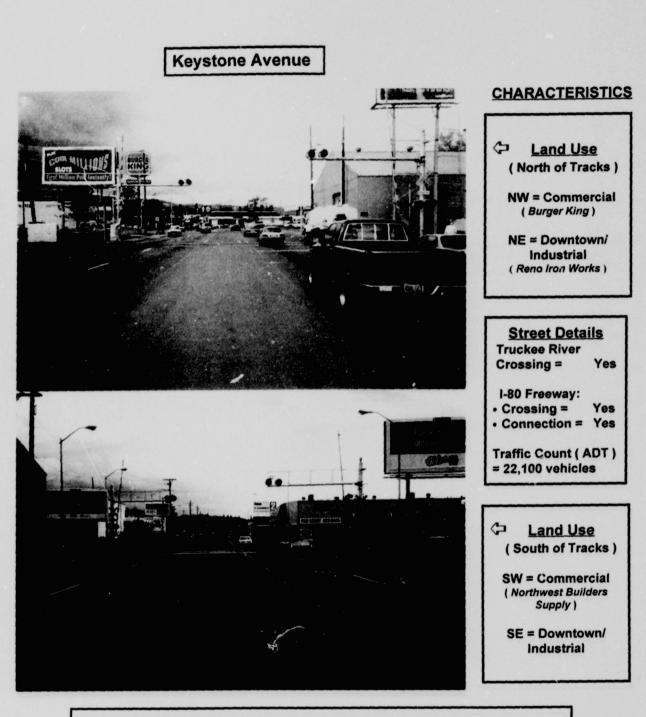
- Low Traffic
- Not proximate to Downtown Area



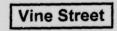
## CHARACTERISTICS



- Low Traffic
- Not proximate to Downtown Area

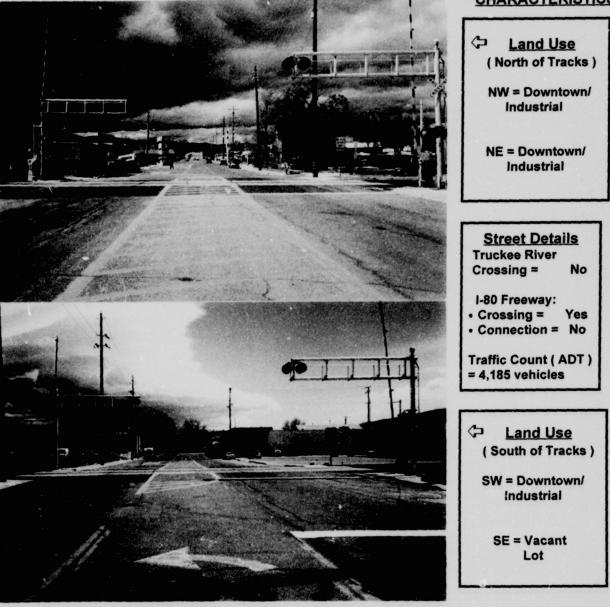


- High Traffic
- River Crossing
- Freeway Crossing
- Freeway Connection



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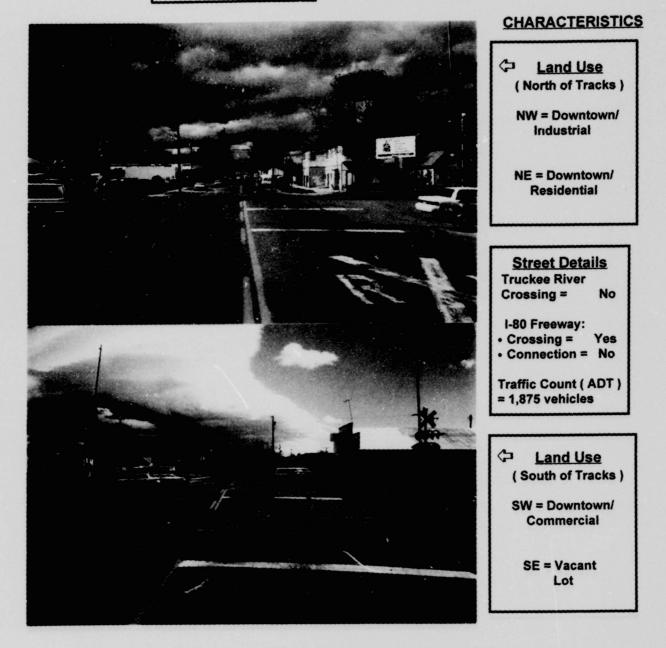


CHARACTERISTICS

Key Considerations Regarding Highway/Rail Grade Separation:

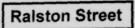
- Low Traffic

# Washington Street



Key Considerations Regarding Highway/Rail Grade Separation:

- Low Traffic





# CHARACTERISTICS

Land Use (North of Tracks)
NW = Downtown/ Residential
NE = Downtown/ Tourist Commercial ( Sands Casino )
<u>Street Details</u> Truckee River Crossing = No
I-80 Freeway: • Crossing = Yes • Connection = No
Traffic Count ( ADT ) = 3,785 vehicles
Diand Use

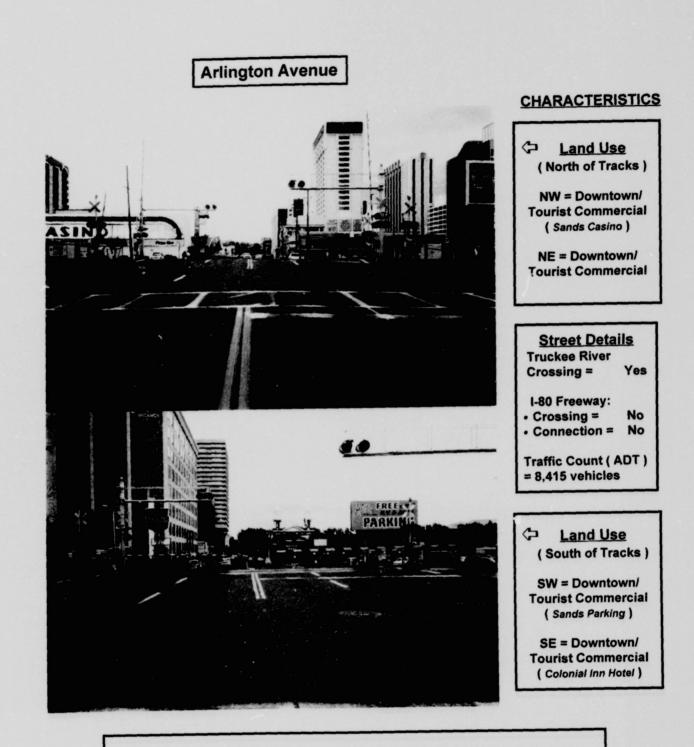
(South of Tracks)

SW = Vacant Lot

SE = Downtown/ Tourist Commercial ( Sands Parking )

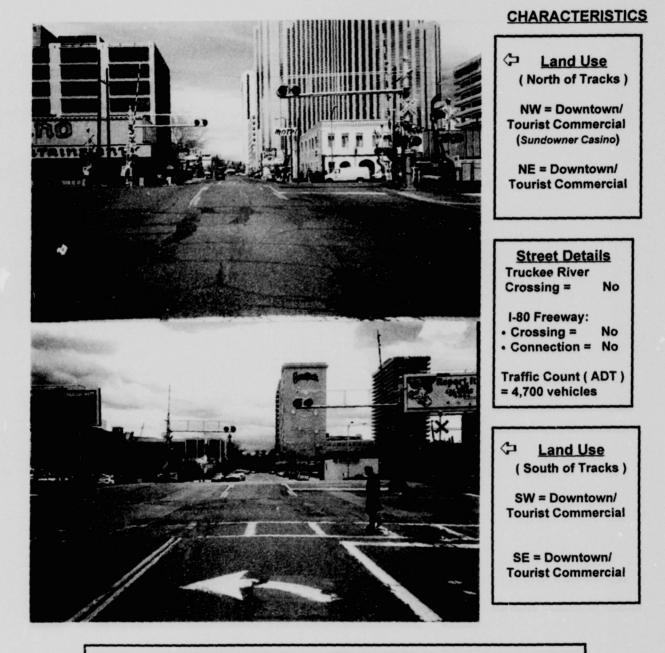
# Key Considerations Regarding Highway/Rail Grade Separation:

- Freeway Crossing
- Good Proximity to Downtown Area
- Bike Lane



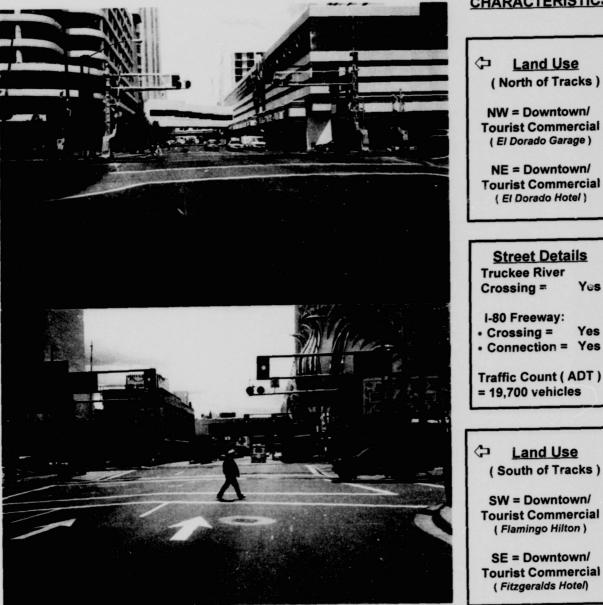
- River Crossing
- Good Proximity to Downtown Area

West Street



- Low Traffic
- No River Crossing
- No Freeway Crossing
- No Freeway Connection

Sierra Street



CHARACTERISTICS

Land Use

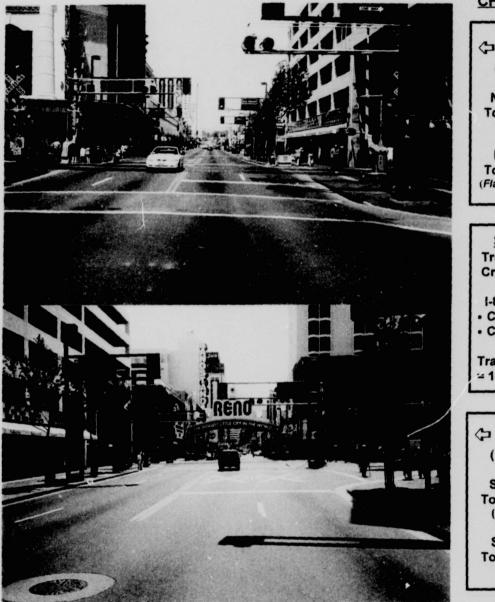
NW = Downtown/ **Tourist Commercial** ( El Dorado Garage ) NE = Downtown/ **Tourist Commercial** ( El Dorado Hotel ) **Street Details Truckee River** Crossing = Yes I-80 Freeway: Yes • Crossing = Connection = Yes Traffic Count ( ADT ) = 19,700 vehicles Land Use (South of Tracks) SW = Downtown/ **Tourist Commercial** (Flamingo Hilton)

SE = Downtown/ **Tourist Commercial** ( Fitzgeralds Hotel)

Key Considerations Regarding Highway/Rail Grade Separation:

- Major Relocation Impacts -- e.g. (Flamingo Hilton, El Dorado, Fitzgeralds)





# CHARACTERISTICS

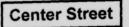
(North of Tracks)
NW = Downtown/ Tourist Commercial ( El Dorado Hotel )
NE = Downtown/ Tourist Commercial (Flamingo Hilton Parking)
<u>Street Details</u> Truckee River Crossing = Yes
I-80 Freeway: • Crossing = Yes • Connection = Yes
Traffic Count ( ADT ) ≃ 14,000 vehicles
Land Use (South of Tracks)

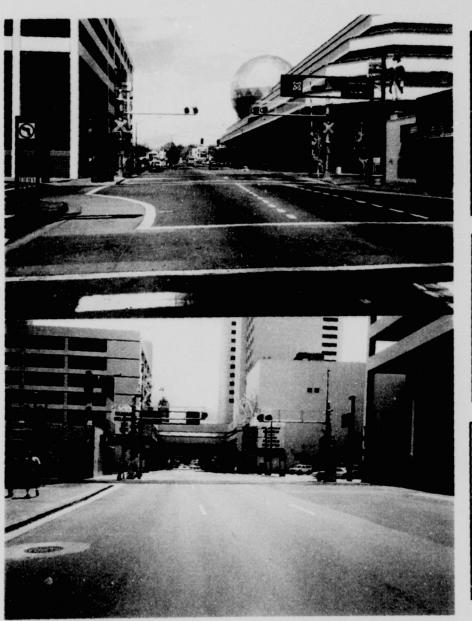
SW = Downtown/ Tourist Commercial (Fitzgeralds Hotel)

SE = Downtown/ Tourist Commercial ( Harolds Club )

Key Considerations Regarding Highway/Rail Grade Separation:

- Major Relocation Impacts -- e.g. (El Dorado, Flamingo Hilton, Fitzgeralds, Harolds Club)





#### CHARACTERISTICS

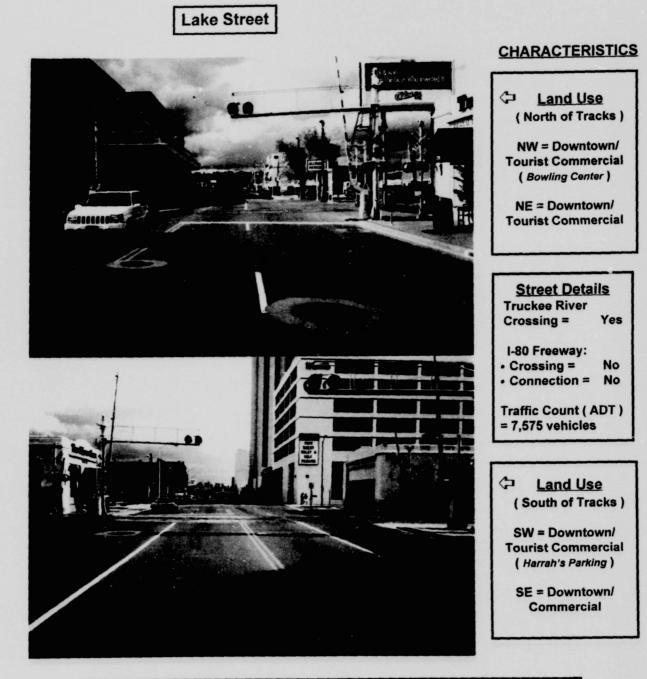
# Land Use (North of Tracks) NW = Downtown/ **Tourist Commercial** (Flamingo Hilton Parking) NE = Downtown/ **Tourist Commercial** (Bowling Center) **Street Details Truckee River** Crossing = Yes I-80 Freeway: Yes • Crossing = Connection = Yes Traffic Count ( ADT ) = 12,000 vehicles 4 Land Use (South of Tracks)

SW = Downtown/ Tourist Commercial (Harrah's Hotel)

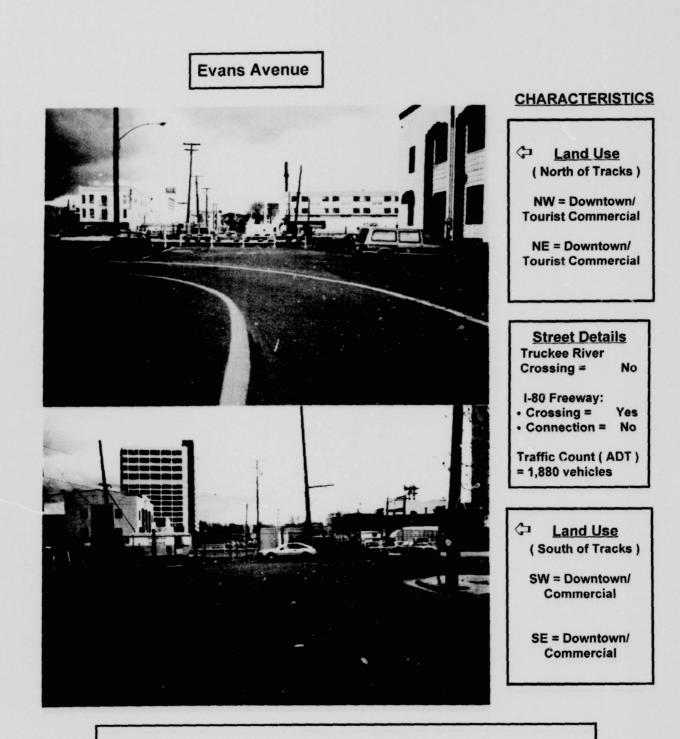
SE = Downtown/ Tourist Commercial (Harrah's Parking Garage)

Key Considerations Regarding Highway/Rail Grade Separation:

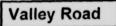
- Major Relocation Impacts -- e.g. (Harrah's, Flamingo Hilton Parking, Bowling Center)

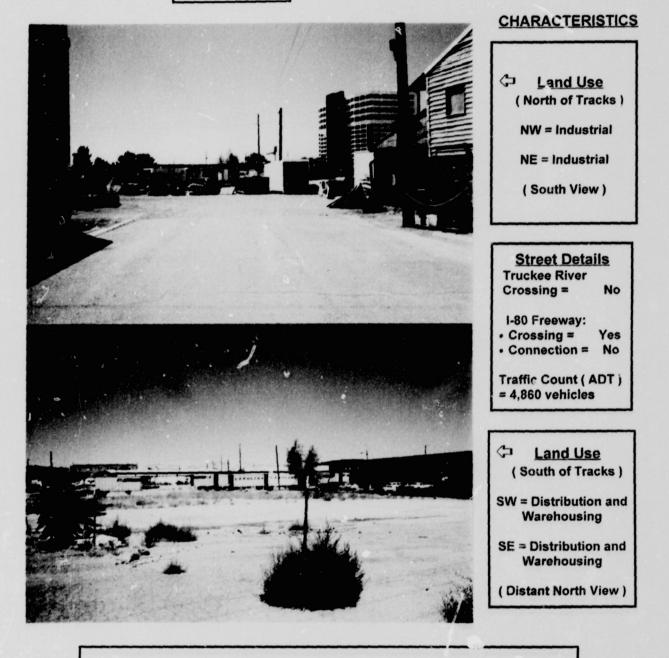


- River Crossing
- Good Proximity to Downtown Area

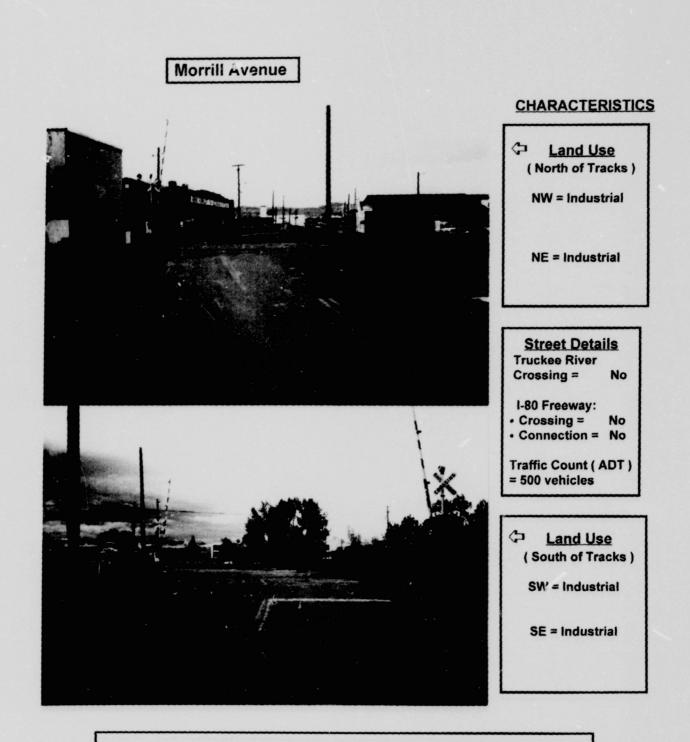


- Freeway Crossing
- Good Proximity to Downtown Area
- No Existing Grade Crossing

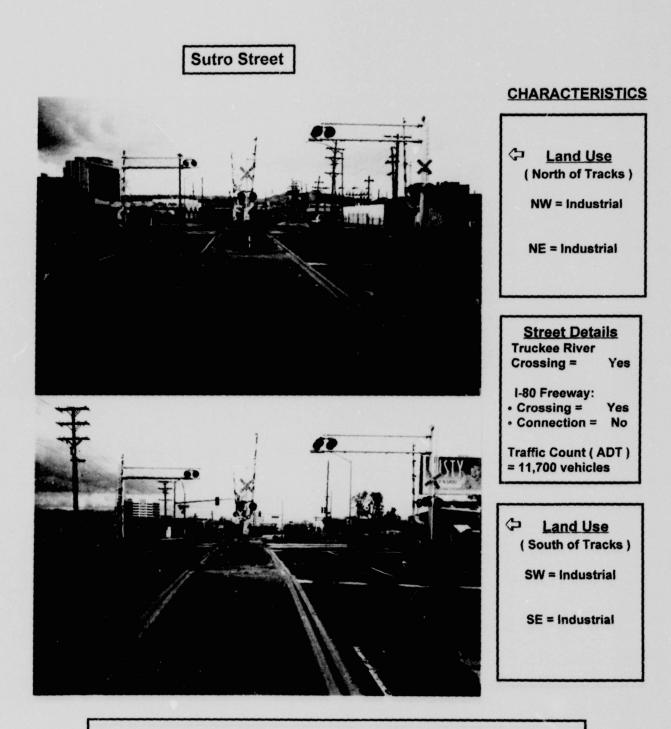




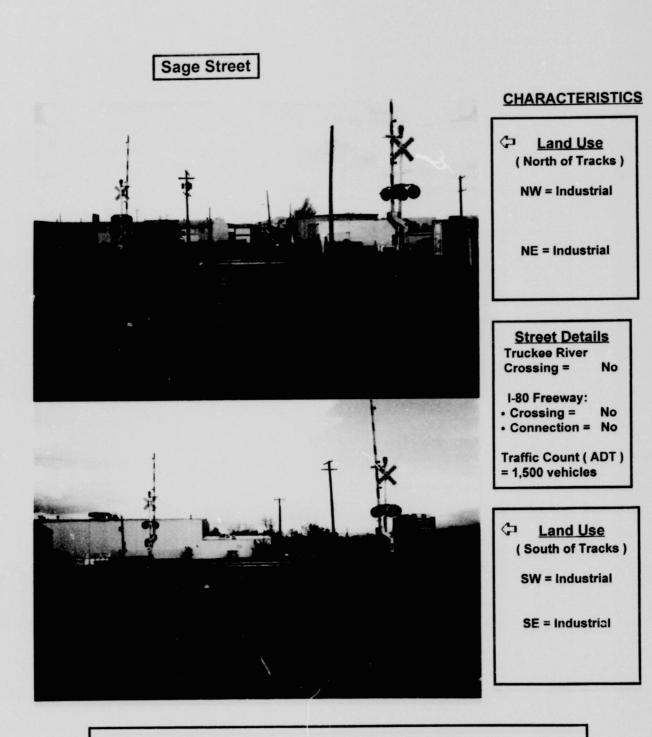
- Freeway Crossing
- Good Proximity to Downtown Area
- No Existing Grade Crossing



- Low Traffic
- No River Crossing
- No Freeway Crossing
- No Freeway Connection
- Not proximate to Downtown Area



- High Traffic
- River Crossing
- Freeway Crossing

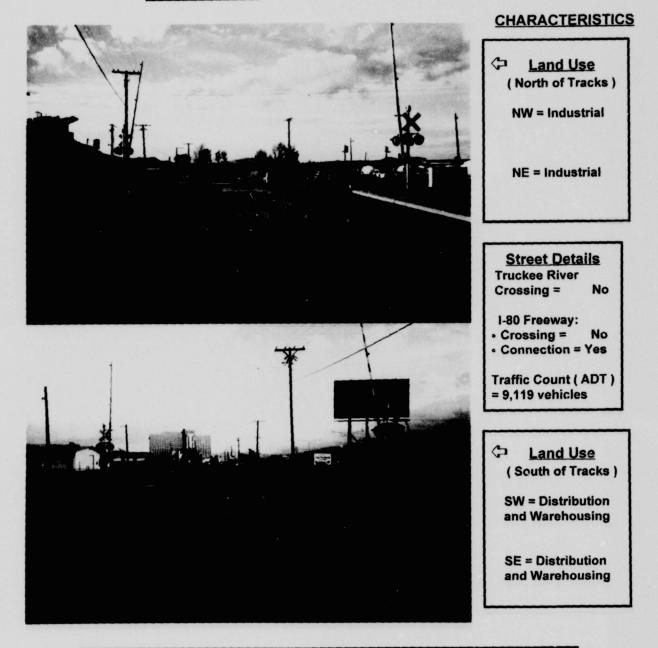


- Low Traffic

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- No River Crossing
- No Freeway Crossing
- No Freeway Connection
- Not proximate to Downtown Area



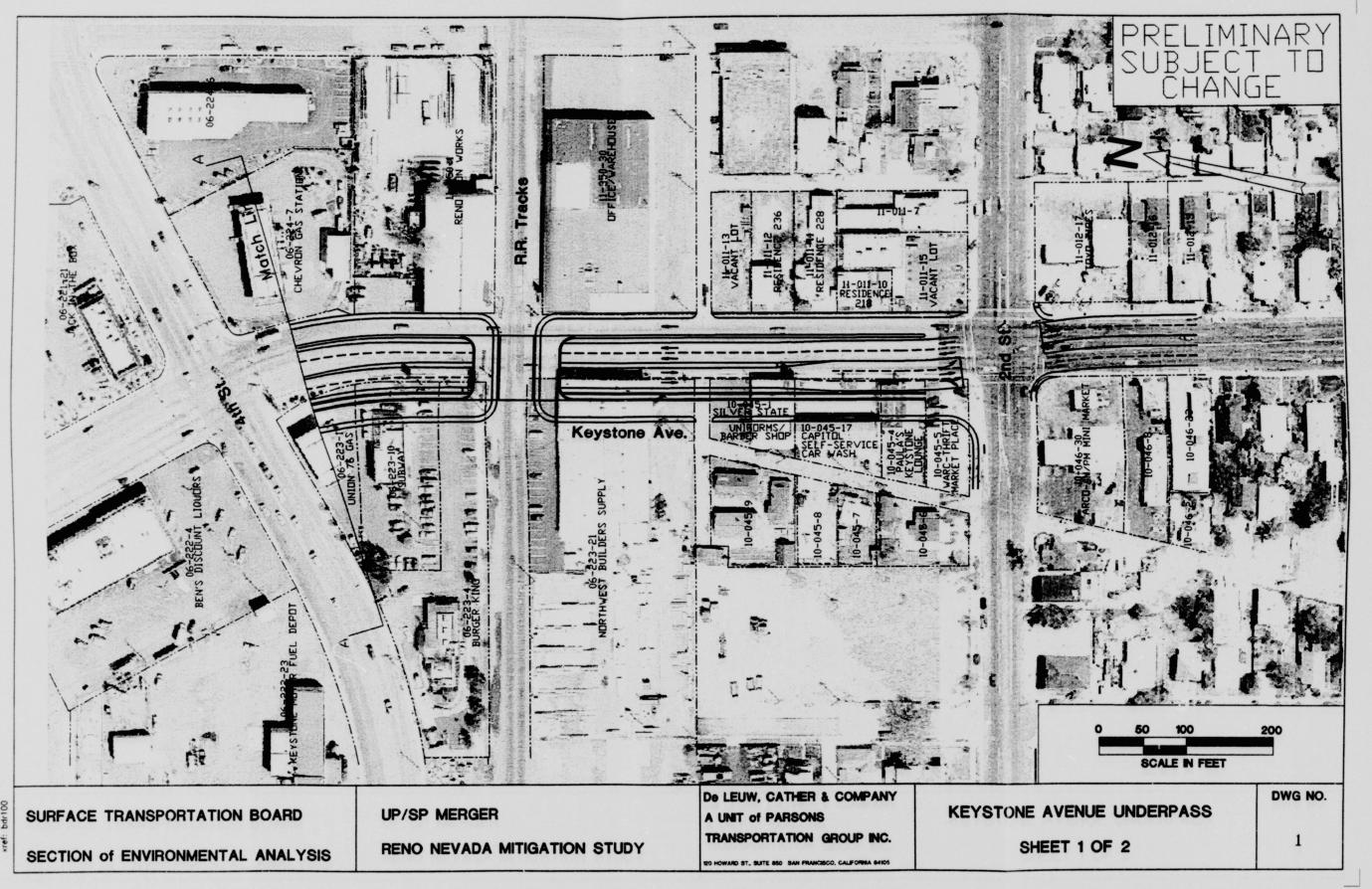


- Not proximate to Downtown Area

# Appendix U GEOMETRIC LAYOUTS FOR POTENTIAL GRADE SEPARATIONS

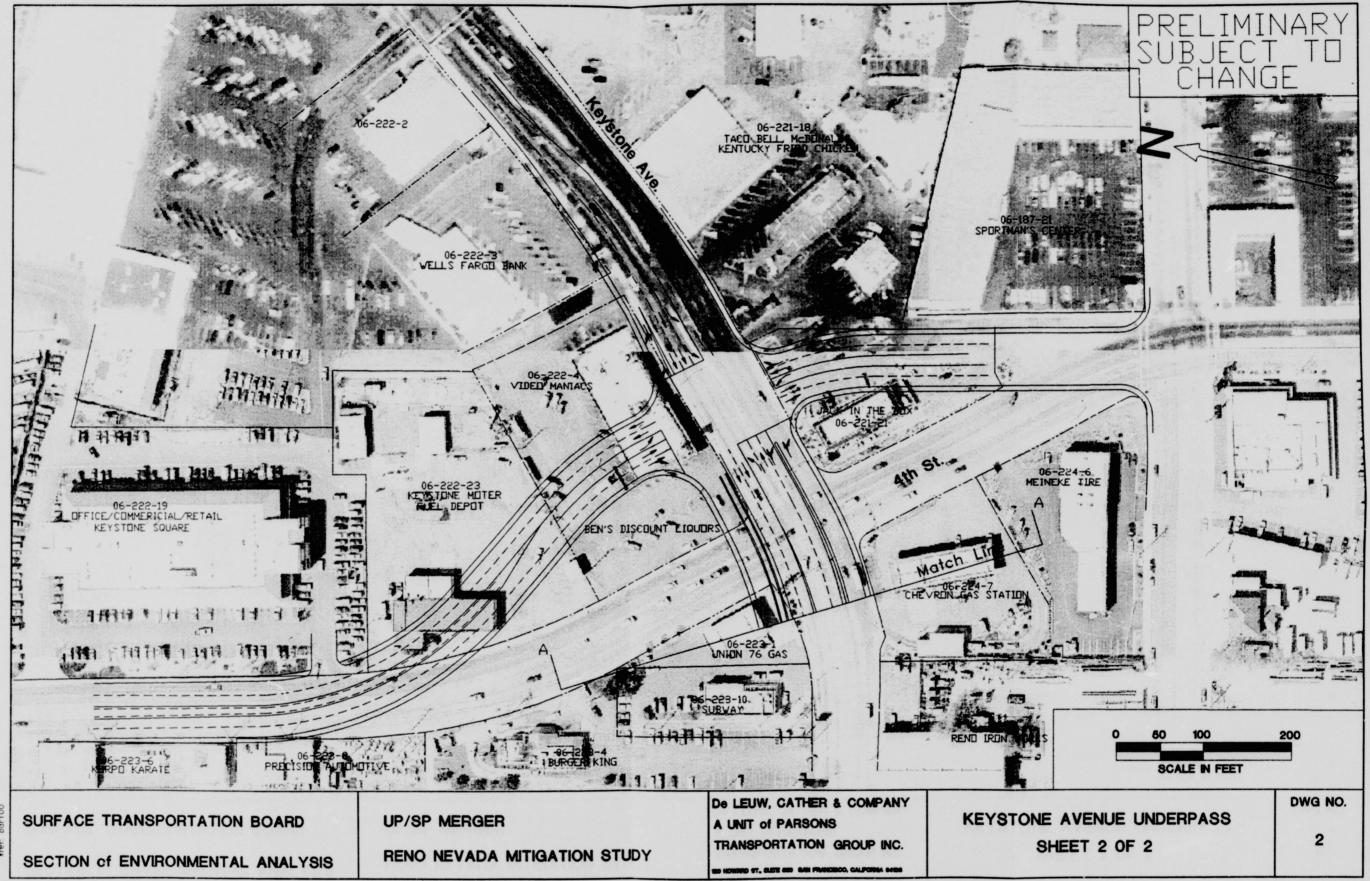
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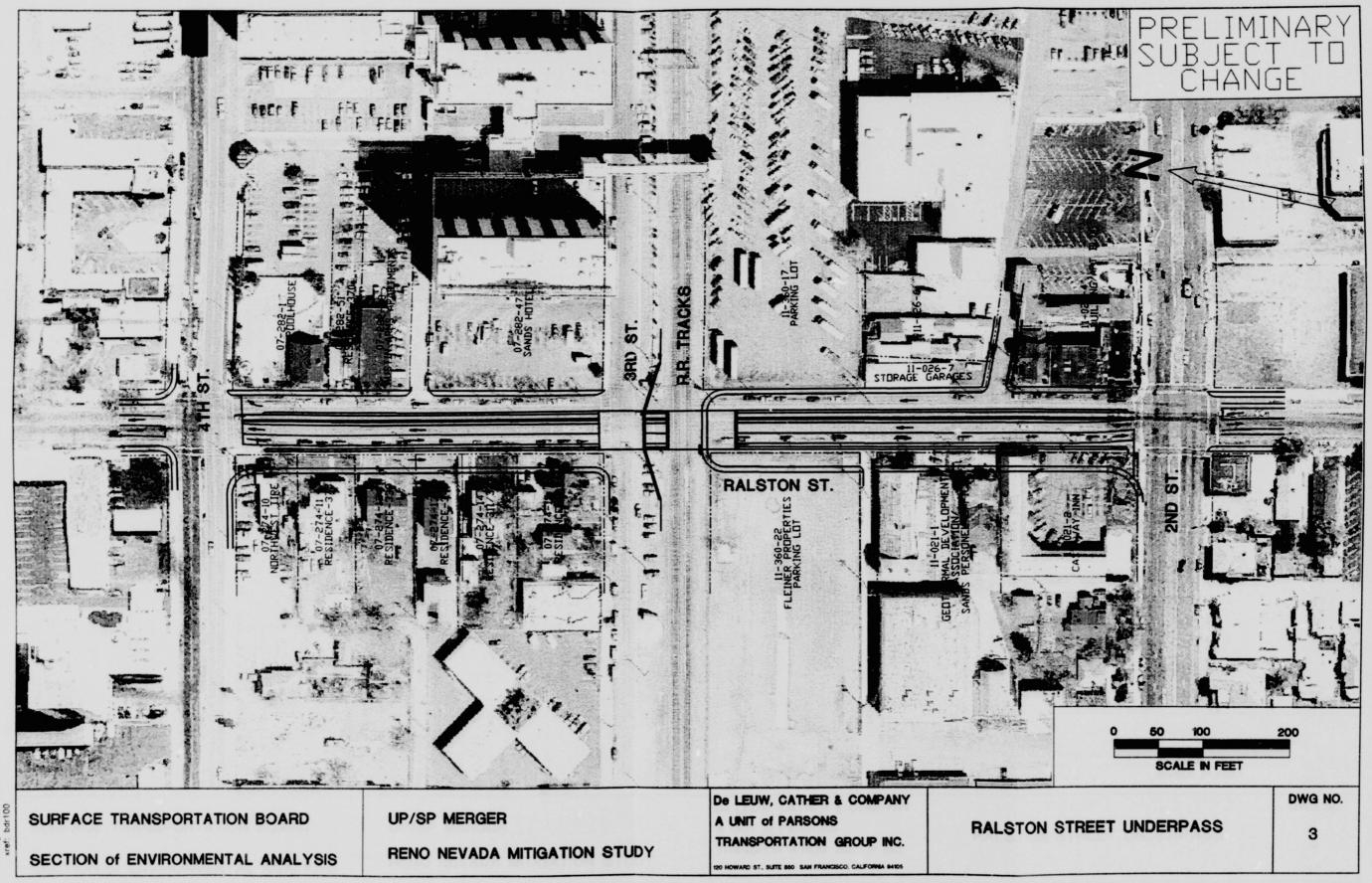
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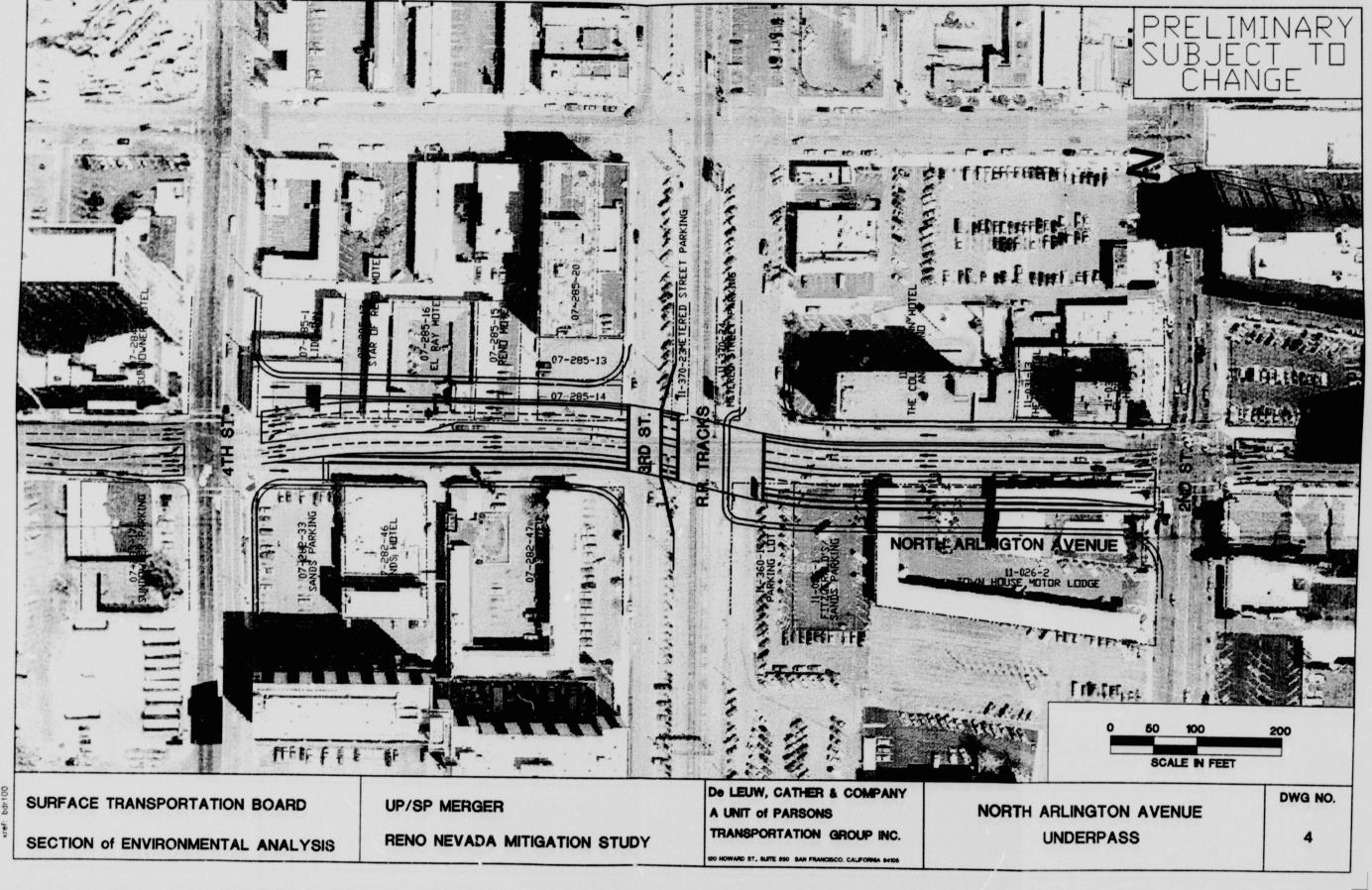
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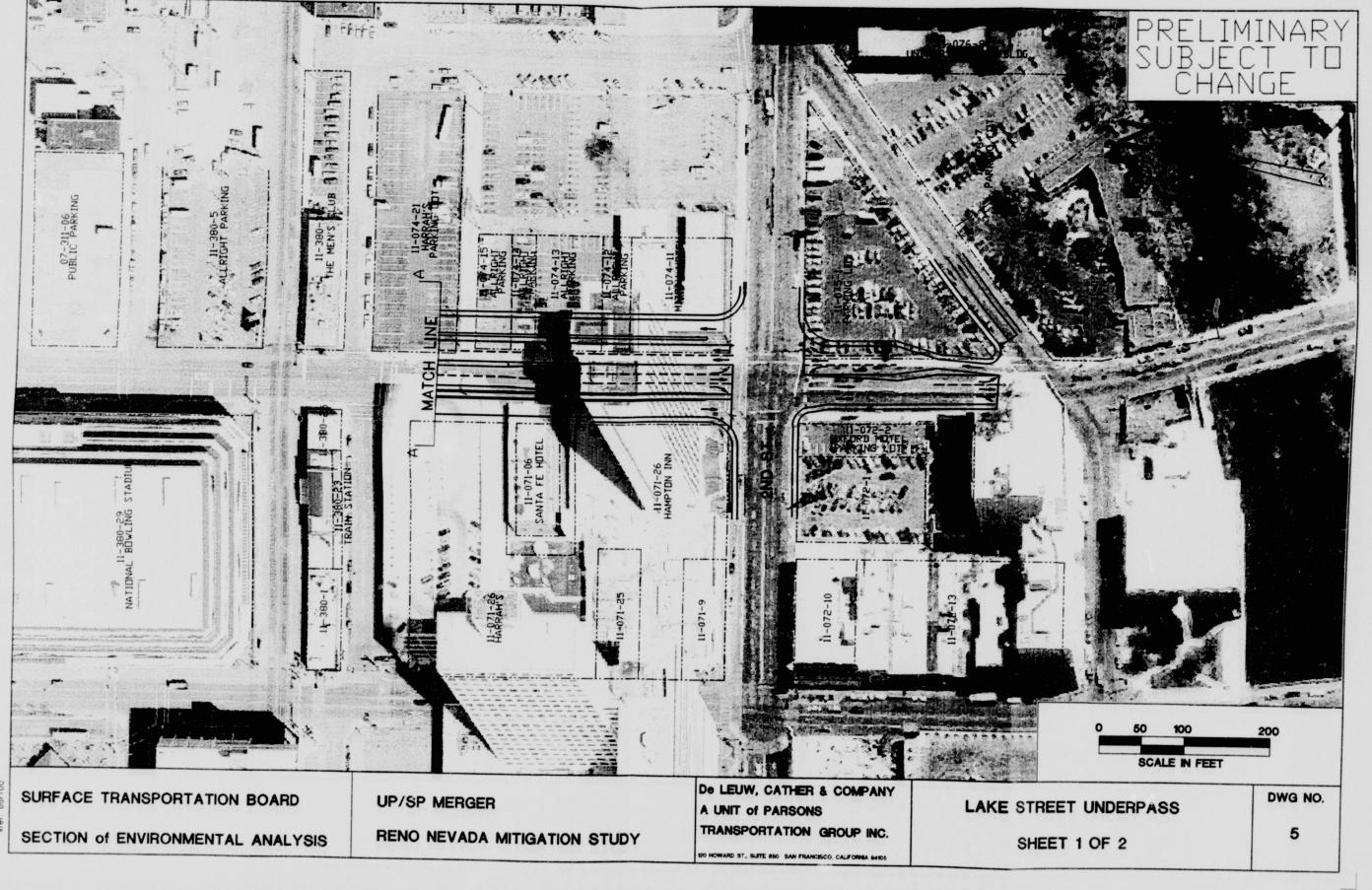


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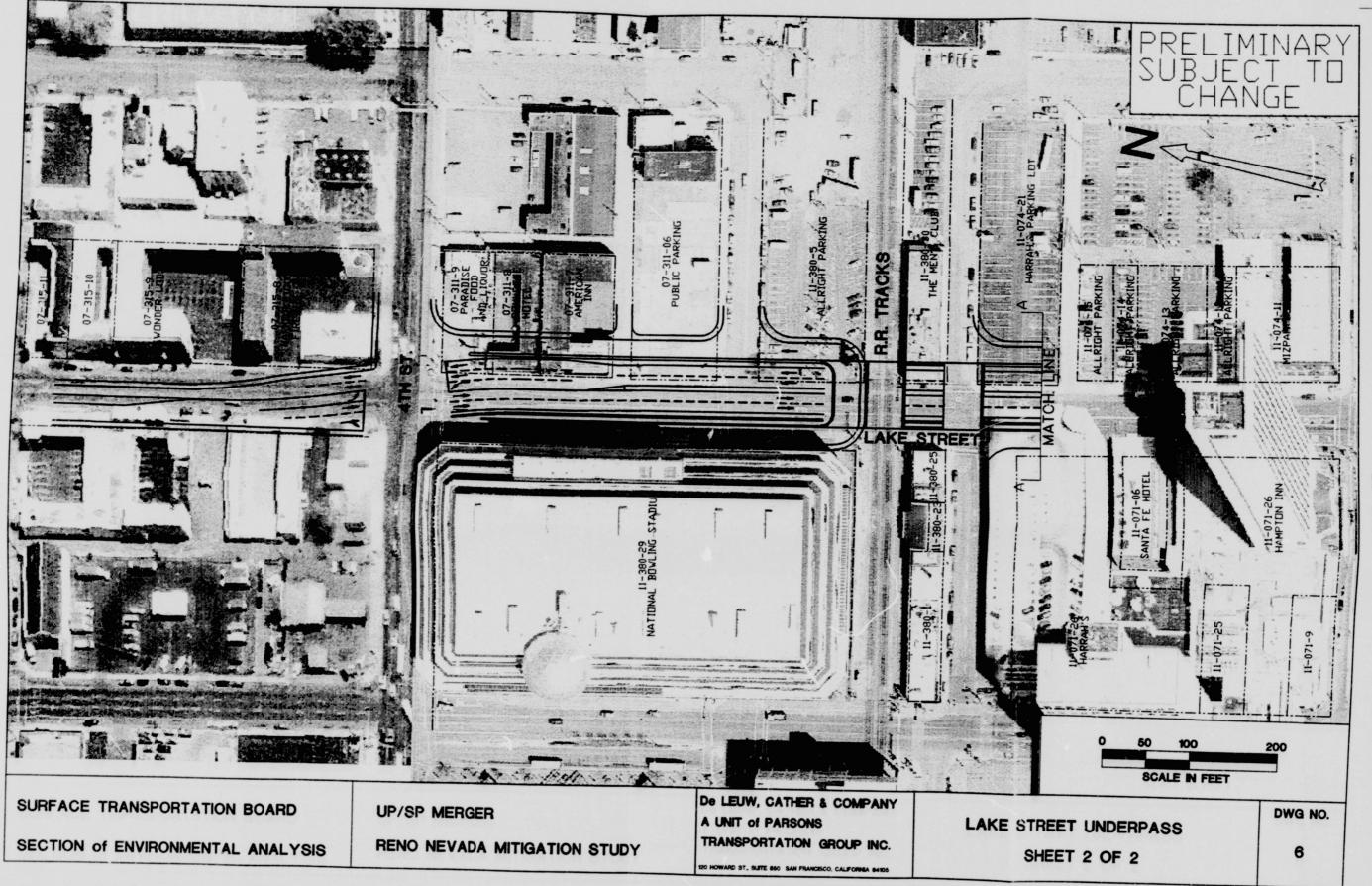
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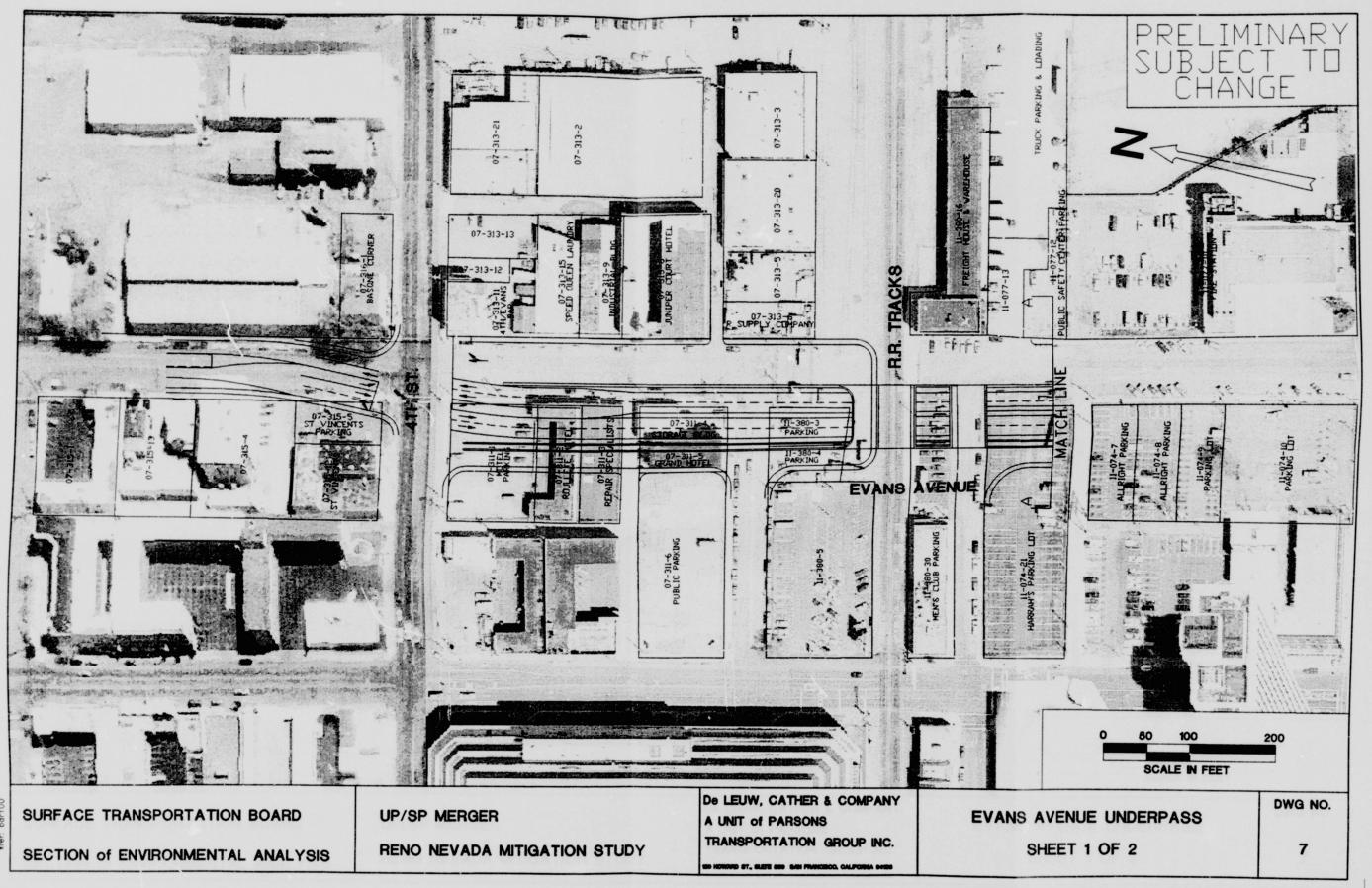


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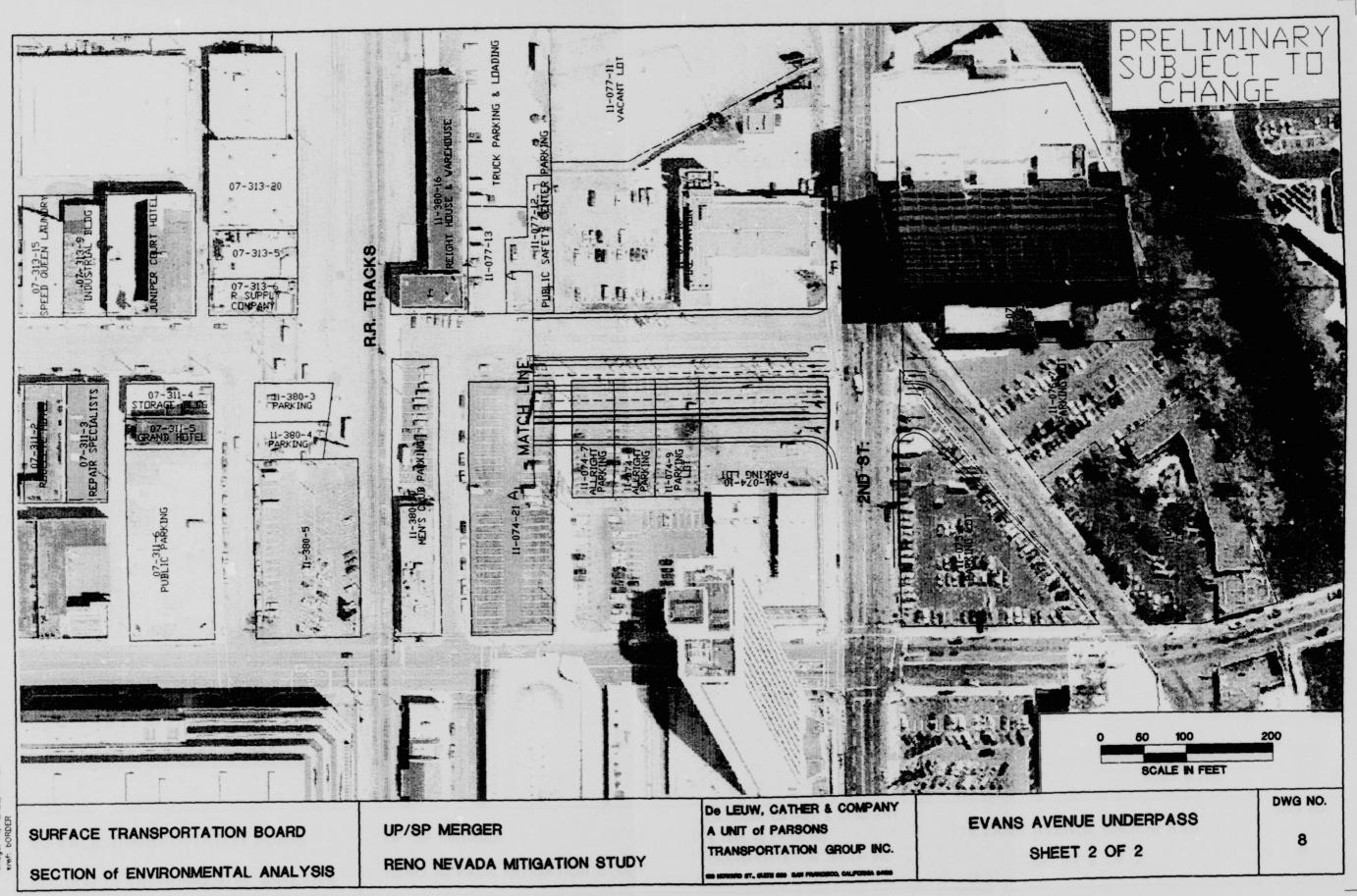


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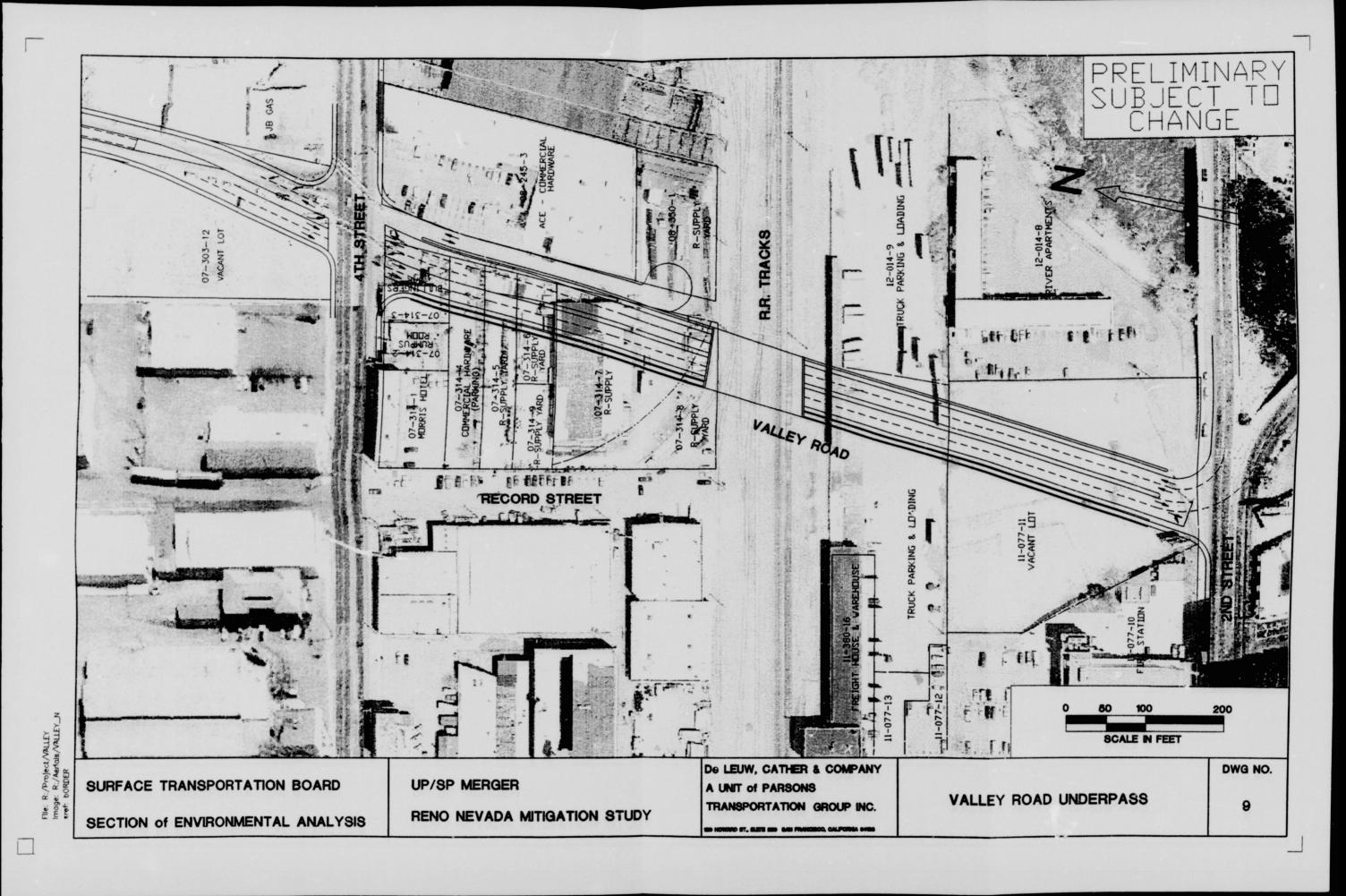


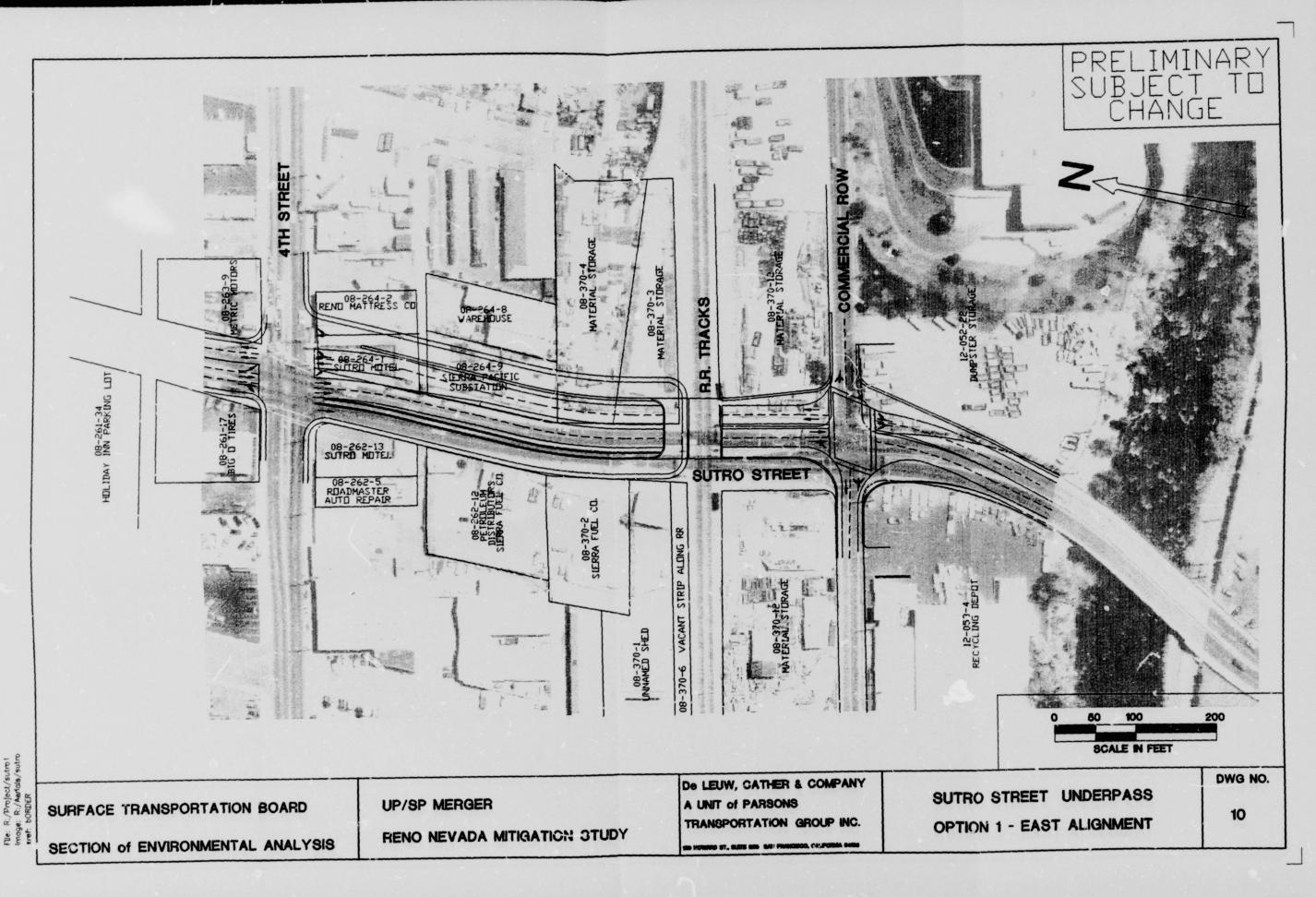
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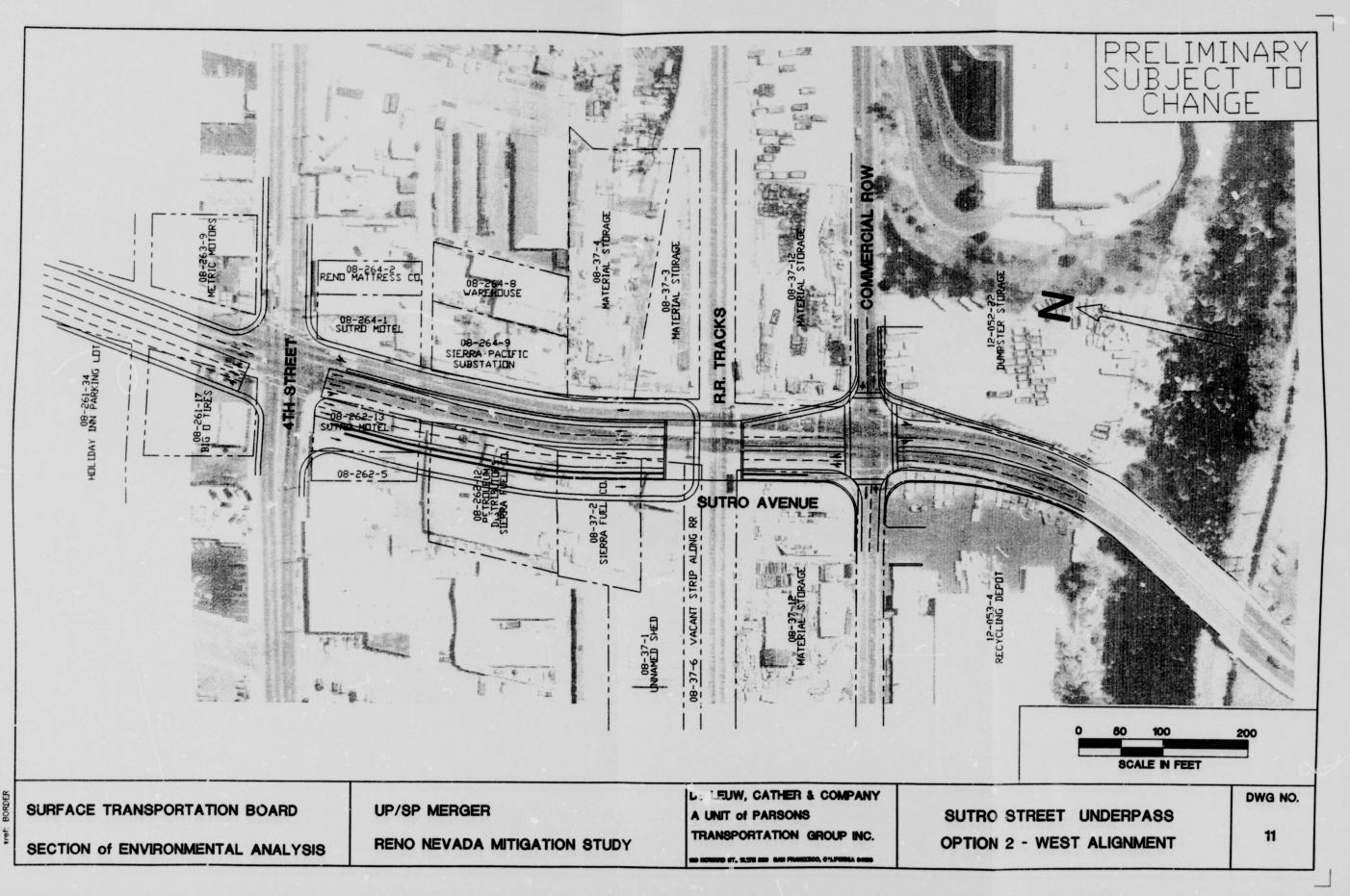
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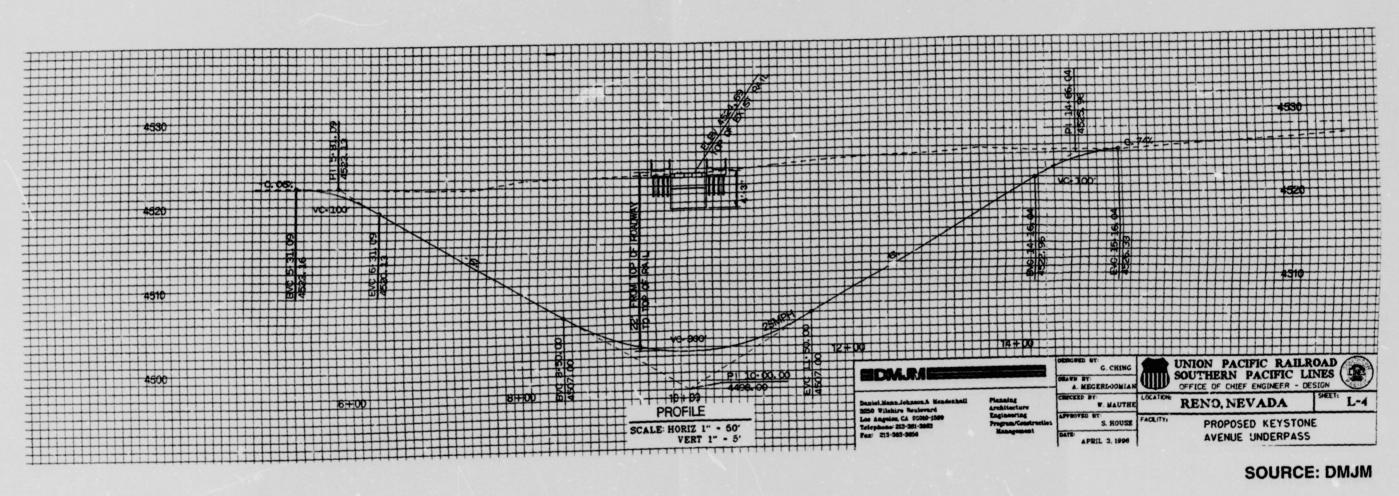


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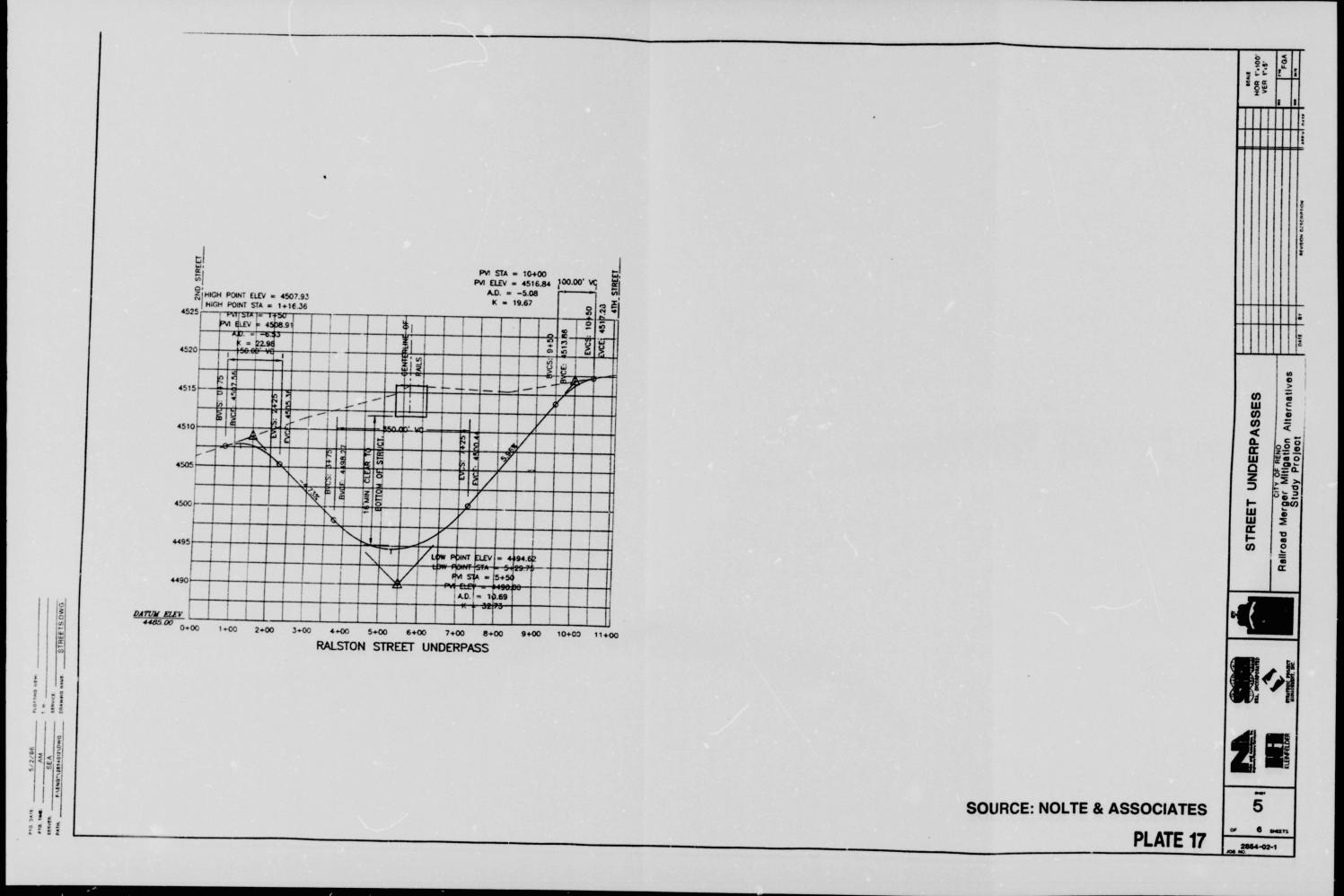


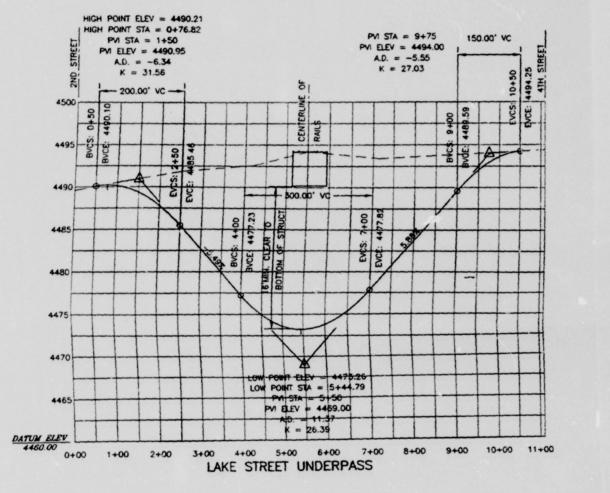
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	TYPICAL DEPRESS • 45' AT EVA •• 102' AT RA	ED ROADWAY SECTION INS AVENUE LSTON ST.		
	20' e' 22' mage has a set of the			NO SCALE
SURFACE TRANSPORTATION BOARD SECTION of ENVIRONMENTAL ANALYSIS	UP/SP MERGER RENO NEVADA MITIGATION STUDY	De LEUW, CATHER & COMPANY A UNIT of PARSONS TRANSPORTATION GROUP INC. BO HOWARD ST. SUTE BED SAM FRANCISCO. GALFORMA MIDS	TYPICAL SECTIONS	DWG NO. 12



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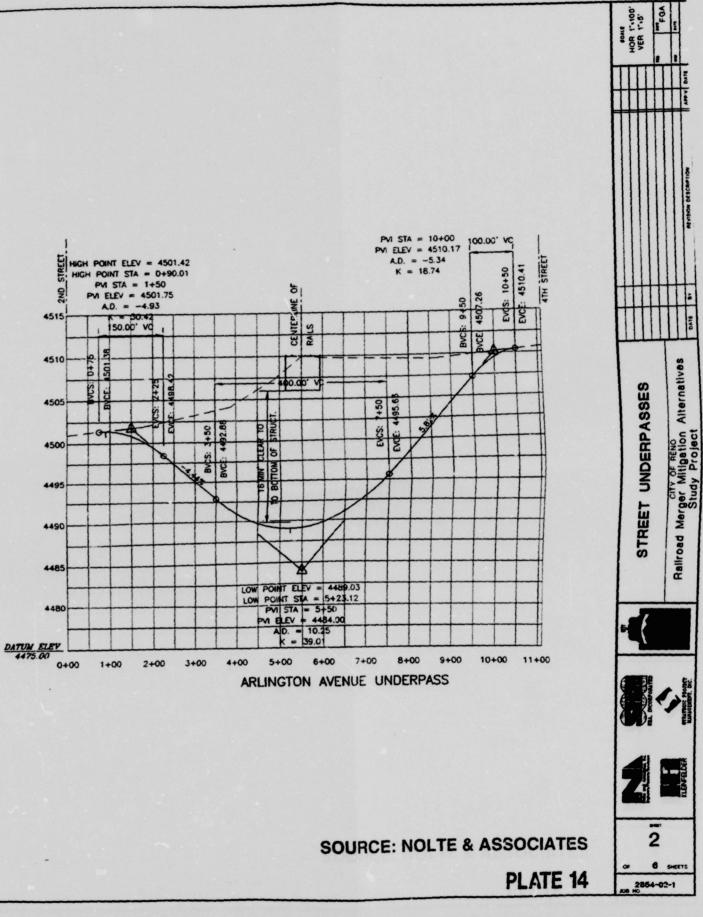




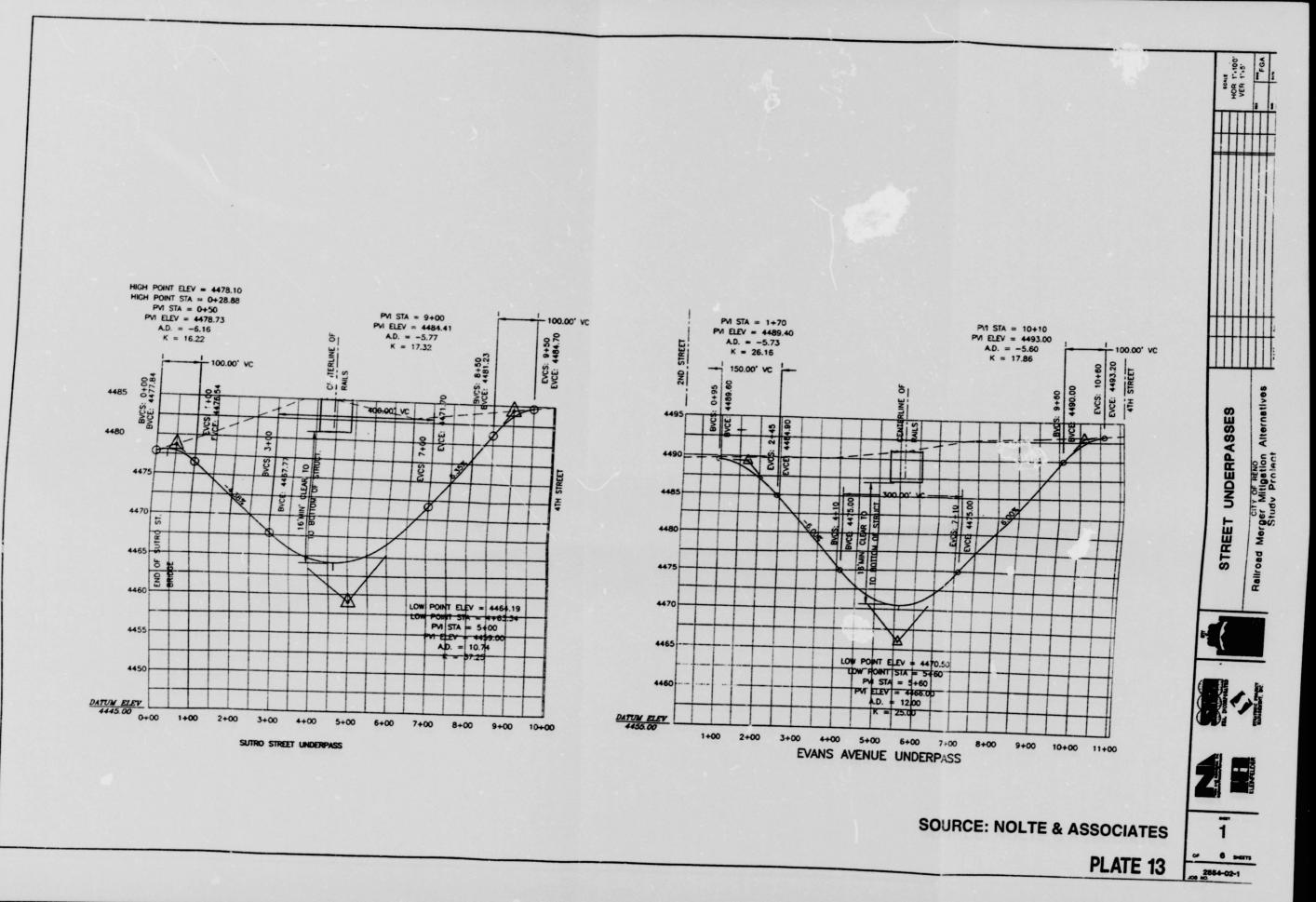
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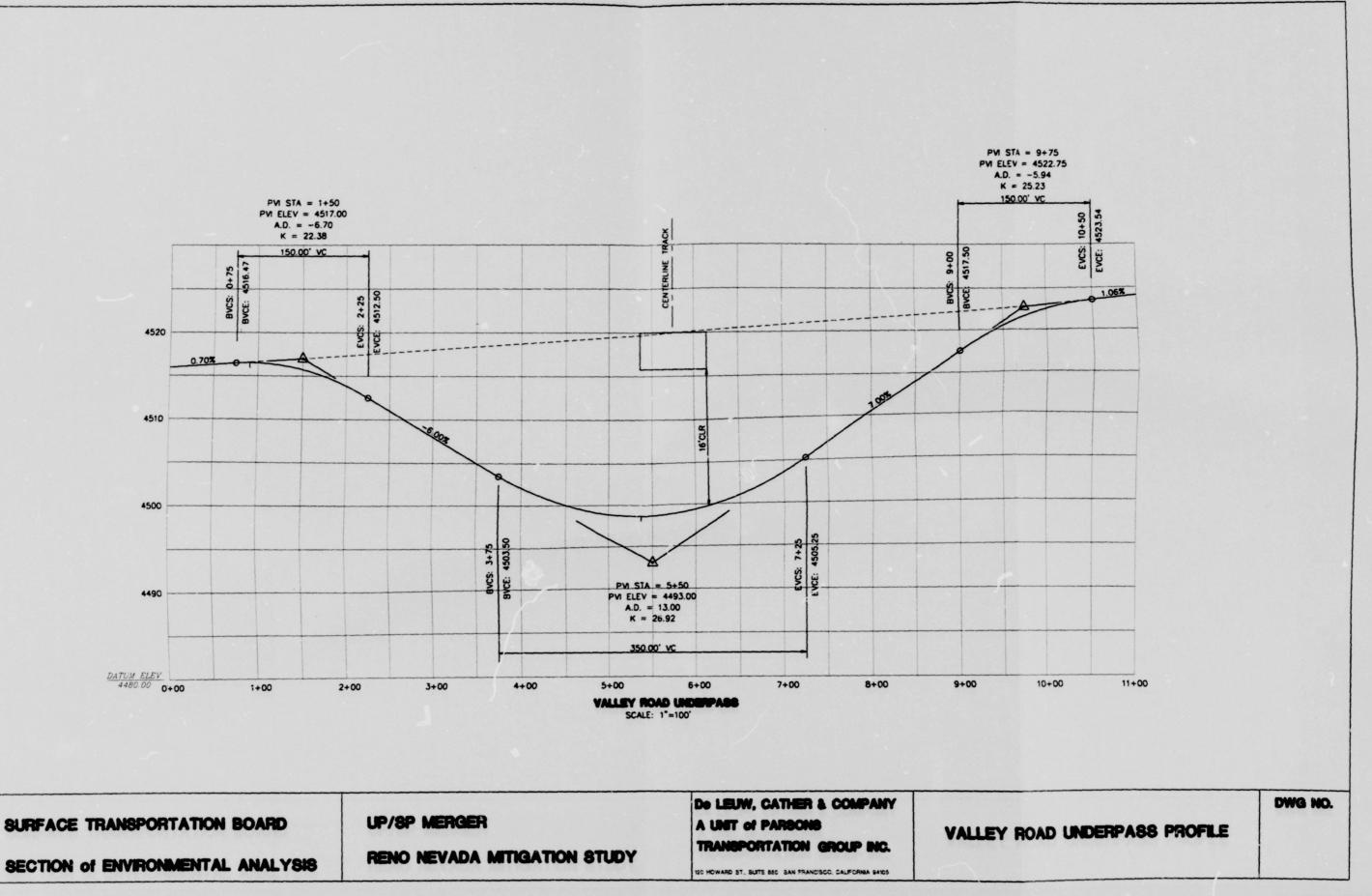






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STREETS.DWG



#### Appendix V COST ESTIMATES FOR POTENTIAL GRADE SEPARATIONS

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## Arlington Avenue Underpass Cost Estimate

#### **UP/SP Reno Mitigation Study**

Element	litem		Cost \$(M)
Construction	Roadway Work		1.25
	Drainage		0.30
	Electrical, Lighting & Traffic Signals		0.40
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.40
	Railroad Track & Traffic Signal Control		2.20
	Structures		3.60
	Subtotal		9.35
	Contingencies	30%	2.81
	Subtotal		12.16
	Mobilization & Allowances	10%	1.22
	Total Construction Cost		13.37
	Engineering @	10%	1.34
	Construction Management @	6%	0.80
	Administration @	2%	0.27
	Total Construction & Implementation Cos	st	15.78
Right-of-Way	Acquisition and Damages		5.26
	Contingencies	25%	1.32
	Total R/W Cost		6.58
	Administration & Engineering	15%	0.99
	Total R/W & Implementation Cost		7.56
Project Total			23.34

## Evans Ave. Underpass Cost Estimate

UP/SP Reno Mitigation Study

Element	Item		Cost \$(M)
Construction	Roadway Work		1.02
	Drainage		0.45
	Electrical, Lighting & Traffic Signals		0.40
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.40
	Railroad Track & Traffic Signal Control		2.20
	Structures		3.70
	Subtotal		9.37
	Contingencies	30%	2.81
	Subtotal		12.18
	Mobilization & Allowances	10%	1.22
	Total Construction Cost		13.40
	Engineering	10%	1.34
	Construction Management	6%	0.80
	Administration	2%	0.27
	Total Construction & Implementation Cost		15.81
Right-of-Way	Acquisition and Damages		2.83
<b>.</b> ,	Contingencies	25%	0.71
	Total R/W Cost		3.54
	Administration & Engineering	15%	0.53
	Total R/W & Implementation Cost		4.07
Project Total			19.88

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# Keystone Ave. Underpass Cost Estimate

**UP/SP Reno Mitigation Study** 

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Element	Item		Cost \$(M)
Construction	Roadway Work		1.65
	Drainage		0.40
	Electrical, Lighting & Traffic Signals		0.60
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.50
	Railroad Track & Traffic signal Control		2.20
	Structures		3.70
	Subtotal		10.25
	Contingencies	30%	3.08
	Subtotal		13.33
	Mobilization & Allowances	10%	1.33
	Total Construction Cost		14.66
	Engineering	10%	1.47
	Construction Management	6%	0.88
	Administration	2%	0.29
	<b>Total Construction &amp; Implementation Cost</b>		17.30
Right-of-way	Acquisition and Damages		5.32
	Contingencies	25%	1.33
	Total R/W Cost		6.64
	Administration & Engineering	15%	
	Total R/W & Implementation Cost		7.64
Project Total			24.94

## Lake Street Underpass Cost Estimate

UP/SP Reno Mitigation Study

Element	ltem		Cost \$(M)
Construction	Roadway Work		1.25
	Drainage		0.30
	Electrical, Lighting & Traffic Signals		0.40
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.20
	Traffic Control & Detours		0.40
•	Railroad Track & Traffic Signal Control		2.20
	Structures		3.60
	Subtotal		9.55
	Contingencies	30%	2.87
	Subtotal		12.42
	Mobilization & Allowances	10%	1.24
	Total Construction Cost		13.66
	Engineering @	10%	1.37
	Construction Management	6%	0.82
	Administration	2%	0.27
	Total Construction & Implementation Cost		16.11
Right-of-way	Acquisition and Damages		5.99
<b>.</b>	Contingencies	25%	1.50
	Total R/W Cost		7.49
	Administration & Engineering	15%	1.12
	Total R/W & Implementation Cost		8.61
Project Total			24.72

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## **Ralston Street Underpass Cost Estimate**

**UP/SP Reno Mitigation Study** 

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Element	Item		Cost \$(M)
Construction	Roadway Work		0.84
	Drainage		0.30
	Electrical, Lighting & Traffic Signals		0.50
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.25
	Railroad Track & Traffic Signal Control		2.20
	Structures		3.64
	Subtotal		8.93
	Contingencies	30%	2.68
	Subtotal		11.61
	Mobilization & Allowances	10%	1.16
	Total Construction Cost		12.77
	Engineering	10%	1.28
	Construction Management	6%	0.77
	Administration	2%	0.26
	Total Construction & Implementation Cost		15.07
Right-of-way	Acquisition and Damages		1.01
	Contingencies	25%	0.25
	Total R/W Cost		1.26
	Administration & Engineering	15%	0.19
	Total R/W & Implementation Cost		1.45
Project Total			16.52

## Sutro St. Underpass Cost Estimate (Option 1)

UP/SP Reno Mitigation Study

Element	Item		Cost \$(M)
Construction	Roadway Work		0.80
	Drainage		0.20
	Electrical, Lighting & Traffic Signals		0.40
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.35
	Railroad Track & Traffic Signal Control		2.20
	Structures		3.73
	Subtotal		8.88
	Contingencies	30%	2.66
	Subtotal		11.54
	Mobilization & Allowances	10%	1.15
	Total Construction Cost		12.70
	Engineering	10%	1.27
	Construction Management	6%	0.76
	Administration	2%	0.25
	Total Construction & Implementation Cost		14.98
Right-of-way	Acquisition and Damages		0.84
•	Contingencies	25%	0.21
	Total R/W Cost		1.05
	Administration & Engineering	15%	0.16
	Total R/W & Implementation Cost		1.20
Project Total			16.19

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# Sutro St. Underpass Cost Estimate (Option 2)

UP/SP Reno Mitigation Study

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Element	Item		Cost \$(M)
Construction	Roadway Work		0.80
	Drainage		0.20
	Electrical, Lighting & Traffic Signals		0.40
	Signing & Pavement Delineation		0.20
	Utility Relocation		1.00
	Traffic Control & Detours		0.35
	Railroad Track & Traffic Signal Control		2.20
	Structures		3.73
	Subtotal		8.88
	Contingencies	30%	2.66
	Subtotal		11.54
	Mobilization & Allowances	10%	1.15
	Total Construction Cost		12.70
	Engineering	10%	1.27
	Construction Management	6%	0.76
	Administration	2%	0.25
	Total Construction & Implementation Cost		14.98
Right-of-way	Acquisition and Damages		0.47
	Contingencies	25%	0.12
	Total R/W Cost		0.58
	Administration & Engineering	15%	0.09
	Total R/W & Implementation Cost		0.67
Project Total			15.65

## Valley Road Underpass Cost Estimate

UP/SP Reno Mitigation Study

Element	Item		Cost \$(M)
Construction	Roadway Work		0.8
	Drainage		0.3
	Electrical, Lighting & Traffic Signals		0.4
	Signing & Pavement Delineation		0.2
	Utility Relocation		0.5
	Traffic Control & Detours		0.2
	Railroad Track & Traffic Signal Control		2.2
	Structures		6.2
	Subtotal		10.8
	Contingencies	30%	3.2
	Subtotal		14.0
	Mobilization & Allowances	10%	1.4
	Total Construction Cost		15.4
	Engineering	10%	1.5
	Construction Management	6%	0.9
	Administration	2%	0.3
	<b>Total Construction &amp; Implementation Cost</b>		18.2
Right-of-way	Acquisition and Damages		1.14
	Contingencies	25%	0.28
	Total R/W Cost		1.42
	Administration & Engineering	15%	0.21
	Total R/W & Implementation Cost		1.64
Project Total			19.8

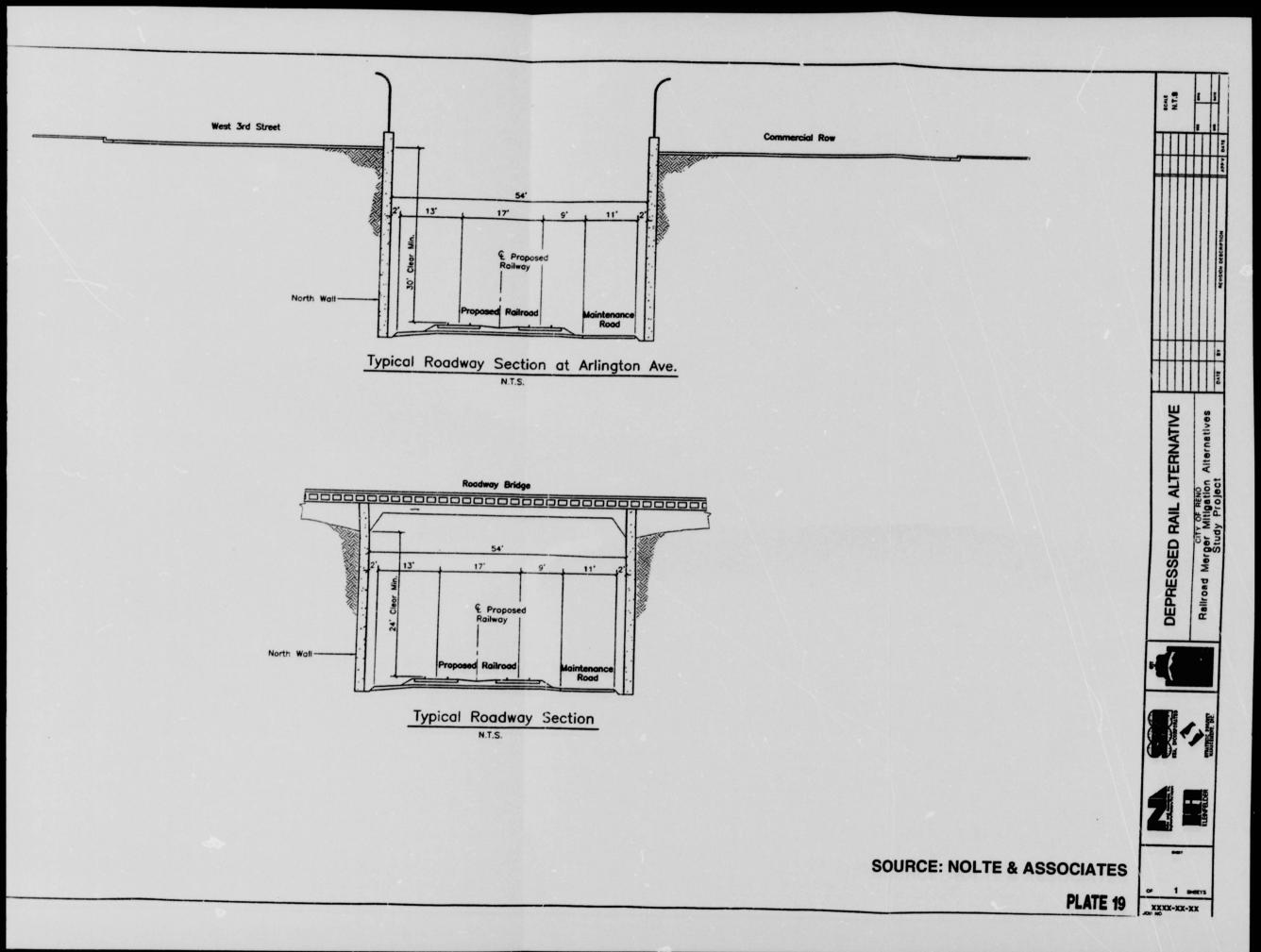
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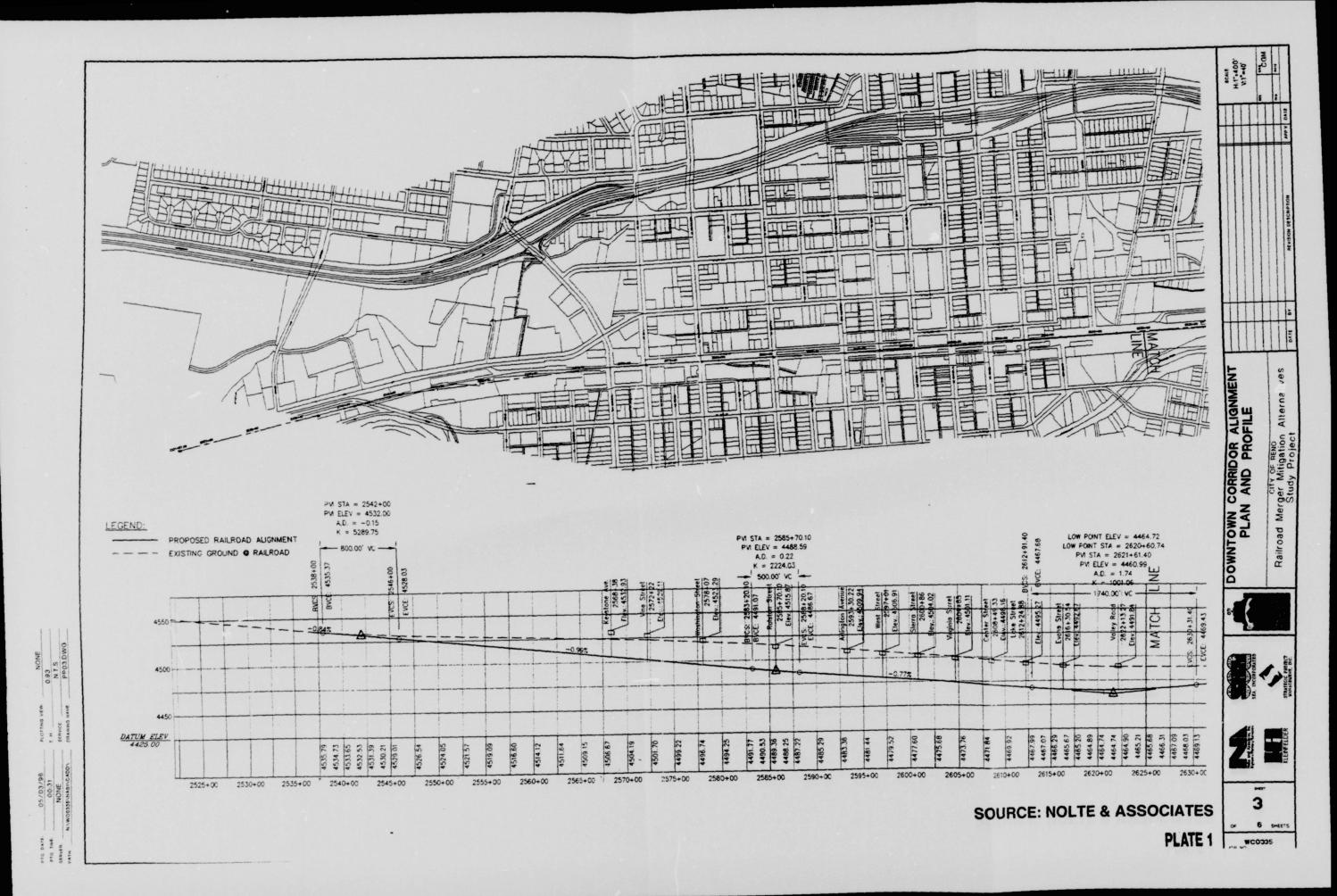
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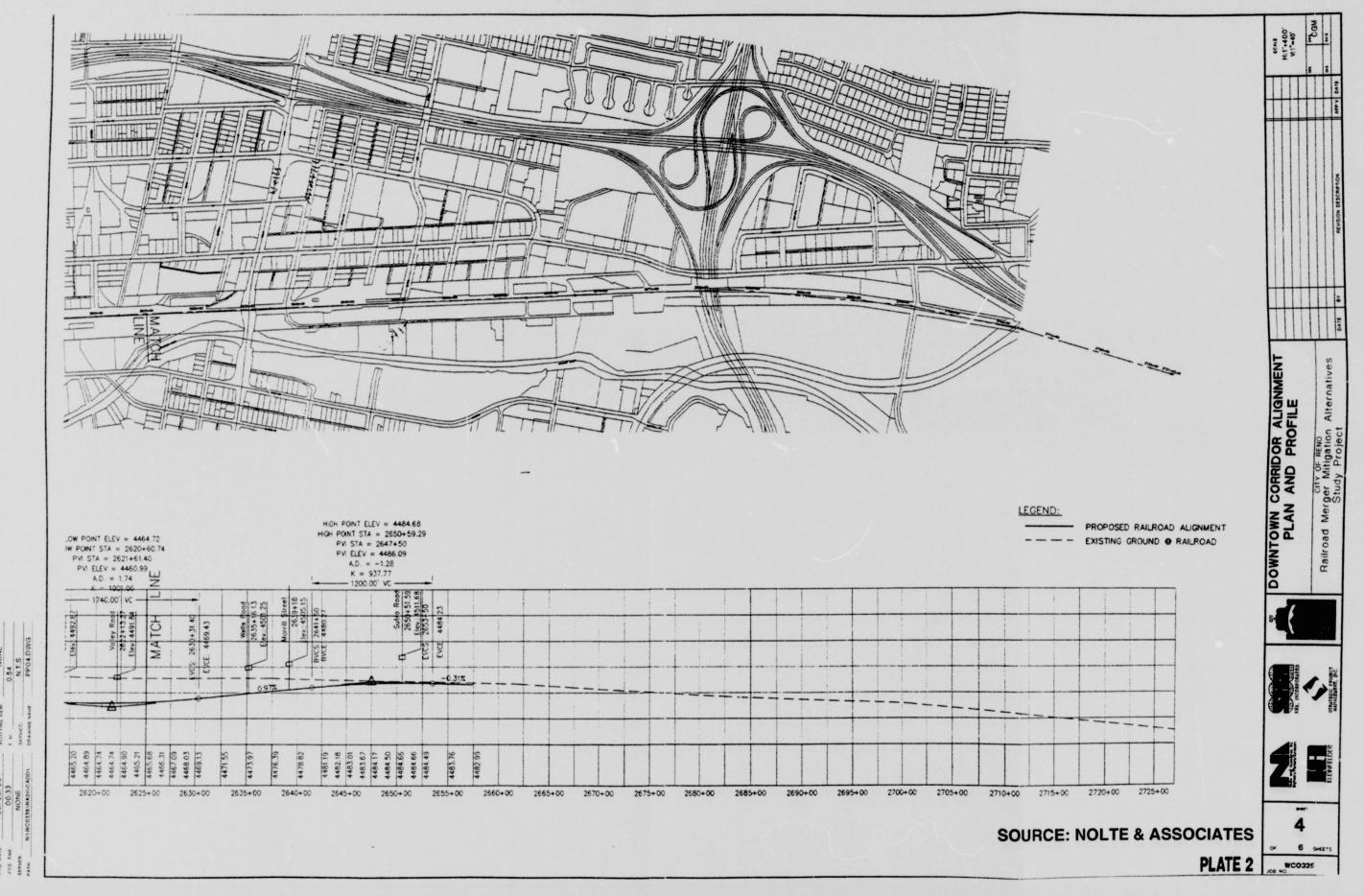
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#### Appendix W LAYOUT DRAWINGS FOR DEPRESSED RAILWAY



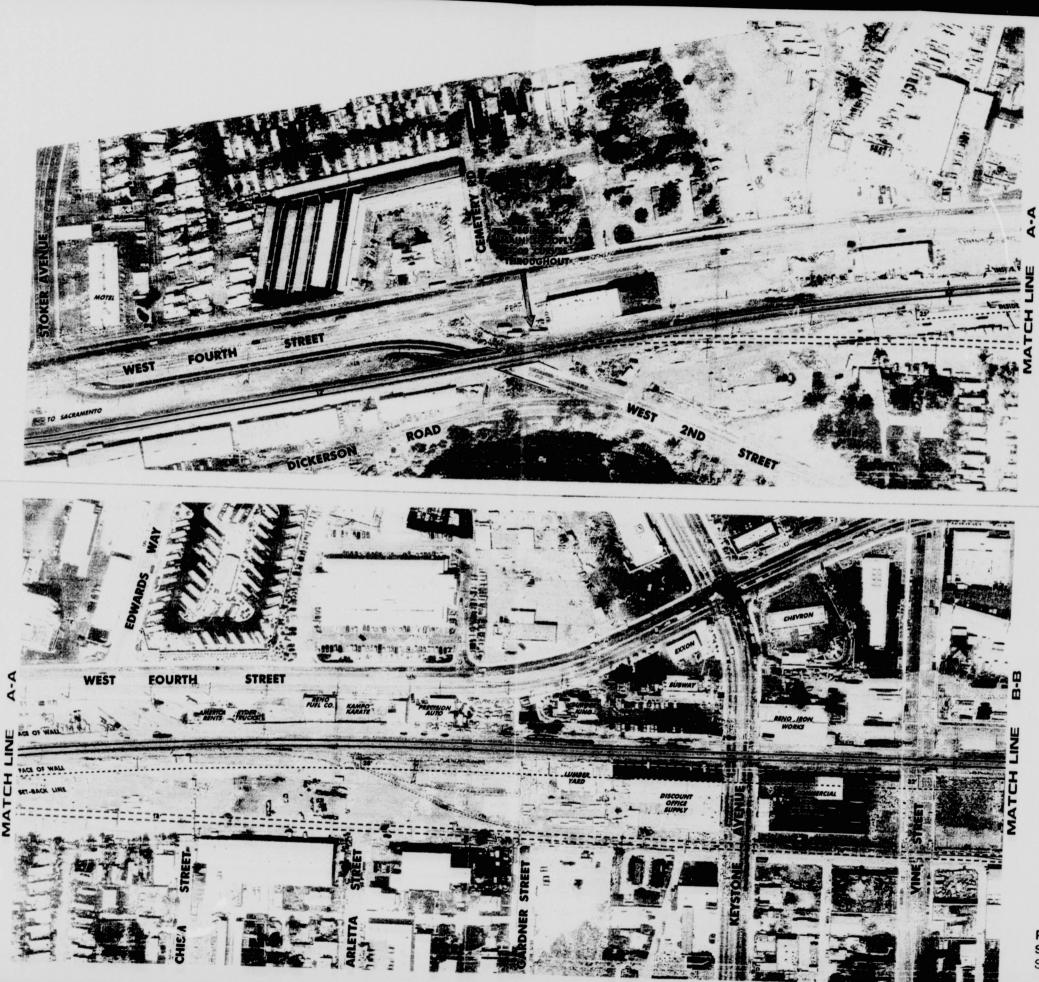




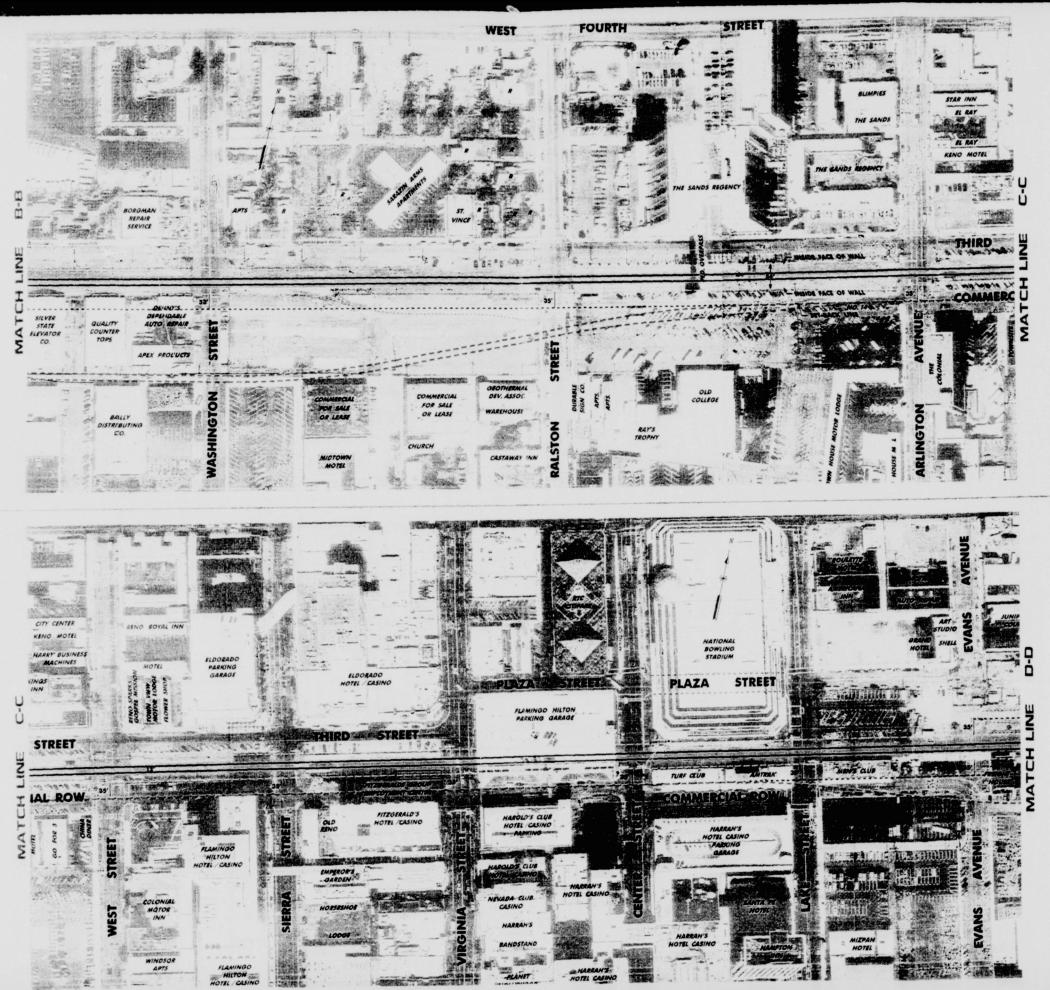
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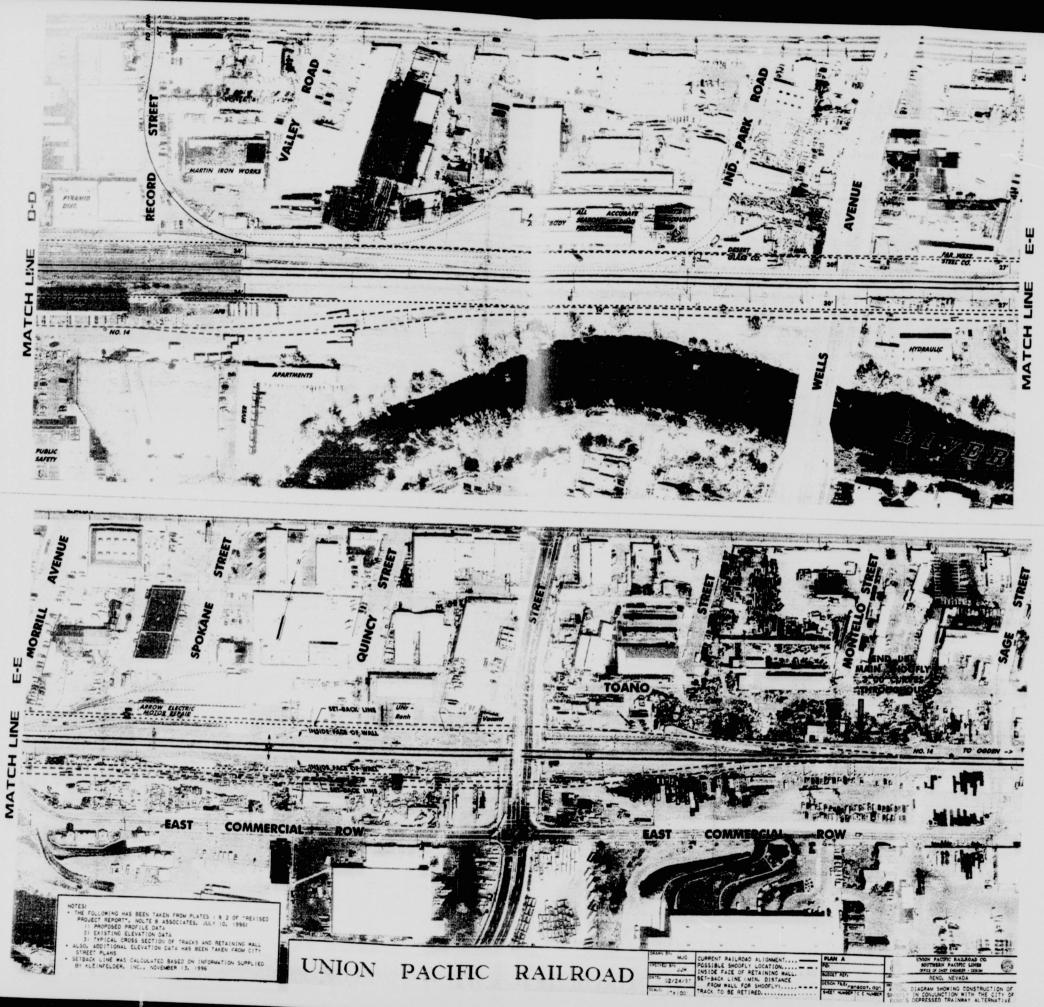
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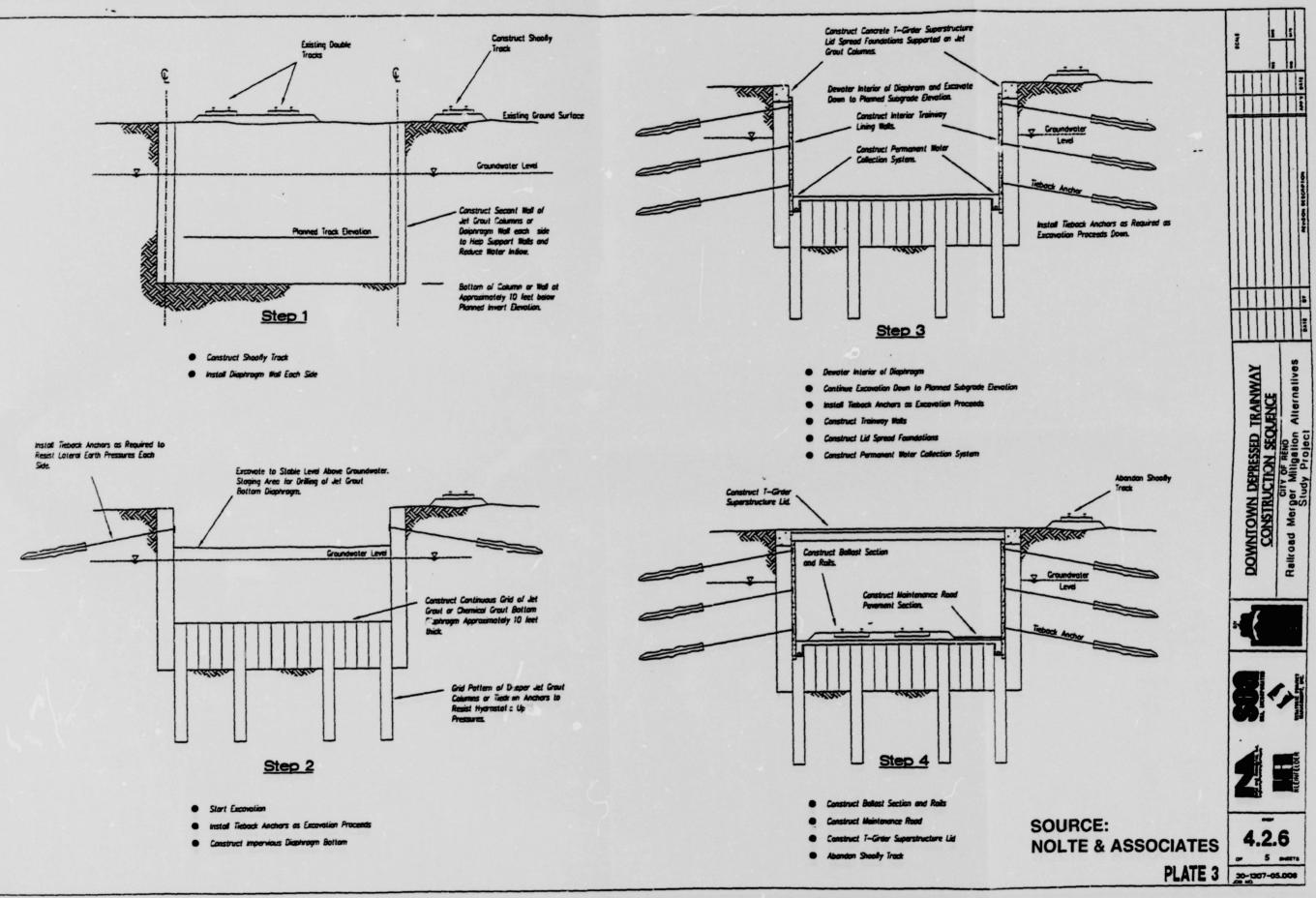
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POSSIBLE SHOOFLY LOCATION SHEET 2 OF 3 SOURCE: UNION PACIFIC RAILROAD COMPANY

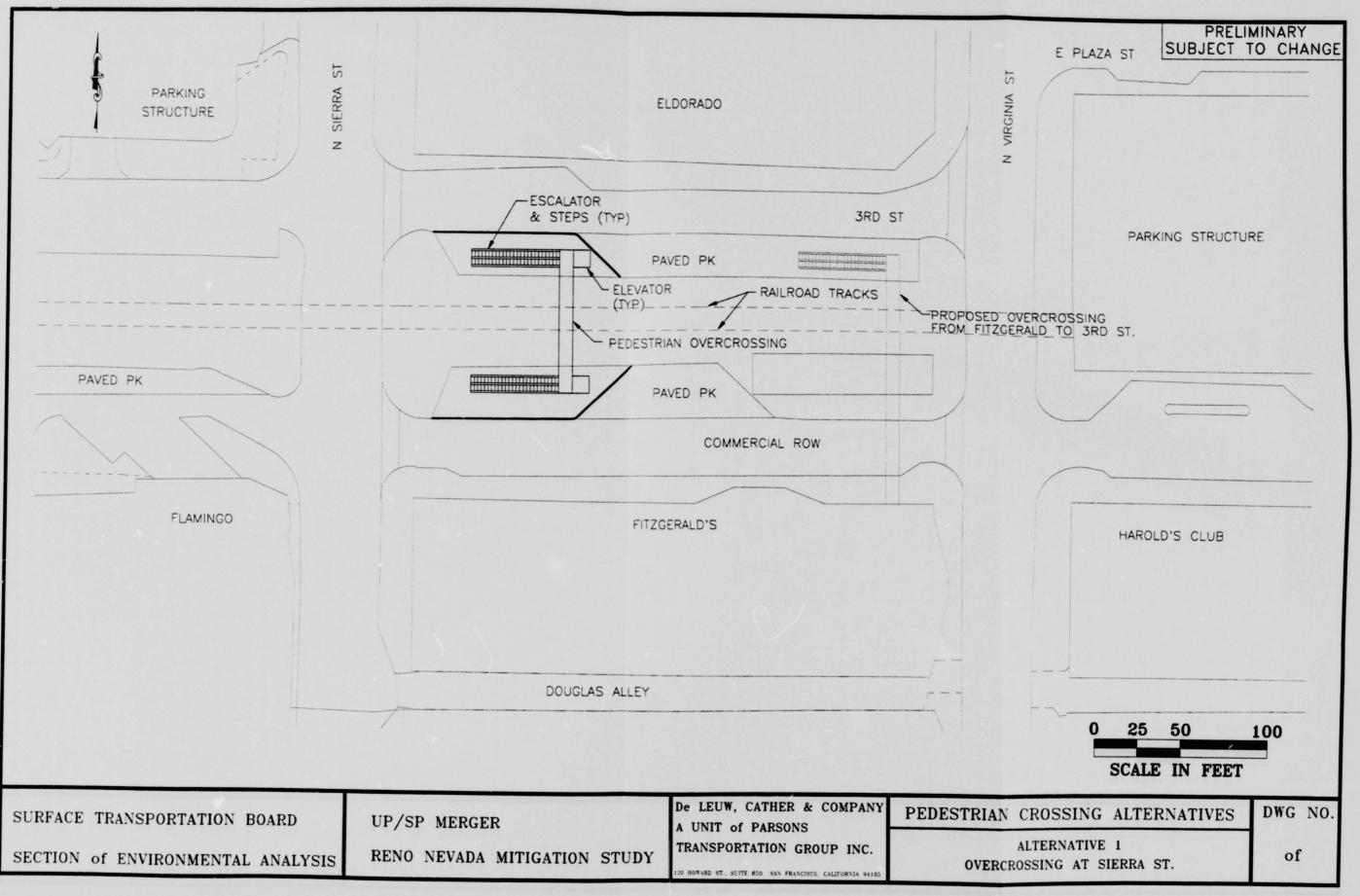


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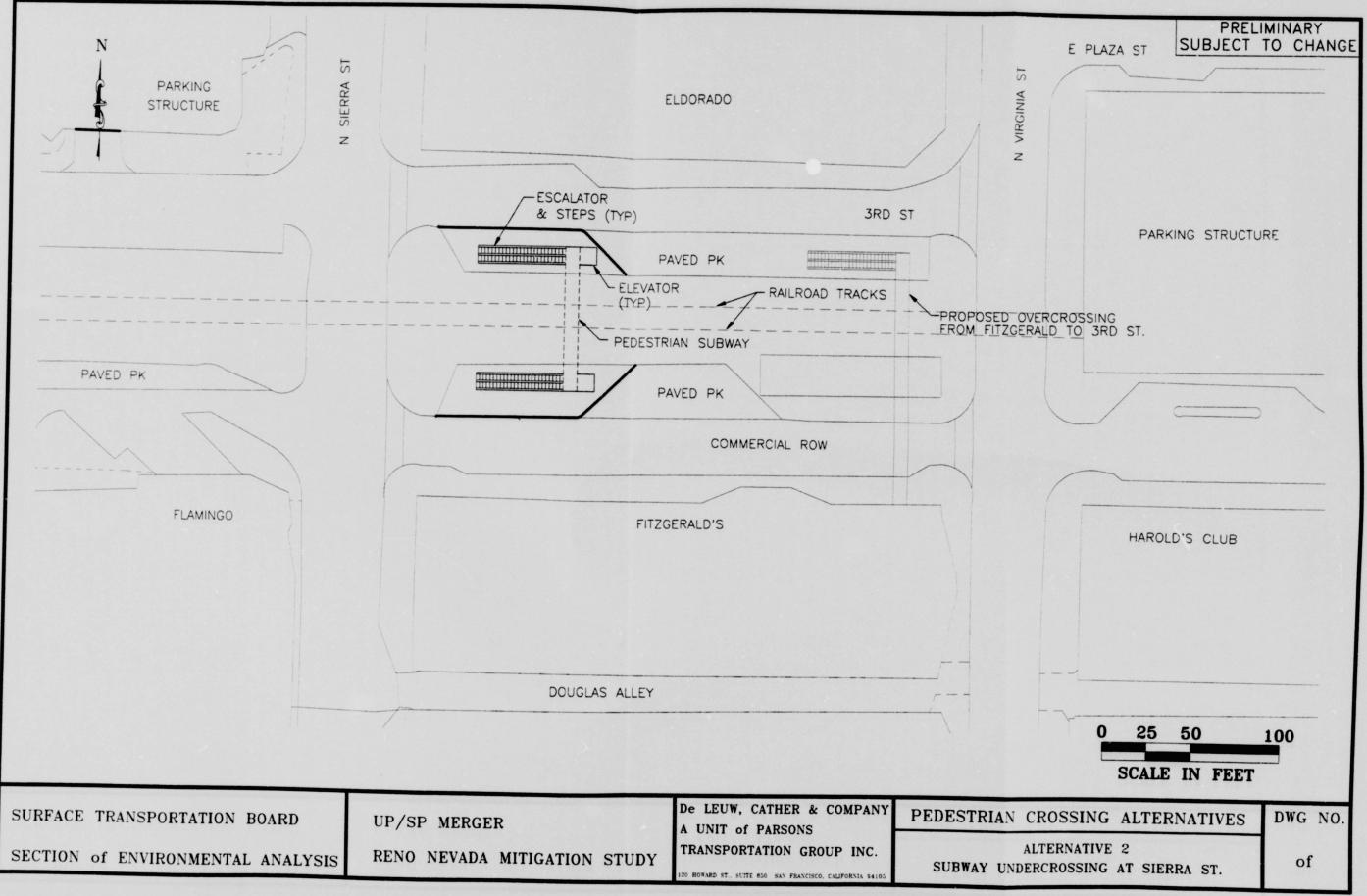
#### Appendix X PRELIMINARY LAYOUTS FOR PEDESTRIAN OVERCROSSING/UNDERCROSSING ALTERNATIVES

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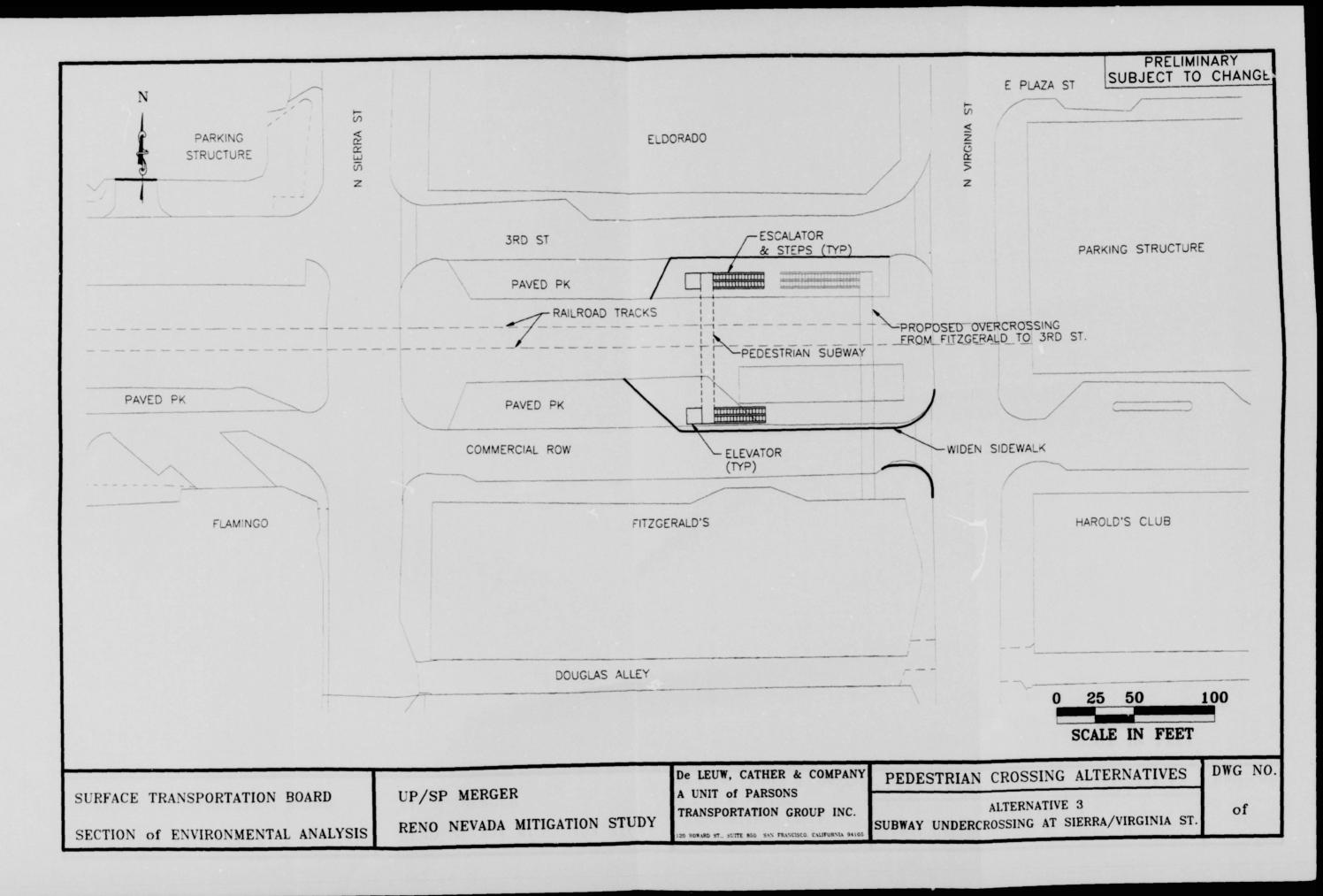


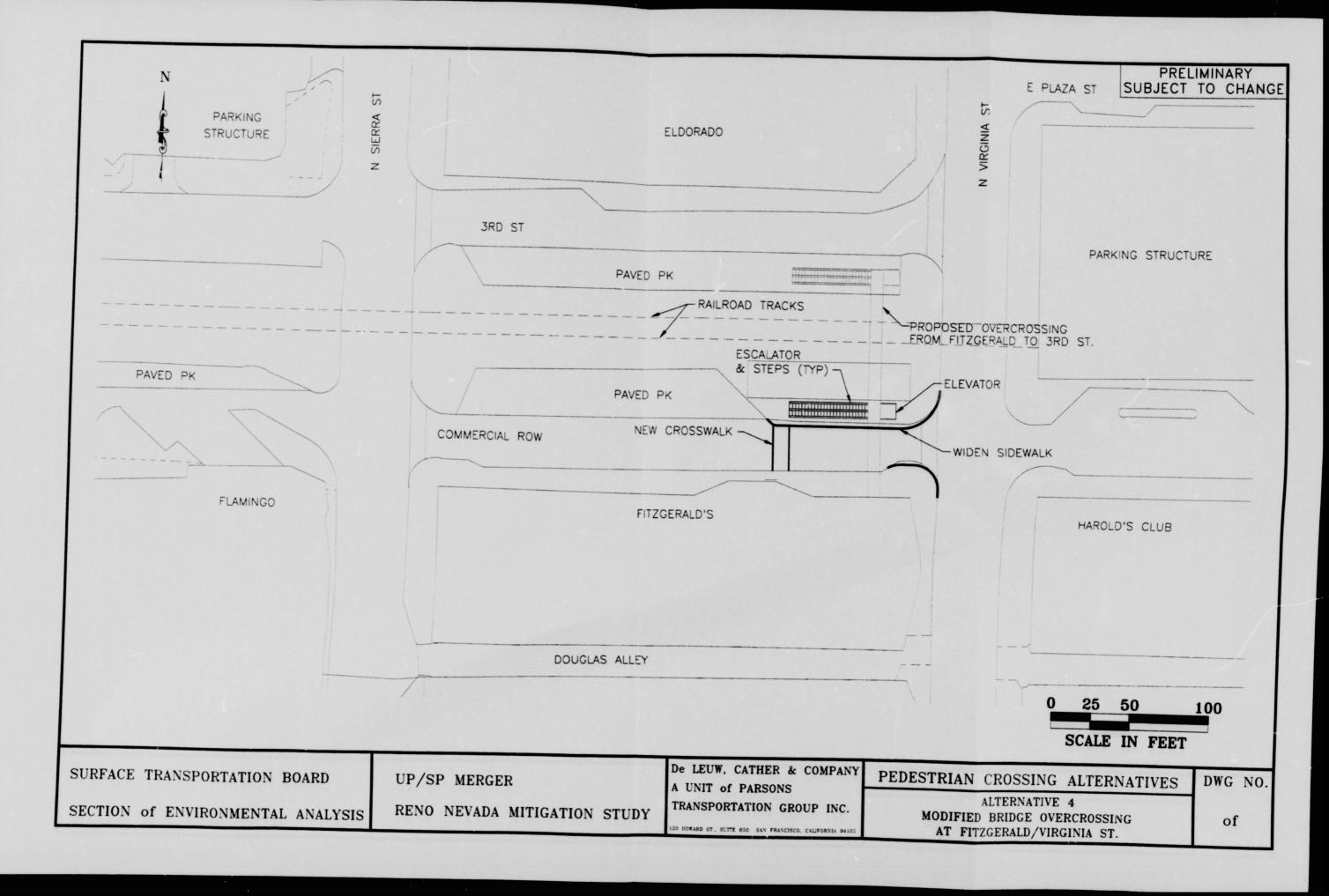
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AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
ABS	Automatic Block Signal System
ADT	Average Daily Traffic
AHS	Automated Horn System
ANSI	American National Standards Institute
AQCR(s)	Air Quality Control Region(s)
BIA	Bureau of Indian Affairs
BMPs	Best Management Practices
BN	Burlington Northern Railroad Company
BNSF	The new railroad system created by the merger of the holding companies
	of BN and Santa Fe.
CAAA	Clean Air Act and Amendments
CDBG	Community Block Grant Program
CERCLA	Comprehensive Environmental Response, Compensation, and Liability
	Information System
CFR	Code of Federal Regulations
CMAQ	Congestion Management and Air Quality Improvement
СО	Carbon Monoxide
CSX	CSX Transportation, Inc.
СТС	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DNL	Day-night equivalent level
DOT	United States Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ER	Environmental Report
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HC	Hydrocarbons (in air)
ICC	Interstate Commerce Commission (former licensing agency for the

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	proposed merger; merger approval authority now with the Surface
	Transpiration Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
L <sub>dn</sub>	Day-night equivalent sound level
Lmax	Maximum sound level during train passby, dBA
LOS	Level of Service
MOU	Memorandum of Understanding
MP	Mile Post
MPH	Miles per Hour
NAAQS .	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NHS	National Highway System
NO <sub>2</sub>	Nitrogen dioxide
NOx	Nitrogen oxides
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NPSC	Nevada Public Service Commission
NRCS	Natural Resources Conservation Service
NS	Norfolk Southern Railway Company
0,	Ozone
OBS	Office of Biological Services/United States Fish and Wildlife Service
OSHA	Occupational Safety and Health Administration
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
Post EA	Post Environmental Assessment
PM <sub>10</sub>	Particulate Matter (under 10 microns in diameter)
PMP	Preliminary Mitigation Plan
ROW	Right of Way
SEA	Section of Environmental Analysis
SEL	Source sound exposure level at 100 feet, dBA
SO <sub>2</sub>	Sulfur dioxide
SOx	Sulfur oxides
STB	Surface Transportation Board
STP	Surface Transportation Program
TSP	Total Suspended Particulates (particulate matter)
UP	Union Pacific Railroad, MPRR, and CNW
UP/SP	The new railroad system created by the merger of the holding companies

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USC USFWS VCCS

of UP and SP United States Code United States Fish and Wildlife Service Volatile organic compounds



A system of consecutive signals and blocks whereby a signal is automatic block placed at the entrance of each block and that signal indicates signals the condition of the block. Backround noise. ambient noise Top surface of rail bed, usually composed of aggregate (i.e., small rocks and ballast gravel). Techniques recognized as very effective in providing (BMPs) environmental best management practices protection. A length of track having defined limits. block Surface Transportation Board, the licensing agency for the proposed merger. ooard Earthen material used to fill depressions to create a level right-of-way. borrow material Also known as unit train. A solid consist of single non-breakable commodity bulk train (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) being transported at a trainload rate. The make-up of a train, usually referring to the number of cars. consist The area at a construction site subject to both permanent and temporary construction disturbances by equipment and personnel. footprint Any of six substances (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, criteria poilutant ozone and particulate mater) regulated under the Clean Air Act, for which areas must meet national air quality standards. Centralized Traffic Control - A method of train control CTC whereby railroad signals convey train movement authority and train routing is controlled from a central location. In usual practice, the dispatcher views a display showing the track layout and location of trains as they move across the territory. Train routing is controlled from a work station where the dispatcher activates controls that move the position of switches in the field.

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- dBA Adjusted decibel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear.
- decibel A logarithmic scale that comprises over one million sound pressures audible to the human ear over a range from 0 to 140, where zero decibels represents a reference sound level necessary for a minimum sensation of hearing and 140 represents the level at which pain occurs.
- deciduous Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.
- emergent An aquatic plant with vegetative growth mostly above the water.
- endangered A species that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
- fill The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, formed concrete structures, sidecast materials, etc.) Within water resources under Corps jurisdiction.
- flat yard A system of relatively level tracks within defined limits provided for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.
- flood insurance Maps available from the Federal Emergency Management Agency that delimit the land surface area of 100-year and 500-year flooding events.
- floodplain The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year oa 2'one A floodplain) or greater chance of flood in any given year.
- frog A track structure used where two running rails intersect that provides flangeways to permit wheels and wheel flanges on either rail to cross the other.
- habitat The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The

continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).

haulage right The limited right of one railroad to operate trains over the designated lines of another railroad.

hump yard A railroad classification yard in which the classification of cars is accomplised by pushing them over a summit, known as a "hump," beyond which they run by gravity.

interlocking An arrangement of switch, lock, and signal appliances interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically.

intermodal facility A site or hub consisting of tracks, lifting equipment, paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation.

intermodal train A train consisting or partially consisting of highway trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

L<sub>d</sub> Level of noise (measured in decibels) averaged over the "daytime" period (7 a.m. - 10 p.m.).

 $L_{dn}$  Nighttime noise level  $(L_n)$  adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.

LOS Level of Service (rating A through F). A measure of the functionality of an intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.

lift A lift is defined as an intermodal trailer or container lifted onto or off a rail car. For calculations, lifts are used to determine the number of tracks using

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intermodal facilities.

local freight train	Serves local sidings in a designated territory.
locomotive, road	One or more locomotives (or engines) designed to move trains between yards or other designated points).
locomotive, switching	Locomotive (or engine) used to switch cars in a yard, industrially, or other area where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper's facility), and moved within a local area.
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.
mitigation	Actions to prevent or lessen negative effects.
National Wetlands Inventory	An inventory of wetland types in the United States compiled by the United States Fish and Wildlife Service.
non-atainment	An area that does not meet NAAQS specified under thr Clean Air Act.
Non-point source discharge	Pollution not associated with a specific outfall location, such as a sewer pipe.
palustrine wetland	Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
passby	The passing of a train past a specific reference point
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.
quiet zone	A track segment at least one-half mile long where the sounding of train horns approaching grade crossings is not required.
rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.

- railbanking A set-aside of abondoned rail corridor for recreational and/or transportation uses, including reuse for rail.
- receptor/receiver A land use or facility where sensitivity to noise or vibration is considered.
- right-of-way Right of way is land owned by an entity, usually for roads, railroads, or other linear facilities.
- riparian Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.
- riprap A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.
- riverine wetland All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.
- ruderal An introduced plant community dominated by weed species, typically adapted to disturbed areas.
- Scrub-shrub Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes true shrubs and young trees.
- set out To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or othet track designated for the storage of cars.
- shoofly A detour track. Also a temporary detour for a pipeline.

switching The act of moving freight cars between a shipper and yard; and movement of cars within a yard.

- take Loss of individuals of a plant or wildlife species and/or any direct or indirect action that results in mortality and/or injury. Further defined to include actions that disrupt normal patterns of wildlife species behavior; specifically those that reduce the survival and reproductive potential of an individual. Also refers to loss and/or degradation of species' habitat.
- threatened A species that is likely to become an endangered species within the

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foreseeable future throughout all or part of its range, and is protected by state and/or federal law.

through freight Operates between terminals with no local stops.

train

trackage rights The right or combination of rights of one railroad to operate over the designated trackage of another railroad including, in some cases: the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions; and the right to build connections or additional tracks in order to access other shippers or carriers.

turnout A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another.

unit train A train consisting of cars carrying a single commodity, e.g., a coal train.

water resources All inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers,ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

wetland As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and/uration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs and similar areas.

wye track A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.

Appendix AA LIST OF PREPARERS

#### Appendix AA LIST OF PREPARERS

The following individuals participated in conducting the Reno Mitigation Study and preparing this Preliminary Mitigation Plan:

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Evelyn Kitay	Legal Counsel

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September 15, 1997

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c	ode 1	code 2	code	3 first name	last name	title	organization	street	city	state	zip	ohana	
E		10		David	Aiazzi	Council Member Ward 5	Reno City Council	490 South Center, Room 201	Reno	NV	89505	(702) 334-2002	(202) 334 2027
E		NVA		Bernie	Anderson	Assemblyman	Nevada Assembly	747 Glen Meadow Drive	Sparks	NV	89434	(702) 358-8113	(702) 358 5825
U			RTFM	Merri	Belaustegui-Tr	Deputy City Attorney	City of Reno	490 S. Center St., Room 205	Reno	NV	89505	(702) 334-2050	
R	\$			Larry	Bennett		Union Pacific Railroad	432 Court St	Reno	NV	89501	702-323-3688	(101) 554 2420
		NA	RTFM.	Paula	Berkley		Paula Berkley and Associates	908 Nixon St.	Reno	NV	89509	(702) 329-6041	
FA				Dave	Bolser		US Dept. of Transportation	400 7th Street SW, MS 35	Washingto		20590	(202) 632-3124	
EC		10		Joanne	Bond	Commissioner	Washoe County Commission	1001 E. 9th Streei	Reno	NV	89520	(702) 328-2005	
G			RTFM	Steve	Bradhurst			4720 Canyon Drive	Reno	NV	89509	(702) 323-4141	(702) 747-2038
EC		10		Bruce	Breslow	Mayor	City of Sparks	431 Prater Way	Sparks	NV	89431	(702) 353-2311	
FA				Carol M	Browner	Administrator	US EPA	401 M Street, SW	Washington		20460	() 000 2011	
EC		USEN,		Richard	Bryan	Senator	Office of the U.S. Senate	400 S. Virginia St., Ste. #702	Reno	NV	89501	(702) 686-5770	(702) 686 5729
FA				Chester	Buchanan	Acting State Supervisor	US fish and Wildlife Service	4600 Kietzke Lane, Suite 125C	RENO	NV		(702) 784-5227	(702) 784 5870
SPE		ASSOC	RTFM	Bob	Burn	Chairperson	Nevadans for Fast & Responsible Action	77 Pringle Way	Reno	NV	89520	(702) 328 4777	(702) 328 4111
FA				Stephanie	Byers		US Fish & Wildlife Service	4600 Kietzke Lane, Suite 125C	RENO	NV	89502-5055	(702) 784 5227	(702) 784 5870
£O			RTFM	Tim	Crowley	Executive Assistant	Nevada Governor's Office	Capitol Complex	Carson City	NV	89710		(702) 687-1486
EO	1	0		Frankie Sue	Del Papa	Attorney General	State of Nevada	198 S Carson St.	Carson City	NV	89710		(702) 687 5798
SC			RTFM	Mark	Demuth	Principal	MADCON Consultation Services	280 Island Ave., Ste. #1602	Reno	NV	89501-1806	(/02) 829-1126	(702) 32 9094
SA	٢		RTFM	Galen	Denio	Commissioner	Nevada Public Service Commission	727 Fairview Drive	Carson City	NV	89710		(702) 687 6110
			RTFA	Dean	Diederich	Principal Planner	Washoe Co. Dept. of Community Dev.	1001 E 9th Street	Reno	NV	89520		(702) 3/8 3048
EO		ISC		John	Ensign	US Representative	US House of Representatives	414 Canon House Office Bldg.	Washington	DC	20515		(202) 225 3119
EO		IVA		Pete	Ernaut	Assemblyman	Nevada Assembly	432 Ridge St.	Reno	NV	89501	(702) 323-2222	(702) 323 2267
EO	И	IVA .		Jan .	Evans		Nevada Assembly	3250 Wilma Drive	Sparks	NV	89431	(702) 356-7122	
LA				Larry		Fire Marshall	Reno Fire Department	200 Evans Ave.	Reno	NV	89501	(702) 334-2300	(702) 334 3826
SPE			ST	Winn		Project Director	Reno Miligation Sludy Team	1133 15tt: St. NW, Suite 800	Washington	DC			(232) 775-3389
EO			RTFA,L		Frankovich		Nevadans for Fast & Responsible Action	241 Ridge Street	Reno	NV		(702) 322-0635	
10	N	IVA		Vivian L.	Freeman	Assemblywoman	Nevada Assembly	1665 Carlin St.	Reno	NV		(702) 747-3448	

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	code I	code 2	code	3 first name	last name	title	organization	street	city	state	zip	phone	tax
	RR			Mike	Furtney		Union Pacific Railroad	One Market Plaza, Rm 1001	San	Ca	94105	415 541-1000	IUA
	EO	10		Jim	Gailoway	Commissioner	Washoe County Commission	1001 E. 9th Street	Reno	NV	89520	(702) 328-2005	
	EO	USC.		Jim	Gibbons	Senator	US Senate	400 S. Virginia St., Ste #502	Reno	NV	89501	(702) 686-5760	
			RTFA,	Tom	Gribbin		Pyramid Engineers	330 Crampton St.	Reno	NV	89502	(702) 329-2540	(702) 329 2768
	EO	10		Jeff	Griffin	Мауог	City of Reno	490 South Center, Room 201	Reno	NV	89505	(702) 334-2002	(702) 334 2097
	RR		RTFA	C. Joseph	Guild	Attorney	Union Pacific Railroad	432 Court Street	Reno	NV	89501	(702) 348-1662	(702) 348 6650
	EO	NVA		Don	Gustavson	Assemblyman	Nevada Assembly	6380 Ottawa Ct.	Sun Valley	NV	89433	(702) 673-2215	(702) 673 0305
	LA	PR	RTFA	Michael E.	Halley	Deputy City Attorney	City of Reno	490 South Center Street, Room 205	Reno	NV	89505	(702) 334-2050	(702) 334-2420
	EO	10		Lonnie	Hammargren	Lt Governos	State of Nevada	Capitol Bidg	Carson City	NV	89710	(702) 687-3037	(702) 687 34.0
	EO	10		Pierre	Hascheff	Council Member (Al Large)	Reno City Council	490 South Center, Room 201	Reno	NV	89505	(702) 334-2014	(702) 334 2097
	EO	10		Chuck	Haynes	Comunissioner	Storey County Board of Commissioners	26 B St., 2nd Floor	Virginia Cit	NV	89440	(702) 847-0968	(702) 847 09:19
	RR	PR	RIFM	J. Michael	Hemmer	Altomey	Covington & Burling	1201 Pennsylvania Ave., NW	Washington	DC	20044	(202) 662-5578	(202) 662 6291
			RTFA	Colleen	Henderson		Environmental Management Associates	100 W. Grove St. Ste. 100	RENO	NV	89509	(702) 828-3940	(702) 828 3939
		10		Tom	Herndon	Council Member Ward 1	Reno City Council	490 South Center, Room 201	Reno	NV	89505	(702) 334-2011	(702) 334 2097
		NVA		Pat	Hickey	Assembly Member	Nevada Assembly	945 Broadway Blvd	Reno	NV	89502	(702) 329 6993	(702) 329 6993
	A		ATFM	Gerry	Hoover	Chief of Police	Reno Police Department	455 E. 2nd St.	Reno	NV	89502	(702) 334-2100	(702) 334 2157
1	SIS			Wayne	Horiuchl	Special Representative	Union Pacific Railroad	915 L Street. Ste. #1230	Sacramento	DCA	95814	(916) 442 2800	(916) 442 4073
	A			John	Horsley		US Dept. of Transportation	400 7th Street SW. Room 10408	Washington	DC	20590	(202) 366 4563	
		NVA		David E.	Humke	Assemblyman, Chmn. Judiciary Comm.	Nevada Assembly	3855 Vantage Way	Reno	NV	\$ 7502	(702) 322 5955	
		BE	RTFA	Scott L	Hutcherson	Traffic Manager	Eagle-Picher Minerals, Inc.	6110 Plumas St.	Reno	NV	89509	(702) 824-7637	(702) 824-7654
		NSEN		Lawrence E.	Jacobsen	Senator	Nevada Senate	1628 Mono Avenue	Minden	NV	89423	(702) 782 2334	
	A			Ralph	Jaeck	Assistant City Manager	Reno Redevelopment Agency	490 South Center Street	Reno	NV	89501	(702) 334-3817	(702) 334-2097
	A			Joeline	Jamieson		Washoe Co. School District	1850 Kleppe Lane	Sparks	NV	89431	(702) 353-5900	
	A				Jennison	Director Air Quality Management Division	Washoe County District Health Department	401 Ryland, Rm. #331	Reno	NV			(702) 784-7225
1	A				Johns	Deputy Chief	Reno Police Department	455 E. 2nd Street	Reno	NV	89505		(702) 334 2157
		1	ST	Elaine	Kaiser	Section Chief. Program Director	Surface Transportation Board	1925 K Street NW, 5th Floor	Washington	DC	20423		(202) 565 9000

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	code 1	code 2	code	3 first name	last name	title	organization	street	city	state	zip	phone	
			ST	Evelyn	Kitay	Legal Counsel	Surface Transportation Board	1925 K Street NW. 5th Floor	Washingto		20423	priorie	fax
	EO	10		Kathy	Kollar	Spokesperson	Washoe County Commission	1001 E. 9th Street	Reno	NV	89520	(702) 328 2005	
	RA		RIFM	Greg	Krause	Planning Manager	Regional Transportation Commission	600 Sutro St.	Reno	NV	89512	(702) 348-0480	(702) 348 0450
	EO	NVA		Joan A.	Lambert	Assemblywana	Nevada Assembly	55 Bitterbrush Road	Reno	NV	89523	(702) 345-0516	
	LA			Paul	Lamboley	Attorney	Keck. Mahin. & Cate	555 12th St.	Washingto		20005-391		(202) 347 0140
	RR		RTFA	Raymond B.	Long	Government & Public Attains Officer	Amt:ak Intercity Rail Service	210 S. Canal St., Ste. #540	Chicago	n	60606	(312) 655-2012	
	SC			Elaine	tinn		Dolphin Group	1225 Eighth St.	Sacramen		95814	(916) 441 4383	(916) 441 4132
			RIFA	Jack	lorbeer	Principal Planner	Regional Transportation Commission	600 Sutro St.	Reno	NV	89512	(702) 348-0480	(702) 348-0450
			RTFM,	David	Loring		Dermody Properties	1200 Financial Blvd.	Reno	NV	89502	(702) 858 8080	(702) 856 9831
	LA		RTFA	Chuck	Lowden	Chief	Reno Fire Department	490 S. Center St.	Reno	NV	89505	(702) 334-2300	(702) 334 3826
	GI		RIFM	Ken	Lynn		EDAWN	5190 Neil Rd., #111	Reno	NV	89502		(702) 829 3710
		BE	RTFM	Susan	Lynn	President	Iruckee River Yacht Club	655 East Riverview Circle	Renc	NV	89509	(702) 324-6221	
	IA			John	Macini,"e	County Manager	Washoe County	1001 E. 9th St.	Reno	NV	89512	/02 328 2000	702 328 2037
			ST	Dave	Mansen	Siudy Manager	DeLeuw. Cather & Co.	120 Howard St., Ste. 850	San	CA	94105		(415)546 1602
		PR		Charles	Massey	Technical Advisor	US Department of Energy	1000 East 6th St.	Reno	NV	89512	(702) 786-5151	
		NSEN		Bernice	Mathews	Senator	Nevada Senate	401 S. Carson St.	Carson City	NV	89701-4747		(702) 673 2066
	LA			Barbara	McKenzie	Legislative Coordinator	City of Reno	490 S. Center, Room 201	Reno	NV	89501		(702) 334 2007
	LA			Charles E.	McNeely	City Manager	City of Reno	490 South Center, Room 201	Reno	NV	89505		(/0/) 334 : 11/
			ST	Harold	McNulty	Environmental Analyst, Rail Operations	Surface Transportation Board	1925 K Street NW, 5th Floor	Washingtor	DC	20423		(202) 565 9000
			RTFA	Arlan	Melendez	Director of Reno-Sparks Indian C wony	Reno-Sparks Indian Colony, Tribal Council	98 Colony Road	Reno	NV	89502		(702) 329 8710
	A			Randy	Mellinger	Director	City of Sparks	431 Prater Way	Sparks	NV	89431		(702) 353 2484
		O, PR		Bob	Miller	Governor	State of Nevada	Capital Complex	Carson City	NV	89710	(702) 687 5670	
		0			Mouliot	Commissioner	Washoe County Commission	1001 E. 9th Street	Reno	NV	89520	(702) 328-2005	
•	0 1	0		Bill	Newberg	Council Mamber Ward 3	Reno City Council	490 South Center, Room 201	Reno			(702) 334-2012	
		5	sr			Deputy Study Director	Public Affairs Management	101 The Embarcadero, Ste. 210	San				(415) 291 8943
'	SIS			Thomas	Ogee	Chief Engineer	Union Pacific Railroad	1416 Dodge St., Rm. #1030	Omaha				(402) 271 68/4

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code	al code	2 co	de 3 first name	last name	title							
		ST	Phil	Olekszyk	Consultant, safety, Fed & State	organization	street	city	state	zip	phone	fax
SPEC	ASSC	C RIF	M Bill	Osgood		World Wide Rail	3 Emerson Road	Severnal	arMD	21146	(410) 544 0053	
EO	10		Candice		Chan	Reno Downtown Improvement Association	1 E. First St., Ste. #1409	Reno	NV	89501	(702) 686-3047	(702) 685 3039
EO	10.		Leo	Pearce	Council Member Ward 2	Reno City Council	490 South Center, Room 201	Reno	NV	89505	(702) 334-2017	
	10,	ST		Penne	Director	Nevada Governor's Office	444 N. Capital St. NW. #209	Washingt	on DC	20001	(. 02) 004 2017	1.00,004 101/
FA		31	Olivia	Perreault	Outreach Coordinator	Public Affairs Management	101 The Embarcadero, Ste. 210	San	CA	94105	(415) 989-1446	(110) 201 2011
EO	10		Allan	Pfister	Assistant State Supervisor	US Fish and Wildlife Service	4600 Kietzke Lane, Suite 125C	RENO	NV			
10	10		Judy	Pruett	Council Member Ward 4	Reno City Council	490 South Center, Room 201	Reno	NV		5 (702) 784-5227	(702) 784 5870
		RIFA		Pyzel	Senior Planner	Planning & Community Development	431 Prater Way	Sparks		89505	(702) 334-2015	
EO	NSEN		William J.	Raggio	Senate Majority Leader	Nevada Senate	201 W. Liberty		NV	89431	(702) 353-2368	(702) 353 1608
EO	USEN,		Harry	Reid	Senator	U.S. Senate	400 S. Virginia St., Ste. #902	Reno	NV	89501	(702) 788-6602	(7112) 323 8534
		RTFA	Tom	Robinson	Deputy Chief	Reno Police Department	490 South Center St.	Reno	NV	89501	(702) 686-5750	(702) 686 5757
		ST	Vicki	Rutson	Co Director/Reno	Surface Transportation Board	1925 K Street NW, 5th Floor	Reno	NV	89505	(702) 334-3850	(702) 334 2157
EO	NVA		Brian	Sandoval	Assemblyman	Nevada Assembly		Washingto	n DC	20423		
SPEC	IRANS	RTFM,	Ron	Scolaro		Amtrak	4145 Falling Water Drive	Reno	NV	89509	(702) 329 4111	(702) 329 5912
EO	10		Jim	Shaw	Commissioner	Washoe County Commission	530 Water St., 5th Floor	Oakland	CA	94607	(510) 238-4355	(510) 238 4397
RR			Cliff	Shoemaker	Director	Union Pacific Railroad	1001 E. 9th Street	Reno	NV	89520	(702) 328 2005	
EO	10		Grant	Sims	Vice Chairperson	Washoe County Commission	1416 Dodge St.	Omaha	NE	68179	(402) 271 4357	(402) 271 6674
LA			Sharon	Spangler	Public Information Officer		1001 E. 9th Street	Reno	NV	89520	(702) 328-2005	
RR			Robert	Starzel	Vice President	City of Reno	490 S. Center, Room 201	Reno	NV	89501	(/02) 334-2000	(702) 334 2097
		sr	Barry	Steinberg	Consultant, Legal Issues	Union Pacific Railroad	1 Market Plaza	San	CA	94105	(415) 541-1474	(415) 541 1881
		ST	Michelle	Taylor	Administrative Support		1101 Connecticut Avenue, NW	Washington	DC	20036-4374	(202) 828-2400	
EO	NSEN		Randolph	Townsend		Surface Transportation Board	1925 K Street NW, Suite 450	Washington	DC	20006	(202) 955-1430	
LA		RTFM	Steve		Senator	Nevada Senate	2070 Kietzke Lane	Reno	NV			(702) 827 8336
SPEC	CAS	RTFM		Varela	City Engineer/Maintenance Director	City of Reno Public Works	450 Sinclair	Reno				(702) 334 2490
MED	NP	птм	Richard	Vitali	Associate General Counsel	Harrah's Reno	219 N. Center Si.					702) 788-2873
EO			Susan	Voyles		Reno Gazette-Journal	955 Kuenzil St.			89520	(702) 788-2646 (	102) /00-26/3
10	NSEN		Maurice	Washington	Senetor	Nevada Senate	878 Calle Myrian				200 221 260	
								opuiks	NV	89436 (	702) 331-3826	

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	code I	code 2	code 3	first name	last name	title	organization	street	city s	tate	zip	phone	fax
	IA		RTFM	Bob	Webb	Community Coordinator	Washoe Co. Dept. of Comp. Planning	1001 E. 9th Street	Reno	NV	89520		(702) 328 3648
	MED	NP	LBL	Joanna	Welch		Sparks Tribune	1002 C Street	Sparks	NV	89431		1.07/ 320 3040
	SA		RIFA	Craig 1.	Wesner	Manager, Engineering Services	Nevada Public Service Commission					(702) 826-0308	
			ST	Кау	Wilson			101 The Embarcadero, Ste. 210	Carson City		89710	(702) 687-6044	
	RR			Bill	Wimmer	Sr. Asst. VP of Engineering Management			San	CA	94105	(415) 989-1446	(415) 291 8943
	SPEC	BE	RTFA	Harry				1416 Dodge St., Rm. #1039	Omaha	NE	68179-1000	(402) 271-4345	(402) 271 0674
SPEC					TOIR		Reno-Sparks Chamber of Commerce	405 Marsh Ave.	Reno	NV	89509	(702) 686-3046	(702) 686-3038



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code I	code 2	cod	e 3 first name	last name	titlə	organization	street	city	state	zip	phone	fax
LA			Bruce	Ambo	Redevelopment Planner	Reno Redevelopment Agency	PO Box 1900	Reno	NV	89505	(/02) 334 2077	(702) 334 3815
IA			Lee	Amestoy	Asst Fire Cluet	Reno Fire Department	200 Evans Ave.	Reno	NV	89501	(702) 334-2300	(702) 334 3826
4			Kyle	Anderson	GIS Technician	Washoe Cc. Dept. of Comprehensive Plan	ning001 E. 9th Street	Reno	NV		7 (702) 328-3633	(702) 328-3648
٤A			Michael	Anderson	Hydraulic Engineer	NV Dept. of Conservation & Natural Resour	ce\$33 W. Nye Lane, Ste. # 246	Carson C	ity NV		18(702) 687-3861	
LA			Lynn	Atcheson		Washoe Health System	77 Pringle Way	Reno	NV		(702) 328-4688	(702) 328-4666
GI			Ray	Bacon			780 Pawnee St.	Carson C	ity NV	89705	(702) 882-6662	
SPEC	BE		Dennis	Banks	Owner	Dennis Bonks Construction Co.	5690 Rissins Court, Ste. B	Reno	NV	89502	(702) 827-0545	
SPEC	CAS		Karen	Barnes		Flamingo lilton Reno	PO Box 1291	Reno	NV	89501	(702) 322-1111	
FA	PR		Michael D.	Billiel		US Dept. of Justice	325 Seventh St. NW, Suite 500	Washingt	on DC	20530		
		ST	u	Boccia		De Leuw, Cather & Company	1133 15th St. NW Ste 800	Washingt	on DC	20005		
LA			Brent	Boyer	Property Manager	Reno Community Development Department	nt PO Box 1900	Reno	NV	89505	(702) 334-3812	(702) 334 2043
		ST	Ken	Briers	Railroad Operations, Train Survey	De Leuw, Cather & Co.	1133 15th St. NW, Suite 800	Washingto	on DC	20005	(202) 775-3382	(202) 775 3389
SA			Syd	Brown	Consultant/NDOT	Prown, Brandt, Mitchell & Murphy	PO Box 415	Carson Ci	ty NV	89701	(702) 883-4628	
GI			Nancy	Burkhart			6020 Plumas, #G	Reno	NV	89509	(702) 826-3616	(702) 826-3676
LA			Carl	Cahill	Director	Washoe County District Health Department	PO Box 11130	Reno	NV	89520	(702) 328-2900	(702) 328 22/9
SA			Ralph	Ceppuro	Bureau of Air Quality	NV Dept. of Conservation & Natural Resource	ce\$33 W. Nye Lane, Rm. #138	Carson Ci	IN NV	89706-0818	(702) 667-4670 x	(702) 687 6396
LA			Press	Clewe		Washoe County Div. of Emergency Mgmt.	P.O. Box 11130	Reno	NV	89520-0027	(702) 328-2095	(202) 328 2094
10		ST	David	Coate	Consultant, noise/vibration	icentech, Inc.	33 Moulton St.	Cambridg	e MA	02138	(617) 499-8019	(617) 499 8074
	10		Jeannine	Coward		Lt. Governor's Office	Capitol Complex	Carson Cil	Y NV	89701	(702) 687-3037	
SA			David	Cowperthwait	Clearinghouse Coordinator	NV Dept. of Conservation & Natural Resource	e\$33 W. Nye Lane, Rm. #138	Carson Cil	NV NV	89706	(702) 687-4670	
SA			William C.	Crawford	Assistant Chiel Bridge Engineer	Nevada Department of Transportation	1263 S. Stewart St.	Carson Cil	y NV	89712	(702) 888-7540	
SA			John P.	Crawford	Chief Right of Way Agent	Nevada Department of Transportation	1263 S. Stewart St.	Carson Cit	y NV	89712	(702) 888-7480	
SA			Colleen	Cripps		NDEP	123 W. Ney Ln., Rm. 138	Carson Cit	Y NV	89710	(702) 687-4670,	(702) 6876396
LIB			Nancy	Cummings	Director	Washoe County Library System	1125 12th St.	Sparks	NV	89431	(702) 785-4170	(702) 785 4609
GI			Tom	Donnelly	Battation Crief	Reno Fire Department	200 Evans Ave.	Reno	NV	89501	(702) 334-2300	(702) 334-3826
31			Daryl	Drake			1111 Marsh Ave.	Reno	NV	89509	702 322-4044	

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	code I	code 2	code	3 first name	last name	title	organization	street	city	state	zip	phone	tax
	SPEC			Garth	Dull			1721 Aderra	Carson Cit	VN V		/02 883 2988	
	SC			John	Eells	Consultant/NDOT	Transportation Planning Governmental Affai	rs340 Channing Way. #248	San Rafae	CA	94903	(415) 479-4085	(415) 479 0805
	LA			Michael E.	Einweck	Trathc Design Engineer	Maintenance & Engineering - City of Reno	PO Box 1900	Reno	NV	89505	(702) 334-2233	(702) 334 2490
			ST	Lany	Engleman	Emergency Vehicle Access	De Leuw. Cather & Co.	1133 15th St. NW, Suite 800	Washingto	n DC	20005	(202) 775-3382	(202) 775-3389
	FA			William	Fassauher	Chief Counsel	Federal Railroad Administration	400 7th St., SW	Washingto	DC	20590		
	FA			Vicki	Ferguson		US EPA Region 8	999 18th St., Suite 500	Denver	со	80202-2466		
	LA			Paul	Flemming	Assistant Supervisor of Operations	Washoe County School District	425 E. Ninth Street	Reno	NV	89520	(702) 348-0200	
	FA	PR		Roger	Fones		US Dept. of Justice	555 4th St., NW	Washington	DC	20001		
	IA			Marc	Fowler	Captain	Washoe County Sheriff's Office	911 Parr Blvd.	Reno	NV	89512	(702) 328-3001	
	SPEC	BE		Robert	Froczak	Executive Director, Environmental	Association of American Railways	50 F Street, NW, Room 7203	Washington	DC	20001	(202) 639-2189	
	SA	PR		Iom	Fronapfel	Assistant Director of Planning	Nevada Department of Transportation	1263 S. Stewart St., Rm. #201	Carson Clh	NV	89712	(702) 888-7002	(702) 888 7203/687 (
	FA			Major General	Fuhiman		Corps of Engineers	333 Southwest 1st Avenue	Portland	OR	97204		
1	LA			Phil	Galeoto	Lieutenant/Detective	Reno Police Department	PO Box 1900	Reno	NV	39505	(702) 334-2444	
	SA			Jim	Gallegof	Chief Salety Engineer, Acting	Nevada Department of Transportation	1263 S. Stewart St.	Carson City	NV	89712	(702) 888 7468	(702) 666 7103
1	A			Bill	Geise	Environmental Review Coordinator	US EPA Region 8	999 18th St., Suite 500	Denver	со	80202-2466		
+	A			Bruce	George		Federal Railroad Administration	400 7th Street SW	Washington	DC	20590	(202) 632-3312	(202) 632 3877
	SPEC	BE		Rebecca	Gettelman		International Brotherhood of Teamsters	25 Louisiana Ave., NW	Washington	D.	20001	(202) 624 8100	(202) 624 6833
f	A			William D.	Goddard		Natural Resources Conservation Service	5301 Longley Lane, Bldg. F. Rm. #201	Reno	NV	89511	(702) 784 5863	
1	A			Michael	Graham	Chair	Reno Citizens Advisory Committee	Mail Stop #024	Reno	NV	89557	(702) 784-4912	(702) 784 1773
L	18			Martha	Green		Washoe County Library System	301 S. Center St.	Reno	NV	89505	(702) 785 4190	
F	A			Pat	Haman		US EPA	401 M St. SW (2251-A)	Washington	DC	20460		
		£	T	Mel	Harvey	Project Administrator	De Leuw, Cother & Co.	1133 15th St., Suite 800	Washington	DC	20005		
S				Larry	Hastings	Civiel Transportation Planning	Nevada Department of Transportation	1263 S. Stewart St.	Carson City	NV	89712	(702) 888-7463	(702)888-7421 (not pt-
		PR			, mail			727 Fairview Drive	Carson City	NV	89710	(702) 687-6001	
	A				Haygood	Crossing & Trespasser Regional Manager	US Dept. of Transportation	P.O. Box 6021	Monterey	CA	93944-1021	(916) 498-6540	(916) 498 6546
S	A			Bob	Hilderbrand		Nevada Dept. of Transportation	1263 S. Stewart	Carson City	NV	89712		

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			code	ie 3 first name	last name	title	organization	street	city	state	zip	phone	łax
		BE		Jeffery W	1 1:15		Sierra Pacific Power Co.	P.O. Box 10100	Reno	NV	89520	(702) 689-4424	
1	SC			Joe W	Howard	Senior Vice President	SEA, Inc.	950 Industrial Way	Sparks	NV		(702) 089 4424 92 (702) 358 6931	
ł	FA			Joan	Huggler		US Dept. of Justice	555 41h St., NW, Room 9104	Washingto			E (102) 330 043	,
i	IA			Ronald B.	liwin	Fire Chief	Sparks Fire Department	1605 Victorian Avenue	Sparks	NV		95 (702)-353-2255	5 (702)-353 2121
F	FA			Ronald M.	Jaeger		Bureau of Indian Affairs	2800 Cottage Way	Sacrament		95825	5 (102) 353-225	(101/3552121
1	IA			Peter	Kinczyk		Southwest District Council	1795 Hunter Lake Drive	Reno	NV	95825 89509	(702) 284 2 400	
1	IA			Richard	Kirkland	Shertt	Washoe County Sheriff's Office	911 Parr Blvd.	Reno	NV	89509	(702) 766-3409	
6	GI			Don	Kukuk			3215 Marthiam Ave	Reno	NV	89512	(702) 328-3001	
S	5A			Michael V.	Kulbacki	Railway Salety Engineering Investigator	Nevada Public Service Commission	727 Fairview Drive	Carson Cih		89509	(702) 323-8199	
R	2A			Celia	Kupersmith		Regional Transportation Commission	600 Sutro St.	Reno		89710	702 687-6047/80	
RI	R	PR		Michael	Listgarten		Covington & Burling	1201 Pennsylvania Ave., NW	Washington				
U	A			Keith	Lockard		City of Reno	PO Box 1900	Reno	NV	20044-7566 89505	6 (202) 662-6000	
			ST	Dan	luscher	Consultant, ex quality	Acurex Environmental	555 Clyde Ave.	Mountain		89505 94043	(702) 334 2366	(415) 254 2496
SF	PEC C	CAS		Bruce	МасКау		Eldorado Hotel	P.O. Box 3399	Reno	NV	94043 89502	(415) 254 2416	(-10) 204 2446
LA	•			Lorne	Malkiewich	Director	Reno Legislative Counsel Bureau	401 S. Carson St.	Carson City		89502	(702) 348-9280	
SA	1			James W.	Mallery	Planning Manager	Nevada Department of Transportation	1263 S. Stewart St., Rm. #201	Carson City		89710	(702) 687-6800 (702) 888-7464	(702) 888 7207
FA				Nancy	Mangone			999 18th St., Suite 500	Denver		89712 80202-2466		(102) 066 7207
SP	EC C	CAS		Emie	Martinelli		PL4	2800 Lakeridge Shores E	Reno			5 (702) 826-3370	
FA	4	PR		Robert	McGeorge			555 4th Street, NW, Room 9104	Washington		20001	(102) 820-3370	
GI			LBL,	Lawrence	Meeker			PO Box 1931	Carson City			(702) 887 1801	
SPE	EC E	ENV		Fred	Miller			110 Maryland Avenue N.E., Suite 307			89702	(702) 887-1801	
FA				Ken	Mittleholtz		100 00 1	1011101 011100000 01	Washington				
FA				Teenea	Monical		C	P.O. Box 2946			20460 97208-2946		
SA	P	PR		Peter	Morros I	Director	Dept. of Conservation and Natural Resources		Corson City				
LA				Jeff	Murphree		011 I.A.	431 Prater Way				(702) 687-4360	
GI				Frank 1	Napierski		NARIONAVACENT	100 mm 40				(702) 353-2494	1002 001
									Sparks	NV I	89432	(702) 356-7771	(702) 356 7311

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	code 1	code 2	code	3 first name	last name	title	organization	strøet	city	state	zip	phone	fax
	LA			Mary	Nebsen	Superintendent	Washoe County School District	425 E. 9th Street	Reno	NV	89520	(702) 348 0200	
1	A			Lisa	Newberg	Office Manager	Reno Redevelopment Agency	490 South Center, Room 201	Reno	NV	89505	(/02) 334-2077	(702) 334 3815
:	SA			James P.	Orsbern	Transportation Analyst	Nevada Department of Transportation	1263 S. Stewart St.	Carson Cit	Y NV	89712	(702) 888-7445	
	A			Dori	Owen	Special Projects Manager	Reno Redevelopment Agency	PO Box 1900	Reno	NV	89505	(702) 334-2414	(702) 334 3815
:	5A	PR		Rebecca	Palmer		Nevada State Historic Preservation Officer	100 Stewart St., Capital Complex	Carson Cit	Y NV	89710		
	SPEC	ASSOC		Frank	Partlow	Executive Director	Northern Nevada Network	15 Scattergun Circle	Reno	NV	89509	(702) 746-3222	
	A			Russell	Peterson		US Fish & Wildlife Service	2600 SE 98th Avenue, Suite 100	Foilland	OR	97266		
	5A			Monica	Puddington	Rural Public Transit Program Coordinator	Nevada Department of Transportation	1263 S. Stewart St.	Carson Cit	Y NV	89712	702-888-7356	702 687 4846
	A			Jamie	Rappaport-Cl	Asst. Director	US Fish & Wildlife Service	1849 C St., NW, Room 3242	Washingto	n DC	20240		
	A			Terry	Reynolds	City Manager	City of Sparks	431 Crater Way	Sparks	NV	89431	(702) 353 2310	(702) 353-2489
		PR		Arvid	Roach		Covington & Burling	1201 Pennsylvania Ave., NW	Washingto	DC	20044-7566	(202) 662 6000	
	A			Terri	Rodefer	Environmental Advocate	Nevada State Clearinghouse	Capitol Con. plex	Carson Cit	NV	89712	(702) 687-4065	
R		PR		Michael	Resenthal		Covington & Burling	1201 Pennsylvania Ave., NW	Washington	DC	20044-7566	(202) 662-6000	
S	C			Eric	Ruby	Principal Environmental Planner	WESTEC, Inc.	5250 Neil Ruad, Ste. #300	Reno	NV	89502	(702) 828-6800	(702) 828 6820
			ST	Mary	Rusco	Consultani, Native Americana	Rusco & Rusco Consulting a rvices	3665 Pomo Dr.	Reno	NV	89503-1941	(702) 747 6727	
U	4			Robert	Sack	Environmental Supervisor	Washoe County District Health Department	1001 E. Ninth Street	Reno	NV	89520	(702) 328-2489	(702) 328 2279
			ST	Bob	Schaevitz	Consultant, financing and funding	Decision Economics, Inc.	Jamaica PLaza. Suite 300	Sacrament	DCA	95825	(916) 486-8042	(910) 480 8113
V				Marty	Scheuerman	Battation Chief	Iruckee Meadows Fire Protection District	10°1 E. 9th Street	Reno	NV	89512	(702) 328-3650	(702) 328 3055
LA	•			Stuart	Schillinger	Budget Manager	City of Reno	PO Box 1900	Reno	NV	89505	(702) 334-2080	(702) 334 2409
			ST	John	Selin	Engineering	Deleuw. Cather & Co.	120 Howard Street, Ste. 850	San	CA	94105		
		5	51	Gui	Shearin	Traffic Delay, Grade Crossing Safety	De Leuw, Cather & Co.	120 Howard Street, Ste. 850	San	CA	94105		
SA				Joe	Sikorski		Nevada Public Service Commission	727 Fairview Drive	Carson City	NV	89710		
FA				Rodney	Slater	Secretary	US Dept. of Transportation	400 7th St., SW, Room 10200	Washington	DC	20590		
FA		Ŕ		Paul	Smith		US Dept. of Transportation	400 7th Street, SW	Washington	DC	20590		
LA				Patrick	Smith		Regional Emergency Medical Services	450 Edison Way	Reno	NV	89502	(702) 858-5700	(702) 858 5726
LA				Dorene	Soto	Project Manager	Reno Redevelopment Agency	490 S. Center St., Ste. #203	Reno	NV	89501	(702) 334-2419	(702) 334 3815

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CODe 1	code 2	code 3	first name	last name	title	organization	street	city :	state	zip	phone	tax
FA			Michael	Spear		US Fish & Wildlife Service	911 NE 11th Avenue	Portland	OR	97232-4181		NUA.
SA			Tom	Stephens	Director	Nevada Department of Transportation	1263 S. Stewart St.	Carson Cit		89712		(702) 687 6781
SA			Joe	Strolin	Administrator	Planning Agency for Nuclear Projects	Capitol Complex	Carson City		89710		(702) 687 5277
IA			Mike	Tackett	An Quality Supervisor	Washoe County District Health Department		Reno	NV	89502		(702) 784 7225
		st	David	Tait	Traffic, land use, eng tech analysis, doc.		120 Howard Street, Ste. 850	San			(702) 784-7200	(702) 784 7225
FA			Donna	Withers		HOP: L & HOLMEL &	4600 Kietzke Lane, Building C-125		CA	94105		
FA			William P.	Yellowtail	Regional Administrator	10 50 5 5		Reno	NV	89502-5093		
						of the second seco	999 18th St., Suite 500	Denver	CO	80202-2466		

## Parties Who Received PMP by Certified Return Receipt Mail - Reno

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code l	code 2	code 3 first name	last name	title	organization	street	city :	state	zip	phone	fax
SPEC	NA				Ballie Mountain Band Council	35 Mountain View Drive, 138-13	Battle	NV	89820	(/02) 635-2004	(702) 635 8016
SPEC	NA		•		Goshute Band Council	PO Box 6104	Ibapah	UI	84034	(801) 234-1135	(801) 234 1162
SPEC	NA				Te-Moak Tribal Council	525 Sunset St.	Elko	NV	89801	(/02) 738-9251	(762) 738 2345
SPEC	NA				Carson Colony Council	2900 S. Curry St.	Carson Cit	NV	89702	(702) 883 6459	(702) 265 6240
SPEC	NA				Las Vegas Paiute Tribe	1 Paiute Drive	Las Vegas	NV	89106	(702) 386-3926	(702) 383 4019
SPEC	NA				Walker River Paiute Tribe	PO Box 220	Schurz	NV	89427	(702) 773-2306	(702) 773-2585
SPEC	NA				Dresslerville Community Council	1585 Watasheamu Drive	Gardnervill	νИе	89410	(702) 265-3789	(702) 265 6240
SPEC	NA				Moapa Business Council	PO Box 340	Моара	NV	89025	(702) 865-2787	(702) 865 3865
SPEC	NA				Lovelock Palute Tribe	PO Box 878	Lovelock	NV	89419	(702) 273-7861	(702) 273 7030
SPEC	NA				Washoe Tribal Council	919 Highway 395 S	Gardnervill	NV	89410	(702) 883-1446	(702) 265-6240
SPEC	NA				Vells Band Council	PO Box 809	Wells	NV	89835	(702) 752-3045	(702) 738 2345
SPEC	NA				Duckwater Shoshone Tribe	PO Box 140068	Duckwater	NV	89314	(702) 863-0227	(702) 863 0301
SPEC	NA				Woodfords Community Council	96 Washo Blvd.	Markleeville	CA	96120	(916) 694-2170	(916) 694 2758
SPEC	NA				Elko Band Council	511 Sunset St.	Elko	NV	89801	(702) 738-8889	(702) 738 2345
SPEC	NA				Reno-Sparks Tribal Council	98 Colony Road	Reno	NV	89502	(702) 329-2936	(702) 329 8710
SPEC	NA				Yerington Tribal Council	171 Campbeli Lane	Yerington	NV	89447	(702) 463-3301	(702) 463 2416
SPEC	NA				Ely Shoshone Council	16 Shoshone Circle	Ely	NV	89301	(702) 289-3013	(702) 289 3156
SPEC	NA				South Fork Band Council	PO Box B-13	tee	NV	89829	(702) 883-7767	(702) 883 5679
SPEC	NA				Yomba Tribal Council	Rte. #1. Box 24-A	Austin	NV	89310	(702) 964 2463	(702) 964 2443
	NA				Fallon Business Council	8955 Mission Road	Fallon	NV	89406	(702) 423 6075	(702) 423 5202
SPEC	NA				Stewart Community Council	5300 Snyder Ave.	Carson City	NV	89701	(/02) 883-7767	(702) 683 5679
SPEC	NA				Summit Lake Paiute Tribe	655 Anderson St.	Winnemucc	NV	89445	(702) 623 5151	(702) 623 0558
SPEC	NA				R. McDermitt Paiute-Shoshone Tribes	PO Box 457	McDermitt	NV	89421	(702) 532-8259	(702) 532 8259
SPEC	NA	Gerald	Allen	Director	Nevada Indian Commission	4600 Kietzke Lane, Bldg. B, Ste. #116	Reno	NV	89512	(702) 688-1347	(702) 688-1113
	NA	Ada	Deer	Assistant Secretory	Burecu of Indian Affairs	1849 C. St., NW	Washington	DC	20240		
SPEC	NA	Davis	Gonzales	Chairman	Inter-Tribal Council of Nevada, Inc.	525 Sunset St.	Elko	NV	89801	(702) 738-9251	(702) 738-2345

## Parties Who Received PMP by Certified Return Receipt Mail - Reno

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code 2	code 3 first name	last name	title	organization	street	cit,	state	zip	phone	tax
NA	Robert	Hunter	Superintendent	Bureau of indian Affairs (Western)	1677 Hot Springs Road	Carson	City NV	89706		(/0.) 88/ 3531
NA	Stanley	Speaks		Bureau of Indian Affairs	911 N.E. 11th St.	Portland	OR	97232		
NA	A. Brian	Wallace	Vice Charman	Inter-Iribal Council of Nevada, Inc.	919 Highway 395 S	Gardner	ville NV	89410	(702) 883-1446	(702) 265 6240
NA	Jack	Woods	Superintendent	Bureau of Indian Atfairs (Eastern)	PO Box 5400	Elko	NV	89802	(702) 738-5165	(702) 738-4710
NA	Mervin	Wright	Tobal Chairman	Pyramid Lake Paiute Tribe	PO Box 256	Nixon	NV	89424		(702) 574-1008
1	NA NA NA NA	NA Robert NA Stanley NA A.Brian NA Jack	NA Robert Hunter NA Stanley Speaks NA A. Brian Wallace NA Jack Woods	NA     Robert     Hunter     Superintendant       NA     Stanley     Speciks       NA     A. Brian     Wollicce     Vice Chairman       NA     Jack     Woods     Superintendent	NA     Robert     Hunter     Superintendent     Bureau of Indian Affairs (Western)       NA     Stanley     Speaks     Bureau of Indian Affairs       NA     A. Brian     Wallace     Wile Chairman     Inter Tribal Council of Nevada, Inc.       NA     Jack     Woods     Superintendent     Bureau of Indian Affairs (Eastern)	NA     Robert     Hunter     Superintendent     Bureau of Indian Affairs (Western)     1677 Hot Springs Road       NA     Stariley     Speaks     Bureau of Indian Affairs     911 N.E. 11th St.       NA     A. Brian     Wallace     Vice Chaeman     Inter-Tribat Council of Nevada, Inc.     919 Highway 395 S       NA     Jack     Woods     Superintendent     Bureau of Indian Affairs (Eastern)     PO Box 5400	NA     Robert     Hunter     Superintendent     Buteau of indian Affairs (Western)     1677 Hot Springs Road     Carson (       NA     Stariley     Speaks     Buteau of indian Affairs (Western)     1677 Hot Springs Road     Carson (       NA     Stariley     Speaks     Buteau of Indian Affairs     911 N.E. 11th St.     Portland       NA     A. Brian     Wallace     Vice Chaeman     Inter-Tribal Council of Nevada, Inc.     919 Highway 395 S     Gardner       NA     Jack     Woods     Superintendent     Bureau of Indian Affairs (Eastern)     PO Box 5400     Elko	NA     Robert     Hunter     Superintendent     Buteau of indian Affairs (Western)     1677 Hot Springs Road     Carson City     NV       NA     Stariley     Speaks     Buteau of Indian Affairs (Western)     1677 Hot Springs Road     Carson City     NV       NA     Stariley     Speaks     Buteau of Indian Affairs     911 N.E. 11th St.     Portland     OR       NA     A. Brian     Wallace     Vice Chaeman     Inter-Tribal Council of Nevada, Inc.     919 Highway 395 S     Gardnerville NV       NA     Jack     Woods     Superintendent     Buteau of Indian Affairs (Eastern)     PO Box 5400     Elko     NV       NA     Mervin     Wright     Tribal Chaeman     Purgraphi Lick Relia to Erita     Pol box 5400     Elko     NV	NARobertHunterSuperintendentBureau of indian Affairs (Western)1677 Hot Springs RoadCritystatezipNAStarileySpeaksBureau of indian Affairs (Western)1677 Hot Springs RoadCarson CityNV89706NAStarileySpeaksBureau of Indian Affairs911 N.E. 11th St.PortlandOR97232NAA. BrianWallaceVice ChairmanInter-Tribal Council of Nevada, Inc.919 Highway 395 SGardnerville NV89410NAJackWoodsSupermitendentBureau of Indian Affairs (Eastern)PO Box 5400ElikoNV89802NAMervinWrightTribal ChairmanPortgradid Lake Rolistie TribaDo Bul 051Do Bul 051Do	NARobertHunterSuperintendentBureau of indian Affairs (Western)1677 Hot Springs RoadCarson CityN/V89706(702) 857 3501NAStarileySpeaksBureau of indian Affairs (Western)1677 Hot Springs RoadCarson CityN/V89706(702) 857 3501NAStarileySpeaksBureau of Indian Affairs (Western)1677 Hot Springs RoadCarson CityN/V89706(702) 857 3501NAA. BrianWallaceVise ChemanInter-fribal Council of Nevada, Inc.919 Highway 395 SGardnerville NV89410(702) 883-1446NAJackWoodsSuperintententBureau of Indian Affairs (Eastern)PO Box 5400ElkoNV89802(702) 738-5165NAMervinWrightTrate/ChemanPortiol Council of Nevada, Inc.Do by 051arcarc

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NB     NP       MD     V     V     V     KOD V/ACC     600 Argen D/A     600 Argen D/A     600     60	cod	el co	de 2 co	de 3 first name	last name	title	organization	street	city	state	zip	phone	-
Interpretation       Interpretation       Mathematical       Mathmatical       Mathematical	MEL	) NP	)				Reno News & Review	708 N. Center St.					fax
Main	MED	) IV					KOLO-TV (ABC)	4850 Ampere Dr.					
SHC     NAME     Deck/adiag Standsmart Packade into     POBO2 (0     Output     No     POSO (0     <	MED	) IV					KRNV-IV (NBC)						
Signed     Bade     Abdem     Mode Ascorder     Sold Ascord Ascorder	SPEC	C NA	•				Duck Valley Shoshone-Paiute Tribe	PO Box 219					
Image: Problem     Billing     Address     Address     Billing     No. (a)     No. (a	SC			Bob	Abbott	Senior Engineer	Noile & Associates	2950 Buskirk Ave., Ste. #225					
index       index <th< td=""><td>GI</td><td></td><td></td><td>Bill</td><td>Alexander</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(0.0) 131 0401</td></th<>	GI			Bill	Alexander								(0.0) 131 0401
Index       John Win       John Win       Game       Jusice Participant       Jusice Partit       Jusice Participant			ST	Duncan	Allen	Flail Line Salety	De Leuw, Cather & Co.	Prudential Center					(617) 850.2174
Field       Bail       Allendo       Baile America       Polos 2000       Reno       No       Boto X       Boto X <td><b>BB</b></td> <td></td> <td></td> <td>John Wm.</td> <td>Allen</td> <td>Captain</td> <td>Union Pacific</td> <td>1707 Wood St.</td> <td></td> <td></td> <td></td> <td></td> <td></td>	<b>BB</b>			John Wm.	Allen	Captain	Union Pacific	1707 Wood St.					
Field       Aircolo       Abrido       Mandera is faile Allogounde Andrea       Colume Scattery       Soldent Statutery       Soldent Statutery <td></td> <td></td> <td></td> <td>Buzz</td> <td>Allen</td> <td></td> <td>Bank of America</td> <td>PO Box 20000</td> <td></td> <td></td> <td></td> <td>(310) 011 / 541</td> <td></td>				Buzz	Allen		Bank of America	PO Box 20000				(310) 011 / 541	
GI       Inflag       Jind       Antricede       Antricede       Instruction       Review       Review </td <td></td> <td>ASS</td> <td>SOC</td> <td>Alfredo</td> <td>Alonso</td> <td>Nevedana for Fast &amp; Responsible Action</td> <td>c/o Llonel Sawyer Collins</td> <td>50 West Liberty St., Ste. #1100</td> <td></td> <td></td> <td></td> <td>(702) 788.8444</td> <td>(702) 788 8482</td>		ASS	SOC	Alfredo	Alonso	Nevedana for Fast & Responsible Action	c/o Llonel Sawyer Collins	50 West Liberty St., Ste. #1100				(702) 788.8444	(702) 788 8482
GIBaband Kan Baband KanBaband Kan AnzamiAnzamiSpectrySpe			LBL,	Jim	Ambrose			1255 Hockberry Road	Reno				
GI       Richard       Arden       Arden       Sports				Bob and Karen	Aramini			555 Cyrna Circle	Reno				
RR       Jeff       Asya       Assende masses       Union Pacific Raditoria       Scone Pacific Raditoria       East to a space       Scone Pacific Raditoria       Scone Pacific Raditoria<				Richard	Arden			950 Industrial Way	Sparks			()	
RAddyAsseinImmige hereImmige hereSet NameSet NameRenoNVB9501 $(02)785.203$ $(02)7785.203$ $(02)7785.203$ $(02)77$	RR			Jell	Asay	Assistant General Solicitor	Union Pacific Railroad	5500 Ferguson Drive, Suite J				(213) 725-2187	
GI       Steve and Am       Barnett       225 Hercules Dr.       Sparks       NV       89436       (702) 425 5621         SPEC       BE       Chris       Barrett       Steve and Am       Barrett       Steve and Am       PC 0.80x 10100.       Reno.       NV       89330       (702) 425 5621         MED       NP       Andy       Barrett       Reno Grazette-Journal       955 Kuenzlish.       Reno.       NV       89530       (702) 429 426 420         SPEC       CAS       Softe       Beman       Vec ************************************			я	Andy	Asselin		Tarningo Hotel	255 N. Sierra St.	Reno				(702) 785-7057
SPEC       BE       Chris       Barreft       Sear Pacific Power Company       P.O. Box 10100       Reno       NV       89520       (///) 2/84 6/0       (///) 2/84 6/0         MED       NP       Andy       Barreft       Rano Gazette-Journal       955 Kuenzli SL.       Reno       NV       89520       (///) 2/84 6/00       (///) 2/84 6/00         SPEC       CAS       Scott       Beman       Yes Presservicement Manager       Circus Circus Hotel/Casino       500 N. Sierra SL.       Reno       NV       89500       (///) 2/86 6/00       (///) 2/86 6/00         SPEC       BE       Frank       Bender       Bender Warehouse       500 N. Sierra SL.       Reno       NV       89500       (//2) 7/86 6/00				Steve and Ann	Barnett			225 Hercules Dr.	Sparks	NV			
MED       NP       Andy       Barron       Reno Gazette-Journal       955 Kuenzl St.       Reno       NV       8950 2000       (70) 788 620         SPEC       CAS       Soft       Beman       Vee Pressent Manager       Circus Hotel/Casino       500 N. Sierra St.       Reno       NV       89503       (70) 788 620         SPEC       BE       Frank       Bender       Bender Warehouse       PO Box 11430       Reno       NV       89503       (70) 788 620         GI       Specie       Stephen       Biogistit       Bender Warehouse       PO Box 11430       Reno       NV       89503       (70) 788 6800         GI       Specie       Stephen       Biogistit       Specie       Bender Warehouse       PO Box 11430       Reno       NV       89503       (70) 788 6800         GI       Specie       Stephen       Biogistit       Specie       Reno       NV       89504       (70) 788 6800         SPEC       Bardy       Bardy       Biogistit       Specie       Reno       NV       89509       (70) 788 6800         LA       Specie       Specie       Specie       Specie       Specie       Specie       Specie       Specie         GI       Specie       Speci				Chris	Barrett		Sierra Pacific Power Company	P.O. Box 10100		NV			(702) 689 3364
SPEC       CAS       Scott       Beeman       Vice Pressent/General Manager       Circus Hote//Casino       500 N Sierra St.       Reno       NV       89503       (7/2) 329 0711       0703 329 0816         SPEC       BE       Frank       Bender       Bender       Bender Warehouse       PO Box 11430       Reno       NV       89503       (7/2) 329 0711       0703 329 0816         GI       Stephen       Biogotti       Ender Warehouse       PO Box 11430       Reno       NV       89503       (7/2) 788 8800       -         SPEC       BE       Paul       Biole       Biole Morehouse       Biole Morehouse       1E. 1st St.       Reno       NV       89501       (7/2) 788 8800       -         SPEC       BE       Paul       Biole Morehouse       Biole Morehouse       23 Court St.       Reno       NV       89501       (7/2) 788 8800       -         LA       Paul       Biole Morehouse       Biole Morehouse       125 12th St.       Reno       NV       89509       (7/2) 786 8800       -       -       -         GI       Gene       Biolgman       Event       Sparks library       1125 12th St.       Sparks       NV       89505       (7/2) 672 672 672 672 672 672 672 672 672 672		NP		Andy	Barron		Reno Gazette-Journal	955 Kuenzli St.	Reno	NV			
SPEC       BE       Frank       Bender       Bender Warehouse       PO Box 11430       Reno       NV       89510       (702) 788 8800         GI       Stephen       Bidgioffi       I.E. Ist St.       Reno       NV       89501       (702) 322 2229         SPEC       BE       Paul       Bible       Bible Hoy Irachok & Wadhams       232 Court St.       Reno       NV       89501       (702) 786 8800         LA       Image: Stephen       Bible Hoy Irachok & Wadhams       232 Court St.       Reno       NV       89509       (702) 786 8800         GI       Image: Stephen       Bible Hoy Irachok & Wadhams       232 Court St.       Reno       NV       89509       (702) 786 8800         GI       Image: Stephen       Bible Hoy Irachok & Wadhams       232 Court St.       Reno       NV       89509       (702) 786 8800         GI       Image: Stephen       Bidgman       Image: Stephen       Pole Stephen       Reno       NV       89509       (702) 786 8800         GI       Image: Stephen       Bidgman       Image: Stephen       Pole Stephen       Reno       NV       89509       (702) 677 0618         GI       LBL       Gale       Bigan       Image: Stephen       Bigan       Image: Stephen <td></td> <td></td> <td></td> <td>Scott</td> <td>Beeman</td> <td>Vice President/General Manager</td> <td>Circus Circus Hotel/Casino</td> <td>500 N. Sierra St.</td> <td>Reno</td> <td>NV</td> <td></td> <td></td> <td>(702) 329-9316</td>				Scott	Beeman	Vice President/General Manager	Circus Circus Hotel/Casino	500 N. Sierra St.	Reno	NV			(702) 329-9316
GI     Stephen     Bidgiotti     I.E. Ist St.     Reno     NV     89501     (702) 322 2229       SPEC     BE     Paul     Bible     Bible     Bible Hoy Trachok & Wadhams     232 Court St.     Reno     NV     89509     (702) 786-8000       LA     Pandy     Bledsoe     Immeror     Sparks Library     1125 12th St.     Sparks     NV     89431       GI     Gene     Bidgman     Formeror     Formeror     Formeror     Formeror     Reno     NV     89506     (702) 786-8000       GI     LA     Bidgman     Ender     Sparks Library     1125 12th St.     Sparks     NV     89431       GI     Steven     Brown     Brown     Formeror     Formeror     Reno     NV     89506     (702) 677-0618       GI     LBL     Jolle     Bryan     Formeror     Po. Box 3793     Reno     NV     89505     702 323-1641		BE			Bender			PO Box 11430	Reno				
SPEC     Bible     Bible     Bible Hoy Trachok & Wadhams     232 Court St.     Reno     NV     89509     (702) 785-8000       LA     Randy     Bledsoe     Dreador     Sparks Library     1125 12th St.     Sparks     NV     89431       GI     Gene     Bridgman     For Sparks     Reno     NV     89506     (702) 677 0618       GI     LBL     Steven     Bryan     For Sparks     Por Box 3793     Reno     NV     89505     702 323-1641					Biagiotti			I E. Ist St.					
LA     Randy     Bledsoe     Derector     Sporks Library     1125 12th St.     Sporks     NV     89431       Gl     Gene     Bridgman     7602 Crystal Shores Dr.     Reno     NV     89506     (702) 677-0618       Gl     Steven     Brown     P.O. Box 3793     Reno     NV     89505     702 323-1641		BE			Bible		Bible Hoy Trachok & Wadhams	232 Court St.		NV			
GI         Gene         Bridgman         7602 Crystal Shores Dr.         Reno         NV         89506         (702) 677-0618           GI         Steven         Brown         P.O. Box 3793         Reno         NV         89505         702 323-1641				Randy	Bledsoe	Director	Sparks Library	1125 12th St.	Sparks	NV		(	
Gl         Steven         Brown         P.O. Box 3793         Reno         NV         89505         702 323 1641           Gl         LBL, Colle         Bryan         100 Second do Mic				Gene	Bridgman			7602 Crystal Shores Dr.				(702) 677-0618	
GI LBL, Solle Bryan					Brown								
IUU Escondido Way Portola CA 96122 (916) 832-1641	GI		LBL,	Lolle	Bryan			100 Escondido Way	Portola				

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code l	code 2	code 3 first name	last name	title	organization	street	city	state	zip	phone	fax
GI		Paul	Buchanan		UNLV Earth Sciences	100 Washington, #301	Reno	NV	89503	(/02) 784-6151	
SPEC	BE	Richard	Bunker	President	Nevada Resort Association	3773 Howard Hughes Pky. #320N	Las Vegas	NV	89109	(702) 753 4883	(702) 735 4020
SA		Julie	Butler	Clearinghouse Coordinator/SPOC	Department of Administration	209 E. Musser, Rm. #200	Carson Ci	IN NV	89710	(702) 687-4065	(702) 687 3983
GI		Jack	Campbell			418 Riverflow Court	Reno	NV	89523	(702) 829-2002	
GI		Byington J.	Campbell		Campbell Brothers Farms, Inc.	P.O. Box 213	Alamo	CA	94507	(415) 837-4312	(510) 449 6695
SPEC	CAS	Don	Carano	Owner	El Dorado Hotel & Casino	PO Box 3399	Reno	NV	89505	(702) 786-5700	
SPEC	CAS	Gary	Carano	General Manager	Silver Legacy	PO Box 3920	Reno	NV	89505	(702) 329-4777	702) 325-7330
SPEC	CAS	Gene	Carano	General Manager	El Dorado Hotel & Casino	PO Box 3399	Reno	NV	89505	(702) 786-5700	(702) 348-7513
SPEC	BE	Alan	Carpenter			2395 E. 5th Street	Reno	NV	89512	(702) 324-3200	
GI		Vivian	Christensen			Rt. #1 Orchard Road	Sparks	NV	89434	(702) 343-0112	
GI		Bernie	Christensen		Union Pacific Railroad	3405 Socrates Drive	Reno	NV	89512	(702) 329-1303	
SPEC	CAS	Pete	Cladianos, III	VP of Sales	Sands Regency	345 N. Arlington	Reno	NV	89501	(702) 348-2232	(702) 348 6241
GI		Russell and	Clanton			662 Pine Meadows Dr., Apt. #3	Sparks	NV	89431	(702) 359 5293	
GI		Carol	Clauton			662-3 Pine Meadows Dr.	Sparks	NV	89431	(702) 354-5293	
RR		Larry P.	Colvin	Lieutenant	Union Pacific Railroad Police	1600 Vernon St.	Roseville	CA	95678	(916) 789-5321	
GI		L,LB Mauricio	Cortes			345 Parr Circle	Reno	NV	89510	(702) 788 8811	
MED	NP	Tonia	Cunning		Reno Gazette-Journal	955 Kuenzli St.	Reno	NV	89520	(702) 788-6367	(702) 788-5458
RR		Mark	Davis	Regional Director, Public Relations	Union Pacific Railroad	1416 Dodge St., Rm. #605	Omaha	NE	68179	(402) 271 5459	(462) 2/1 5572
GI		Arnold	DeAngelis			80 Anson Dr.	Reno	NV	89503	(702) 747-3480	
GI		Sam	Dehne			297 Smithridge	Reno	NV	89502	(702) 825-1398	
GI		Chris	Dombrowski			560 Lennon Lane	Walnut	CA	94598	(800) 950-9009	
GI		James	Doud			1990 Dant Blvd.	Reno	NV	89509	(702) 826-4146	
	CAS	Bill	Douglass	General Manager	Comstock Hotel & Casino	200 W. 2nd Street	Reno	NV	89501	(702) 329-1880	(702) 348-0539
	CAS	Daniel P.	Douglass	CEO	Comstock Hotel & Casiro	200 W. 2nd Street	Reno	NV	89501	( 702) 329-1880	(702) 348 0539
	ASSOC	Garth F.	Dull		NRA	1721 Andorra	Carson City	NV	89703	(702) 883-2988	
GI		John	Eck			3213 Bunker Hill Lane	Sparks	NV	89431	(702) 355-8997	(702) 355-7906

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code	code 2	code	3 first name	last name	title	organization	street	city	state	zip	phone	lax
GI			David C.	Fiore			3935 Riverhaven	Reno	NV	89509	(702) 747 6788	
GI			Alex	Fittinghoff			280 Meadow Brook Dr.	Reno	NV	89509	(702) 787-2100	
GI			Pat	Flanders			210 Mary Street	Carson Ci	ty NV	89703	(702) 882-3512	
GI			Michael	Fowles			3730 Kings Row, # 406	Reno	NV	89503	(702) 787-6513	
SPEC	BE		George W.	Francis	President	Bay Area Piggyback, Inc.	560 Lennon Lane	Walnut	CA	94598-241	5 (510) 932-1313	(510) 932 800
GI			Ed and Ardith	Gardner			3355 Pierremont Road	Reno	NV	89503	(702) 747-2399	
GI			Gary	Giewat		University of Nevada	MS 296	Reno	NV	89557		
GI			Rex	Gilford			480 Galletti Way	Sparks	NV	89431	(702) 333-0943	
GI			Craig	Godbout		Pyramid Engineers	330 Crampton St.	Reno	NV	89502	(702) 329-2540	
GI			Craig	Godbout			1100 S. Arlington Ave.	Reno	NV	89509		(702) 329-2768
GI			Saundra	Golden			255 N. Sierra	Reno	NV	89501		
GI			Martha	Gould			1690 W. 6th St.	Reno	NV	89503	(702) 747-0777	(702) 747-0777
Gi			Michael	Graham		University of Nevada	COBA #024	Reno	NV	89557-0016		
GI			Keith	Grassini			606 6th St.	Sparks	NV	89431		
RB			Thomas	Greenland	Environmentel Counsel	Union Pacific Railroad	1416 Dodge St.	Omaha	NE	68179	(402) 271-4634	(402) 271 5610
GI			Cathy	Gregory			975 Robin Street	Reno	NV	89509	(702) 348-1662	
SPEC	ASSOC		Wayne	Griffin	River Banks Homeowners Association	c/o Dennis Banks Construction Company	5690 Riggins Courte, Ste. #B	Reno	NV	89502	(702) 827 0545	
GI			L. A.	Gruber			PO Box 1705	Portola	CA	96122-1705	(916) 832-1660	
SPEC	ASSOC		Jim	Gubbels		REMSA	450 Edison	Reno	NV	89502	(702) 858-5700	(702) 858 5728
RR			Johnny	Gumment		Union Pacific Railroad Police	1 South Pyramid Way	Sparks	NV	89431	(702) 356-2647	
GI			Scott	Guy		Asamera Ranch	4800 West Creek Ridge Trail	Reno	NV	89509	(702) 772 8990	
GI			Jeffrey	Haas	Annway Corporation	Catalog Logistics	95 Airpark Vista Blvd.	Dayton	NV	89403	(702) 246-1200	(702) 246-7502
GI			Roger	Hall			2678 Idlewild Drive	Reno	NV	89509		
GI			Bob	Hallahan			250 N. Arlington Ave.	Reno	NV	89501	(702) 322-3838	
MED	NP		Don	Ham		Carson City Nevada Appeal	200 Bath St.	Carson City	NV	89703	(702) 882-2111	(702) 662-0004
GI	L	BLLB	Susan	Hammersmith			4290 Truckee River Trail	Reno	NV	89503		

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code 1	code 2	code 3	a first name	last name	title	organization	street	city	state	zip	phone	lax
GI			David C.	Fiore			3935 Riverhaven	Reno	NV	89509	(702) 747 6788	(702) 784 8075
GI			Alex	Fittinghoff			280 Meadow Brook Dr.	Reno	NV	89509	(702) 787-2:00	
GI			Pat	Flander			210 Mary Street	Carson Cit	NV	89703	(702) 882-3512	
GI			Michael	Fowles			3730 Kings Row, # 406	Reno	NV	89503	(702) 787-6513	
SPEC	BE		George W.	Francis	President	Bay Area Piggyback, Inc.	560 Lennon Lane	Walnut	CA	94598-2415	(510) 932-1313	(510) 932 8001
GI			Ed and Ardith	Gardner			3355 Pierremont Road	Reno	NV	89503	(702) 747-2399	
GI			Gary	Giewat		University of Nevada	MS 296	Reno	NV	89557		
GI			Rex	Gillord			480 Galletti Way	Sparks	NV	89431	(702) 333-0943	
GI			Craig	Godbout		Pyramid Engineers	330 Crampton St.	Reno	NV	89502	(702) 329-2540	
GI			Craig	Godbout			1100 S. Arlington Ave.	Reno	NV	89509		(702) 329-2768
GI			Saundra	Golden			255 N. Sierra	Reno	NV	89501		
GI			Martha	Gould			1690 W. 6th St.	Reno	NV	89503	(702) 747-0777	(702) 747 0777
GI			Michael	Graham		University of Nevada	COBA #024	Reno	NV	89557-0016		
GI			Keith	Grassini			606 6th St.	Sparks	NV	89431		
<b>B</b> B			Thomas	Greenland	Environmental Counsel	Union Pacific Railroad	1416 Dodge St.	Omaha	NE	68179	(402) 271-4634	(402) 271 5610
GI			Cathy	Gregory			975 Robin Street	Reno	NV	89509	(702) 348-1662	
SPEC	ASSOC		Wayne	Griffin	River Banks Homeowners Association	c/o Dennis Banks Construction Company	5690 Riggins Courte, Ste. #B	Reno	NV	89502	(702) 827 0545	
GI			LA	Gruber			PO Box 1705	Portola	CA	96122 1705	(916) 832-1660	
SPEC	ASSOC		Jim	Gubbels		REMSA	450 Edison	Reno	NV	89502	(702) 858-5700	(702) 858 5726
RR			Johnny	Gummert		Union Pacific Railroad Police	1 South Pyramid Way	Sparks	NV	89431	(702) 356-2647	
GI		1	Scott	Guy		Asomera Ranch	4800 West Creek Ridge Trail	Reno	NV	89509	(702) 772 8990	
GI		,	Jettrey	Haas	Arnway Corporation	Catalog Logistics	95 Airpark Vista Blvd.	Dayton	NV	89403	(702) 246-1200	(702) 246-7502
GI		'	Roger	Hall			2678 Idlewild Drive	Reno	NV	89509		
GI		1	Bob	Hallahan			250 N. Arlington Ave.	Reno	NV	89501	(702) 322-3838	
MED	NP	(	Don	Ham		Carson City Nevada Appeal	200 Bath St.	Carson City	NV	89703	(702) 882-2111	(702) 882-0004
GI	LB	L,LB	Susan	Hammersmith			4290 Truckee River Trail	Reno	NV	89503		

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	code l	code 2	code	3 first nam/,	last name	title	organization	street	city	state	zip	phone	łax
	GI			ML	Hardisty		AGYM UPRR	2238 Valencia Court	Sparks	NV		6 (702) 358-8013	(702) 358 1765
	GI			Scott	Hardy			3665 Sleepy Hollow Drive	Reno	NV	89502	(702) 856 1641	
	SC			David B.	Harris	Senior Manager	Daniel, Mann, Johnson & Mendenhali	One Civic Plaza, Ste. #400	Carson Cit	Y CA	90745	(310) 816-0460	(310) 816 0464
	GI			Michael	Hamist			2238 Valencia	Sparks	NV	89434	(702) 358-8013	
	GI			Tracy	Haslem			14100 Lear Blvd.	Reno	NV	89506	(702) 677-3944	
	MED	NP	IDI	Mike	Henderson	Reporter	Reno Gazette-Journal	955 Kuenzli St.	Reno	NV		0 (702) 788-6327	(702) 788-6458
	SPEC	BE		Brian	Hen	President	Reno-Sparks Chamber of Commerce	PO Box 3499	Reno	NV	89505	(702) 686-3030	
	GI			Dave	Hollecker			870 Atlas Court	Reno	NV	89512	(702) 322-2969	
	GI			Norman	Holmes			8530 Silver Shores Drive	Reno	NV	89506	(702) 972 6727	
	MED	NP		Rick	Hoover		Sparks Daily Tribune	1002 C Street	Sparks	NV	89431	(702) 358-8061	(702) 359 3837
	SPEC	ASSOC		Steven	Horsford		NERA C/O R & R Advertising	615 Riverside Drive	Reno	NV	89503	(702) 323-1611	(702) 323 9021
	GI			Mike	Houghton		RSCVA	P.O. Box 837	Reno	NV	89504	(702) 827-7606	(702) 827 7646
	SPEC	BE		Rich	Houts		Building & Construction Trades Council	1150 Terminal Way, Ste. 5	Reno	NV	89502	(702) 322-3361	(702) 322-3889
	GI			James	Hoyt			PO Box 8066	Reno	NV	89507	(702) 329-9519	
	GI			Doug	Hyatt			4210 Del Curto Dr.	Reno	NV	89503	(702) 329-0115	
	GI			Ken	lverson			604 Ridgewood Drive	Portola	CA	96122	(916) 832 0770	
	SA			Ron	James		Division of Historic Preservation	101 south Stewart St., Capital Compl			89710	(10)0010110	
	GI			Abby	Johnson			617 Terrace Street	Carson City		89703		
	SC			Martin R.	Johnson	Vice President	Howarth, Montague & Associates	2950 East Flamingo Road, Ste. #1	Las Vegas		89121	(702) 796-7080	(702) 796-2975
	PEC	BE		Ken	Johnson				Reno	NV	89509	(702) 786-3939	
	31			Robert G.	Jones		The Builders	100110-1-11-10-1	Reno	NV	89512		(702) 329 5689
	PEC	CAS		Rod	Jones		Flamingo Hilton Reno	000 11 01 01	Reno	NV	89501	(702) 322-1111	
	515			D. Patrick	Jumper	Director Public Projects	Southern Pacific Lines	0		CA	94105	(415) 541-1568	
	PEC	BE		George	Kajans			1005 0 1 1				(702) 828-1717	
	31			AI	Kamps			704 01				(702) 323-6594	
(	<u>GI</u>			M.	Karasek			100.111 101 01		NV	89503	(702) 348-6189	
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cc	de l	code 2	code	a 3 first name	last name	title	organization	street	city	state	zip	phone	fax
GI				C.D.	Keith			4692 E. Leonesio Drive	Sparks	NV	89433	(702) 673-4810	
GI				Frank	Kendrick			3105 Skye Terrace	Sparks	NV	89431	(702) 358 8535	
Gi				Brian	Keinan			1383 Coachman Drive	Sparks	NV	89434	(/02) 359-1819	
GI				Larry	Kirk			2630 Apollo Way	Reno	NV	89503	(702) 747-4823	
GI				P. D.	Kiser			1755 Plumb Lane	Reno	NV	89502	(702) 686-7714	
GI				Steve	Kralj			2875 Idlewild Drive	Reno	NV	89509	(702) 348-7070	
GI				T.S.	LeBroke			640 G Street	Sparks	NV	89431	(702) 358 0883	
GI				J.C.	LeBroke			326 Prater Way	Sparks	NV	89431	(702) 358-1666	
GI			LBL,	G.H.	Lichty			PO Box 2573	Reno	NV	89505-257		
GI				Winston N	Logan	President	Logan Lumber Company	2272 Larkin Circle	Sparks	NV	89431	(702) 359-7300	(702) 359-7087
ME			LBL	Pat	Loveless		KUNR News Department	Mail Stop #294, Univ. of Nevada	Reno	NV	89557	(702) 784 4701	
SPE	C (	CAS		Bill	Luther		Downtown Casino	200 Nichols, Ste. #316	Sparks	NV	89431	(702) 322 1111	
GI				Ed and Kathy	Lynch			1678 Glen Oaks Drive	Reno	NV	89523	(702) 474-4820	
SC				Jim	Lynch		Nolte & Associates	2950 Buskirk Ave., Ste. #225	Walnut	CA	94596	(510) 934 8060	(510) 939 5451
GI				Shirley	MacArthur			999 Palmwood Drive	Sparks	NV	89434	(702) 331 0268	
MED	) V	IP		Daniel	Machalaba	Statt Reporter	The Wall Street Journal	200 Liberty Street	New York	NY	10281	(212) 416-3317	
GI		L	BL,	Adelc	Malott			250 E. Riverview Circle	Reno	NV	89509		
SPEC	c c	CAS		Joe	Martinez		Harrah's	P.O. Box 10	Reno	NV	89504	(702) 788 2646	(702) 786 28/3
GI				Alan & Dorothy	Mathews			2405 Silky Sullivan Lane	Reno	NV	89502	(702) 856-3124	
SC				Wayne	Maulhe	Senior Railroad Engineer	Daniel. Mann, Johnson & Mendenhall	3250 Wilshire Blvd.	Los Angele	s CA	90010-1599		(213) 383-3656
GI				Mike	McCabe		Owen Distribution	PO Box 668	Sparks	NV	89432	(702) 355-2150	
\$C				Jack	McClosley	Vice President	Daniel, Mann, Johnson & Mendenhall	5847 San Felipe, Ste. #4445	Houston	IX	77057		(713) 781-2338
GI		L	BL.,	Tom	McHugh			920 Whitaker	Reno	NV	89503	(702) 322-9255	
GI				Connie	McMullen		Simior Spectrum	248 W. 1st Street	Reno	NV	89503	(702) 348 0717	
GI		u	BL.	Chris	McMullen			225 Mark Twain Ave.	Reno	NV	89509	(702) 323-4474	
SC				Samuel P.	McMullen		The McMullen Strategic Group	165 W. Liberty	Reno	NV	89501		(702) 333-0322

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code I	code 2	code	3 first name	last name	title	organization	street	city	state	zip	phone	fax
MED	١v		John	Mercer	Anchor/Reporter	KIVN IV (CBS)	4925 Energy Way	Reno	NV	89502	(/02) 858 2222	(/0./) 858 2424
GI		LBL,	Floyd	Meyers			3502 Bombero Court	Reno	NV	89502	(702) 826 8263	
GI			Maurilio	Montes De			4688 F. Leonesio Drive	Sparks	NV	89433	(702) 673-2186	
GI			Greg	Moss		AGRA Earth & Environment	737 E. Glendale Ave.	Sparks	NV	89431	(702) 331-2375	
GI			Jack	Newby			2480 Via Roble E	Reno	NV	89509	(702) 827-2743	
SC			George S.	Nolte		Nolte & Associates	1750 Creekside Oaks Dr., Ste. #200	Sacramen	toCA	95833	(916) 641 1500	(916) 641 0800
SPEC	CAS		Christopher W.	Nordling	President	Flamingo Hilton Reno	255 N. Sierra St.	Reno	NV	89501	(702) 785-7205	(702) 785 7057
SC			Rodney	Olinger	Supervising Engineer	Electro-test Inc.	121 Woodland Ave., Ste. #190	Reno	NV	89523	(702) 746-4466	
SPEC	CAS		Terrance W.	Oliver	Chief Operating Officer	Fitzgeralds Gaming Corporation	300 E. 2nd Street, Ste. #1500	Reno	NV	89501	(702) 325-3331	(702) 786 7180
SPEC	BE		Gary	Owen		Owen Distribution	PO Box 668	Sparks	NV	89432	(702) 355-2150	
SPEC	CAS		Willie	Owens			118 West St., #136	Reno	NV	89501	(702) 232-3044	
SPEC	CAS		Мах	Page	Executive VP/General Manager	Fitzgeralds Casino/Hotel	255 N. Virginia St.	Reno	NV	89501	(702) 785-3326	(702) 785 3322
SPEC	BE		Reg	Pearson	General Manager	National Bowling Stadium	300 N. Center	Reno		89501	(702) 334-2600	
GI			Reese	Perkins		Johnson-Perkins & Associates	295 Holcomb Ave., #1	Reno	NV	89502	(702) 322-1155	
MED	IV		Becki	Peterson		Channel 2 News KTVN	4925 Energy Way	Reno	NV	89502	(702) 861-4290	
SPEC	BE		Joseph	Pettus		Sun Valley Energy, Inc.	800 Howe Ave., #270	Sacrament	oCA	95825	(916) 646-6100	
LA			Janice C.	Pine		Saint Mary's Health Network	235 W oth Street	Reno	NV	89520		(702) 789 3545
GI		LBL,	Jim	Poston			433 W. Plumb Lane	Reno	NV	89509	(/02) 322-5100	
GI			Cindy	Potter			1325 Airmotive Way #200	Reno	NV	89502	(702) 329-7300	
GI			Ed	Powell			4465 Boca Way #176	Reno	NV	89502	(702) 829 8108	
LA			David	Pressler	Director	Reno Parks & Recreation Dopartment	PO Box 1900	Reno	NV	89505		(702) 334 2449
GI			Daniel & Debra	Prostinak			417 River Flow Court	Reno	NV	89523	702 747-1040	
GI		LBL,	Steve	Rabenstine			1665 O'Farrell St.	Reno	NV	89503	(702) 746-2484	
GI			Dan R.	Reaser	Altomey	Lionel, Sawyer & Collins	50 W. Liberty St.	Reno		89501		(702) 788-8682
	CAS		Kim	Redmond		Flamingo Hilton Reno	255 N. Sierra St.	Reno		89501	(702) 322-1111	
GI		LBL,LB	Rosemary	Rice			3702 S. Virginia	Reno		89502	(702) 348-4699	

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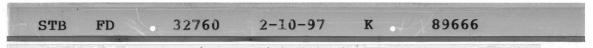
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code i	code 2	code	3 first name	last name	title	organization	street					
SPEC	BE		Sherman	Rigby		Don's Pharmacy	501 Ralston	city	state	zip	phone	fax
SPEC	CAS		Mark	Rittorno		Flamingo Hilton Reno	255 N. Sierra St.	Reno	NV	89503	(702) 329 1775	
GI			Donald	Robb			PO Box 140	Reno	NV	89501	(702) 785 7205	
GI			Dr. Dale	Rogers		University of Nevada - Reno	CO9A #028	Reno	NV	89504	(702) 829-9800	
SPEC	CAS		Jim	Rogers		Harrah's Reno	219 N. Center St.	Reno	NV	89557	(702) 784-6814	
GI			Judy	Roice			14490 Rancheros Drive	Reno	NV	89501	(702) 788-3047	(702) 786 28/3
GI			Roberta	Ross		Ross Manor	118 West St.	Reno	NV	89511	(702) 852-1313	
RR			J.A.	Rugg	Assistant Chief Engineer	Southern Pacific Lines		Reno	NV	89501	(702) 323-3044	
SPEC	BE		Robert	Rusk	General Partner	Truckee River Lodge	1860 Lincoln St., 5th Floor	Denver	со	80295	(303) 812-5900	(303) 812 5930
GI			George	Saaranen		nacheo hiror tougo	501 W. 1st Street	Reno	NV	89503	(702) 786 8888	(702) 348 4769
GI		LBL,	Guillermo	Sanchez			971 Westcliff Lane	Reno	NV	89503	(702) 746-9662	
GI			James I.	Schapp		Microflex	2622 Wabash	Sparks	NV	89434	(702) 359-6071	
GI			Joyce	Schieln		HIGH HIGH	127 Woodland Ave.	Reno	NV	89523	(702) 746-6600,	(702) 746 6577
SC			Walter H.	Schuchmann		R.L. Banks & Associates	49 Lockwood Rd	Sparks	NV	89434		
GI			Evelyn	Scott			1717 K Street, NW	Washingto	on DC	20006-151	5 (202) 296-6700	(202) 296 3700
GI			Stephanie	Short			3190 Coronado Way	Reno	NV	89503	(702) 787-2626	
RR			Rich	Slattery		Amtrak	345 N. Arlington	Reno	NV	89501		
SC			Chris D.	Spandau	Vice President	Kleinfelder	60 Massachusetts Ave. NE	Washingto	n DC	20002	(202) 908-3987	
GI	L	BL.	1.5	Spieas		Nomercer	3189 Mill St.	Reno	NV	89502	(702) 323-7182	(702) 323 1745
GI		_	Barry	Spraggins		University of the sector	2301 Oddie Blvd., #1	Reno	NV	89512		
GI			Paul	Storis		University of Nevada	PO Box 1311	Verdi	NV	89439	(702) 784-6855	
GI			James E.	Stevens		University of Nevada	885 Isis Court	Reno	NV	89512	(702) 322 3922	
GI			Tom	Stille			858 Gentry Way #12	Reno	NV	89502		
GI			Reese H.			Interpretive Gardens	777 White Fir St.	Reno	NV	89523	(702) 747-2922	(7020 747-1227
	CAS		Bill	Taylor, Jr.			PO Box 1730	Long Beac	hCA	90601-1730		
GI	C/G		Peter	Thornton		Club CalNeva	1 E. First St., #1405	Reno	NV	89501	(702) 323-1046	
51			reter	Tomaino			227 Clay Street	Reno	NV	89501	(702) 324-17.44	

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c	l ebo	code 2	code	3 first name	last name	title	organization	street	city s	tate	zip	phone	fax
G	4			A.E.	Townsend			100 N. Arlington Ave., #22H	Reno	NV	89501	(702) 329 5252	
SI	EC	CAS		Roger S.	liounday	Executive Vice President	John Ascuaga's Nugget	1100 Nugget Ave.	Sparks	NV	89431	(702) 355-3300	(702) 356-3434
G	1			Allen	Tryon			6163 Chesterfield Ln.	Reno	NV	89523	(702) 746-4494	
G	ı			Edwin	Upson			3874 Zoe Lane	Reno	NV	89509	(702) 747-1079	
G	1			н	VanWormer	the set		PO Box 13195	Reno	NV	89507	(702) 746-0916	
SP	EC	CAS		Greg	Vorreyer		Flamingo Hilton Reno	PO Box 1291	Reno	NV	89501	(702) 322-1111	
SF	EC	ASSOC		Sue	Wagner		Nevadans for Fast & Responsible Action	c/o 77 Pringle Way	Reno	NV	89520		(702) 326-4111
G	•			James	Walsh		JV West	9130 Rain Dance Way	Reno	NV	89506	(102) 520 4111	
SP	EC	BE		Don	White		Burger King	1188 California Ave.	Reno	NV	89509	(702) 786-3939	
SC	:			Brett	Whitford	Environmental Services Manager	Kleinfelder	3189 Mill St.	Reno	NV	89502		(702) 323-1745
GI				Scott	Wilbur	Carson River Tech		PO Box 20100	Carson City		89721	(702) 858-8559	(100) 523 1145
GI		1.6	BL	James	Williams		"lanning info. Corp.	1836 Grant Street	Denver		80203	(702) 000-0009	
SP	EC	BE		Buck	Yaeger		Reno Lumber Service	PO Box 5666	Reno			(300) 300 (1110	
GI		LE	BL,	Robert	Zabala			1622 H Street		NV		(702) 329-9663	
								1022 11 511001	Sparks	NV	89431	(702) 331-5613	



2-13-97 3:26:40pm #32740 SEDGWICK COUNTY VIRONMENTAL D METROPOLITAN AREA PLANNING DEPARTMENT CITY HALL - TENTH FLOCE 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1688

>96.66

(316) 268-4421 FAX (316) 268-4390

February 5, 1997

Mr. Michael Dalton Team Leader Office of Economic and Environmental Analysis Surface Transportation Board Washington DC 20423

Dear Mr. Dalton:

Finance Docket No. 32760, Union Pacific Corporation, et al -- Control and Re: Merger -- Southern Pacific Rail Corporation, et al.

## Train Counts

I must tell you that I am very concerned that the STB's handouts for the January 28th meeting in Wichita continued, without explanation, to understate the number of through trains UP/SP proposes to run through Wichita.

As explained in my letter of January 17th, the estimate of 12.5 UP through trains per day through Wichita is based on the December 9, 1996 verified statements of C.L. Anderson and R.M. Naro of UP. That statement assumes that UP will be operating 135-car coal trains through Wichita, something it admits it is incapable of doing. The same amount of coal in 110-car trains would require an additional 1.4 trains per day, bringing the total on the Wichita-Chickasha segment to at least 13.9.

Wichita and Sedgwick County believe that both accuracy and the perception of fairness are at state here. Even if the STB is to premise its study on the assumption that there will be no traffic growth. even in the near term, it should not premise its study on a train count figure that is impossible by the railroad's admission. The lowest number you should be using is 13.9.

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#### Measurable Criteria

Throughout this proceeding, Wichita and Sedgwick County have done our level best to give the STB measurable and quantifiable data as to the negative impacts of increased train traffic through the heart of our community. However, the suggestion in the document titled "Preliminary Mitigation Screening and Evaluation Criteria" to the effect that Phase 2 will consider <u>only</u> evaluation criteria that are measurable or quantifiable using readily available information is entirely unacceptable. You will not be able to quantify the full extent of quality of life degradations resulting from increased train traffic. Reduced land values, harm to community development, loss of business to downtown establishments, inconvenience, and many other items we have mentioned in formal pleadings may not be measurable, but they are nonetheless real. Any study that completely ignores non-quantifiable items, or ignores quantifiable items if the data is not readily available is unworthy of the STB and is totally unacceptable to Wichita and Sedgwick County.

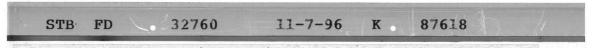
Sincerely,

Willand & Abortwell

Willard L. Stockwell, Chief Planner Transportation Division

WLS/lme

 Marvin S. Krout, Director, Metropolitan Area Planning Department Steven J. Kalish, Legal Consultant Gary Rebenstorf, Director, Law Department Rich Euson, Sedgwick County Counselor, Law Department J. Michael Hemmer, Attorney, UP



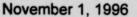


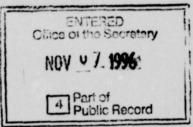
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CiTr' HALL -- TENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1688 (316) 268-4421 FAX (316) 268-4390

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Mike Dation, Study Director for Wichita Surface Transportation Board Section of Environmental Analysis 1201 Constitution Avenue NW, Rm 3219 Washington, DC 20423

SUBJECT: Finance Docket No. 32760, UP/SP Merger: Wichita Mitigation Study

Dear Mr. Dalton:

At your request, we have developed the following list of individuals to serve on the local advisory committee. These people are acceptable to Wichita Mayor Bob Knight and to Sedgwick County Chairman Thomas Winters.

Willard L. Stockwell, Chief Planner, Transportation Division, MAPD Michael Lindebak, City Engineer, Wichita Public Works Department David Spears, Director, Sedgwick County Bureau of Public Services John Scheirman, Bureau Chief, Bureau of Rail Affairs, KDOT Bernie Koch, Wichita Area Chamber of Commerce Elizabeth Bishop, Executive Director, Wichita Independent Neighborhoods, Inc. Jeanne Goodvin, Wichita CPO Director Mike McElroy, Captain, Haysville Police Department Laura Hill, City Clerk, City of Kechi

Please let me know if these people are acceptable to you. If you are planning to add other people to the committee, I would like that information prior to you taking that action.

Mr. Mike Dalton, Surface Transportation Board Page Two November 1, 1996

As I understand it, you will formally notify the individuals of your interest in having them serve on the advisory committee and the role of the committee in the study process. They should be asked to communicate back to you their willingness to serve.

Contact me if I can further assist you on this matter.

Sincerely,

1 illand I Atorkwell

Willard L. Stockwell, Chief Planner Transportation Division

WLS\Ifb

cc: Marvin Krout, Director, MAPD Steve Kalish, Attorney, McCarthy, Sweeney & Harkaway, P.C.

#### LOCAL ADVISORY COMMITTEE

WILLARD L. STOCKWELL, CHIEF PLANNER METROPOLITAN AREA PLANNING DEPARTMENT TRANSPORTATION DIVISION 10TH FLOOR, CITY HALL 455 N MAIN ST WICHITA KS 67202 PHONE: 316/268-4490; FAX: 316/268-4390

MICHAEL LINDEBAK, CITY ENGINEER, WICHITA PUBLIC WORKS DEPARTMENT 7TH FLOOR, CITY HALL 455 N MAIN ST WICHITA KS 67202 PHONE: 316/268-4266; FAX: 316/268-4114

DAVID SPEARS, DIRECTOR, SEDGWICK COUNTY BUREAU OF PUBLIC SERVICES 1250 S SENECA WICHITA KS 67213 PHONE: 316/383-7901; FAX: 316/263-9241

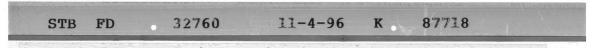
JOHN SCHEIRMAN, BUREAU CHIEF BUREAU OF RAIL AFFAIRS, KDOT DOCKING STATE OFFICE BLDG TOPEKA KS 66612-1568 PHONE: 913/296-4286; FAX: 913/296-2274

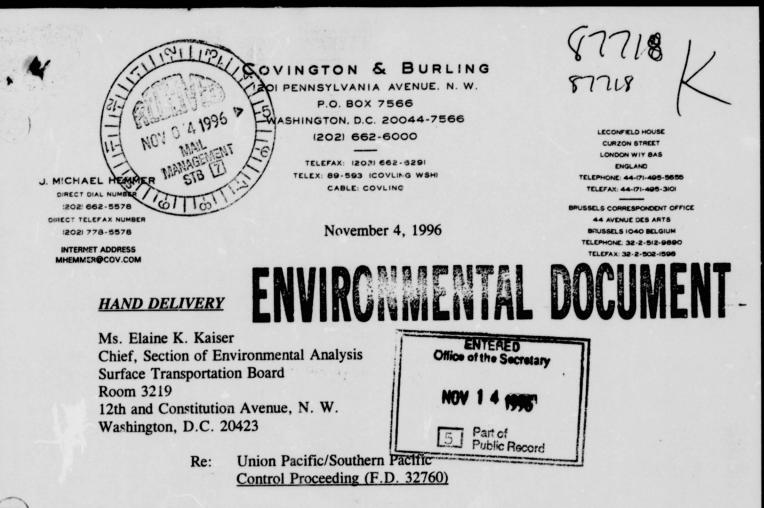
BERNIE KOCH, VICE PRESIDENT GOVERNMENT RELATIONS WICHITA AREA CHAMBER OF COMMERCE 350 W DOUGLAS WICHITA KS 67202 PHONE: 316/268-11550; FAX: 316/265-7502

ELIZABETH BISHOP, EXECUTIVE DIRECTOR WICHITA INDEPENDENT NEIGHBORHOODS, INC. 3995 E HARRY WICHITA KS 67218 PHONE: 316/685-6300; FAX: 316/685-6335

JEANNE GOODVIN, DIRECTOR WICHITA C!TIZEN PARTICIPATION ORGANIZATION 13TH FLOOR, CITY HALL 455 N MAIN ST WICHITA KS 67202 PHONE: 316/268-4516; FAX: 316/268-4519 MIKE MCELROY, CAPTAIN HAYSVILLE POLICE DEPARTMENT CITY OF HAYSVILLE 200 W GRAND AVE HAYSVILLE KS 67060 PHONE: 316/524-3243; FAX: 316/524-6764

LAURA HILL, CITY CLERK CITY OF KECHI 200 W KECHI ROAD P O BOX 88 KECHI KS 67067 PHONE: 316/744-9287; FAX: 316/744-9636





Dear Ms. Kaiser:

We have found in the public files of the Surface Transportation Board a memorandum dated October 16, 1996 from Mr. Charles McNeely, City Manager of the City of Reno, to Mr. Harold McNulty of your office. This memorandum raises several concerns for Union Pacific in connection with the Reno mitigation studies. Fundamentally, it appears that the City is seeking to control, redirect and reformat the Reno mitigation studies in ways with which we take issue.

1. The City seems to suggest that the nature and scope of the mitigation studies should be subject to a negotiation process, resulting in a "memorandum of understanding," and implies that the City seeks to control the processes and substance of the mitigation studies. While all interested parties may provide comments on and input into the studies, as outlined by SEA's procedural schedule, Union Pacific understands that the scope and nature of the studies are to be defined solely by Board decisions, and that the methods of implementing the Board's mandates are to be selected independently by SEA, not through a negotiation process, and certainly not at the direction or under the control of an interested party. Union Pacific -- as one of the most affected parties -- should be accorded equal opportunities with the City to participate in the studies. If any discussions are held in which the City proposes to "define" the processes or substance of the mitigation studies, as the City suggests in its letter, Union Pacific must be allowed to participate on an equal footing.

Ms. Kaiser November 4, 1996 Page 2

2. The City's insistence on being present at SEA's discussions with interested parties in the Reno area could compromise the independence of SEA's processes and the ability of interested parties to register their views without inhibition. The City should not be permitted to manage, manipulate or control the flow of information to SEA or to infringe on unrestricted participation by others. If the City maintains this adversarial position, Union Pacific must be given equal opportunity to have representatives present at SEA activities to the same extent afforded the City's representatives

3. Finally, under the Board's Decision No. 44, Union Pacific must fund SEA's costs in conducting the mitigation studies, which comprise a substantial and expensive undertaking. Union Pacific objects to being required to fund any studies, analyses or activities that (a) do not fall within the scope of the Board's decisions and (b) are not essential to carry out those decisions. We specifically object to funding any costs created by the City's efforts to discuss matters that lie outside the scope of the studies as determined by the Board and SEA, such as the I-80 corridor described by the City. If the City insists on introducing such issues, it should be required to pay all resulting costs, including any costs of SEA consultants attributable to such issues.

Sincerely,

Temmer

J. Michael Hemmer

cc:

Paul H. Lamboley, Esq. (via facsimile) James V. Dolan, Esq. William E. Wimmer



7718 VINGTON & BURLING OL PENNSYLVANIA AVENUE, N. W. P.O. BOX 7566 WASHINGTON, D.C. 20044-7566 LECONFIELD HOUSE (202) 662-6000 CURZON STREET LONDON WIY BAS TELEFAX: (202) 662-6291 ENGLAND TELEX: 89-593 (COVLING WSHI J. MICHAEL HEMME TELEPHONE 44-171-405-5655 CABLE: COVLING DIRECT DIAL NUMBER TELEFAX: 44-171-495-310 1202 662-5578 SALS CORRESPONDENT OFFICE DIRECT TELEFAX NUMBER 44 AVENUE DES ARTS November 4, 1996 (202) 778-5578 USSELS IOCO BELGIUM TELEPHONE 32-2-512-9890 INTERNET ADDRESS MHEMMEROCOV.COM TELEFAX: 32-2-502-1598 HAND DELIVERY Ms. Elaine K. Kaiser ENTERED Chief. Section of Environmental Analysis Office of the Secretary Surface Transportation Board Room 3219 12th and Constitution Avenue, N. W. Washington, D.C. 20423 Public Pecord Re: Union Pacific/Southern Pacific Control Proceeding (F.D. 32760)

Dear Ms. Kaiser:

We have found in the public files of the Surface Transportation Board a memorandum dated October 16, 1996 from Mr. Charles McNeely, City Manager of the City of Reno, to Mr. Harold McNulty of your office. This memorandum raises several concerns for Union Pacific in connection with the Reno mitigation studies. Fundamentally, it appears that the City is seeking to control, redirect and reformat the Reno mitigation studies in ways with which we take issue.

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#### OVINGTON & BURLING

Ms. Kaiser November 4, 1996 Page 2

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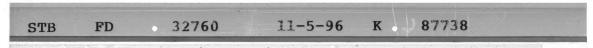
Sincerely,

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J. Michael Hemmer

cc:

Paul H. Lamboley, Esq. (via facsimile) James V. Dolan, Esq. William E. Wimmer



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JOHN F. MENDOZA

GALEN D. DENIO JUDY M. SHELDREW DONALD L. SODERBERG

MOTHY HAY

PSC POLICY

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STATE OF NEVADA PUBLIC SERVICE COMMISSION OF NEVADA

> Capitol Complex 727 Fairview Drive Carson City, Nevada 89710 (702) 687-6007



FAX TRANSMITTAL

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DATE: ///3/96 TIME: FAX NO: 202 927-6225 TO: Mr. mcnuty FROM: Lommissioner Denio RE:

You should receive \_\_\_\_\_ page(s) excluding this cover letter. If you have any questions, please don't hesitate to call us at (702) 687-6007 or FAX us at (702) 687-6119. Thank you.

ROMENTAL DOCUME EMELED Office of the Secretary an of ublic Record

Las Veges--(702) 486-26M

PSC POLICY

BOS MILLER

# STATE OF NEVADA PUBLIC SERVICE COMMISSION OF NEVADA

Capitol Complex 727 Fairview Drive Carson City, Nevada 89710 (702) 687-6007



JOHN F. MENDOZA Cheiman

GALEN D. DENIO JUDY M. SHELDREW DONALD L. SODERBERG TIMOTHY HAY

November 5, 1996

Harold McNulty Study Director Surface Transportation Board Saction of Environmental Analysis 12th and Constitution Ave., NW, Room 3219 Washington, DC 20423

Dear Mr. McNulty:

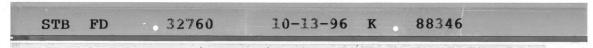
I would be happy to participate in discussions and serve as a member of the technical advisory group for the SEA/STB evaluation of the UP/SP Merger Reno Mitigation Study. I would request that Commission employees Mr. Craig Wesner, Engineering Manager, and Mr. Mike Kulbacki, Railway Safety Engineering Investigator, also be considered as my alternates should I not be able to attend any meetings.

Sincerely.

den Salen

Galen D. Denio Commissioner

c: Terry Page Tim Crowley CLAYTON LEHOLSTINE Secretary





METROPOLITAN AREA PLANNING DEPARTMENT CITY HALL — TENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1688 (316) 268-4421 FAX (316) 268-4390

December 6, 1996

Elaine Kaiser Surface Transportation Board 12th and Constitution Ave., N.W., P.oom 3219 Vashington, D.C. 20423

1032760

Dear Elaine:

I.

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I am enclosing three reports that Wichita and Sedgwick County wish to have considered in the STB's mitigation study.

# Expected Accident Frequency

The "Expected Accident Frequency" report is addressed to the FHWA methodology that was mentioned during one of our meetings. I think that four things should be highlighted. First, we have done our level best to accurately measure the baseline UP train traffic. As you'll see, we've adjusted the first UPSP passing report to determine the number of trains at each crossing by using the baseline number of 4.4 through trains. Second, we've only counted the yard/work trains at the locations we believe they cross. The UPSP may have additional information you can use in this regard.

Second, we believe that our estimate of an increase of ten trains is a fair one on a number of levels. Not only has the UPSP suggested even higher traffic increases, but, to date, we have not seen its explanation of the differences between the various figures included in its initial estimates.

Third, as you'll see, by this analysis, Wichit //Sedgwick require no grade separations under current conditions. With an increase of ten trains, we'll require six grade separations.

Finally, this approach to measuring the need for grade separations is limited to the separations needed to avoid an undue risk of accidents between railroad equipment and street traffic. It does not attempt to measure the need for additional separations required to avoid undue delays to public safety equipment, <u>i.e.</u>, police, fire, and EMS.

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SURFACE TRANSPORTATION

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ENVIRONMENTAL DOCUMENT

Kaiser, Elaine Page Two December 6, 1996

#### II. Railroad Crossing Survey

This report provides the STB with the results of our July/August study of UPSP train movements. While the report speaks for itself, two items should be highlighted. First, please note the f is that southbound trains are slower than northbound trains, probably because of the switching and. This relationship is likely to continue in the future, even if the UPSP is able 1. increase the average speed of its unit trains.

Second, the report establishes that, if the entirety of Wichita and Sedgwick County is considered, additional unit trains will result in delays to massive numbers of vehicles. This has serious implications not only for air quality, but for quality of life.

### III. Train Delay to Emergency Vehicles

This report highlights a terribly important consideration for Wichita and Sedgwick County. The number of emergency vehicles already delayed by railroad equipment is significant. An increase of ten unit trains per day would be intolerable.

Please note that, due to time constraints, this report treats all trains as equal. That is, in calculating the average number of public safety vehicles that are delayed each month by each daily train, we have made no adjustments to reflect the likelihood that a longer train will block streets for a longer period than a shorter train. Since the additional train traffic being proposed by UPSP is unit train traffic, our results are likely to be highly conservative.

If questions arise as to these reports, or if additional data would be helpful to the study, please let me know.

Sincerely,

Willand & Atoskwell

Willard L. Stockwell, Chief Planner Transportation Division

Enclosures

c: M. Hemmer (with enclosures) S. Kalish (with enclosures) M. Krout (with enclosures)

## EXPECTED ACCIDENT FREQUENCY

To determine separation priorities for the arterial streets crossing the Union Pacific (UP) Railroad tracks, the Planning Department contacted several states to find out what methodology they use to determine when crossing improvements are needed, such as gates or grade separation. The states of Colorado, Illinois, Iowa, Michigan, Ohio, and Wisconsin use the Expected Accident Frequency (EAF) method (Federal Highway Administration, *Railroad-Highway Grade Crossing Handbook*, page 69).

Using the EAF method, when a crossing has an accident frequency greater than 0.02, then the crossing warrants the next level of warning device. For example, if a crossing currently has a crossbuck warning device and if the accident frequency is greater than 0.02, then it warrants the next level of warning device - flashers. The level of warning devices increases progressively as follows: crossbuck; flasher; cant; gate; and, ultimately grade separation, when warning devices fail to provide adequate safety.

Table 1 shows the EAF for arterial streets crossing the UP railroad in Wichita, Haysville, Kechi, and rural Sedgwick County. To determine the accident frequency for current conditions the average number of all trains per day identified in the UP "passing report" for September 11, 1996, thru September 30, 1996, was used (the average number of trains for October is roughly the same). In addition, the EAF was calculated for new UP trains by adding the existing number of trains to the conservative estimate of 10 new trains.

While the Planning Department believes that Table 1 presents a reasonable estimate of the current and projected conditions, it notes the following factors that the Surface Transportation Board may wish to consider in generating its own figures. First, the Planning Department's figures are premised on the initial UP "passing report." If subsequent reports contain materially different numbers of trains, the EAF should be recalculated. Second, the "1996 number of trains" used in Table 1(6.1 to 12.1) includes the base line number of 4.4 through freight trains, even through the "passing report indicated an average of 4.65 through trains. Third, as discussed in the Wichita/Sedgwick Brief, the UP has, at various times, estimated its proposed increase of through freight trains as low as eight and as high as twelve. The estimate of ten trains is the midpoint of those figures. Finally, Table 1 assumes that the" yard/work" trains listed in the UP "passing report" cross <u>only</u> at 21st North and 37th North based upon knowledge of where the trains may be operating (near the UP switch yards). It is likely that the "yard/work" trains do not cross every intersection considered in Table 1. However, the "passing report" does not allow precision in this respect. If the UP identifies where the "yard/work" trains are operating, then Table 1 should be adjusted accordingly.

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# Expected Accident Frequencies on Arterials Crossing UNION PACIFIC Tracks\* in Sedgwick County

			CL	arrent Conditio	ns			Pro	jected Conditi	ons	
Arteriat Crossing Locations	Warning Devices	1995 Daily Traffic Volume	ADT Factor (A)	Basic Value of Devices (B)	1996 Number of Trains (C)	Expected Accident Frequency (A*B*C)	Daily Traffic Volume (1995)	ADT Factor (A)	Basic Value of Devices (B)	Projected Number of Trains(a) (C)	Expected Accident Frequency (A*B*C)
Sedgwick County											
Greenwich	Cants	784	0.001377	0.93	6.10	0.008	784	0.001377	0.19	16.1	0.004
101st North	Crossbucks	527	0.000694	3.08	6.10	0.013	527	0.000694	0.93	16.1	0.010
S1st North (Kechi)	Gates	2,009	0.002627	0.19	6.10	0.003	2,009	0.002627	0.19	16.1	0.008
Oliver (Kechi)	Gates	1,491	0.002000	0.19	6.10	0.002	1,491	0.002000	0.19	16.1	0.006
15th North	Gates	2.366	0.002627	0.19	6.10	0.003	2,366	0.002627	0.19	16.1	0.008
liliside	Gates	3,185	0.003981	0.19	6.10	0.005	3,185	0.003981	0.19	16.1	0.012
37th North	Gates	3,327	0.003981	0.19	12.10	0.009	3,327	0.003981	0.19	22.1	0.012
City of Wichita											
21st North	Gates	13,853	0.017315	0.09	12.10	0.017	13.853	0.017315	0.08	22.1	0.031
7th North	Flashers	3,916	0.005208	0.23	6.10	0.007	3,916	0.005208	0.08	16.1	0.007
3th North	Gates	15,420	0.018990	0.08	6.10	0.009	15,420	0.018990	0.08	16.1	0.024
Aurdock	Flashers	10,376	0.012674	0.23	6.10	0.018	10,376	0.012674	0.08	16.1	0.016
Central	Gates	16,309	0.019549	0.08	6.10	0.010	16,309	0.019549	0.08	16.1	0.025
Incoln	Gates	11,282	0.014077	0.08	6.10	0.007	11,282	0.014077	0.08	16.1	0.018
larry	Gates	14,150	0.017315	0.08	6.10	0.008	14,150	0.017315	0.08	16.1	0.022
At Vernon	Gates	5,676	0.007118	0.08	6.10	0.003	5,676	0.007118	0.08	16.1	0.009
awnee	Gates	25,338	0.029051	0.08	6.10	0.014	25,338	0.029051	0.08	16.1	0.037
Aac Arthur (b)	Flashers	14.358	0.017315	0.23	6.10	0.024	14.358	0.017315	0.08	16.1	0.02
7th South	Gates	12,198	0.015012	0.08	6.10	0.007	12,198	0.015012	0.08	16.1	0.019
5th South	Flashers	4,643	0.005662	0.23	6.10	0.008	4,643	0.005662	0.08	16.1	0.007
Sedgwick County				The search in			and a start				
3rd South	Gates	5,651	0.007118	0.08	6.10	0.003	5,651	0.007118	0.08	16.1	0.009
1st South (Haysville)	Gates	10,281	0.012674	80.0	6.10	0.006	10,281	0.012674	0.08	16.1	0.016
9th South	Flashers	980	0.001377	0.93	6.10	0.008	980	0.001377	0.19	16.1	0.004
103rd South	Flashers	1,289	0.001377	0.93	6.10	0.008	1,289	0.001377	0.19	16.1	0.004
Meridian	Flashers	786	0.001035	0.93	6.10	0.006	786	0.001035	0.19	16.1	0.003
19th South	Flashers	148	0.000200	0.93	6.10	0.001	148	0.000200	0.93	16.1	0.003
Total		180,343				0.209	180,343				0.345

\* : The UP acquired the previous Rock Island Line.

(a) : No long range projection of trains has been made. The numbers assumed (15.9 & 21.9) are considered conservative.
(b) : Automatic gates are needed by the current ADT and train traffic.

# Conclusion

From this analysis using the EAF method, it can be shown that:

- 1) Currently Wichita does not need grade separation at any UP crossing, but the Mac Arthur crossing warrants upgrading the warring device from flashers to a gate; and
- 2) When future train traffic is taken into consideration six UP crossings (21st North, 13th North, Central, Harry, Pawnee, and Mac Arthur) need grade separation.

## RAILROAD CROSSING SURVEY

In anticipation of the Surface Transportation Board ordered railroad study to be initiated in October 1996, the MAPD decided to conduct field surveys of the Union Pacific (UP) train operations to substantiate data collected earlier this spring and to add to the railroad data base. The MAPD conducted a limited railroad crossing survey in July and August 1996 to measure vehicle delay caused by existing train traffic along the Union Pacific (UP) tracks. The four crossings with the highest traffic volumes, protected by flasher lights and gates were selected, along with one crossing in Haysville (also with flasher lights and gates). These crossings, with their 1995 daily traffic volumes are shown below:

1)	13th North	 15,420
2)	Central	 16,309
3)	Harry	 14,150
4)	Pawnee	 25,338
5)	71st South (Haysville)	 10,281

The survey was undertaken from 7:00 a.m. to 6:00 p.m. on weekdays from July 22 to July 30 and from August 12 to August 16, 1996. The eleven hour daily survey periods allowed observation of vehicle delay during the peak driving times of the weekday. The survey included recording the following information:

- 1) Time and Direction of Trains
- 2) Number of Train Engines
- 3) Number of Railroad Cars
- 4) Number of Vehicles Blocked by Train
- 5) Total Time Elapsed From the Gate Coming Down to Going Up

In conducting the survey, one person observed and recorded items 1, 4 and 5 in the field. A camcorder was used to record the train movement and, therefore, the numbers of engines and railroad cars (items 2 and 3) were counted from the tape, later in the office. It should be noted that the person who surveyed the train could only observe the number of vehicles delayed (item 4) on one side of the railroad tracks.

#### Results

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The information derived from the survey allows us to make the following observations:

1. Average Speed at Crossing

The average speed of all trains was timed from the video tape at 13.55 miles per hour (mph) as shown in Table 1. (It should be noted that these calculations were taken over a two week period and each crossing was surveyed on a different day. This means that

Average Train Speeds

0	R.R. Crossing Location	Average Speeds of Trains (A)	Number of Trains (B)	(A)x(B)	Average Speeds (in MPH)
North B	ound Trains				
	13th North	14.96	3	44.88	
	Central	12.90	3 5 2 3	64.50	
	Напту	16.21	2	32.42	
	Pawnee	14.63	3	43.89	
	Overall Wichita		13	185.69	14.28
	71st South	-			
	Overall Sedgwick Co		13	185.69	14.28
South E	Bound Trains	5.11			
	13th North	10.31	4	41.24	
	Central	12.17	3 2 1	36.51	
9	Натту	13.67	2	27.34	
	Pawnee	10.66	1	10.66	
	Overall Wichita		10	115.75	11.58
	71st South	23.72	1	23.72	
	Overall Sedgwick Co		11	139.47	12.68
Trains E	Both Directions				
	13th North	12.30	7	86.10	
	Central	12.63	7 8	101.04	
	Harry	14.94	4	59.76	
	Pawnee	13.64	4	54.56	
	Overall Wichita		23	301.46	13.11
	71st South	23.72	1	23.72	
)	Overall Sedgwick Co.	·	24	325.18	13.55

each crossing surveyed a different number of trains with different lengths and speeds.) At all four crossings in Wichita, north bound trains were faster than south bound trains by an average of 2.7 mph. From information gathered from the survey we speculate that north bound trains travel faster than south bound trains because the switching yard in north Wichita slows down the south bound trains. The train speed at the 71st Street South crossing was faster than other crossings in Wichita by more than 10 mph (but only one train was observed during the two day survey).

# 2. Average Speed by the Number of Rail Cars Being Pulled

A clear correlation between the length of train and its speed can be made from information gathered from the survey (Table 2). The survey shows that the longer the train, the slower the average speed.

## TABLE 2

Length of Train	Number of Trains	Avg. Speed
Trains Pulling 9 or Less Rail Cars	8 .	15.67 mph
Trains Pulling 10 to 49 Rail Cars	6	14.05 mph
Trains Pulling 50 to 99 Rail Cars	6	12.74 mph
Trains Pulling 100 or More Rail Cars	4	9.76 mph

# 3. Average Speed by Time of the Day

The survey shows that the train speeds varied, but during both the a.m. and p.m. rush hours the trains traveled at their slowest speeds (Table 3).

#### TABLE 3

Time of Day	Number of Trains	Avg. Speed
7:00 a.m. to 9:00 a.m. (Peak Period)	2	11.69 mph
9:01 a.m. to 11:00 a.m.	5	14.97 mph
11:01 a.m. to 1:00 p.m.	5	12.14 mph
1:01 p.m. to 4:00 p.m.	7	15.23 mph
4:01 p.m. to 6:00 p.m. (Peak Period)	5	11.93 mph

## 4. Delay of Vehicles Blocked by Train at Crossings

Table 4 shows the vehicle delay information in terms of the number of vehicles blocked

per minute<sup>1</sup> at all five railroad crossings (delay per minute allows for the crossings to be compared with each other). The average delay at all five locations was 9.94. The potential delays of vehicles caused by the additional train traffic can be reasonably estimated, using the average delay of 9.94 vehicles per minute multiplied by the time for a train to pass. (determined by the length and speed of additional unit trains).

It should be noted that only the numbers of vehicles delayed <u>on one side</u> of the railroad tracks are shown. (To account for a.m. and p.m. peak hour traffic to and from the downtown area, westbound vehicles were counted during the morning and eastbound vehicles were counted during the afternoon. During the survey it was observed that there was no difference between east bound and west bound traffic, probably because of the heavy commercial activities along these arterial streets and their east/west orientation.)

### TABLE 4

R. R. Crossing Location	Vehicles Delayed Per Minute (A)	Number of Trains (B)	<u>(A)*(B)</u>	Average Vehicles Delayed Per Side
13th Street North	10.88	9	97.92	
Central	9.21	9	82.89	
Harry	4.73	4	18.92	
Pawnee	13.84	7	96.88	
71st Street South	5.73	2	11.46	
Overall		31	308.07	<u>9.94</u>

### 5. Delay of Vehicles by Time of the Day

Table 5 shows the vehicle delay information by the time of day.

#### TABLE 5

Time of Day	Vehicles Delayed Per Minute Per Side
7:00 a.m. to 9:00 a.m. (peak)	3.80
9:01 a.m. to 11:00 a.m.	8.84
11:01 a.m. to 1:00 p.m.	9.19
1:01 p.m. to 4:00 p.m.	11.91
4:01 p.m. to 6:00 p.m. (peak)	11.57

<sup>1</sup> The Planning Department determined the number of minutes that the UP's gates were closed as a result of each of the 31 trains observed. It also counted, for one side of the grade crossing, the number of cars blocked by each train. The number of cars blocked divided by the number of minutes of gate closure equals "vehicles blocked per minute."

#### Conclusion

Because of the lack of manpower the survey had to be conducted during different days for each crossing instead of during the same day at all of the crossings. This tended to skew some of the information. However, there are several important conclusions that we can make from this data.

- 1) The average speed of UP trains is 13.55 mph.
- 2) The average speed of the UP trains with 100 or more rail cars was 9.76 mph. For a 110car unit train with 4 engines at a length of 6,114 feet, the crossing would be delayed for 8.00 minutes.

6,114 feet / 9.76 mph / 5,280 feet \* 60 minutes + .88 minutes for a gate to go down and up = 8.00 minutes

3) The number of vehicles blocked by a 110-car unit train for the time period of 10 a.m. to 4 p.m. can be calculated at 795 vehicles, from the average of 9.94 vehicles delayed (Table 4) from both sides multiplying with 8.00 minutes at 5 crossings in Wichita and Sedgwick County. (The number of vehicles blocked on both sides of a crossing are assumed to be the same based on survey observations. See page 3.)

9.94 vehicles per minute x 2 x 8.00 minutes x 5 crossings = 795 vehicles

The number of vehicles blocked by a 110-car unit train during 4 p.m. to 6 p.m. can be calculated at 926 vehicles, from the average of 11.57 vehicles delayed from both sides (Table 5) multiplying with 8.00 minutes at 5 crossings in Wichita.

11.57 vehicles per minute x 2 x 8.00 minutes x 5 crossings = 926 vehicles

 A 110-car unit train passing through Wichita and Sedgwick County will block 1,505 vehicles.

#### Wichita Area

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- Average train speed pulling 100 rail cars or more = <u>9.76 mph</u>
- Length of a 110-car unit train + 4 engines = 6.114 feet
- Time for a train passing through a crossing in Wichita:
  - 6,114 feet / 9.76 mph / 5,280 feet \* 60 min. + .88 minutes = 8.00 minutes

ADT	Vehicles Delayed per Minute
-----	-----------------------------

Survey locations in Wichita	71,217	9.94 x
All locations in Wichita	151,122	79.52 >

 $9.94 \ge 2 \ge 4 = 79.52$  vehicles  $79.52 \ge (151,122/71,217) = 168.74$  veh.

Number of vehicles delayed by a 110-car unit train in Wichita: 168.74 vehicles / minute x 8.00 minutes = 1,350 vehicles

# Sedgwick County Outside Wichita

Average train speed requires adjusting the county crossing at 71st Street South (a 50to 99-car unit train traveling at 23.72 mph) to a 110-car unit train. Using Wichita's average speed of a 50- to 99-car unit train at 12.74 mph and a 100-car or more unit train at 9.76 mph:

 $23.72 \times (9.76 / 12.74) = 18.17 \text{ mph}$ 

Time for a train passing through a crossing in Sedgwick County: 6,114 feet / 18.17 mph / 5,280 feet \* 60 min. + .88 minutes = 4.70 minutes

	ADT	Vehicles Delayed per Minute
Survey locations in Wichita	71,217	9.94 x 2 x 4 = 79.52 vehicles
Locations outside of Wichita	29,497	79.52 x (29,497 / 71,217) = 32.94 vehicles

Number of vehicles delayed by a 110-car unit train in Sedgwick County: 32.94 vehicles / minute x 4.70 minutes = 155 vehicles

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# Wichita and Sedgwick County

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Number of vehicles delayed by a 110-car unit train in Wichita and Sedgwick County: 1,350 + 155 = 1,505 vehicles

# TRAIN DELAY TO EMERGENCY VEHICLES

To determine the effect that train delays have on emergency vehicles for the months of August and September, 1996, data was collected from several different departments. Captain Stephen Cole provided a list of Wichita Police Department delays due to trains, while Mike Rudd of the Wichita Fire Department provided a list of Wichita Fire Department delays. EMS vehicle delays were provided by Tom Pollen, Director of EMS, and Sedgwick County Fire Department delays were obtained from Emergency Communications.

The data below is <u>not</u> specific to the UP, but includes delays that occurred at any railroad crossing in Wichita. Emergency personnel (fire, police, ambulance) could not provide positive identification of train ownership in most instances of delay. It is probable, however, that 90 percent of the total delay is due to the UP and BNSF traversing the middle of the city.

# TABLE 1 Emergency Vehicles Delayed by Train August-September, 1996

Emergency Vehicle	No. of Vehicles Delayed
City of Wichita Police	155
Sedgwick County Fire Department	3
Wichita Fire Department	- 2
EMS	3
TOTAL	163

Since the two month total of vehicles delayed was 163, we have projected that the number of emergency vehicles delayed per month is approximately \$1.5.

To determine the impact of additional train traffic on emergency vehicles we have used the following information.

- 1) The current number of Union Pacific(UP) trains per day- 12.35 (UP "passing report").
- 2) The current number of Burlington Northern Santa Fe (BNSF) trains per day six. (No passing report is available, so this is a very conservative count of trains.)
- The current number of Kansas Southwestern and Central Kansas trains per day-- six. (Best estimate available at this time.)

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On verage there are 81.5 emergency vehicles delayed per month in Wichita. If this is compared to the daily average of 24.35 trains (12.35 + 6 + 6 = 24.35) traveling through Wichita, then each of these trains delays approximately 3.3 emergency vehicles per month (81.5 emergency vehicles / 24.35 trains). With an increase of 10 UP trains per day the number of emergency vehicles delayed per month would increase to 114.5 (33 more vehicles per month).

With an increase of 10 trains per day, the following estimates the distribution of the 33 additional (114.5 total) emergency vehicles blocked monthly by department:

- Wichita Police Department vehicles blocked will increase from 77.5 to 108.9
- Sedgwick County Fire Department vehicles blocked will increase from 1.5 to 2.1
- Wichita Fire Department vehicles blocked will increase from 1 to 1.4
- EMS vehicles blocked will increase from 1.5 to 2.1

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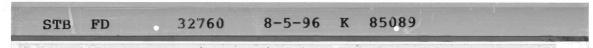
The Railroad Crossing Survey determined that trains block an intersection for an average of eight minutes. Some emergency vehicles will be delayed the total eight minutes while some might only be delayed for less than one minute. Therefore, we used one half of this average total delay (four minutes) to determine that emergency vehicles are, currently, delayed five hours and 26 minutes per month (81.5 emergency vehicles x four minutes). An additional 10 trains per day in Wichita, will increase the monthly delay to seven hours and 38 minutes (114.5 emergency vehicles x four minutes). Delays to emergency vehicles will increase two hours and 12 minutes per month with the additional trains.

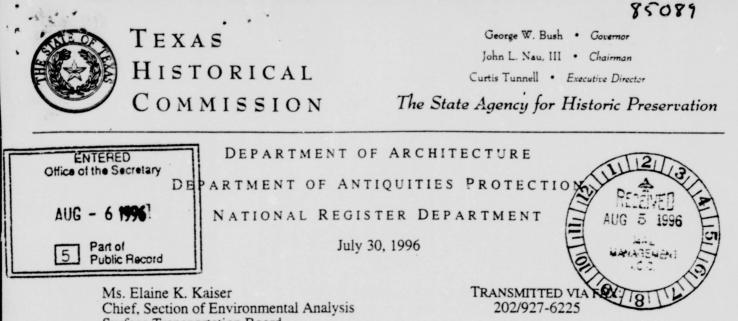
The four minute average vehicle delay discussed previously has been used to determine what effect trails will have on emergency vehicles average response time. Table 2 shows the average response time for emergency vehicles, the increase in response time if delayed by a train, the percentage increase in response time after the delay by train and the number of vehicles delayed by trains after the increase in train traffic.

Emergency Vehicle	Avg. Response <u>Time</u>	Avg. Response Time with Train Delay	Percent Increase in Response Time
Wichita Police	10 min. 29 sec.	14 min. 29 sec.	38%
Wichita Fire	4 min. 3 sec.	8 min. 3 sec.	99%
S. C. Fire	8 min. 42 sec.	12 min. 42 sec.	46%
EMS	5 min. 51 sec	9 min. 51 sec.	68%

#### TABLE 2

#### Impact on Average Response Time Due to Train Delay





Surface Transportation Board Washington, D.C. 20423-0001

# Re: Union Pacific and Southern Pacific Railroad merger, multiple counties, Texas (ICC/106) D3760

### Dear Ms. Kaiser:

On July 16, 1996, our staff met with Rick Starzak, of Myra Frank and Associates, and other consultants, to discuss information regarding the subject project. As the State Historic Preservation Office (SHPO), Texas Historical Commission reviews federal undertakings in accordance with the National Historic Preservation Act. The Department of Architecture reviews determinations of effect for federal projects on National Register eligible buildings, structures, objects, and districts.

Texas Historical Commission is concerned that the merger has the potential to have an adverse effect on historic buildings and structures that will be transferred in ownership. Since some facilities may be redundant, and others will not be needed for various other reasons, we are concerned that historic buildings may be demolished, abandoned or sold as a result of this merger. We are also concerned that the area of potential effects (APE) proposed has not identified or considered effects of the merger on historic properties simply being transferred from Southern Pacific (SP) to Union Pacific (UP).

The effects of this merger on historic properties cannot be fully assessed at this time, because the extent of the project has not been identified. However, Texas Historical Commission is of the opinion that there can be closure of our Section 106 review of this merger if a Programmatic Agreement is developed to include the following mitigation:

1. UP agrees not to demolish any buildings or structures that are listed or eligible for listing in the National Register of Historic Places, or unevaluated buildings that are fifty years of age or older. Unevaluated buildings will be evaluated for National Register eligibility prior to transfer or sale. Redundant or otherwise unneeded listoric structures will be maintained (not neglected or demolished), or sold or transferred. Historic structures that are sold or transferred will be protected by appropriate preservation deed covenants.

JULY 30, 1996 UP/SP RAILROAD MERGER PAGE 2 OF 3

2. Historic American Buildings/Historic American Engineering Record survey documentation, level II, will be performed for eligible or listed historic properties that are transferred or sold as a result of the merger, including but not limited to:

Southern Pacific-Cotton Belt Depot, Harlingen SP Yard, Harlingen Clear Creek (Swing) Bridge and approach trestles, MP 31.99, Seab.com Dickinson Bayou (Swing) Bridge and approach trestles, MP 38.77, San Leon Bridge Tender's House, Dickinson Bayou Bridge, MP 38.50 Bellmead Yard (Power Plant, Accessory Building, MKT Shops, Foreman's House), Waco Houston (Tower 26)

Other properties, including the following, may be determined eligible, and would require documentation if transferred or sold as a result of the merger:

Carrollton SP - Building, p. E 69, Photo 4 Waco SP - pp. E 98-99, photos 1, 2, 3 Fort Worth (Broadway) SP - pp.E 101-102, photos 2, 4 Texarkana SP - pp. E 108-110, photos 5, 6, 7, 8, 11 Fort Worth UP - p. E 148, photo 5 Houston Tower 26 - p. E 153-155, photos 1, 2, 3, 4, 5 Harlingen SP - pp. 12-124, photos 3, 4, 5, 6

- All archive materials related to Texas properties, that are no longer wanted by UP/SP, will be offered to appropriate repositories in Texas. See attached list of potential repositories.
- In the opinion of our Department of Antiquities Protection, an archeological survey is not warranted on the basis of limited and negligible impacts on archeological resources.

It is possible that buried cultural materials may be present in the project area. If such materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue in the project area where no cultural materials are present. Please contact the SHPO's Department of Antiquities Protection at 512/463-6096 to consult on further actions that may be necessary to protect cultural remains.

Our National Register Department will respond concerning determinations of eligibility following receipt of the requested additional survey information. We understand that the contract for consultants coordinating cultural resources survey and evaluation will soon expire, and are concerned that the Section 106 review process may not be completed. JULY 30, 1996 UP/SP RAILROAD MERGER PAGE 3 OF 3

Thank you for your interest in the cultural heritage of Texas, and for the opportunity to comment on this project in accordance with the National Historic Preservation Act, as amended. If you have any questions or concerns about this review please contact Linda Roark in the Department of Architecture at 512/463-6094, Jamie Wise in the National Register Department at 512/463-6006, or Sergio Iruegas in the Department of Antiquities Protection at 512/463-6096.

Yours truly,

œ

James W. Steely, **Q**SHPO Director National Register Department

Stan Graves, AIA, DSHPO Director Department of Architecture

James E. Bruseth, Ph.D., DSHPO Director Department of Antiquities Protection

Enclosure: list of potential repositories for archive materials SG/JB/JS/SL/JW/LR

Richard Starzak, Myra Frank & Associates Claudia Nissley, Advisory Council on Historic Preservation Sergio Iruegas, THC Department of Antiquities Protection Jamie Wise, THC National Register Department Sharon Fleming, THC Division of Architecture Gerron Hite, THC Division of Architecture Lisa Hart Stross, THC Division of Architecture Hugo Gardea, THC Division of Architecture

# LIST OF POTENTIAL REPOSITORIES IN TEXAS FOR RAILROAD ARCHIVE MATERIALS

Age of Steam Museum Fair Park P.O. Box 26369 Dallas, Texas 75226-0369

Dallas Public Library Texas/Dallas History Collection 1515 Young Street Dallas, Texas 75201

DeGolyer Special Collections Southern Methodist University Library Dallas, Texas

Houston Metropolitan Research Center 500 McKinney Houston, Texas 77002



# WICHITA



OFFICE OF THE CITY MANAGER CITY HALL -- THIRTEENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1600 (316) 268-4351

July 10, 1996



The Honorable Vernon A. Williams Secretary Surface Transportation Board 12 and Constitution Ave., N. W. Washingto D. C. 20423

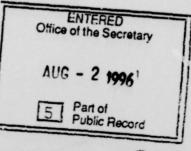
Dear Sect tary Williams:

Subject: UP/SP Merger Decision FD 32760

The Surface Transportation Board has approved the Post Environmental Assessment and issued its orders relating to the UP/SP merger. As part of this order, the Board set forth action that would result in an independent consultant to be hired to study the effects of additional train traffic on the City of Wichita and Sedgwick County.

Because of the importance of this study and its potential impacts, the City of Wichita wishes to participate in the process involved in the consultant selection as well as be included in the briefing sessions with the consultant throughout the entire study process. We request that the Board:

- 1. Permit the City of Wichita to review and comment on the Request for Proposals soliciting the consultant firm to perform this study;
- 2. Include designated City staff to be involved in the consultant selection process, including review of proposals, and included in the consultant interviews; and
- 3. Allow designated City representative (s) to be included in the various sessions where the consultant seeks input and reviews the study process and interim findings, final review of study, etc.



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The Honorable Vernon A. Williams Page Two July 10, 1996

The City is seeking this active participation because of the critical nature of this study and the potential impacts this study will have on this community. The City of Wichita, along with the City of Reno, Nevada, are uniquely impacted by the proposed additional train traffic through our communities, and therefore, have much to offer an independent study of the increase in rail traffic.

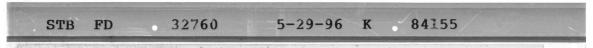
It is our belief that the RFP, the consultant selected, and the participation in the study are all critical elements to the benefits and ultimate acceptability of this study. Therefore, we respectfully request your favorable consideration of this request for involvement by the City of Wichita in proposed study.

Thank you for your consideration.

Yours truly,

City Manager

CC:mp



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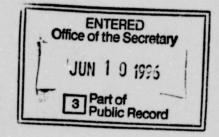
OFFICE OF INTERGOVERNMENTAL SERVICES

PHONE (501) 682-1074 FAX (501) 682-5206 STATE OF ARKANSAS

DEPARTMENT OF FINANCE AND ADMINISTRATION PO BOX 3278

LITTLE ROCK . 72203

May 24, 1996



Section of Environmental Analysis Surface Transportation Board Washington, DC 20423-0001

RE: ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. 32760/UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY AND MISSOURI PACIFIC RAILROAD COMPANY

Dear Sir:

The State Clearinghouse has received the above Document pursuant to the Arkansas Project Notification and Review System.

To carry out the review and comment process, this document was forwarded to members of the Arkansas Technical Review Committee. Resulting comments received from the Technical Review Committee which represents the position of the State of Arkansas are attached.

The State Clearinghouse wishes to thank you for your cooperation with the Arkansas Project Notification and Review System.

Sincerely, Tracy Copeland, Manager State Clearlinghouse

Enclosure

cc: Randy Young, AS&WCC

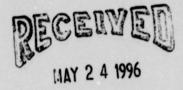
0015N.1/TLC:mkb

ATER CAN Arkansas Soil and Water **Conservation** Commission 101 EAST CAPITOL SUITE 350 J. Randy Young, P.E. PHONE 501-682-1611 AX 301-682-3991 **Executive Director** LITTLE ROCK, ABKANS ENTERED Office of the Secretary MEMORANDUM JUN 1 0 1995 3 Part of Public Record Mr. Tracy Copeland Manager, State Clearinghouse TO: FROM: LRandy Young, P.E. Chairman, Technical Review Committee SUBJECT: ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. 32760/UNION PACIFIC CORP., UNION PACIFIC RAILROAD COMPANY, AND MISSOURI PACIFIC RAILROAD COMPANY DATE: MAY 20, 1996

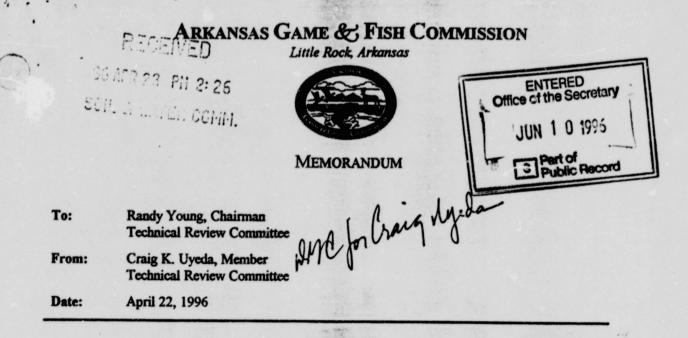
Members of the Technical Review Committee have reviewed the above referenced project. The Committee supports this project.

The opportunity to comment is appreciated.

JRY:smc Enclosures cc: Members of the Technical Review Committee



INTERGOVERNMENTAL SERVICES STATE CLEARINGHOUSE



In response to the memorandum from the State Planning and Development Clearinghouse of April 9 and 17, and attached public notice from the Memphis District, USCE, and letter from Mr. Winston M. Guthrie, Contractor, Real Estate Services, and Environmental Assessment, this is to advise we have no objections to the following projects:

\*\*\*\*\*\*

Pre-Discharge Notification/St. Francis County/Gerald Wilson - To Construct Levees in Farmed Wetlands for a Fish Pond.

\*\*\*\*\*\*

New Postal Facility-Little Rock, Arkansas- New Chenal Station

\*\*\*\*\*\*

Environmental Assessment Finance Docket No. 32760 / Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company.

\*\*\*\*\*\*

Thank you for the opportunity to review this permit application.

#### CKU:DGC/kak

cc: State Clearinghouse U.S. Fish & Wildlife Service Memphis District, USCE Mr. Winston Guthrie Surface Transportation Board

		STATE OF ARKANSAS	# 75
	CE OF	SAFA 17 Fil 3: 56 UTTLE ROCK + 72203	
SERV	NCES 1) 682-1074 682-1 200	IL C	<u>}</u>
	TO:	All Technical Review Committee Members	Office of the Secretary
	FROM: DATE:	Tracy L. Copeland, Manager - State Clearinghouse April 17, 1996	JUN 0 1995
	SUBJECT :	ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. 32760/UN UNION PACIFIC RAILROAD COMPANY, AND MISSOURI PACIFIC	
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	Arkansas		
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	da wi Ms	t is imperative that your response be in to the ASWCC of ate requested. Should your agency anticipate having a ill be delayed beyond the stated deadline for comments, s. Shani Cable of the ASWCC at 682-1611 or the State Cl ffice.	response which please contact

Support	Do Not Support (Comments Attached)
Comments Attached	Support with Following Conditions
No Comments	Non-Degradation Certification Issues (Applies to PC&E Only)

Signature Joseph Knystofik Agency Aswcc Date 5/8/96

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Date 4-19-96

Division of Engineering Arkansas Department of Health 4815 West Markham Little Rock, AR 72205-3867

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FAX (501) 682-5206		JUN X 0 1995
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10.	All recimical neview committee members	3 Public Record
FROM :	Tracy L. Copeland Manager - State Clearingho	ouse
DATE.	A	
DATE:	April 17, 1996	
SUBJECT :	ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. UNION PACIFIC RAILROAD COMPANY, AND MISSOURI	32760/UNION PACIFIC CORP., PACIFIC RAILROAD COMPANY

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2)(c) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by 04-08-96 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E Capitol, Suite 350, Little Rock, Arkansas 72203.

If we have no reply within that time we will assume you have no comments and will proceed with the sign-off.

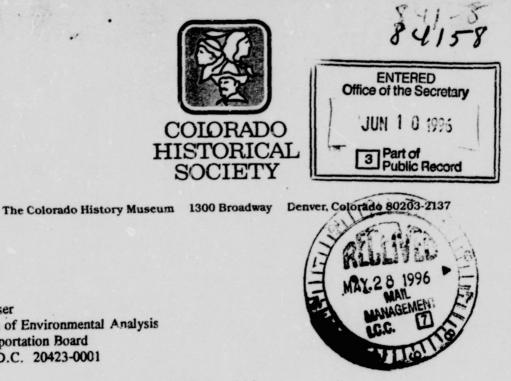
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Support	Do Not Support (Comments Attached)
Comments Attached	Support with Following Conditions
No Comments	Non-Degradation Certification Issues (Applies to PC&E Only)

Agency Apr. Geor Com Signature Date 4-19-96

0173N





May 22, 1996

Elaine K. Kaiser Chief, Section of Environmental Analysis Surface Transportation Board Washington, D.C. 20423-0001

> Union Pacific/Southern Pacific Railroad Merger RE:

Dear Ms. Kaiser:

Thank you for your correspondence of May 2, 1996, requesting determinations of eligibility and effect for the various classes of activities proposed under the merger.

It appears that some of the activities for which you are requesting our comments have been discussed previously in your March 13, 1996, correspondence regarding the Hoisington Subdivision and Salina Branch to which we responded on May 10, 1996, as well as your April 12, 1996, correspondence concerning the Environmental Assessment, to which we responded on May 2, 1996. We encourage you to refer to these responses in conjunction with this current response. It is our opinion that allowing our office adequate review time will help avoid the duplication of effort for this very complex and extensive project. Since we have been asked to provide multiple responses regarding this project to three different entities within extremely short time frames, we are not always able to meet these deadlines while at the same time responding to numerous project review requests from other agencies as well.

Based upon our review of Appendix D, we have the following comments:

IDENTIFICATION OF HISTORIC PROPERTIES - We are pleased with your recognition of the need to identify, evaluate and determine the effects of the various activities on both archaeological and historical resources.

RAIL LINE SEGMENTS - It is our opinion that increased railroad traffic, per se, will have no effect on historic properties. However, "capacity in provements", such as construction of new sidings and new connections in previously undisturbed areas have the potential to affect historic properties, as stated in our May 2nd response. We agree that the Clifford School House is not within the area of potential effects (APE). (See our May 10, 1996 response.) We anticipate no effect on historic properties from



Elaine K. Kaiser May 22, 1996 Page 2

the capacity improvements, with the caveat that any discoveries during ground disturbing activities will need to be addressed in consultation with our office.

**RAIL YARDS** - We concur with your determination that the activities at all three yards will have no effect on historic properties.

**INTERMODAL FACILITIES** - From the description of the proposed work at the 40<sup>th</sup> t UP (Pullman) facility, we can concur there is no potential to affect historic properties. We regate to the North Yard SP facility and the automotive facility, we will need to review an inventory for the water tower (requested in our May 2, 1996 response). As stated in our May 10, 1996, response, it is our opinion that the proposed demolition of both North Yard facilities will have no effect on historic properties, rather than no adverse effect, again with the caveat regarding subsurface resources that may be encountered during ground disturbing activities included in this document.

#### ABANDONMENTS

Malta to Canon City - We agree that if any previously identified but unevaluated or newly discovered archaeological resources are located within the APE, it will be necessary to determine their eligibility and the effects of the project on any found eligible. Ground disturbance involving any such eligible resources (historic properties) may constitute an adverse effect in the absence of appropriate research or the transfer, lease or sale of such properties with adequate restrictions.

Since we have not yet received the survey report and inventory record forms for the historic resources in this APE, we cannot formally comment on their eligibility. Conceptually we can agree that if any such resources are determined eligible, the potential exists for adverse effects for the reasons outlined in the last paragraph on page D-4.

It should be noted that adaptive reuses of the railroad grade, such as conversion to trails or vehicular traffic, may create a potential for adverse effects to not only railroad related historic properties but also other types of adjacent historic properties which may become more accessible. If such alternatives are selected, it will likely be necessary to evaluate any such additional resources determined to be within the APE.

Sage to Leadville - Our comments on this segment are the same as above for Malta to Canon City.

Towner to NA Junction - As indicated in our May 10, 1996, response, we request additional information about the entire Hoisington Subdivision to enable us to comment about the eligibility of the Missouri Pacific Railroad. Consequently we cannot comment on effects of this abandonment project at this time. Please refer to our comments on the eligibility and effects of the related Salina Branch project also addressed in our May 10, 1996, response.



Elaine K. Kaiser May 22, 1996 Page 3

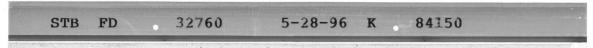
CONSTRUCTION - See comments above regarding Intermodal Facilities.

If we may be of further assistance, please contact Kaaren Hardy-Hunt, our Technical Services Director, at (303) 866-3398.

Sincerely,

James E. Hartmann State Historic Preservation Officer

JEH/KKP



84150

1416 DODGE STREET

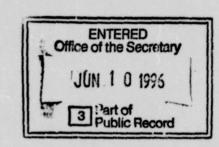
ROOM 830 OMAHA, NEBRASKA 68175-0001 FAX (402) 271-5610

#### UNION PACIFIC RAILROAD COMPANY





May 23, 1996



Ms. Elaine Kaiser, Chief Section of Environmental Analysis Surface Transportation Board Washington, DC 20423-0001

> Re: Finance Docket No. 32760, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company-Control and Merger-Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and the Denver & Roy ande Western Railroad Company

Dear Ms. Kaiser:

aw Department

This letter and the attached verification are intended to respond to your letters of May 15 and 18, 1996 (regarding construction) addressed to S. William Livingston, Jr. of Covington and Burling.

First, attached is my certification that the Corrections to Table ES-3, Corrections to Table ES-7 and Corrections to Volume 1 are true and correct.

Second, we are not aware of any new construction proposals developed since issuance of the Environmental Ascessment on April 12, 1996. Specifically, as we have previously represented, no new construction would result from recent modifications to the BN/Santa Fe settlement agreement as a result of the Chemical Manufacturers Association settlement agreement, although it is possible that the construction at Bridge Junction, Arkansas, may not be carried out as a result of that settlement.

Third, with respect to the connections listed in your May 18, 1996 letter, information previously submitted continues to be accurate.



Ms. Elaine Kaiser Page 2

Based on my discussion with Mike Dalton of your staff, I understand that this letter will satisfy your needs. Please contact me if you require additional information or assistance.

Very truly yours,

Channe Incolous

Thomas E. Greenland Environmental Coursel



#### VERIFICATION

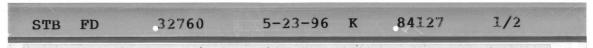
As control of Union Pacific Railroad Company. I hereby certify that the data set forth in the tables "Corrections to Table ES-3," "Corrections to Table ES-7," and "Corrections to Volume 1" in Applicants' Submission of Comments on the Environmental Assessment dated May 3, 1996 are, based on the data provided to me by Applicants' personnel and a review of the analytical and other data submitted by Dames & Moore, true and correct to the best of my knowledge and belief.

Human menland

Thomas E. Greenland Environmental Counsel Union Pacific Railroad Company

Dated this 23th day of May, 1996





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#### UNION PACIFIC RAILROAD COMPANY



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May 21,

1996	ENTERED Office of the Secretary
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	5 Part of Public Record

- Section of Environmental Analysis Surface Transportation Board Washington, DC 20423-0001
  - Re: Finance Docket No. 32760, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company-Control and Merger-Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and the Denver & Rio Grande Western Railroad Company

Dear Ms. Kaiser:

Ms. Elaine Kaiser, Chief

This is in response to your letter of May 10, 1996 concerning additional agency consultation letters dated March 26, 1996 sent by Dames & Moore on behalf of the Applicants in connection with the proposed merger. These letters were sent in accordance with STB regulations, and as indicated in the letters, in connection with the preparation of an addendum to the Environmental Report.

Enclosed please find copies of all of the consultation letters which were sent by Dames & Moore on March 26, 1996. These letters were sent in connection with an additional study of rail line segments and construction projects which were not included in Applicants' Environmental Report and which were identified in the Owen Statement in the BN/Santa Fe submission. The additional analysis of these rail line segments and construction projects was reflected in a Preliminary Draft Environmental Assessment submitted to SEA on March 29, 1996. All of the responses to the consultation letters have been collected by Dames & Moore and provided to SEA. Any additional responses will be provided to SEA as soon as they are received.

Ms. Elaine Kaiser Page 2

Dames & Moore has not conducted any further analyses or used the responses other than, as indicated, to provide additional information and comments to SEA. Neither Dames & Moore nor UP/SP intend to solicit additional comments from any agencies, except as requested by SEA.

Please direct any questions to the undersigned.

Very truly yours,

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Thomas E. Greenland Environmental Counsel



S. William Livingston - Covington & Burling Juanita Feigenbaum - Dames & Moore

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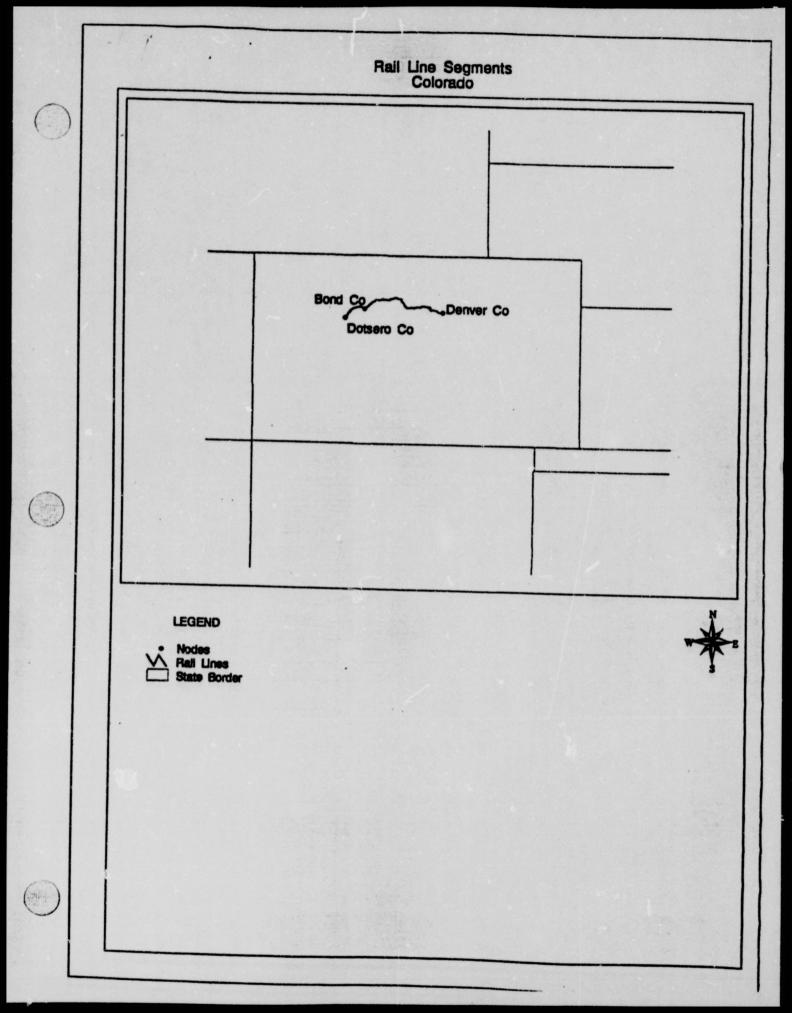
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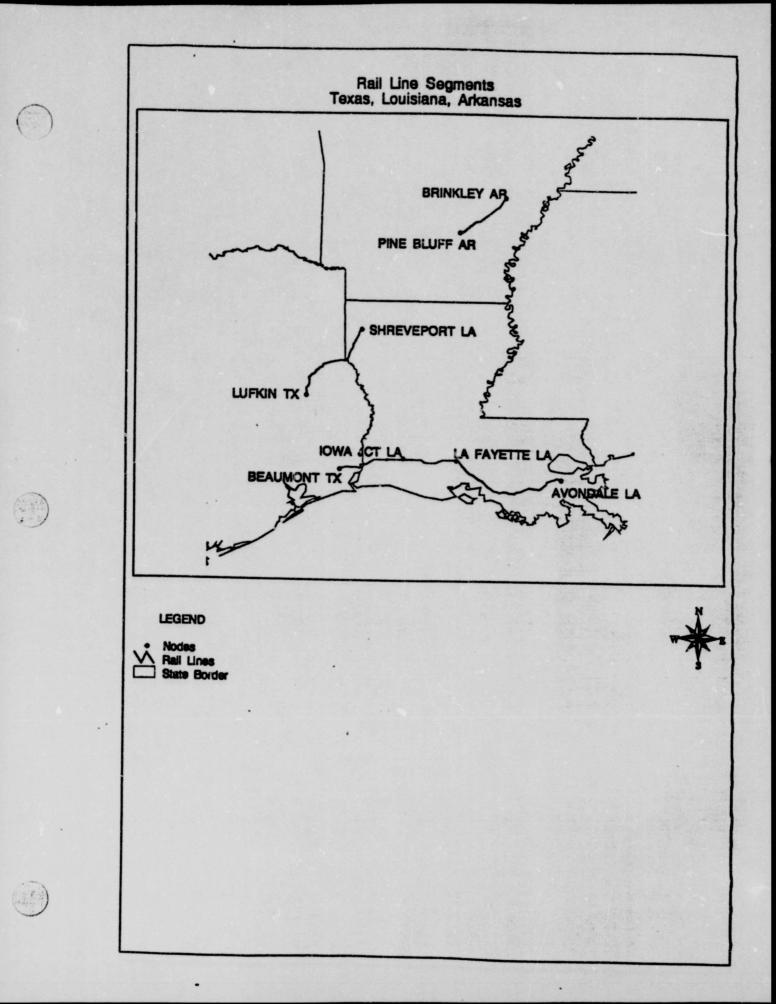
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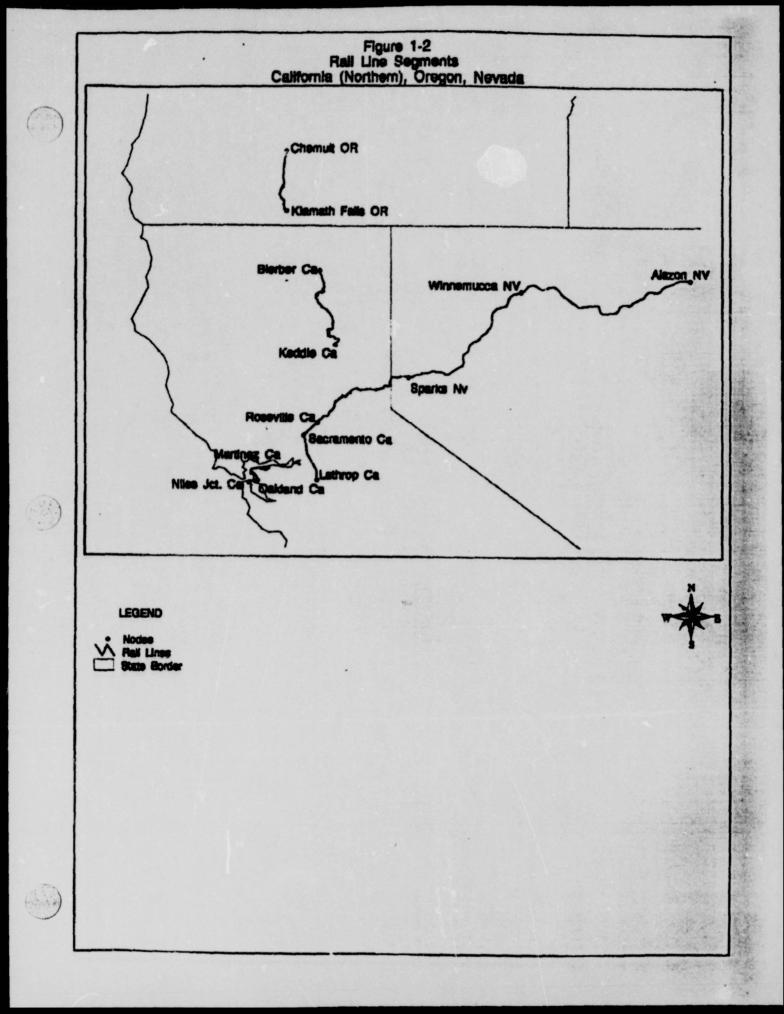
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# NEVADA

## **RAIL SEGMENT - ACTIVITY INCREASE**

<u>Alazon, Nevada to Sacramento, California</u> - This rail segment, which is currently owned by Southern Pacific, runs from Alazon, Nevada to Sacramento, California. Preliminary information indicates that the Alazon to Sacramento rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 514 miles in length.

# OREGON

# **RAIL SEGMENT - ACTIVITY INCREASE**

<u>Chemult. Oregon to Klamath Falls. Oregon</u> - This rail segment, which is currently owned by Southern Pacific, runs from Chemult, Oregon to Klamath Falls, Oregon. Preliminary information indicates that the Chemult to Klamath Falls rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 74 miles in length.

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#### ARKANSAS

# **RAIL SEGMENT - ACTIVITY INCREASE**

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Brinkley. Arkansas to Pine Bluff. Arkansas - This rail segment, which is currently owned by Southern Pacific, runs from Brinkley, Arkansas to Pine Bluff, Arkansas. Preliminary information indicates that the Brinkley to Pine Bluff rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 71 miles in length.

#### CALIFORNIA

#### **RAIL SEGMENT - ACTIVITY INCREASE**

- <u>Alazon, Nevada to Sacramento, California</u> This rail segment, which is currently owned by Southern Pacific, runs from Alazon, Nevada to Sacramento, California. Preliminary information indicates that the Alazon to Sacramento rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 514 miles in length.
- Niles Junction, California to Oakland, California This rail segment, which is currently owned by Southern Pacific, runs from Niles Junction, California to Oakland, California. Preliminary information indicates that the Niles Junction to Oakland rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 25 miles in length.
- <u>Stockton/Lathrop, California to Sacramento, California</u> This rail segment, which is currently owned by Southern Pacific, runs from Stockton/Lathrop, California to Sacramento, California. Preliminary information indicates that the Stockton/Lathrop to Sacramento rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 46 miles in length.
- Martinez California to Oakland, California This rail segment, which is currently owned by Southern Pacific, runs from Martinez California to Oakland, California. Preliminary information indicates that the Martinez to Oakland rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 32 miles in length.
- Keddie, California to Bieber, California This rail segment, which is currently owned by Union Pacific, runs from Keddie, California to Bieber, California. Preliminary information indicates that the Keddie to Bieber rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 112 miles in length.

### COLORADO

#### **RAIL SEGMENT - ACTIVITY INCREASE**

<u>Denver. Colorado to Dotsero. Colorado</u> - This rail segment, which is currently owned by Southern Pacific, runs from Denver, Colorado to Dotsero, Colorado. Preliminary information indicates that the Denver to Dotsero rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 165 miles in length.

#### LOUISIANA

#### **RAIL SEGMENT - ACTIVITY INCREASE**

- Shreveport. Louisiana to Lufkin, Texas This rail segment, which is currently owned by Southern Pacific, runs from Shreveport, Louisiana to Lufkin, Texas. Preliminary information indicates that the Shreveport to Lufkin rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 116 miles in length.
- <u>Avondale, Louisiana to Beaumont, Texas</u> This rail segment, which is currently owned by Southern Pacific, runs from Avondale, Louisiana to Beaumont, Texas. Preliminary information indicates that the Avondale to Beaumont rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 258 miles in length.

### TEXAS

#### **RAIL SEGMENT - ACTIVITY INCREASE**

- Shreveport. Louisiana to Lufkin, Texas This rail segment, which is currently owned by Southern Pacific, runs from Shreveport, Louisiana to Lufkin, Texas. Preliminary information indicates that the Shreveport to Lufkin rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 116 miles in length.
- Avondale. Louisiana to Beaumont. Texas This rail segment, which is currently owned by Southern Pacific, runs from Avondale, Louisiana to Beaumont, Texas. Preliminary information indicates that the Avondale to Beaumont rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 258 miles in length.

AW DEPT.

MAY 1 5 1996 ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, HAINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

HEC'D UPAR

March 26, 1996

Ron Stewart Chairman of the Board of Commissioners **Boulder County** P.O. Box 471 Boulder, CO 80306

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours.

DAMES & MOORE, INC.

DAMES & MOORE

March 26, 1996

Ralph Knull Chairman of the Board of Commissioners Gilpin County P.O. Box 366 -Central City, CO 80427

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

DAMES & MOORE, INC.

DAMES & MOORE

March 26, 1996

Gary D. Laura County Commissioner Jefferson County 100 Jefferson County Parkway Golden, CO 80419

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Very truly yours,

DAMES & MOORE, INC.

DAMES & MOORE

March 26, 1996

James Johnson Chairman Eagle County P.O. Box 850 Eagle, CO 81631

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Very truly yours,

DAMES & MOORE, INC.

DAMES & MOORE

March 26, 1996

Elaine Valente Chairperson Adams County 450 S. 4th Street Brighton, CO 80601

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Mayor's Office Denver County City & County Building 1437 Bannock, Room 350 -Denver, CO 80202

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsk

DAMES & MOORE

March 26, 1996

Stewart Macdonald State Parks 1313 Sherman Street, Room 618 Denver, CO 80203

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

DAMES & MOORE, INC.

DAMES & MOORE

March 26, 1996

Dick Norman Colorado Division of Wildlife 6060 Broadway Denver, CO 80216

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

Dames & Moore

March 26, 1996

Department of Natural Resources 1313 Sherman Street, Room 718 Denver, CO 80203-3528

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

Julië Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Colorado Historical Society 1300 Broadway Denver, CO 80203

Damos & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Bill Vidal Executive Director Colorado Department of Transportation 4201 E. Arkansas Avenue #262 Denver, CO 80222

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Tulie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

State Single Point of Contact State Clearinghouse Division of Local Government 1313 Sherman Street, Room 521 Denver, CO 80203

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 66008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Mr. Jim Stretch County Administrative Officer Plumas County P.O. Box 10313 Quincy, CA 95971

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Mr. William Bixby County Administrative Officer Lassen County 707 Nevada Street Susanville, CA 96130

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March 26, 1996

Jerry McCaffrey Sierra County P.O. Drawer D Downieville, CA 95936

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

Julie Donsky

Environmental Scientist

DAMES & MOORE

March 26, 1996

Chairman of the Board of Supervisors Sacramento County P.O. Box 839 Sacramento, CA 95812-0839

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Ron Liehau, Chairman of the Board of Supervisors Placer County 175 Fulweiler Avenue Auburn, CA 95603

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Contra Costa County P.O. Box 911 Martinez, CA 94553

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Karen Knecht Chairman of the Board Nevada County 950 Maidu Avenue Nevada City, CA 95959-8617

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

Dames & Moore

March 26, 1996

George Barber Chairman of the Board of Supervisors San Joaquin Courthouse, Room 701 Stockton, CA 95202

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DAMES & MOORE, INC.

Julie Donsky Environmental Scientist

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Dames & Moore

March 26, 1996

Patrick O'Connell Alameda County 1221 Oak Street Oakland, CA 94612

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Mike Chiratti Chief Projects Analyst Office of Planning and Research 1400 Tenth Street ... Sacramento, CA 95814

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Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Mark Delaplaine California Coastal Commission 45 Fremont Street, Ste 2000 San Francisco, CA 94105-2219

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Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

State Conservationist USDA Soil Conservation Service 2121-C Second Avenue Davis, CA 95616-5475

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Julie Donsky Environmental Scientist

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March 26, 1996

Environmental Protection Agency 555 Capitol Mall Sacramento, CA 95814

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Office of Historic Preservation Department of Parks and Recreation P.O. Box 942896 Sacramento, CA 94296-0001

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Honorable Judge Tom Catlett Monroe County 123 Madison Clarendon, AR 72029

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Very truly yours,

Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Honorable Judge DeVore Prairic County P.O. Box 278 Des Arc, AR 72040

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Tulic Donsky Environmental Scientist

AMES & MOORE

March 26, 1996

County Judge Arkansas County 101 Court Square DeWitt, AR 72042

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUFTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Honorable Judge Jack Jones Jefferson County Jefferson County Courthouse 101 Barraque Street Pine Bluff, AR 71601

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

State Conservationist USDA Soil Conservation Service 5404 Federal Building 700 W. Capitol Avenue Little Rock, AR 72201

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

Tulie Donsky Environmental Scientist

Dames & Moore

March 26, 1996

Department of Pollution Control and Ecology P.O. Box 9583 Little Rock, AR 72219

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Department of Arkansas Heritage Arkansas Historic Preservation Program The Heritage Center 323 Center Street, Ste. 1500 Little Rock, AR 72201

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Joseph Gillesbie, Mgr. State Clearinghouse Office of Intergovernmental Service Department of Finance and Administration P.O. Box 3278 Little Rock, AR 72203

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

DAMES & MOORE

March 26, 1996

Roger Kennedy Director of National Park Service Main Interior 1849 C Street NW Washington, DC 20240

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Tulie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 00008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Bill Collier, Area Director Bureau of Indian Affairs 101 N. 5th Street Muskogee, OK 74401-6206.

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUTTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Ronald M. Jaeger, Area Director Bureau of Indian Affairs 2800 Cottage Way Sacramento, CA 95825-1846

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60408 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

USEPA Region 4 1875 Century Blvd., Suite 200 Atlanta, GA 30345

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60608 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

USEPA Region 6 1st Interstate Bank Tower at Fountain Place 1445 Ross Avenue, 12th Floor, Ste 1200 Dallas, TX 75202

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUFFE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

USEPA Region 8 999 18th St, Ste 500 Denver, CO 80202-2466

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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March 26, 1996

USEPA Region 9 75 Hawthorne Street San Francisco, CA 94105.

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DAMES & MOORE

March 26, 1996

U.S. Fish and Wildlife Service Region 1 911 N.E. 11th Ave. Portland, OR 97232-4181

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

U.S. Fish and Wildlife Service Region 2 P.O. Box 1306 500 Gold Avenue, SW - Room 4000 Albuquerque, NM 87102

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 66008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

U.S. Fish and Wildlife Service Region 4 Richard B. Russell Federal Bld., Rm 1200 1875 Century Blvd., Ste 200 Atlanta, GA 30345

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March 26, 1996

U.S. Fish and Wildlife Service Region 6 P.O. Box 25486 Denver Federal Center Denver, CO 80225

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March 26, 1996

U.S. Army Engineer District, Vicksburg 3515 I-20 - Frontage Road Vicksburg, MS 39180-5191

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60908 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

U.S. Army Engineer District, Galveston Regulatory Department P.O. Box 1229 Galveston, TX 77553-1229

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE

March 26, 1996

U.S. Army Engineer District, Galveston Planning Department P.O. Box 1229 Galveston, TX 77553-1229

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March 26, 1996

U. S. Army Engineer District, Fort Worth Planning Department P.O. Box 17300 Fort Worth, TX 76102-0300

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciat : your assistance.

Very truly yours,

Tulie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUTTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

U. S. Army Engineer District, Fort Worth Regulatory Department P.O. Box 17300 Fort Worth, TX 76102-0300

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 66008 (847) 228-0707 FAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

U.S. Army Engineer Division, Southwestern 1114 Commerce Street Dallas, TX 75242-0216

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE, INC.

Tulie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUFTE 1000, ROLLING MEADOWS, ILLEGOIS (2003) (847) 228-0707 TAX: (847) 228-1115

March 26, 1996

Board of County Commissioners Eureka County P.O. Box 677 Eureka, NV 89316

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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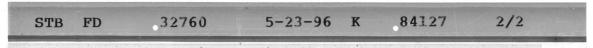
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Very truly yours,

DAMES & MOORE, INC.

Jone Ru(



ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUFTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Ron Schrempp Chairman of the Board Humbolt County Courthouse, Room 205 Humbolt, NV 89445

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

AMES & MOORE ONE CONTINENTAL TOWER GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLEGOIS 64402 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Liee Chapman Chairman of the Board Elko County 569 Court Street Elko, NV 89801

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE, INC.

Dames & Moore

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1002, ROLLING MEADOWS, ILLINOIS GROK (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

State Conservationist USDA Soil Conservation Service 5301 Longley Lane Building F, Ste 201 Reno, NV 89511

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 02008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Department of Conservation and Natural Resources 123 W. Nye Lane, Room 230 Carson City, NV 89710

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SULTE 1000, ROLLING MEADOWS, ILLINOIS 36-302 (847) 228-0707 TAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

Gerald LaMiaux Chairman of the Board Lander County 315 S. Humboldt Battle Mountain, NV 89820

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE, INC.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SULFIE 1000, ROLLING MEADOWS, ILLISOIS 6:008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Dana G. Strum, Clearinghouse Coordinator Department of Administration State Clearinghouse, Capitol Complex 209 East Musser, Room 204 Carson City, NV 89710

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE, INC.

AMES & MOORE ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000 POLLING MEMDOWS, HJ PNOIS 4, 108 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Walter Comeaux, President Lafayette Parish P.O. Box 4508 Lafayette, LA 70502

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1660, ROLLING MEADOWS, HELEOIS 66008 (847) 228-0707 TAX: (847) 228-1115

AMES & MOORE

March 26, 1996

Oray Rogers, President St. Marys Parish Sth Floor Courthouse Franklin, LA 70538

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUTTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 LAX: (847) 220-1115

March 26, 1996

Barry Bonvallain, Parish President Terrebonne Parish P.O. Box 2768 Houma, LA 70361

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 690.08 (847) 228-0707 FAX: (847) 228-1115

AMES & MOORE

March 26, 1996

Martin Triche Assumption Parish Police Jury P.O. Box 518 Napoleonville, LA 70390

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MIEADOWS, ILLINOIS (2008) (847) 228-9707 FAX: (847) 228-1115

March 26, 1996

Aaron Calliouet, Parish President La Fourche Parish P.O. Box 5548 Thibodaux, LA 70302

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, HLEGOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

A.W. MacDonald President DeSoto Parish P.O. Box 898 Mansfield, LA 71052

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Julie Dons

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1009, ROLLING MEADOWS, ILLINOIS (1998) (847) 228-0707 TAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

Dennis Woodward Caddo Parish Administrator P.O. Box 68 Benton, LA 71006

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING ME ADO'A S. II LINOIS 6:292 (847) 228-0707 FAX: (847) 223-1115

March 26, 1996

Joe Arabie Acadia Police Jury Courthouse Building Crowley, LA 70526

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 4: 208 (847) 228-0707 FAX: (847) 228-1115

DAMES & MOORE

## March 26, 1996

St. Charles Parish P.O. Box 302 Hahnville, LA 70057

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUBTE 1000, ROLLING MEADOWS, BLENGIS 40008 (847) 228-0707 TAX: (847) 228-1115

March 26, 1996

B.K. Sneed Acting Parish President Jefferson Parish 1221 Elmwood Park Blvd. -Harahan, LA 70123

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Marc McMurry Parish Administrator Calcasieu Parish F.O. Draw 3287 Lake Charles, LA 70602

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DAMES & MOORE

March 26, 1996

Jefferson Davis Parish Jefferson Davis Parish Police Jury P.O. Box 1409 Jennings, LA 70546

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DAMES & MOORE

March 26, 1996

State Conservationist USDA Soil Conservation Service 3737 Government Street Alexandria, LA 71302

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Very truly yours,

DAMES & MOORE, INC.

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Mike Zito Iberville Parish Police Jury P.O. Box 389 Plaquemine, LA 70764

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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We very much appreciate your assistance.

Very truly yours,

Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

Dames & Moore

March 26, 1996

Department of Environmental Quality P.O. Box 44066 Baton Rouge, LA 70804

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ONE CONTINENTAL TOWFRS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

Director Coastal Management Division Department of Natural Resources P.O. Box 44487 Baton Rouge, LA 70804-4487

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Office of Cultural Development Dept. of Culture, Recreation and Tourism P.O. Box 44247 Baton Rouge, LA 70804

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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DAMES & MOORE, INC.

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUTTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Louisiana Public Service Commission P.O. Box 91154 Baton Rouge, LA 70821-9154

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

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Dept. of Transportation and Development P.O. Box 94245 Baton Rouge, LA 70804-9245

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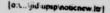
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Julie Work

Julie Donsky Environmental Scientist



ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX, (847) 228-1115

March 26, 1996

Paul J. Ohri Chairman of the Board of Commissioners Grand County P.O. Box 264 Hot Sulphur Springs, CO 80451

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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Julie Donsky Environmental Scientist

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60608 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Honorable Judge Floyd Watson Shelby County 200 St. Augustine P.O. Box 6 Center, TX 75935

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Joe Berry Angelina County P.O. Box 908 Lutkin, TX 75902

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 66008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Honorabe Judge Ocie Westmoreland Nacogdoches County 101 W. Main Street Nacogdoches, TX 75961

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Honorable Judge Carl Tibideaux Orange County 801 Division, Room 207 Orange, TX 77630

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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March 26, 1996

Mark Sweeney East Texas Council of Governments 3800 Stone Road Kilgore, TX 75662

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1009, ROLLING MEADOWS, ILLINOIS 40008 (847) 228-0707 FAX: (847) 228-1115

Dames & Moore

March 26, 1996

Dan Pearson, Executive Director Natural Resources Conservation Commission 12100 Park 35 Circle P.O. Box 13087 Austin, TX 78711-3087

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLESOIS 60508 (847) 228-0707 FAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

State Conservationist USDA Soil Conservation Service Poage Federal Building 101 S. Main Street Temple, TX 76501-7682

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March 26, 1996

Environmental Protection Division P.O. Box 12548 Austin, TX 78711-2548

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 6,808 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Texas Historical Commission P.O. Box 12276, Capitol Station Austin, TX 78711

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March 26, 1996

Tom Adams Governor's Office of Budget and Planning P.O. Box 12428 Austin, TX 78711

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

James Regan Chairman of the Board of Commissioners Churchill County 10 W. Williams Avenue Fallon, NV 89406

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 6:008 (847) 228-0707 FAX: (847) 223-1115

March 26, 1996

Dave Auyoob Chairman of the Board of Commissioners Pershing County P.O. Drawer E Lovelock, NV 89419

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Julie Donsky Environmental Scientist

ONE CONTINUENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 63008 (847) 228-0707 FAX: (847) 228-1115

DAMES & MOORE

March 26, 1996

Henry Bland Chairman of the Board of Commissioners Storey County P.O. Drawer D Virginia City, NV 89440

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March 26, 1996

Board of Commissioners Lyon County 31 S. Main Yerington, NV 89447

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ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60608 (847) 228-0707 FAX: (847) 228-1115

March 26, 1996

Washoe County Clerks Office Washoe Courthouse Reno, NV 89501

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March 26, 1996

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U.S. Fish and Wildlife Service Region 1 911 N.E. 11th Ave. Portland, OR 97232-4181

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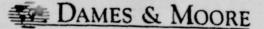
We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead.

We very much appreciate your assistance.

Very truly yours,

Ville Denste

Julie Donsky Environmental Scientist



ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUFTE 1000, ROLLING MEADOWS, ILLINOIS 60008 (847) 228-0707 FAX: (847) 228-1115

April 19, 1996

U.S. FISH AND WILDLIFE SERVICE Clear Lake Field Office 17629 El Camino Real, Suite 211 Houston, TX 77058

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger.

To prepare our addendum to the Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

- protected species information (State, Federal) within 5 miles of each segment.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead.

We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.