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 in Figure 1. The elements that take up horizontal space consist of:

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

Figure 1 Typical Underpass Section
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
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 (travelled 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. 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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Dimension (Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>6</td>
</tr>
<tr>
<td>Frontage Road</td>
<td>20</td>
</tr>
<tr>
<td>Retaining Wall &amp; Curb</td>
<td>3</td>
</tr>
<tr>
<td>Pedestrian Walkway</td>
<td>8</td>
</tr>
<tr>
<td>Underpass Roadway Shoulder</td>
<td>6</td>
</tr>
<tr>
<td>Underpass Travel Way</td>
<td>12</td>
</tr>
<tr>
<td>Median</td>
<td>2</td>
</tr>
<tr>
<td>Underpass Travel Way</td>
<td>12</td>
</tr>
<tr>
<td>Underpass Roadway Shoulder</td>
<td>6</td>
</tr>
<tr>
<td>Retaining Wall and Curb</td>
<td>3</td>
</tr>
<tr>
<td>Frontage Road</td>
<td>20</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>104</td>
</tr>
</tbody>
</table>

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

---

1 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 property 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 8 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:
<table>
<thead>
<tr>
<th>Item</th>
<th>Dimension (Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side clearance, no maintenance road</td>
<td>20</td>
</tr>
<tr>
<td>Track spacing</td>
<td>15</td>
</tr>
<tr>
<td>Side clearance with maintenance road</td>
<td>23</td>
</tr>
<tr>
<td>Total</td>
<td>58</td>
</tr>
</tbody>
</table>

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.
Appendix T
PUBLIC GRADE CROSSING CHARACTERISTICS
Crystal Park Road

CHARACTERISTICS

Land Use (North of Tracks)
- NW = Industrial
- NE = Rural

Street Details
- Truckee River Crossing = n/a
- I-80 Freeway:
  - Crossing = n/a
  - Connection = n/a
- Traffic Count (ADT) = 175 vehicles

Land Use (South of Tracks)
- SW = Rural
- SE = Rural

Key Considerations Regarding Highway/Rail Grade Separation:
- Low Traffic
- Not proximate to Downtown Area
Bridge Street

CHARACTERISTICS

Land Use
( North of Tracks )

NW = Rural/Residential

NE = Rural/Commercial

Street Details
Truckee River Crossing = n/a

I-80 Freeway:
• Crossing = n/a
• Connection = n/a

Traffic Count (ADT) = 650 vehicles

Land Use
( South of Tracks )

SW = Rural/Residential

SE = Rural/Residential

Key Considerations Regarding Highway/Rail Grade Separation:
- Low Traffic
- Not proximate to Downtown Area
**Mogul Road (west)**

**CHARACTERISTICS**

- **Land Use**
  (North of Tracks)
  - NW = Rural
  - NE = Rural

- **Street Details**
  - Truckee River Crossing = n/a
  - I-80 Freeway:
    - Crossing = n/a
    - Connection = n/a
  - Traffic Count (ADT) = 60 vehicles

- **Land Use**
  (South of Tracks)
  - SW = Rural/Residential
  - SE = Rural

---

**Key Considerations Regarding Highway/Rail Grade Separation:**

- Low Traffic
- Not proximate to Downtown Area
Mogul Road (east)

CHARACTERISTICS

Land Use
( North of Tracks )
NW = Rural
NE = Rural

Street Details
Truckee River Crossing = n/a
I-80 Freeway:
  • Crossing = n/a
  • Connection = n/a
Traffic Count ( ADT )
  = 60 vehicles

Land Use
( South of Tracks )
SW = Rural
SE = Rural

Key Considerations Regarding Highway/Rail Grade Separation:
- Low Traffic
- Not proximate to Downtown Area
Woodland Avenue

CHARACTERISTICS

Land Use
(North of Tracks)

NW = Rural/Commercial

NE = Rural

Street Details

Truckee River Crossing = No

I-80 Freeway:
- Crossing = No
- Connection = No

Traffic Count (ADT) = 1500 vehicles

Land Use
(South of Tracks)

SW = Distribution and Warehousing

SE = Distribution and Warehousing

Key Considerations Regarding Highway/Rail Grade Separation:

- Low Traffic
- Not proximate to Downtown Area
Del Curto Drive

**CHARACTERISTICS**

- **Land Use (North of Tracks)**
  - NW = Rural
  - NE = Rural

- **Street Details**
  - Truckee River Crossing = No
  - I-80 Freeway:
    - Crossing = No
    - Connection = No
  - Traffic Count (ADT) = 130 vehicles

- **Land Use (South of Tracks)**
  - SW = Rural/Residential
  - SE = Rural/Residential

*Key Considerations Regarding Highway/Rail Grade Separation:*
- Low Traffic
- Not proximate to Downtown Area
Keystone Avenue

CHARACTERISTICS

Land Use
( North of Tracks )
NW = Commercial
( Burger King )
NE = Downtown/Industrial
( Reno Iron Works )

Street Details
Truckee River Crossing = Yes
I-80 Freeway:
- Crossing = Yes
- Connection = Yes
Traffic Count ( ADT ) = 22,100 vehicles

Land Use
( South of Tracks )
SW = Commercial
( Northwest Builders Supply )
SE = Downtown/Industrial

Key Considerations Regarding Highway/Rail Grade Separation:
- High Traffic
- River Crossing
- Freeway Crossing
- Freeway Connection
Vine Street

**CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>(North of Tracks)</td>
</tr>
<tr>
<td>NW = Downtown/Industrial</td>
</tr>
<tr>
<td>NE = Downtown/Industrial</td>
</tr>
</tbody>
</table>

**Street Details**

- Truckee River Crossing = No
- I-80 Freeway:
  - Crossing = Yes
  - Connection = No
- Traffic Count (ADT) = 4,185 vehicles

<table>
<thead>
<tr>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>(South of Tracks)</td>
</tr>
<tr>
<td>SW = Downtown/Industrial</td>
</tr>
<tr>
<td>SE = Vacant Lot</td>
</tr>
</tbody>
</table>

**Key Considerations Regarding Highway/Rail Grade Separation:**

- Low Traffic
## Washington Street

### CHARACTERISTICS

<table>
<thead>
<tr>
<th>Land Use</th>
<th>(North of Tracks)</th>
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</thead>
<tbody>
<tr>
<td>NW</td>
<td>Downtown/Industrial</td>
</tr>
<tr>
<td>NE</td>
<td>Downtown/Residential</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truckee River Crossing = No</td>
</tr>
<tr>
<td>I-80 Freeway:</td>
</tr>
<tr>
<td>• Crossing = Yes</td>
</tr>
<tr>
<td>• Connection = No</td>
</tr>
<tr>
<td>Traffic Count (ADT) = 1,875 vehicles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use</th>
<th>(South of Tracks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW</td>
<td>Downtown/Commercial</td>
</tr>
<tr>
<td>SE</td>
<td>Vacant Lot</td>
</tr>
</tbody>
</table>

### Key Considerations Regarding Highway/Rail Grade Separation:

- Low Traffic
**Characteristics**

- **Land Use**
  - (North of Tracks)
  - NW = Downtown/Residential
  - NE = Downtown/Tourist Commercial
    - (Sands Casino)

- **Street Details**
  - Truckee River Crossing = No
  - I-80 Freeway:
    - Crossing = Yes
    - Connection = No
  - Traffic Count (ADT) = 3,785 vehicles

- **Land 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
Arlington Avenue

CHARACTERISTICS

↑ Land Use (North of Tracks)
NW = Downtown/Tourist Commercial
(Sands Casino)
NE = Downtown/Tourist Commercial

Street Details
Truckee River Crossing = Yes
1-80 Freeway:
• Crossing = No
• Connection = No
Traffic Count (ADT) = 8,415 vehicles

↓ Land Use (South of Tracks)
SW = Downtown/Tourist Commercial
(Sands Parking)
SE = Downtown/Tourist Commercial
(Colonial Inn Hotel)

Key Considerations Regarding Highway/Rail Grade Separation:
- River Crossing
- Good Proximity to Downtown Area
West Street

CHARACTERISTICS

Land Use ( North of Tracks )
NW = Downtown/Tourist Commercial
(Sundowner Casino)
NE = Downtown/Tourist Commercial

Street Details
Truckee River Crossing = No
I-80 Freeway:
• Crossing = No
• Connection = No
Traffic Count ( ADT )
= 4,700 vehicles

Land Use ( South of Tracks )
SW = Downtown/Tourist Commercial
SE = Downtown/Tourist Commercial

Key Considerations Regarding Highway/Rail Grade Separation:
- Low Traffic
- No River Crossing
- No Freeway Crossing
- No Freeway Connection
Sierra Street

CHARACTERISTICS

➡️ Land Use
( North of Tracks )

NW = Downtown/
Tourist Commercial
( El Dorado Garage )

NE = Downtown/
Tourist Commercial
( El Dorado Hotel )

➡️ Land Use
( South of Tracks )

SW = Downtown/
Tourist Commercial
( Flamingo Hilton )

SE = Downtown/
Tourist Commercial
( Fitzgeralds Hotel )

Street Details
Truckee River Crossing = Yes

I-80 Freeway:
• Crossing = Yes
• Connection = Yes

Traffic Count ( ADT )
= 19,700 vehicles

Key Considerations Regarding Highway/Rail Grade Separation:
- Major Relocation Impacts -- e.g. ( Flamingo Hilton, El Dorado, Fitzgeralds )
Virginia Street

CHARACTERISTICS

Land Use
( North of Tracks )

NW = Downtown/
Tourist Commercial
( El Dorado Hotel )

NE = Downtown/
Tourist Commercial
( Flamingo Hilton Parking )

Street Details
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 )
Key Considerations Regarding Highway/Rail Grade Separation:

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

CHARACTERISTICS

Land Use
( North of Tracks )
NW = Downtown/
Tourist Commercial
( Bowling Center )
NE = Downtown/
Tourist Commercial

Street Details
Truckee River
Crossing = Yes
I-80 Freeway:
• Crossing = No
• Connection = No
Traffic Count ( ADT )
= 7,575 vehicles

Land Use
( South of Tracks )
SW = Downtown/
Tourist Commercial
( Harrah's Parking )
SE = Downtown/
Commercial

Key Considerations Regarding Highway/Rail Grade Separation:
- River Crossing
- Good Proximity to Downtown Area
Evans Avenue

**CHARACTERISTICS**

* Land Use  
  (North of Tracks)  
  NW = Downtown/Tourist Commercial  
  NE = Downtown/Tourist Commercial

* Street Details  
  Truckee River Crossing = No  
  I-80 Freeway:  
  • Crossing = Yes  
  • Connection = No  
  Traffic Count (ADT) = 1,880 vehicles

* Land Use  
  (South of Tracks)  
  SW = Downtown/Commercial  
  SE = Downtown/Commercial

**Key Considerations Regarding Highway/Rail Grade Separation:**

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

**Characteristics**

- **Land Use**
  - (North of Tracks)
  - NW = Industrial
  - NE = Industrial
  - (South View)

- **Street Details**
  - Truckee River Crossing = No
  - I-80 Freeway:
    - Crossing = Yes
    - Connection = No
  - Traffic Count (ADT) = 4,860 vehicles

- **Land Use**
  - (South of Tracks)
  - SW = Distribution and Warehousing
  - SE = Distribution and Warehousing
  - (Distant North View)

**Key Considerations Regarding Highway/Rail Grade Separation:**

- Freeway Crossing
- Good Proximity to Downtown Area
- No Existing Grade Crossing
### Morrill Avenue

#### CHARACTERISTICS

<table>
<thead>
<tr>
<th>Land Use (North of Tracks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW = Industrial</td>
</tr>
<tr>
<td>NE = Industrial</td>
</tr>
</tbody>
</table>

#### Street Details

<table>
<thead>
<tr>
<th>Truckee River Crossing = No</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-80 Freeway:</td>
</tr>
<tr>
<td>• Crossing = No</td>
</tr>
<tr>
<td>• Connection = No</td>
</tr>
<tr>
<td>Traffic Count (ADT) = 500 vehicles</td>
</tr>
</tbody>
</table>

#### Land Use (South of Tracks)

<table>
<thead>
<tr>
<th>SW' = Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE = Industrial</td>
</tr>
</tbody>
</table>

**Key Considerations Regarding Highway/Rail Grade Separation:**
- Low Traffic
- No River Crossing
- No Freeway Crossing
- No Freeway Connection
- Not proximate to Downtown Area
Sutro Street

**CHARACTERISTICS**

- **Land Use**
  - (North of Tracks)
    - NW = Industrial
    - NE = Industrial

- **Street Details**
  - Truckee River Crossing = Yes
  - I-80 Freeway:
    - Crossing = Yes
    - Connection = No
  - Traffic Count (ADT) = 11,700 vehicles

- **Land Use**
  - (South of Tracks)
    - SW = Industrial
    - SE = Industrial

**Key Considerations Regarding Highway/Rail Grade Separation:**

- High Traffic
- River Crossing
- Freeway Crossing
Sage Street

**CHARACTERISTICS**

- **Land Use**
  - (North of Tracks)
  - NW = Industrial
  - NE = Industrial

- **Street Details**
  - Truckee River Crossing = No
  - I-80 Freeway:
    - Crossing = No
    - Connection = No
  - Traffic Count (ADT) = 1,500 vehicles

**Key Considerations Regarding Highway/Rail Grade Separation:**
- Low Traffic
- No River Crossing
- No Freeway Crossing
- No Freeway Connection
- Not proximate to Downtown Area
CHARACTERISTICS

- Land Use (North of Tracks)
  - NW = Industrial
  - NE = Industrial

- Street Details
  - Truckee River Crossing = No
  - I-80 Freeway:
    - Crossing = No
    - Connection = Yes
  - Traffic Count (ADT) = 9,119 vehicles

- Land Use (South of Tracks)
  - SW = Distribution and Warehousing
  - SE = Distribution and Warehousing

Key Considerations Regarding Highway/Rail Grade Separation:
- Not proximate to Downtown Area
Appendix U
GEOMETRIC LAYOUTS FOR POTENTIAL GRADE SEPARATIONS
Appendix V
COST ESTIMATES FOR POTENTIAL GRADE SEPARATIONS
Arlington Avenue Underpass Cost Estimate

UP/SP Reno Mitigation Study

<table>
<thead>
<tr>
<th>Element</th>
<th>Item</th>
<th>Cost $(M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>Roadway Work</td>
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<tr>
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<td>Drainage</td>
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<td>Electrical, Lighting &amp; Traffic Signals</td>
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</tr>
<tr>
<td></td>
<td>Signing &amp; Pavement Delineation</td>
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<tr>
<td></td>
<td>Utility Relocation</td>
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<td></td>
<td>Traffic Control &amp; Detours</td>
<td>0.40</td>
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|                     | 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

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## Lake Street Underpass Cost Estimate

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## Ralston Street Underpass Cost Estimate

**UP/SP Reno Mitigation Study**

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**Project Total**: 16.52
## Sutro St. Underpass Cost Estimate (Option 1)

UP/SP Reno Mitigation Study

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**UP/SP Reno Mitigation Study**

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## Valley Road Underpass Cost Estimate

### UP/SP Reno Mitigation Study

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Appendix W
LAYOUT DRAWINGS FOR DEPRESSED RAILWAY
Typical Roadway Section at Arlington Ave.
N.T.S.

Typical Roadway Section
N.T.S.

SOURCE: NOLTE & ASSOCIATES

PLATE 19
Step 1
- Construct Sheathy Track
- Install Dewatering Wall Each Side

Step 2
- Start Excavation
- Install Trench Anchors as Excavation Proceeds
- Construct Impervious Dewatering Sump

Step 3
- Construct Concrete 1-Overlay Superstructure
- Pour Spread Foundations Supported on Jet Grout Columns
- Install Interior Stratum and Concrete Down to Planned Subgrade Elevation
- Construct Concrete Trench to Lineup Walls
- Install Trench Anchors as Required at Excavation Proceeds Down

Step 4
- Construct Concrete 1-Overlay Superstructure
- Pour Spread Foundations Supported on Jet Grout Columns
- Install Interior Stratum and Concrete Down to Planned Subgrade Elevation
- Construct Concrete Trench to Lineup Walls
- Install Trench Anchors as Required at Excavation Proceeds Down

SOURCE:
NOLTE & ASSOCIATES
PEDESTRIAN CROSSING ALTERNATIVES
ALTERNATIVE 3
SUBWAY UNDERCROSSING AT SIERRA/VIRGINIA ST.
Appendix Y
LIST OF ACRONYMS AND ABBREVIATIONS
### Appendix Y
LIST OF ACRONYMS AND ABBREVIATIONS

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

proposed merger; merger approval authority now with the Surface Transpiration Board)

ISTEA
Intermodal Surface Transportation Efficiency Act

ITE
Institute of Transportation Engineers

\( L_{da} \)
Day-night equivalent sound level

\( L_{\text{max}} \)
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

\( NO_2 \)
Nitrogen dioxide

\( NO_x \)
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

\( O_3 \)
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

\( PM_{10} \)
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

\( SO_2 \)
Sulfur dioxide

\( SO_x \)
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
# Appendix Y

**LIST OF ACRONYMS AND ABBREVIATIONS**

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>USC</td>
<td>United States Code</td>
</tr>
<tr>
<td>USFWS</td>
<td>United States Fish and Wildlife Service</td>
</tr>
<tr>
<td>VGCS</td>
<td>Volatile organic compounds</td>
</tr>
</tbody>
</table>

of UP and SP
### Appendix Z

**GLOSSARY**

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>automatic block signals</td>
<td>A system of consecutive signals and blocks whereby a signal is placed at the entrance of each block and that signal indicates the condition of the block.</td>
</tr>
<tr>
<td>ambient noise</td>
<td>Background noise.</td>
</tr>
<tr>
<td>ballast</td>
<td>Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).</td>
</tr>
<tr>
<td>best management practices</td>
<td>Techniques recognized as very effective in providing (BMPs) environmental protection.</td>
</tr>
<tr>
<td>block</td>
<td>A length of track having defined limits.</td>
</tr>
<tr>
<td>board</td>
<td>Surface Transportation Board, the licensing agency for the proposed merger.</td>
</tr>
<tr>
<td>borrow material</td>
<td>Earthen material used to fill depressions to create a level right-of-way.</td>
</tr>
<tr>
<td>bulk train</td>
<td>Also known as unit train. A solid consist of single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) being transported at a trainload rate.</td>
</tr>
<tr>
<td>consist</td>
<td>The make-up of a train, usually referring to the number of cars.</td>
</tr>
<tr>
<td>construction footprint</td>
<td>The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.</td>
</tr>
<tr>
<td>criteria pollutant</td>
<td>Any of six substances (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate matter) regulated under the Clean Air Act, for which areas must meet national air quality standards.</td>
</tr>
<tr>
<td>CTC</td>
<td>Centralized Traffic Control - A method of train control 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 workstation where the dispatcher activates controls that move the position of switches in the field.</td>
</tr>
</tbody>
</table>
Appendix Z
GLOSSARY

**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 rate maps**
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 or Zone 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
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GLOSSARY

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).

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>haulage right</td>
<td>The limited right of one railroad to operate trains over the designated lines of another railroad.</td>
</tr>
<tr>
<td>hump yard</td>
<td>A railroad classification yard in which the classification of cars is accomplished by pushing them over a summit, known as a “hump,” beyond which they run by gravity.</td>
</tr>
<tr>
<td>interlocking</td>
<td>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.</td>
</tr>
<tr>
<td>intermodal facility</td>
<td>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.</td>
</tr>
<tr>
<td>intermodal train</td>
<td>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).</td>
</tr>
<tr>
<td>$L_d$</td>
<td>Level of noise (measured in decibels) averaged over the “daytime” period (7 a.m. - 10 p.m.).</td>
</tr>
<tr>
<td>$L_{dn}$</td>
<td>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.</td>
</tr>
<tr>
<td>LOS</td>
<td>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.</td>
</tr>
<tr>
<td>lift</td>
<td>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...</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>intermodal facilities.</td>
<td></td>
</tr>
<tr>
<td>local freight train</td>
<td>Serves local sidings in a designated territory.</td>
</tr>
<tr>
<td>locomotive, road</td>
<td>One or more locomotives (or engines) designed to move trains between yards or other designated points.</td>
</tr>
<tr>
<td>locomotive, switching</td>
<td>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.</td>
</tr>
<tr>
<td>merchandise train</td>
<td>A train consisting of single and/or multiple car shipments of various commodities.</td>
</tr>
<tr>
<td>mitigation</td>
<td>Actions to prevent or lessen negative effects.</td>
</tr>
<tr>
<td>National Wetlands Inventory</td>
<td>An inventory of wetland types in the United States compiled by the United States Fish and Wildlife Service.</td>
</tr>
<tr>
<td>non-attainment</td>
<td>An area that does not meet NAAQS specified under the Clean Air Act.</td>
</tr>
<tr>
<td>Non-point source discharge</td>
<td>Pollution not associated with a specific outfall location, such as a sewer pipe.</td>
</tr>
<tr>
<td>palustrine wetland</td>
<td>Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.</td>
</tr>
<tr>
<td>passby</td>
<td>The passing of a train past a specific reference point</td>
</tr>
<tr>
<td>pick up</td>
<td>To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.</td>
</tr>
<tr>
<td>quiet zone</td>
<td>A track segment at least one-half mile long where the sounding of train horns approaching grade crossings is not required.</td>
</tr>
<tr>
<td>rail spur</td>
<td>A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.</td>
</tr>
</tbody>
</table>
**Appendix Z**  
**GLOSSARY**

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

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

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>through freight train</td>
<td>Operates between terminals with no local stops.</td>
</tr>
<tr>
<td>trackage rights</td>
<td>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.</td>
</tr>
<tr>
<td>turnout</td>
<td>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.</td>
</tr>
<tr>
<td>unit train</td>
<td>A train consisting of cars carrying a single commodity, e.g., a coal train.</td>
</tr>
<tr>
<td>water resources</td>
<td>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.</td>
</tr>
<tr>
<td>wetland</td>
<td>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 duration 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.</td>
</tr>
<tr>
<td>wye track</td>
<td>A principal track and two connecting tracks arranged like the letter “Y” on which locomotives, cars and trains may be turned.</td>
</tr>
</tbody>
</table>
## Appendix AA
### LIST OF PREPARERS

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

### Surface Transportation Board, Section of Environmental Analysis

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elaine K. Kaiser</td>
<td>Section Chief, Program Director</td>
</tr>
<tr>
<td>Harold McNulty</td>
<td>Environmental Analyst, Rail Operations</td>
</tr>
<tr>
<td>Evelyn Kitay</td>
<td>Legal Counsel</td>
</tr>
</tbody>
</table>

### DeLeuw, Cather and Company, Independent, Third-Party Contractor

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winn Frank</td>
<td>Study Director</td>
</tr>
<tr>
<td>Dave Mansen</td>
<td>Study Manager</td>
</tr>
<tr>
<td>Gui Shearin</td>
<td>Traffic delay, grade crossing safety</td>
</tr>
<tr>
<td>John Selin</td>
<td>Engineering</td>
</tr>
<tr>
<td>Nasser Ashrafi</td>
<td>Engineering</td>
</tr>
<tr>
<td>Larry Engleman</td>
<td>Emergency vehicle access</td>
</tr>
<tr>
<td>Ken Briers</td>
<td>Railroad operations, train survey</td>
</tr>
<tr>
<td>Duncan Allen</td>
<td>Rail Line Safety</td>
</tr>
<tr>
<td>David Tait</td>
<td>Traffic, land use, engineering technical analysis, document production</td>
</tr>
<tr>
<td>Karla Nicholas</td>
<td>Demographics</td>
</tr>
<tr>
<td>Li Boccia</td>
<td>Environmental Resources</td>
</tr>
<tr>
<td>Elia Rouzier</td>
<td>Word Processing</td>
</tr>
<tr>
<td>Mel Harvey</td>
<td>Project Administrator</td>
</tr>
</tbody>
</table>

### Public Affairs Management

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
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</thead>
<tbody>
<tr>
<td>Bonnie Nixon</td>
<td>Deputy Study Director</td>
</tr>
<tr>
<td>Kay Wilson</td>
<td>Community Coordinator</td>
</tr>
<tr>
<td>Olivia Perreault</td>
<td>Outreach Coordinator</td>
</tr>
<tr>
<td>Beth Niestat</td>
<td>Editor</td>
</tr>
<tr>
<td>Nancy Roberts</td>
<td>Editor</td>
</tr>
</tbody>
</table>

### Specialty Consultants

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phil Olekzyk, Worldwide Rail</td>
<td>Consultant, safety, Federal &amp; State regulations</td>
</tr>
<tr>
<td>David Coate, Acentech, Inc.</td>
<td>Consultant, noise/vibration</td>
</tr>
<tr>
<td>Dan Luscher, Acurex Environmental</td>
<td>Consultant, air quality</td>
</tr>
<tr>
<td>Mary Rusco, Rusco &amp; Rusco Consultant Services</td>
<td>Consultant, Native American Issues</td>
</tr>
<tr>
<td>Bob Schaevitz, Decision Economics, Inc.</td>
<td>Consultant, financing and funding</td>
</tr>
<tr>
<td>Barry Steinberg, Kutak Rock</td>
<td>Consultant, legal issues</td>
</tr>
</tbody>
</table>
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Background information for this section was obtained from: Kleinfeld, SEA (Incorporated), Strategic Project Management, Inc., Nolte and Associates, Inc., Railroad Merger Study Fact Finding Report, prepared for the City of Reno, March 1996.


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<th>title</th>
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<th>city</th>
<th>state</th>
<th>zip</th>
<th>phone</th>
<th>fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>EO</td>
<td>AB</td>
<td>David</td>
<td>Aizazi</td>
<td>Council Member, Ward 5</td>
<td>Reno City Council</td>
<td>490 South Center, Room 201</td>
<td>Reno</td>
<td>NV</td>
<td>89505</td>
<td>(702) 334-2002</td>
<td>(702) 334-2007</td>
</tr>
<tr>
<td>EO</td>
<td>NVA</td>
<td>Bennie</td>
<td>Anderson</td>
<td>Assemblyman</td>
<td>Nevada Assembly</td>
<td>747 Glen Meadow Drive</td>
<td>Sparks</td>
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Parties Who Received PMP by Certified Return Receipt Mail - Reno

September 15, 1997
### Parties Who Received Notice of Meeting and Availability of PMP - Reno

**September 15, 1997**

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**Parties Who Received Notice of Meeting and Availability of PMP - Reno**

**September 15, 1997**
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February 5, 1997

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

Dear Mr. Dalton:


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 stake 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.
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 only 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,

Willard L. Stockwell, Chief Planner
Transportation Division
WTS/Ime

c: 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
November 1, 1996

Mike Dalton, 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.
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,

Willard L. Stockwell, Chief Planner
Transportation Division

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

MIKE McELROY, CAPTAIN
HAYSVILLE POLICE DEPARTMENT
CITY OF HAYSVILLE
200 W GRAND AVE
HAYSVILLE KS 67060
PHONE: 316/524-3243; FAX: 316/524-6764

MICHAEi LINDEBAK, CITY ENGINEER,
WICHITA PUBLIC WORKS DEPARTMENT
7TH FLOOR, CITY HALL
455 N MAIN ST
WICHITA KS 67202
PHONE: 316/268-4286; FAX: 316/268-4114

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

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 CITIZEN PARTICIPATION ORGANIZATION
13TH FLOOR, CITY HALL
455 N MAIN ST
WICHITA KS 67202
PHONE: 316/268-4516; FAX: 316/268-4515
November 4, 1996

Ms. Elaine K. Kaiser  
Chief, Section of Environmental Analysis  
Surface Transportation Board  
Room 3219  
12th and Constitution Avenue, N. W.  
Washington, D.C. 20423

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.

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.
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,

J. Michael Hemmer

cc: Paul H. Lamboley, Esq. (via facsimile)
    James V. Dolan, Esq.
    William E. Wimmer
November 4, 1996

HAND DELIVERY

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Room 3219
12th and Constitution Avenue, N. W.
Washington, D.C. 20423

Re: Union Pacific/Southern Pacific
Control Proceeding (F.D. 32760)

Dear Ms. Kaiser:

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Sincerely,

J. Michael Hemmer

cc: Paul H. Lamboley, Esq. (via facsimile)
James V. Dolan, Esq.
William E. Wimmer
DATE: 11/16/96
TIME: __________________
FAX NO: 202 927-6225
TO: Mr. McNulty
FROM: Commissioner 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) 687-6109. Thank you.
November 5, 1996

Harold McNulty
Study Director
Surface Transportation Board
Section 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,

Galen D. Denio
Commissioner

C: Terry Page
Tim Crowley
December 6, 1996

Elaine Kaiser
Surface Transportation Board
12th and Constitution Ave., N.W.
Room 3219
Washington, D.C. 20423

Dear Elaine:

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

I. 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, Wichita/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, i.e., police, fire, and EMS.
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 that southbound trains are slower than northbound trains, probably because of the switching yard. This relationship is likely to continue in the future, even if the UPSP is able to 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,

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 though 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 only 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.
Expected Accident Frequencies on Arterials Crossing UNION PACIFIC Tracks* in Sedgwick County

<table>
<thead>
<tr>
<th>Arterial Crossing Locations</th>
<th>Warning Devices</th>
<th>1995 Daily Traffic Volume</th>
<th>ADT Factor (A)</th>
<th>Basic Value of Devices (B)</th>
<th>1996 Number of Trains (C)</th>
<th>Expected Accident Frequency (A<em>B</em>C)</th>
<th>1995 Daily Traffic Volume (ADT Factor (A)</th>
<th>Basic Value of Devices (B)</th>
<th>Number of Trains (C)</th>
<th>Expected Accident Frequency (A<em>B</em>C)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sedgwick County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenwich</td>
<td>Gates</td>
<td>784</td>
<td>0.001377</td>
<td>0.93</td>
<td>6.10</td>
<td>0.008</td>
<td>784</td>
<td>0.001377</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>101st North</td>
<td>Crossbucks</td>
<td>527</td>
<td>0.000694</td>
<td>3.08</td>
<td>6.10</td>
<td>0.013</td>
<td>527</td>
<td>0.000694</td>
<td>0.93</td>
<td>16.1</td>
</tr>
<tr>
<td>61st North (Kechi)</td>
<td>Gates</td>
<td>2,009</td>
<td>0.002627</td>
<td>0.19</td>
<td>6.10</td>
<td>0.003</td>
<td>2,009</td>
<td>0.002627</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>Oliver (Kechi)</td>
<td>Gates</td>
<td>1,491</td>
<td>0.002000</td>
<td>0.19</td>
<td>6.10</td>
<td>0.002</td>
<td>1,491</td>
<td>0.002000</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>45th North</td>
<td>Gates</td>
<td>2,366</td>
<td>0.002627</td>
<td>0.19</td>
<td>6.10</td>
<td>0.003</td>
<td>2,366</td>
<td>0.002627</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>Hillside</td>
<td>Gates</td>
<td>3,185</td>
<td>0.003981</td>
<td>0.19</td>
<td>6.10</td>
<td>0.005</td>
<td>3,185</td>
<td>0.003981</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>37th North</td>
<td>Gates</td>
<td>3,327</td>
<td>0.003981</td>
<td>0.19</td>
<td>12.10</td>
<td>0.009</td>
<td>3,327</td>
<td>0.003981</td>
<td>0.19</td>
<td>22.1</td>
</tr>
<tr>
<td><strong>City of Wichita</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21st North</td>
<td>Gates</td>
<td>13,853</td>
<td>0.017315</td>
<td>0.05</td>
<td>12.10</td>
<td>0.017</td>
<td>13,853</td>
<td>0.017315</td>
<td>0.08</td>
<td>22.1</td>
</tr>
<tr>
<td>17th North</td>
<td>Flashers</td>
<td>3,916</td>
<td>0.005208</td>
<td>0.23</td>
<td>6.10</td>
<td>0.007</td>
<td>3,916</td>
<td>0.005208</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>13th North</td>
<td>Gates</td>
<td>15,420</td>
<td>0.018990</td>
<td>0.08</td>
<td>6.10</td>
<td>0.009</td>
<td>15,420</td>
<td>0.018990</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Murdoch</td>
<td>Flashers</td>
<td>10,376</td>
<td>0.012674</td>
<td>0.25</td>
<td>6.10</td>
<td>0.018</td>
<td>10,376</td>
<td>0.012674</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Central</td>
<td>Gates</td>
<td>16,309</td>
<td>0.005649</td>
<td>0.08</td>
<td>6.10</td>
<td>0.010</td>
<td>16,309</td>
<td>0.005649</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Lincoln</td>
<td>Gates</td>
<td>11,282</td>
<td>0.014077</td>
<td>0.08</td>
<td>6.10</td>
<td>0.007</td>
<td>11,282</td>
<td>0.014077</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Harry</td>
<td>Gates</td>
<td>14,150</td>
<td>0.017315</td>
<td>0.08</td>
<td>6.10</td>
<td>0.008</td>
<td>14,150</td>
<td>0.017315</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Mt Vernon</td>
<td>Gates</td>
<td>5,676</td>
<td>0.007118</td>
<td>0.08</td>
<td>6.10</td>
<td>0.003</td>
<td>5,676</td>
<td>0.007118</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Pawnee</td>
<td>Gates</td>
<td>25,338</td>
<td>0.029051</td>
<td>0.08</td>
<td>6.10</td>
<td>0.014</td>
<td>25,338</td>
<td>0.029051</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>Mac Arthur (b)</td>
<td>Flashers</td>
<td>14,358</td>
<td>0.017315</td>
<td>0.23</td>
<td>6.10</td>
<td>0.024</td>
<td>14,358</td>
<td>0.017315</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>47th South</td>
<td>Gates</td>
<td>12,198</td>
<td>0.015012</td>
<td>0.23</td>
<td>6.10</td>
<td>0.007</td>
<td>12,198</td>
<td>0.015012</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>55th South</td>
<td>Flashers</td>
<td>4,643</td>
<td>0.005662</td>
<td>0.23</td>
<td>6.10</td>
<td>0.008</td>
<td>4,643</td>
<td>0.005662</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td><strong>Sedgwick County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>63rd South</td>
<td>Gates</td>
<td>5,651</td>
<td>0.007118</td>
<td>0.08</td>
<td>6.10</td>
<td>0.003</td>
<td>5,651</td>
<td>0.007118</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>71st South (Haysville)</td>
<td>Gates</td>
<td>10,281</td>
<td>0.012674</td>
<td>0.08</td>
<td>6.10</td>
<td>0.006</td>
<td>10,281</td>
<td>0.012674</td>
<td>0.08</td>
<td>16.1</td>
</tr>
<tr>
<td>79th South</td>
<td>Flashers</td>
<td>980</td>
<td>0.001377</td>
<td>0.83</td>
<td>6.10</td>
<td>0.008</td>
<td>980</td>
<td>0.001377</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>103rd South</td>
<td>Flashers</td>
<td>1,289</td>
<td>0.001377</td>
<td>0.83</td>
<td>6.10</td>
<td>0.008</td>
<td>1,289</td>
<td>0.001377</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>Meridian</td>
<td>Flashers</td>
<td>786</td>
<td>0.001035</td>
<td>0.83</td>
<td>6.10</td>
<td>0.006</td>
<td>786</td>
<td>0.001035</td>
<td>0.19</td>
<td>16.1</td>
</tr>
<tr>
<td>119th South</td>
<td>Flashers</td>
<td>148</td>
<td>0.000200</td>
<td>0.93</td>
<td>6.10</td>
<td>0.001</td>
<td>148</td>
<td>0.000200</td>
<td>0.93</td>
<td>16.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>180,343</td>
<td>0.209</td>
<td>180,343</td>
<td>0.345</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* : 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.

12/06/96: (TABLE11.wk4)
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 warning 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

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...
<table>
<thead>
<tr>
<th>Location</th>
<th>Average Speeds (A)</th>
<th>Number of Trains (B)</th>
<th>(A)x(B)</th>
<th>Average Speeds (in MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Bound Trains</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13th North</td>
<td>14.96</td>
<td>3</td>
<td>44.88</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>12.90</td>
<td>5</td>
<td>64.50</td>
<td></td>
</tr>
<tr>
<td>Harry</td>
<td>16.21</td>
<td>2</td>
<td>32.42</td>
<td></td>
</tr>
<tr>
<td>Pawnee</td>
<td>14.63</td>
<td>3</td>
<td>43.89</td>
<td></td>
</tr>
<tr>
<td>Overall Wichita</td>
<td>13</td>
<td></td>
<td>185.69</td>
<td>14.28</td>
</tr>
<tr>
<td>71st South</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall Sedgwick Co.</td>
<td>13</td>
<td></td>
<td>185.69</td>
<td>14.28</td>
</tr>
<tr>
<td><strong>South Bound Trains</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13th North</td>
<td>10.31</td>
<td>4</td>
<td>41.24</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>12.17</td>
<td>3</td>
<td>36.51</td>
<td></td>
</tr>
<tr>
<td>Harry</td>
<td>13.67</td>
<td>2</td>
<td>27.34</td>
<td></td>
</tr>
<tr>
<td>Pawnee</td>
<td>10.66</td>
<td>1</td>
<td>10.66</td>
<td></td>
</tr>
<tr>
<td>Overall Wichita</td>
<td>10</td>
<td></td>
<td>115.75</td>
<td>11.58</td>
</tr>
<tr>
<td>71st South</td>
<td>23.72</td>
<td>1</td>
<td>23.72</td>
<td></td>
</tr>
<tr>
<td>Overall Sedgwick Co.</td>
<td>11</td>
<td></td>
<td>139.47</td>
<td>12.68</td>
</tr>
<tr>
<td><strong>Trains Both Directions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13th North</td>
<td>12.30</td>
<td>7</td>
<td>86.10</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>12.63</td>
<td>8</td>
<td>101.04</td>
<td></td>
</tr>
<tr>
<td>Harry</td>
<td>14.94</td>
<td>4</td>
<td>59.76</td>
<td></td>
</tr>
<tr>
<td>Pawnee</td>
<td>13.64</td>
<td>4</td>
<td>54.56</td>
<td></td>
</tr>
<tr>
<td>Overall Wichita</td>
<td>23</td>
<td></td>
<td>301.46</td>
<td>13.11</td>
</tr>
<tr>
<td>71st South</td>
<td>23.72</td>
<td>1</td>
<td>23.72</td>
<td></td>
</tr>
<tr>
<td>Overall Sedgwick Co.</td>
<td>24</td>
<td></td>
<td>325.18</td>
<td>13.55</td>
</tr>
</tbody>
</table>
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](image)

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](image)

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\(^1\) 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 on one side 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.)

\[\text{TABLE 4}\]

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

Overall

| 31                          | 308.07                          | 9.94                |

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

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

\[\text{TABLE 5}\]

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Vehicles Delayed Per Minute Per Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 a.m. to 9:00 a.m. (peak)</td>
<td>3.80</td>
</tr>
<tr>
<td>9:01 a.m. to 11:00 a.m.</td>
<td>8.84</td>
</tr>
<tr>
<td>11:01 a.m. to 1:00 p.m.</td>
<td>9.19</td>
</tr>
<tr>
<td>1:01 p.m. to 4:00 p.m.</td>
<td>11.91</td>
</tr>
<tr>
<td>4:01 p.m. to 6:00 p.m. (peak)</td>
<td>11.57</td>
</tr>
</tbody>
</table>

\(^1\) 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 110-car unit train with 4 engines at a length of 6,114 feet, the crossing would be delayed for 8.00 minutes.

\[
\text{6,114 feet} / \text{9.76 mph} / \text{5,280 feet} \times 60 \text{ minutes} + .88 \text{ minutes for a gate to go down and up} = 8.00 \text{ minutes}
\]

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.)

\[
9.94 \text{ vehicles per minute} \times 2 \times 8.00 \text{ minutes} \times 5 \text{ crossings} = 795 \text{ vehicles}
\]

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.

\[
11.57 \text{ vehicles per minute} \times 2 \times 8.00 \text{ minutes} \times 5 \text{ crossings} = 926 \text{ vehicles}
\]

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

Wichita Area

- Average train speed pulling 100 rail cars or more = 9.76 mph
- Length of a 110-car unit train + 4 engines = 6,114 feet
- Time for a train passing through a crossing in Wichita:

\[
\frac{6,114 \text{ feet}}{9.76 \text{ mph}} / \text{5,280 feet} \times 60 \text{ min.} + .88 \text{ minutes} = 8.00 \text{ minutes}
\]

<table>
<thead>
<tr>
<th>ADT</th>
<th>Vehicles Delayed per Minute</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey locations in Wichita</td>
<td>71,217</td>
</tr>
<tr>
<td>All locations in Wichita</td>
<td>151,122</td>
</tr>
</tbody>
</table>

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 50- to 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:
  \[ 23.72 \times \left( \frac{9.76}{12.74} \right) = 18.17 \text{ mph} \]
- Time for a train passing through a crossing in Sedgwick County:
  \[ \frac{6,114 \text{ feet}}{18.17 \text{ mph}} / \frac{5,280 \text{ feet}}{60 \text{ min.} + .88 \text{ minutes}} = 4.70 \text{ minutes} \]

<table>
<thead>
<tr>
<th>ADT Locations</th>
<th>Vehicles Delayed per Minute</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey locations in Wichita 71,217</td>
<td>9.94 \times 2 \times 4 = 79.52 vehicles</td>
</tr>
<tr>
<td>Locations outside of Wichita 29,497</td>
<td>79.52 \times \left( \frac{29,497}{71,217} \right) = 32.94 vehicles</td>
</tr>
</tbody>
</table>

Number of vehicles delayed by a 110-car unit train in Sedgwick County:
\[ 32.94 \text{ vehicles/minute} \times 4.70 \text{ minutes} = 155 \text{ vehicles} \]

Wichita and Sedgwick County

Number of vehicles delayed by a 110-car unit train in Wichita and Sedgwick County:
\[ 1,350 + 155 = 1,505 \text{ vehicles} \]
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 not 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

<table>
<thead>
<tr>
<th>Emergency Vehicle</th>
<th>No. of Vehicles Delayed</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Wichita Police</td>
<td>155</td>
</tr>
<tr>
<td>Sedgwick County Fire Department</td>
<td>3</td>
</tr>
<tr>
<td>Wichita Fire Department</td>
<td>2</td>
</tr>
<tr>
<td>EMS</td>
<td>3</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>163</strong></td>
</tr>
</tbody>
</table>

Since the two month total of vehicles delayed was 163, we have projected that the number of emergency vehicles delayed per month is approximately 81.5.

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.)

3) The current number of Kansas Sout’western and Central Kansas trains per day—six. (Best estimate available at this time.)
On average 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

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 trains 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.

### TABLE 2

<table>
<thead>
<tr>
<th>Emergency Vehicle</th>
<th>Avg. Response Time</th>
<th>Avg. Response Time with Train Delay</th>
<th>Percent Increase in Response Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wichita Police</td>
<td>10 min. 29 sec.</td>
<td>14 min. 29 sec.</td>
<td>38%</td>
</tr>
<tr>
<td>Wichita Fire</td>
<td>4 min. 3 sec.</td>
<td>8 min. 3 sec.</td>
<td>99%</td>
</tr>
<tr>
<td>S. C. Fire</td>
<td>8 min. 42 sec.</td>
<td>12 min. 42 sec.</td>
<td>46%</td>
</tr>
<tr>
<td>EMS</td>
<td>5 min. 51 sec.</td>
<td>9 min. 51 sec.</td>
<td>68%</td>
</tr>
</tbody>
</table>
Ms. Elaine K. Kaiser  
Chief, Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423-0001

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

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 un(evaluated buildings that are fifty years of age or older. Un(evaluated buildings will be evaluated for National Register eligibility prior to transfer or sale. Redundant or otherwise unneeded historic 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.
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, Seabrook
- 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

3. 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.

4. 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.
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,

James W. Steely, DSHPO
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/SI/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
July 10, 1996

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

Dear Secretary Williams:

Subject: UP/SP Merger Decision

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.
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,

Chris Cherches  
City Manager

CC:mp
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 L. Copeland, Manager  
State Clearinghouse

Enclosure  
cc: Randy Young, AS&WCC

0015N.1/TLC:mkb
MEMORANDUM

TO: Mr. Tracy Copeland
Manager, State Clearinghouse

FROM: J. Randy 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
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

********


********

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
MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: April 17, 1996

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

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Shani Cable of the ASWCC at 682-1611 or the State Clearinghouse Office.

---

[Checkboxes for support options]

---

Signature: [Signature]
Agency: [ASWWC]
Date: 5/8/96

"AN EQUAL OPPORTUNITY EMPLOYER"
MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: April 17, 1996

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

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Support

Do Not Support (Comments Attached)

Comments Attached

Support with Following Conditions

Non-Degradation Certification Issues (Applies to PC&E Only)


Signature Steve Brown Agency ADPC&F Date 25 Apr 96

0173N
MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: April 17, 1996
SUBJECT: ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. 32760/UNION PACIFIC RAILROAD COMPANY, AND MISSOURI PACIFIC RAILROAD COMPANY

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Signature __________________________
Agency __________________________
Date 4-19-96

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

OFFICE OF INTERGOVERNMENTAL SERVICES
PHONE (501) 682-1074
FAX (501) 682-5206

OFFICE OF INTERGOVERNMENTAL SERVICES
MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: April 17, 1996
SUBJECT: ENVIRONMENTAL ASSESSMENT FINANCE DOCKET NO. 32760/UNION PACIFIC CORP., UNION PACIFIC RAILROAD COMPANY, AND MISSOURI PACIFIC RAILROAD COMPANY

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---

Support
Comments Attached
No Comments

Do Not Support (Comments Attached)
Support with Following Conditions
Non-Degradation Certification Issues (Applies to PC&E Only)

---

Signature: [Signature]
Agency: [Agency]
Date: 4-19-96

"AN EQUAL OPPORTUNITY EMPLOYER"
May 22, 1996

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

RE: Union Pacific/Southern Pacific Railroad Merger

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 improvements", 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
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 40th Street UP (Pullman) facility, we can concur there is no potential to affect historic properties. With regard to the North Yard SP facility and the automotive facility, we will need to review an inventory record form 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 uses 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.
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
Ms. Elaine Kaiser, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
Washington, DC 20423-0001


Dear Ms. Kaiser:

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 Assessment 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.
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,

Thomas E. Greenland
Environmental Counsel
VERIFICATION

As counsel for 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.

______________________________
Thomas E. Greenland
Environmental Counsel
Union Pacific Railroad Company

Dated this 23rd day of May, 1996
Ms. Elaine Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
Washington, DC 20423-0001


Dear Ms. Kaiser:

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.
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,

[Signature]

Thomas E. Greenland
Environmental Counsel
cc:  S. William Livingston - Covington & Burling
     Juanita Feigenbaum - Dames & Moore
Figure 1-2
Rail Line Segments
California (Northern), Oregon, Nevada

LEGEND

- Nodes
- Rail Lines
- State Border
NEVADA

RAIL SEGMENT - ACTIVITY INCREASE

- Alazon, Nevada to Sacramento, California - 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

Chemult, Oregon to Klamath Falls, Oregon - 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.
ARKANSAS

RAIL SEGMENT - ACTIVITY INCREASE

- 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.
RAIL SEGMENT - ACTIVITY INCREASE

- **Alazon, Nevada to Sacramento, California** - 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.

- **Stockton/Lathrop, California to Sacramento, California** - 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

Denver, Colorado to Dotsero, Colorado - 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.

- **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.
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.
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.

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.

Julie Donsky
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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 Donsky  
Environmental Scientist
March 26, 1996

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

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 Donsky  
Environmental Scientist
March 26, 1996

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

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 Donsky
Environmental Scientist
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 Donsky
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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 Donsky
Environmental Scientist
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,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
Colorado Historical Society  
1300 Broadway  
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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 Donsky
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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.

[Signature]
Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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 Donsky  
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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
March 26, 1996

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

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DAMES & MOORE, INC.

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

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Julie Donsky  
Environmental Scientist
March 26, 1996

Environmental Protection Agency
555 Capitol Mall
Sacramento, CA 95814

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
DAMES & MOORE
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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Julie Donsky
Environmental Scientist
March 26, 1996

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

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
March 26, 1996

County Judge  
Arkansas County  
101 Court Square  
DeWitt, AR 72042

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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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Julie Donsky
Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist

[Signature]
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
March 26, 1996

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

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Julie Donsky
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March 26, 1996

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

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
March 26, 1996

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

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

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Julie Donsky  
Environmental Scientist
March 26, 1996

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

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

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

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Julie Donsky  
Environmental Scientist
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USEPA
Region 9
75 Hawthorne Street
San Francisco, CA 94105

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DAMES & MOORE, INC.

Julie Donsky
environmental scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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.

Julie Donsky
Environmental Scientist
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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We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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Very truly yours,

DAMES & MOORE, INC.

[Signature]

Julie Donsky
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

Llee 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.

Julie Donsky  
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Julie Donsky
Environmental Scientist
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.

Julie Donsky
Environmental Scientist
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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Julie Donsky
Environmental Scientist
March 26, 1996

Oray Rogers, President
St. Marys Parish
5th 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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Julie Donsky
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March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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Julie Donsky  
Environmental Scientist
March 26, 1996

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

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Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
Dennis Woodward  
Caddo Parish Administrator  
P.O. Box 68  
Benton, LA 71006

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Julie Donsky  
Environmental Scientist
March 26, 1996

Joe Arabie
Acadia Police Jury
Courthouse Building
Crowley, LA 70526

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

[Signature]

Julie Donsky
Environmental Scientist
March 26, 1996

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

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
March 26, 1996

Marc McMurry  
Parish Administrator  
Calcasieu Parish  
P.O. Drawer 3287  
Lake Charles, LA 70602

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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
March 26, 1996

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 Donsky
Environmental Scientist
March 26, 1996

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

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.

Julie Donsky  
Environmental Scientist
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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Julie Donsky
Environmental Scientist
March 26, 1996

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

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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

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

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.

Julie Donsky
Environmental Scientist
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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

Honorarle 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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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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.

Julie Donsky
Environmental Scientist
March 26, 1996

Honorabe Judge Ocic 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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Very truly yours,

DAMES & MOORE, INC.

[signature]

Julie Donsky
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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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Julie Donsky
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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.

Julie Donsky
Environmental Scientist
Texas Historical Commission  
P.O. Box 12276, Capitol Station  
Austin, TX 78711

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Julie Donsky  
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist

[Handwritten signature]
March 26, 1996

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

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Julie Donsky  
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
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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DAMES & MOORE, INC.

Julie Donsky  
Environmental Scientist
March 26, 1996

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

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DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
March 26, 1996

Washoe County Clerks Office
Washoe Courthouse
Reno, NV 89501

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Julie Donsky
Environmental Scientist
March 26, 1996

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

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Very truly yours,

DAMES & MOORE, INC.

Julie Donsky
Environmental Scientist
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.

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