

STB

FD

33388

6-23-97

A

180274V6B

3/10

Tilton

The track trends northeast to southwest through the northern half of this small town. Residences, businesses, schools and churches are located in the community.

Catlin

The track trends southwest to northeast through the southern half of this small town. Residences, businesses, schools and churches are located in the community.

Fairmont

The track trends east to west through the center of this small town. Residences, businesses, schools and churches are located in the community.

Homer

The track trends west to east through the center of this small town. Residences, businesses and churches are located in the community.

Rutherford

The track trends east to west along the north edge of this small residential town.

Sidney

The track trends west to east through the center of this small town. Residences, businesses, schools and churches are located in the community.

Philo

This small town contains residences, churches, schools and businesses. The east to west trending track passes through the northern half of the town.

Tolono

This small town contains residences, churches, schools and businesses. The east to west trending track passes through the center of town.

Sadorus

This small town contains residences, churches, schools and businesses. The east to west trending track passes through the north half of the town.

Ivesdale

This small town contains residences, churches, schools and businesses. The east to west trending track passes through the north half of the town.

Bement

This small town contains residences, churches, schools and businesses. The east to west trending track passes through the center of town.

Decatur

This medium-sized city contains residences, churches, schools, hospitals, industries and businesses. The east to west trending track passes through the center of the city.

**Number of Sensitive Receptors
Tilton, IL to Decatur, IL Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
438	0	0	0	661	0	0	0

NS Intermodal Facilities

Intermodal Facility Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist. To 65 dBA Ldn Contour
Chicago-47th St.	532	737	0.2-2.5	< 2 dBA	--
Chicago-Landers	412	506	0.1-0.9	< 2 dBA	--

• -- = Not applicable

Chicago-47th Street

The Chicago 47th Street facility is located on 47th Street, east of Halsted, in southern Chicago. Truck transportation to the facility is via I-90/I-94 to 47th Street. The land use around the facility is predominantly residential and urban.

Currently, the Chicago 47th Street intermodal facility serves 532 trucks per day. Post-acquisition, this facility is expected to experience an increase of 204 trucks per day, a 0.2-2.5 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

The increases in noise levels at the intermodal facility would not exceed the impact criterion of 2 dBA. Further, on 47th Street, the additional truck traffic for the intermodal facility would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

Chicago-Landers

The Chicago-Landers intermodal facility is located in southern Chicago near Oak Lawn. Truck transportation to the facility is via I-94/I-90, I-55, 79th Street, and Western Avenue. The land use around the facility is predominantly residential.

Currently, the Chicago-Landers intermodal facility serves 412 trucks per day. Post-acquisition, this facility is expected to experience 506 trucks per day, a 0.1-0.9 percent increase in the ADT on local roads.

The increases in noise levels at the intermodal facility would not exceed the impact criterion of 2 dBA. Further, on Western Avenue, the additional truck traffic for the intermodal facility would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

6.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase.

Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

One CSX facility in Illinois, a new intermodal facility to be developed in Chicago at 59th Street, is expected to experience increased truck traffic of 50 trucks per day or more. Once developed, this facility would handle about one half of the intermodal traffic that is currently using Conrail's 63rd Street intermodal facility. Therefore, while truck traffic volume would increase in the vicinity of the 59th Street facility, there would be a decrease in truck traffic near the 63rd Street facility due to the Acquisition. This facility is discussed below.

Two NS intermodal facilities in Chicago, IL (47th Street and Landers) are expected to experience increased additional truck traffic of 50 trucks or more per day. However, the additional truck

traffic from the two intermodal facilities would not cause adverse impacts on the local transportation system. The specified intermodal facilities are discussed below.

59th Street

The 59th Street intermodal facility would be located in a presently unused, former Pennsylvania Railroad switching yard located on the BOCT line in the area of 59th Street in Chicago. The facility is approximately three miles west of I- 90/94. It was assumed that trucks would access the facility from the north, south and east via I- 90/94 and 59th Street and from the west via Western Avenue and 59th Street. The Average Daily Traffic (ADT) for the vicinity of the 59th Street facility was obtained from the Cook County Highway Department as follows:

- 59th Street, east of Western Avenue - approximately 13,500 vehicles per day
- 59th Street, west of Western Avenue - approximately 15,800 vehicles per day
- Western Avenue, north of 59th Street - approximately 43,500 vehicles per day
- Western Avenue, south of 59th Street - approximately 42,800 vehicles per day

The traffic counts reported are for 1994 and represent the average count for both directions.

Post-Acquisition, the 59th Street intermodal facility is expected to realize an increase of 815 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. Since truck traffic can access the facility from either the east or west, a worst case ADT impact and an average ADT impact calculation was performed.

Under the worst case impact scenario, which assumes that all truck traffic would utilize the same route to and from the facility on any given day, the total daily increase of 1,630 truck trips represents about a 12 percent increase in ADT on 59th Street, about a 3.7 percent increase in ADT on Western Avenue north of 59th Street and about a 3.8 percent increase in ADT on Western Avenue south of 59th Street.

Under the average ADT impact scenario which assumes that truck traffic would disperse among each of the potential routes to and from the facility, the total daily increase to 1,630 truck trips represents about a 6.0 percent average increase in ADT on 59th Street.

The analysis suggests that under a worst case scenario, truck traffic impacts may be significant on 59th Street between the facility and I- 90/94. However, it is likely that the worst case scenario overstates the impacts on 59th Street since some truck traffic would access the facility from the west using 59th Street and Western Avenue.

When the 59th Street facility becomes operational, the consolidation of CSX operations from the Conrail 63rd Street facility would result in the removal of an estimated 503 trucks per day from the local road network in the vicinity of the 63rd Street facility. Additional Acquisition-related effects at CSX's Bedford Park and Forest Hill intermodal facilities would result in a net reduction of an additional 247 trucks per day from the local road network in the vicinity of these facilities. Thus, the overall impact to the regional transportation network (i.e., the Chicago area) from all Acquisition-related effects is estimated to be a net increase of 65 trucks per day, which is expected to result in negligible impacts to the regional transportation network.

Chicago 47th Street

The Chicago 47th Street facility is located on 47th Street, east of Halsted, in southern Chicago. Trucks would access the Chicago 47th Street facility via I-90/I-94 to 47th Street. The Average Daily Traffic (ADT) for the Chicago 47th Street facility was obtained from the Illinois Department of Transportation is as follows:

- I-90/94 - approximately 265,300 vehicles per day
- 47th Street - approximately 16,200 vehicles per day

Traffic counts reported are for 1994 and represent the average count for both directions.

Post-Acquisition, the Chicago 47th Street intermodal facility expected to realize an increase of 204 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 408 truck trips represents about a 0.2 percent increase in ADT on I-90/94 and a 2.5 percent increase in ADT on 47th Street. Thus, these increases would have a minor impact on the local and regional transportation network.

Chicago Landers

The Chicago Landers intermodal facility is located in southern Chicago near Oak Lawn. Trucks would access the Chicago Landers facility via I-94/90, I-55, 79th Street, and Western Avenue. The Average Daily Traffic (ADT) for the vicinity of the Chicago Landers facility was obtained from the Illinois Department of Transportation is as follows:

- I-90/94 - approximately 215,750 vehicles per day
- I-55 - approximately 137,400 vehicles per day
- 79th Street - approximately 20,000 vehicles per day
- Western Avenue - approximately 28,700 vehicles per day

Traffic counts reported represent the average counts for both directions.

Post-Acquisition, the Chicago Landers intermodal facility is expected to realize an increase of 95 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 190 truck trips represents about a 0.1 percent increase in ADT on I-90/94, a 0.1 percent increase in ADT on I-55, a 0.9 percent increase in ADT on 79th Street and a 0.7 percent increase in ADT on Western Avenue. Thus, these increases would have a minor impact on the local and regional transportation network.

6.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

6.4.1 Grade Crossing Safety

The grade crossings in the State of Illinois with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 6.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Cook	Blue Island	Blue Island Jct, IL	Barr Yard, IL	Dixie Hwy	-	X
Cook	Blue Island	Blue Island Jct, IL	Barr Yard, IL	Broadway - 135 St	X	-
Cook	Chicago	59th St, IL	Blue Island Jct, IL	71st St	-	X
Cook	Forest Park	59th St, IL	Blue Island Jct, IL	Madison St	-	X

NS Analyzed Grade Crossings with an ADT of 5,000 or greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Montgomery	Litchfield	ALS Mitchell, IL	Taylorville, IL	Union Street		X
Piatt	Bement	Decatur, IL	Tilton, IL	Macon Street	X	
Vermilion	Danville	Lafayette, IN	Tilton, IL	Voorhees Street		X
Vermilion	Danville	Lafayette, IN	Tilton, IL	Bowman Street	X	
Vermilion	Danville	Lafayette, IN	Tilton, IL	Main Street		X
Vermilion	Danville	Lafayette, IN	Tilton, IL	S. Street	X	
Vermilion	Tilton	Decatur, IL	Tilton, IL	State Street	X	

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on vehicle delays is provided in Section 1.2.4.1.2.

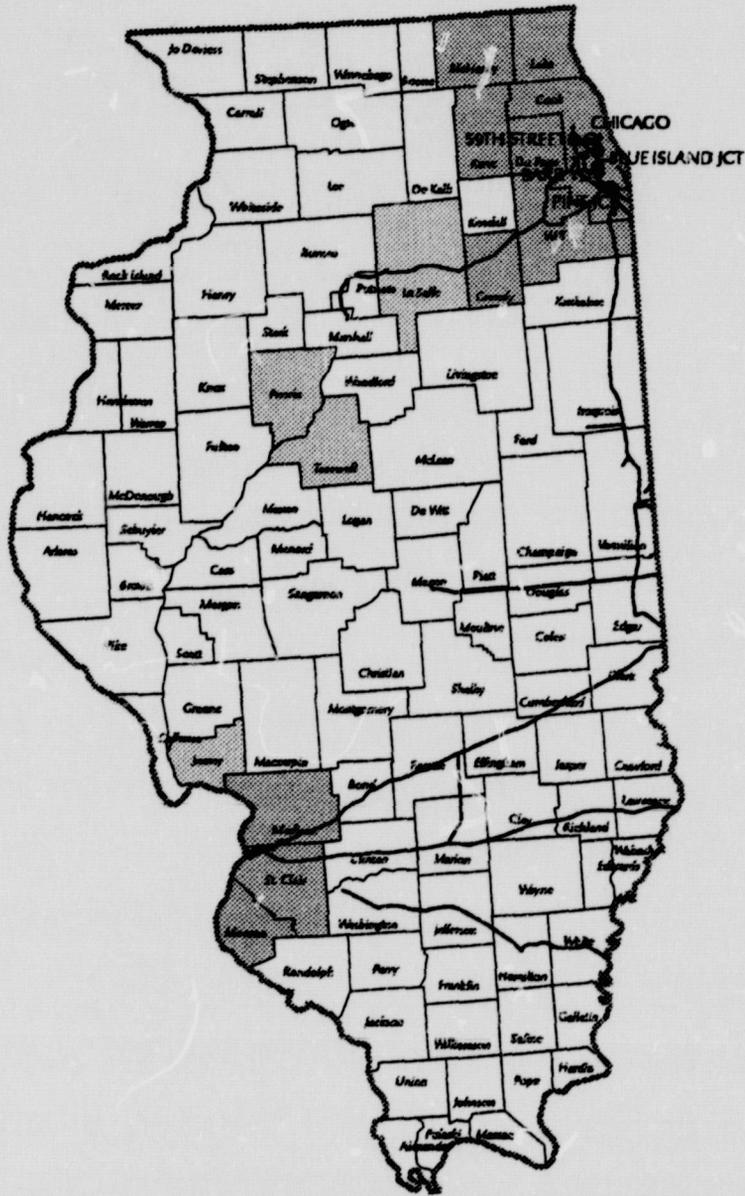
6.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

6.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN ILLINOIS



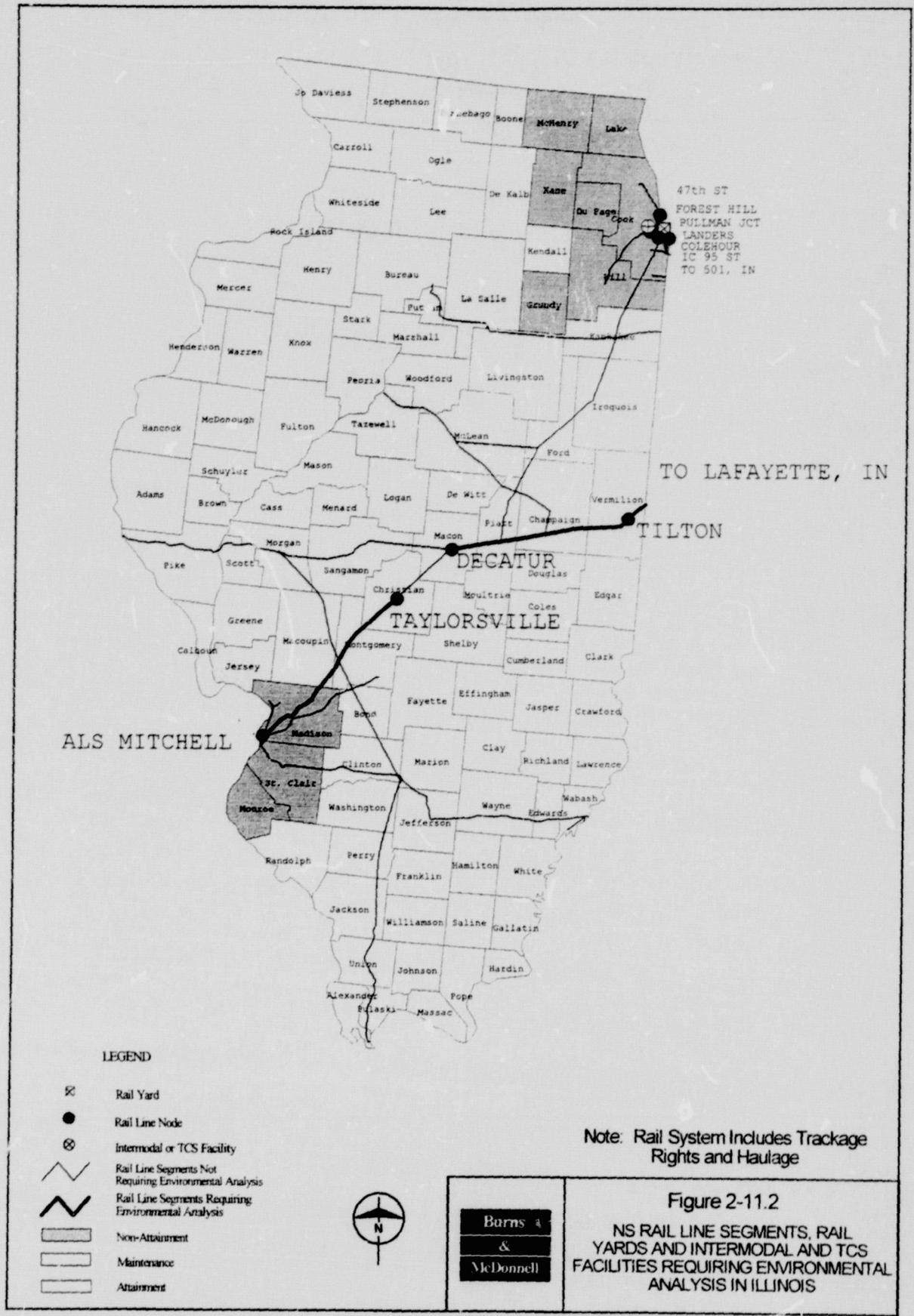
LEGEND

- | | | | | | |
|--|---|--|---------------------|--|----------------|
| | Rail Line Segments Requiring Environmental Analysis | | Nodes | | Non-Attainment |
| | Rail Line Segments Not Requiring Environmental Analysis | | Rail Yard | | Maintenance |
| | | | Intermodal Facility | | Attainment |

FIGURE 2-11.1



Note: Rail System Includes Trackage Rights and Haulage



ALS MITCHELL

TO LAFAYETTE, IN

TILTON

DECATUR

TAYLORSVILLE

Jr. Clark

Monroe

LEGEND

- ☒ Rail Yard
- Rail Line Node
- ⊗ Intermodal or TCS Facility
- ~ Rail Line Segments Not Requiring Environmental Analysis
- ~ Rail Line Segments Requiring Environmental Analysis
- ▨ Non-Attainment
- ▩ Maintenance
- ▭ Attainment



Note: Rail System Includes Trackage Rights and Haulage

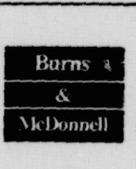


Figure 2-11.2
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN ILLINOIS

7.0 INDIANA

7.0 INDIANA

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Indiana resulting from increases in activity on rail segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition will have some environmental impacts in the state of Indiana. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Indiana immediately follows.

The expanded CSX and NS will retain and enhance competition in Indiana. Competitive routes will ensure that businesses moving goods to and from Indiana will be able to make transportation choices based on price, service and safety.

To facilitate competition, the current NS Fort Wayne Line between Crestline, OH, and Chicago, IL will be sold to CSX, with NS retaining trackage rights over the line.

Indiana will be served by eight CSX service routes following the Acquisition, including the Northeastern Gateway service route linking Chicago to New York and the St. Louis Gateway service route linking St. Louis with the East Coast via Indianapolis and Muncie. Indianapolis will become one of four new regional centers to handle operations, management and human resources.

CSX will acquire all Conrail property and facilities in Indianapolis, including Avon, Transfer and Hawthorne yards. Avon Yard (west of Indianapolis) will have an essential role in expediting traffic to the Northeast. Indianapolis will become the new CSX regional headquarters.

Major Conrail lines that NS will operate include the Chicago Line between Cleveland, OH, and Chicago, IL. NS will serve Indianapolis on trackage rights over CSX between Lafayette and Indianapolis, and between Muncie and Indianapolis. Indianapolis shippers will benefit from competition between two major rail carriers of equal size and scope.

NS will operate the major Conrail freight yard at Elkhart. NS will offer significantly improved service between Detroit and Chicago with a new connection at Butler, IN, and will maintain high quality service to both the Chicago and Kansas City gateways on existing NS and existing CR mainlines.

Triple Crown Services Co. (TCS) is headquartered at Fort Wayne. It successfully competes now with over-the-road trucks in the market for moving consumer goods and industrial material for just-in-time inventory management, particularly for the auto industry. NS will promote TCS service throughout the expanded NS system, building new TCS facilities in Baltimore, Buffalo, Charlotte, Bellevue and Morrisville (Philadelphia).

NS proposes to abandon the 21.5 mile branch line from Dillon Junction to South Bend, IN and the 21.5 mile branch line from Dillon Junction to Michigan City, IN. These proposed abandonments would eliminate 81 grade crossings.

7.1 AIR QUALITY IMPACTS

Of the 92 counties in Indiana, eleven counties have nonattainment areas and /or maintenance areas for air quality. The nonattainment areas are nonattainment for ozone and/or SO₂ (sulfur dioxide). In addition, one county is nonattainment for PM (particulate matter).

For this study, counties that are only partially nonattainment were evaluated to determine if any CSX, NS or Conrail rail line segments, rail yards and intermodal facilities are in the

nonattainment portion, the county was deemed nonattainment (D-NA) for purposes of evaluating all rail facilities in the county. If no CSX, NS or Conrail rail facilities are in the nonattainment portion, the county was deemed attainment (D-A).

Three of the counties with nonattainment areas, one of the counties with maintenance areas and 20 of the counties in attainment areas have CSX and NS rail line segments and rail yards that would experience increases in traffic or activity that meet STB thresholds (see Table 1-1). The rail line segments, rail yards and/or intermodal facilities are listed below and shown in Figures 2-12.1 and 2-12.2.

CSX Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Adams, IN	Ft. Wayne, IN	Allen	A	5.9	13.9	460
Evansville, IN	Amqui, TN	Vanderburgh	A	23.4	32.7	53
Ft. Wayne, IN	Warsaw, IN	Allen Whitley	A A	2.4	6.4	214
Tolleston, IN	Clark Jct., IN	Starke	A	0.0	5.0	>1000*
Warsaw, IN	Tolleston, IN	Kosciusko Marshall Starke Whitley	A A A A	1.0	5.0	206
Vincennes, IN	Evansville, IN	Gibson Knox Vanderburgh	A A A	22.3	30.8	75
Willow Creek, IN	Pine Jct, IN	Lake Porter	N N	22.1	38.6	105
Bucyrus, OH	Adams, IN	Allen	A	5.9	13.9	412
Deshler, OH	Willow Creek, IN	DeKalb Kosciusko LaPorte Marshall Noble Porter St. Joseph	A A D-NA A A N M	23.4	49.7	111

* Because of the low pre-Acquisition traffic, the change in GTM is not meaningful

CSX Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre-	Post-
			Acquisition	
Curtis	Lake	N	110	145
• N = Nonattainment				

NS Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-	Post-	
				Acquisition		
Alexandria, IN	Muncie, IN	Madison Delaware	A A	2.6	11.8	376
Butler, IN	Ft. Wayne, IN	DeKalb Allen	A A	13.6	22.4	47
Control Point 501, IN	Colehour, IL	Lake	N	57.1	67.6	32
Ft. Wayne TC, IN	Ft. Wayne Yd, IN	Allen	A	6.6	9.6	136
Ft. Wayne, IN	Peru, IN	Allen Huntington Miami Wabash	A A A A	19.0	34.9	101
Peru, IN	Lafayette, IN	Carroll Cass Miami Tippecanoe	A A A A	18.4	40.2	114
Lafayette, IN	Tilton, IL	Fountain Tippecanoe Warren	A A A	23.6	41.0	81
• N = Nonattainment, A = Attainment.						
• GTM = Gross Ton Miles						

NS Rail Yards

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre- Acquisition	Post-
Ft. Wayne	Allen	A	283	583
• A = Attainment.				

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, however, other rail facilities in Indiana (and in other states served by CSX and NS) would experience decreases in traffic or activity and decreases in localized air emissions. These decreases would be a result of re-routing freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

7.1.1 Impact Analysis by County

This sections analyzes the impacts to air quality in each county where a rail line segment, rail yard and/or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment or were deemed nonattainment are discussed first, followed by counties that are maintenance or have maintenance areas and then counties that are attainment or were deemed attainment.

7.1.1.1 Nonattainment Areas

In Indiana, three counties classified as nonattainment areas have rail line segments and rail yards that would experience increases in traffic or activity that would meet STB thresholds. One county is also classified as a maintenance area.

7.1.1.1.1 Lake County, IN

Lake County is classified as nonattainment (severe) for ozone, partial nonattainment for SO₂ and CO, and partial nonattainment (moderate) for PM-10. Increases in emissions have been estimated for each of the rail facilities in Lake County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Willow Creek, IN	Pine Jct, IN	12	5.0	22.1	38.6	16.5	105

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Lake County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Willow Creek, IN	Pine Jct, IN	70.0	7.8	2.6	4.5	1.8	0.00015

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for CSX Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Curtis	2.0	0.2	0.1	0.1	0.04	0.0000029

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Control Point 501, IN	Colehour, IL	7.00	6.93	57.1	67.6	10.5	32

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the NS Rail Line Segment in Lake County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Control Point 501, IN	Colehour, IL	72.67	8.07	2.69	4.71	1.83	0.0000011

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Lake County

Rail line segments and rail yards are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards in nonattainment areas were compared to the New Source Review benchmark for severe nonattainment areas (i.e., 25 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Lake County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.1.2 LaPorte County, IN

LaPorte County was deemed nonattainment for SO₂. Increases in emissions have been estimated for each of the rail facilities in LaPorte County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	21.8	23.4	49.7	26.3	111

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in LaPorte County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	419.8	46.6	15.6	27.2	10.5	0.00089

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in LaPorte County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in LaPorte County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.1.3 Porter County, IN

Porter County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail facilities in Porter County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Willow Creek, IN	Pine Jct, IN	12	7.0	22.1	38.6	16.5	105
Deshler, OH	Willow Creek, IN	174	10.2	23.4	49.7	26.3	111

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Porter County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Willow Creek, IN	Pine Jct, IN	97.8	10.9	3.6	6.3	2.5	0.00021
Deshler, OH	Willow Creek, IN	196.1	21.8	7.3	12.7	5.0	0.00042
Total		293.9	32.7	10.9	19.0	7.5	0.00063
• NO _x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Porter County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Porter County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.2 Maintenance Areas

In Indiana, one county classified as maintenance has a rail line segment that would experience increases in traffic or activity that would meet STB thresholds. This county is discussed in this section.

7.1.1.2.1 St. Joseph County, IN

St. Joseph County is classified as maintenance (marginal) for ozone. The rail facilities in St. Joseph County that would experience an increase in traffic that would meet STB thresholds are discussed in the following sections.

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	2.9	23.4	49.7	26.3	111

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in St. Joseph County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	55.3	6.1	2.1	3.6	1.4	0.00012

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in St. Joseph County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in St. Joseph County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3 Attainment Areas

In Indiana, 20 counties classified as attainment areas have rail line segments or rail yards that would experience increases in traffic or activity that would meet STB thresholds.

7.1.1.3.1 Allen County, IN

Allen County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Allen County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Adams, IN	Ft. Wayne, IN	5	5	5.9	13.9	8.0	460
Bucyrus, OH	Adams, IN	113.5	14.7	5.9	13.9	8.0	412
Ft. Wayne, IN	Warsaw, IN	39.7	36.8	2.4	6.4	4.0	214

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Allen County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Adams, IN	Ft. Wayne, IN	30.1	3.3	1.1	2.0	0.8	0.00064
Bucyrus, OH	Adams, IN	87.0	9.7	3.2	5.6	2.2	0.00018
Ft. Wayne, IN	Warsaw, IN	115.1	12.8	4.3	7.5	2.9	0.00024
Total		232.2	25.8	8.6	15.1	5.9	0.00048

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Butler, IN	Ft. Wayne, IN	28.00	15.81	13.6	22.4	8.8	47
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	2.00	2.00	6.6	9.6	3.0	136
Ft. Wayne, IN	Peru, IN	53.10	10.22	19.0	34.9	15.9	101

• GTM = Gross Ton Miles

Estimated Increases in Emissions for Portion of NS Rail Line Segments in Allen County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Butler, IN	Ft. Wayne, IN	43.88	4.87	1.63	2.84	1.11	0.000093
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	3.35	0.37	0.12	0.22	0.08	0.0000071
Ft. Wayne, IN	Peru, IN	96.18	10.68	3.57	6.23	2.43	0.000204
Total		143.41	15.92	5.32	9.29	3.62	0.000304

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Ft. Wayne	14.03	1.70	0.78	0.62	0.29	0.0000203

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Allen County

Rail line segments and rail yards are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Allen County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.2 Carroll County, IN

Carroll County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Carroll County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Peru, IN	Lafayette, IN	53.00	17.97	18.4	40.2	21.8	114

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in Carroll County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Peru, IN	Lafayette, IN	194.87	21.64	7.23	12.63	4.92	0.000413

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in Carroll County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Carroll County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.3 Cass County, IN

Cass County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Cass County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Peru, IN	Lafayette, IN	53.00	17.33	18.4	40.2	21.8	114

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in Cass County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Peru, IN	Lafayette, IN	187.91	20.87	6.97	12.18	4.74	0.000398

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in Cass County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Cass County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.4 DeKalb County, IN

DeKalb County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in DeKalb County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	21.8	23.4	49.7	26.3	111

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segment in DeKalb County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	420.8	46.7	15.6	27.3	10.6	0.00089

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Butler, IN	Ft. Wayne, IN	28.00	12.19	13.6	22.4	8.8	47

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in DeKalb County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Butler, IN	Ft. Wayne, IN	33.84	3.76	1.25	2.19	0.85	0.0000717

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in DeKalb County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in DeKalb County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.5 Delaware County, IN

Delaware County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Delaware County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Alexandria, IN	Muncie, IN	16.00	10.91	2.6	11.8	9.2	376

• GTM = Gross Ton Miles

Estimated Increases in Emissions for Portion of NS Rail Line Segment in Delaware County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Alexandria, IN	Muncie, IN	85.32	9.48	3.16	5.53	2.15	0.000181

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide
PM = particulate matter, Pb = lead

Discussion of Impacts in Delaware County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Delaware County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.6 Fountain County, IN

Fountain County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Fountain County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Lafayette, IN	Tilton, IL	49.00	9.27	23.6	41.0	17.4	81

• GTM = Gross Ton Miles

Estimated Increases in Emissions for Portion of NS Rail Line Segment in Fountain County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Lafayette, IN	Tilton, IL	88.85	9.87	3.29	5.76	2.24	0.000188

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Fountain County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Fountain County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.7 Gibson County, IN

Gibson County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Gibson County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Train: per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Vincennes, IN	Evansville, IN	53	24.2	22.3	30.8	8.5	75

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Gibson County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Vincennes, IN	Evansville, IN	317.7	35.3	11.8	20.6	8.0	0.00067

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Gibson County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Gibson County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.8 Huntington County, IN

Huntington County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Huntington County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Ft. Wayne, IN	Peru, IN	53.10	18.93	19.0	34.9	15.9	101
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for Portion of NS Rail Line Segment in Huntington County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ft. Wayne, IN	Peru, IN	178.17	19.79	6.61	11.54	4.50	0.000377
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide PM = particulate matter, Pb = lead							

Discussion of Impacts in Huntington County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Huntington County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.9 Knox County, IN

Knox County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Knox County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Vincennes, IN	Evansville, IN	53	13.4	22.3	30.8	8.5	75

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Knox County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Vincennes, IN	Evansville, IN	175.7	19.5	6.5	11.4	4.4	0.00037

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Knox County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Knox County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.10 Kosciusko County, IN

Kosciusko County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Kosciusko County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	21.6	23.4	49.7	26.3	111
Warsaw, IN	Tolleston, IN	83.1	24.9	1.0	5.0	4.0	206

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in Kosciusko County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	415.7	46.2	15.4	26.9	10.5	0.00088
Warsaw, IN	Tolleston, IN	74.5	8.3	2.8	4.8	1.9	0.00016
Total		490.2	54.5	18.2	31.7	12.4	0.00109

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Kosciusko County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Kosciusko County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.11 Madison County, IN

Madison County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Madison County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Alexandria, IN	Muncie, IN	16.00	5.09	2.6	11.8	9.2	376

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in Madison County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Alexandria, IN	Muncie, IN	39.85	4.43	1.48	2.58	1.01	0.0000844

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide
PM = particulate matter, Pb = lead

Discussion of Impacts in Madison County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Madison County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.12 Marshall County, IN

Marshall County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Marshall County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	21.5	23.4	49.7	26.3	111
Warsaw, IN	Tolleston, IN	83.1	26.4	1.0	5.0	4.0	206

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Marshall County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	414.4	46.0	15.4	26.9	10.5	0.00088
Warsaw, IN	Tolleston, IN	79.0	8.8	2.9	5.1	2.0	0.00017
Total		493.4	54.8	18.3	32.0	12.5	0.0011

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Marshall County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Marshall County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.13 Miami County, IN

Miami County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Miami County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Ft. Wayne, IN	Peru, IN	53.10	7.33	19.0	34.9	15.9	101
Peru, IN	Lafayette, IN	53.00	5.16	18.4	40.2	21.8	114

• GTM = Gross Ton Miles

Estimated Increases in Emissions for Portion of NS Rail Line Segments in Miami County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ft. Wayne, IN	Peru, IN	68.95	7.66	2.56	4.47	1.74	0.000146
Peru, IN	Lafayette, IN	55.93	6.21	2.07	3.62	1.41	0.000119
Total		124.88	13.87	4.63	8.09	3.15	0.000265

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in Miami County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Miami County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.14 Noble County, IN

Noble County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Noble County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Deshler, OH	Willow Creek, IN	174	25.1	23.4	49.7	26.3	111

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segment in Noble County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Deshler, OH	Willow Creek, IN	484.1	53.8	18.0	31.4	12.2	0.001

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Noble County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Noble County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.15 Starke County, IN

Starke County is classified as attainment. Increases in emissions have been estimated for each of the rail facilities in Starke County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Tolleston, IN	Clark Jct., IN	3.9	3.9	0.0	5.0	5.0	>1000*
Warsaw, IN	Tolleston, IN	83.1	11.4	1.0	5.0	4.0	206

* Because of the low pre-Acquisition activity, the change in GTM is not meaningful.
• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of CSX Rail Line Segments in Starke County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Tolleston, IN	Clark Jct., IN	18.6	2.1	0.7	1.2	0.5	0.000039
Warsaw, IN	Tolleston, IN	34.1	3.8	1.3	2.2	0.9	0.000072
Total		52.7	5.9	2.0	3.4	1.4	0.000111

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Starke County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Starke County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.16 Tippecanoe County, IN

Tippecanoe County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Tippecanoe County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Peru, IN	Lafayette, IN	53.00	12.55	18.4	40.2	21.8	114
Lafayette, IN	Tilton, IL	49.00	14.47	23.6	41.0	17.4	81

• GTM = Gross Ton Miles

Estimated Increases in Emissions for Portion of NS Rail Line Segments in Tippecanoe County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Peru, IN	Lafayette, IN	136.13	15.12	5.05	8.82	3.44	0.00029
Lafayette, IN	Tilton, IN	138.71	15.40	5.14	8.99	3.50	0.00029
Total		274.84	30.52	10.19	17.81	6.94	0.000582

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in Tippecanoe County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Tippecanoe County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.17 Vanderburgh, County, IN

Vanderburgh County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Vanderburgh County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Evansville, IN	Amqui, TN	137	9.4	23.4	32.7	9.3	53
Vincennes, IN	Evansville, IN	53	15.4	22.3	30.8	8.5	75

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in Vanderburgh County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	93.4	10.3	3.5	6.0	2.4	0.00019
Vincennes, IN	Evansville, IN	202.7	22.5	7.5	13.1	5.1	0.00043
Total		296.1	32.8	11.0	19.1	7.5	0.00062

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Vanderburgh County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Vanderburgh County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.18 Wabash County, IN

Wabash County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Wabash County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Ft. Wayne, IN	Peru, IN	53.10	16.63	19.0	34.9	15.9	101

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in Wabash County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ft. Wayne, IN	Peru, IN	156.48	17.38	5.80	10.14	3.95	0.000332

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide
PM = particulate matter, Pb = lead

Discussion of Impacts in Wabash County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Wabash County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.19 Warren County, IN

Warren County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Warren County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Lafayette, IN	Tilton, IL	49.00	16.32	23.6	41.0	17.4	81

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of NS Rail Line Segment in Warren County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Lafayette, IN	Tilton, IL	156.46	17.38	5.80	10.14	3.95	0.000331

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide PM = particulate matter, Pb = lead

Discussion of Impacts in Warren County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Warren County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.1.1.3.20 Whitley County, IN

Whitley County is classified as attainment. Increases in emissions have been estimated for each of the rail facilities in Whitley County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Ft. Wayne, IN	Warsaw, IN	39.7	2.9	2.4	6.4	4.0	214
Warsaw, IN	Tolleston, IN	83.1	20.4	1.0	5.0	4.0	206

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for Portion of CSX Rail Line Segments in Whitley County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ft. Wayne, IN	Warsaw, IN	9.0	1.0	0.3	0.6	0.2	0.000019
Warsaw, IN	Tolleston, IN	61.2	6.8	2.3	4.0	1.5	0.00013
Total		70.2	7.8	2.6	4.6	1.7	0.00015

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Whitley County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Whitley County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

7.2 NOISE IMPACTS

The CSX and NS rail line segments and rail yard that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Indiana would meet STB's thresholds for noise analysis.

Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries the portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre- Acquisition	Post- Acquisition	Difference		Line Segment	Grade Crossing
Deshler, OH	Willow Creek, IN	23.4*	49.7*	26.3	3.5	480	1340
Willow Creek, IN	Pine Jct, IN	22.1*	38.6*	16.5	2.6	400	1150
Vincennes, IN	Evansville, IN	22.3	30.8	8.5	< 2 dBA	--	--
Evansville, IN	Amqui, TN	23.4	32.7	9.3	< 2 dBA	--	--
Bucyrus, OH	Adams, IN	5.9	13.9	8.0	3.7	220	580
Adams, IN	Ft. Wayne, IN	5.9	13.9	8.0	3.7	220	580
Ft. Wayne, IN	Warsaw, IN	2.4	6.4	4.0	4.3	140	350
Warsaw, IN	Tolleston, IN	1.0	5.0	4.0	7.0	120	300
Tolleston, IN	Clark Junction, IN	0.0	5.0	5.0	U	120	300

*Includes 2.0 passenger trains per day, U = Background unknown, -- = Not applicable

Deshler, OH to Willow Creek, IN

This rail segment starts at the Willow Creek junction in Portage, IN and runs to Deshler, OH. Only the Indiana portion of this line segment is discussed here. The remainder of the segment is discussed in the chapter on Ohio. The line runs east from Willow Creek through a number of small towns and a few larger towns to the Indiana-Ohio border. This line currently carries an average of 21.4 freight trains and 2.0 passenger trains per day. As a result of the Acquisition, this segment is projected to experience an increase of 26.3 trains per day, which would result in an Ldn increase of 3.5 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 300 feet to 480 feet along track segments away from grade crossings and would increase from 800 feet to 1340 feet near grade crossings.

Portage

The first community along this line segment is Portage. The Willow Creek Junction is in the middle of Portage and the line segment runs east. The majority of the area around the tracks is

single family residential. As the line continues to the east, the residential land use thins out and the area becomes rural. There is one church close enough to the tracks to be affected by train noise. There are three grade crossings in Portage.

Woodville

This community is a number of rural residential areas centered around Route 49, which runs north-south through this area. This town is almost all residential, with little or no commercial or industrial land use. There are six grade crossings in Woodville, and there are no schools or churches near the tracks.

Coburg

Coburg is a very small rural town with only a few scattered residences. There are no schools or churches and there are only two grade crossings in the area surrounding Coburg.

Union Mills/Wellsboro

The next community along this segment is the twin cities of Union Mills and Wellsboro. The tracks run to the north of Union Mills and through the center of Wellsboro. These two communities consist mainly of scattered residences with a few commercial buildings near the tracks. There are two churches and one school in this area and there are two grade crossings in these communities.

Walkerton

Walkerton is a slightly larger town to the east of Union Mills/Wellsboro. The tracks run just to the north of town and there are two grade crossings as the tracks pass through Walkerton. The town is made up primarily of single family residences with a small commercial district in the eastern part of the town. There is one school and one church in the northern part of the community.

Teegarden

The next community along the line segment is Teegarden. This is a very small residential community to the east of Walkerton. The tracks run through the southern part of the town and there is only one grade crossing in the area. There are no commercial or industrial buildings in Teegarden but one school and two churches are located in the community.

La Paz

The town of La Paz is located where the tracks pass under US 31. The tracks run through the center of La Paz, and there are no grade crossings. US 31 is elevated over the tracks. There are a number of commercial buildings along US 31, but the remainder of the town is primarily residential. There are no schools or churches near the tracks.

Bremen

Bremen is a medium sized town with a large industrial area in the western part of town. The tracks pass from west to east through the northern part of the town. There are a large number of residences in this town, but few residences located near the train tracks. In addition to the industrial area in the western part of town, there are also a number of industrial/commercial buildings to the north of the tracks in the western part of Bremen. There are no schools or churches located near the tracks.

Nappanee

The next town to the east along the alignment is Nappanee, the mobile home capital of the world. There is quite a bit of industrial activity in this town, mainly associated with mobile home manufacturing. The tracks pass from west to east through the center of town. As the town is on an east-west axis, there are a large number of residences near the tracks. There are also four churches in the area near the train tracks. There is a large commercial area in the center of the town, and there are industrial areas on both the eastern and western ends of town.

Gravelton

Gravelton is a small collection of residences just to the east of Nappanee. There are scattered residences near a grade crossing. There are no schools, churches or commercial buildings in this community.

Milford Junction

This is another very small collection of residences, much like Gravelton. It is located just to the north of Milford, centered around a grade crossing. There are only a few residences here, and no other buildings.

Syracuse

Syracuse is the next town along the alignment. This community is a resort area centered around Lake Wawasee and Syracuse Lake. The tracks run west to east through the center of town. There are a number of residences in this area, both in the town of Syracuse, and to the east of the town, along the shore of Lake Wawasee. There is a commercial area in the center of Syracuse, but there are no industrial buildings. There is one school in the community.

Cromwell

The tracks run to the north of the Cromwell, and pass through only one grade crossing. The town is on a north-south axis, so only a small part of the town is near the tracks. The buildings closest to the tracks are mainly commercial. There are no churches or schools near the tracks, and all the residences near the tracks are detached single family.

Kimmell

Kimmell is a small industrial area just to the south of the tracks, which pass through the northern part of town. The remainder of the town is primarily single family residential. There is only one grade crossing, and there are no schools or churches.

Albion

The next community along the line segment is Albion. This town is much larger than the previous few towns. The tracks pass west to east through the southern part of the town. The town includes a number of single-family residences, some multi-family residences and a large trailer. There are two grade crossings in Albion. There are no schools or churches in the southern part of town, and there is a large commercial area running north to south in the center of the town.

Garrett

Garrett is the next town along the line segment. The tracks run through the northern part of town, through a commercial/industrial area. Beyond the commercial area, and stretching to the east and west of the center of the town, the town is primarily residential. The residences are mostly detached single family, and there are no churches or schools near the tracks. There is one grade crossing in the center of Garrett and one to the east of the town.

Auburn

The tracks pass through the extreme southern end of Auburn. This area is mostly commercial, but there is a large trailer park to the south of the tracks. There is only one church in the southern part of Auburn and no schools. There are two grade crossings on this segment in Auburn.

Concord

Concord is a group of scattered residences and one church centered around a single grade crossing.

Saint Joe

Saint Joe is the final community along this line segment in Indiana. The tracks pass through the northern part of town, over three grade crossings. This town is largely single family residential, although there is a small commercial area south of the tracks in the eastern part of the town. There is one church, and no schools in the area near the tracks.

Number of Sensitive Receptors: Willow Creek, IN to Deshler, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
1338	2	7	0	2114	4	13	0

Willow Creek, IN to Pine Jct, IN

This rail segment starts at the Willow Creek Junction in Portage and runs west to the Pine Junction in northwestern Gary. This line currently has 20.1 freight trains per day and 2.0 passenger trains. As a result of the Acquisition, this segment would experience an increase of 16.5 trains per day. The change in train volume would result in an Ldn increase of 2.6 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 300 feet to 400 feet along track segments away from grade crossings and would increase from 800 feet to 1150 feet near grade crossings.

Portage

The first community along this line segment is Portage. The tracks run from the junction to the northwest through the center of this mainly residential community. There is one grade crossing on this section of the track. There are no churches, schools or hospitals near the tracks.

Gary

Gary is the only other community along this line segment. Gary is to the north and west of I-90 and I-94. The tracks run to the west through Gary and there are three grade crossings along this section of the track. The eastern end of Gary is mostly residential. Beyond this, land use along the tracks is exclusively industrial all the way to Pine Junction. There are three schools and one church near the tracks in Gary. There are no hospitals near the tracks.

Number of Sensitive Receptors: Willow Creek, IN to Pine Junction, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
338	1	1	0	505	3	1	0

Vincennes, IN to Evansville, IN

This rail segment, which currently has a volume of 22.3 trains per day, would experience an increase of 8.5 trains per day as a result of the proposed Acquisition. The projected increase in train volume on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

Evansville, IN to Anqui, TN

This rail segment, which currently has a volume of 23.4 trains per day, would experience an increase of 9.3 trains per day as a result of the proposed Acquisition. The projected increase in train volume on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

Bucyrus, OH to Adams, IN

This segment is the Indiana portion of the Bucyrus, OH to Adams, IN line. It begins at Dixon, IN at the Ohio/Indiana border then runs northwest to Adams. This line currently carries an average of 5.9 trains per day. The projections are that the post-Acquisition train volume will increase an average of 13.9 trains per day, which would result in an Ldn increase of 3.7 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 130 feet to 220 feet along track segments away from grade crossings and would increase from 330 feet to 580 feet near grade crossings.

Dixon

The town of Dixon is a small residential community on the border of Ohio. There is one grade crossing in the middle of the town and a few scattered commercial establishments among the single family residences.

Monroeville

As the line heads northwest it goes through the center of Monroeville. It is another small community. There are three grade crossings and two churches in the vicinity of the tracks. A series of storefront businesses on the southern side of the tracks provide acoustic shielding for much of the residential portion of the town.

Maples

The next community that the line runs through is Maples. There is one grade crossing in the northern part of the community.

Adams

The line ends in the Adams area. Adams is a lightly populated area to the southeast of Fort Wayne.

Number of Sensitive Receptors: Bucyrus, IN to Adams, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
87	0	1	0	176	0	2	0

Adams, IN to Fort Wayne, IN

This line segment starts in the vicinity of Adams Ditch about five miles to the southeast of Fort Wayne and runs northwest towards the city. This line currently has a volume of 5.9 trains per day. As a result of the Acquisition, the segment is projected to would experience an increase in traffic of 8 trains per day. This change in volume would result in an Ldn increase of 3.7 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 130 feet to 220 feet along track segments away from grade crossings and would increase from 330 feet to 580 feet near grade crossings.

Adams

The line begins in the Adams area to the southeast of Fort Wayne. Adams is a lightly populated area.

Fort Wayne

The line continues to Fort Wayne, running through the city to the south of the central business district. The land use abutting the line is primarily light industrial and commercial. All of the street/railroad crossings are grade separated. There are no grade crossings within the city limits.

Number of Sensitive Receptors: Adams, IN to Fort Wayne, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
24	0	0	0	34	0	1	0

Ft. Wayne, IN to Warsaw, IN

This rail segment starts at the junction in western Ft. Wayne and runs west to the junction in the center of Warsaw. This line currently has 2.4 trains per day. As a result of the Acquisition, this segment would experience an increase of four trains per day. The change in train volume would result in an Ldn increase of 4.3 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 70 feet to 140 feet along track segments away from grade crossings and would increase from 180 feet to 350 feet near grade crossings.

Westlawn

This line segment starts on the western edge of Ft. Wayne, and there are no noise-sensitive receptors near the tracks until Westlawn. This is a small residential suburb of Ft. Wayne. The tracks pass through the northern edge of the town near a few scattered residences clustered around a single grade crossing. There are no commercial or industrial buildings in this area and there are no churches or schools near the tracks.

Arcola

The second town along the alignment is Arcola. This is a small residential community with a few commercial buildings near the tracks. The tracks pass through the southern edge of town, running from east to west. There are two grade crossings in Arcola. There is only one church and no schools near the tracks.

Coesse

Coesse is the next small town along the alignment to the west of Arcola. The tracks run through the center of this small residential community. The town has no churches or schools near the tracks and there are no commercial buildings. There is one grade crossing in Coesse.

Columbia City

The next town along the alignment is the largest community the tracks pass through on this line segment. The tracks run from southeast to northwest through the southern part of town. There are three grade crossings in Columbia City, and some commercial buildings to the north of the tracks. The rest of the area around the tracks is primarily single family residential. There are no schools, churches or hospitals in the vicinity of the tracks.

Larwill

The tracks next pass through the center of Larwill, running from east to west. There are two grade crossings and one bridge that goes over the tracks. There are some commercial buildings along the main street to the north of the tracks, and two churches located near the tracks. The remainder of the town is single family residences.

Pierceton

The tracks run east to west through the north central part of Pierceton. There is a large commercial area to the north and south of the tracks in the center of Pierceton. The remainder of the town is single family residences. There is one church and no schools or hospitals near the tracks.

Warsaw

The final community along this line segment is Warsaw. The tracks come into the town from the east and the line segment ends at the junction near the center of town. The eastern end of town has a number of residences and trailer parks. After these residences, there is a large industrial area to the north of the tracks. The center of Warsaw consists of residences to the north of the tracks and commercial buildings to the south of the tracks. There are five grade crossings in the eastern part of Warsaw. There are no churches, schools or hospitals located near the tracks.

Number of Sensitive Receptors: Ft. Wayne, IN to Warsaw, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
250	0	0	0	569	0	4	0

Warsaw, IN to Tolleston, IN

This rail segment starts at the junction in Warsaw, IN and runs west to the Tolleston Junction in Gary, IN. This line currently carries an average of 1 train per day. As a result of the Acquisition, this segment would experience an increase of 4.0 trains per day, which would result in an Ldn increase of 7.0 dBA. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would increase from 40 feet to 120 feet along track segments away from grade crossings and would increase from 100 feet to 300 feet near grade crossings.

Warsaw

The first town along this line segment is Warsaw. The line segment starts at the connection in central Warsaw and heads west through the center of town. There are seven grade crossings in

this part of town. The area around the tracks is primarily residential with some commercial buildings near the beginning of the segment. There are three churches located near the tracks, but no schools. There is a large industrial area to the north of the tracks on the western edge of town.

Atwood

The tracks pass through the center of this small residential community. There are two grade crossings and a small commercial area located near the tracks in the center of town. There are no schools, churches or hospitals near the tracks.

Etna Green

Etna Green is the next town along the tracks. The tracks run from east to west through the center of town and pass through two grade crossings. There are mostly single family residences in Etna Green, but there is a small commercial area near the center of town. There are no schools, churches or hospitals near the tracks.

Bourbon

The tracks continue to the northwest to Bourbon passing through the southern part of town, near the main commercial areas. There are four grade crossings in Bourbon. The commercial buildings are near the tracks, and the rest of the town is single family residences. There are no schools, churches or hospitals near the tracks.

Inwood

The next community along this line segment is Inwood. This is a very small residential community with only a few commercial buildings. The residences are scattered around a single grade crossing in the center of town. There are no schools, churches or hospitals near the tracks.

Plymouth

Plymouth is the next town along the tracks. This is one of the larger communities along this line segment. The tracks pass through the south central part of the town. There are two grade crossings in Plymouth. There are some commercial and industrial areas to the north of the tracks, but there is only residential land use to the south of the tracks. There are no schools, churches or hospitals in this area.

Donaldson

Donaldson is to the west of Plymouth. The tracks pass from east to west through the southern edge of this town. There are only a few scattered residences located around a single grade crossing. There are no schools, churches or hospitals near the tracks.

Hamlet

The tracks run through the northern edge of Hamlet. There are a few residences near the tracks, but the majority of the buildings close to the tracks are commercial. There are two grade crossings and no schools, churches or hospitals near the tracks.

Hanna

The tracks pass through the center of Hanna, which is mainly single family residences here with a small commercial area to the north of the tracks. There are no schools, churches or hospitals near the tracks. There are two grade crossings in Hanna.

Wanatah

Wanatah is the next town along the line segment. The tracks pass through the center of town and go through five grade crossings. There are some commercial buildings near the tracks, mainly on the south side. The remainder of the town is residential. There are no schools, churches or hospitals near the tracks.

Valparaiso

Valparaiso is to the west of Wanatah. The tracks run from the southeast to the northwest through the southwestern corner of town. The area southwest of the tracks is mainly industrial, and there are large commercial areas to the northeast of the tracks. The rest of the land use near the tracks is single family residential. Valparaiso University is located to the northeast of the tracks, but not within the 65 dBA Ldn contour. There are four grade crossings in Valparaiso. There are no schools or hospitals, but there is one church near the tracks.

Wheeler

Wheeler is a small suburb is located to the southeast of Gary. This town mainly consists of single family residences, with some commercial buildings to the north of the tracks. There are two grade crossings in Wheeler. There are no schools, churches or hospitals near the tracks.

Hobart

Hobart is a large suburb of Gary, just to the northwest of Wheeler. The land use around the tracks is mainly residential, with some commercial buildings nearby. There are also a few apartment buildings located near the tracks. There are three grade crossings in Hobart. There are no schools, churches or hospitals near the tracks.

Liverpool

The next community along this line segment is Liverpool. It is located near the junction of the Tri-State highway and I-65. The tracks only pass through the extreme northeastern corner of Liverpool. Land use near the tracks is primarily residential with no commercial or industrial buildings located near the tracks. There are no schools or hospitals and only one church located near the tracks.

Gary

The tracks run from the southeast to the northwest through the center of Gary to the Tolleston Junction. Gary is a primarily industrial town, but there are many residences located near the tracks. There are twelve grade crossings in this part of Gary. There are no schools or hospitals near the tracks, and only one church in this area.

Number of Sensitive Receptors: Warsaw, IN to Tolleston, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
185	0	0	0	840	0	5	0

Tolleston, IN to Clark Junction, IN

This rail segment starts at the junction in Tolleston and runs northwest to the Clark Junction in northern Gary, near Lake Michigan. This line currently has no scheduled freight trains, although the post-Acquisition operating plan projects an average of five trains per day. The majority of the noise impacts would occur at or near grade crossings where train horns are sounded approximately 1/4 mile before each crossing. The Ldn 65 contour would be 120 feet along track segments away from grade crossings and would be 300 feet near grade crossings.

Gary

Gary is the only community along this rail line segment. The line starts at the Tolleston Junction and runs through a residential area of Gary. There are single family residences to the north of the tracks and a housing project to the south of the tracks. Beyond this area, the tracks run through a purely industrial area to Clark Junction.

Number of Sensitive Receptors: Tolleston, IN to Clark Junction, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
0	0	0	0	158	0	0	0

NS Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Alexandria, IN	Muncie, IN	2.6	11.8	9.2	6.3	100	350
Butler, IN	Ft. Wayne, IN	13.6	22.4	8.8	2.1	150	500
Control Point 501, IN	Colehour, IL	57.1	67.6	10.5	< 2 dBA	250	750
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	6.6	9.6	3.0	< 2 dBA	100	300
Ft. Wayne, IN	Peru, IN	19.0	34.9	15.9	2.6	250	650
Peru, IN	Lafayette, IN	18.4	40.2	21.8	3.3	250	750
Lafayette, IN	Tilton, IL	23.6	41.0	17.4	2.3	250	750

Alexandria, IN to Muncie, IN

This rail segment currently has 2.57 trains per day. This segment would experience an increase of 9.27 trains per day and an increase of 375.81 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 6.3 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 47 grade crossings are on this segment. The current 65 dBA Ldn contour of 50 feet (150 feet at grade crossings) would extend to approximately 100 feet (350 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Alexandria

This is a mid-sized community where the west to east-trending track is near the south edge of the city. Numerous residences, businesses and industries occur on both sides of the rail. Schools and churches are also located in the community.

Gimco City

This is a small community where the track trends west to east along the north edge of the community. There are residences, businesses, and industries near the track.

Union Chapel

This is an extremely small community with only a few residences, businesses and churches. The track trends northwest to southeast along the north edge of the community.

Gilman

This is an extremely small community with only a few residences and businesses around the northwest to southeast-trending track.

Reed Station

This is a small community with only a few residences and churches. The track trends northwest to southeast along the north edge.

Cammack

This is a small community where the track trends northwest to southeast along the north edge of the community. There are only a few residences, businesses and churches in the community.

Muncie

This is a mid-sized community where the northwest to east-trending track is near the center of the city. Numerous residences, businesses and industries occur on both sides of the rail. Schools and churches are also located in the community.

**Number of Sensitive Receptors
Alexandria, IN to Muncie, IN Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
86	0	0	0	169	4	0	0

Butler, IN to Ft. Wayne, IN

This rail segment currently has 13.57 trains per day. This segment would experience an increase of 8.86 trains per day and an increase of 46.61 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.2

dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 66 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (150 feet at grade crossings) would extend to approximately 350 feet (500 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Control Point 501, IN to Colehour, IL

This rail segment currently has 57.06 trains per day. The segment would experience an increase of 10.51 trains per day (a 35.55 percent change in gross ton-miles per year) as a result of the proposed Acquisition. The projected increases in train volume and gross ton-miles on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

Ft. Wayne TC, IN to Ft. Wayne Yd., IN

This rail segment currently has 6.57 trains per day. The segment would experience an increase of 3.0 trains per day (a 135.52 percent change in gross ton-miles per year) as a result of the proposed Acquisition. The projected increases in train volume and gross ton-miles on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

Ft. Wayne, IN to Peru, IN

This rail segment currently has 18.99 trains per day, would experience an increase of 15.87 trains per day and an increase of 101.16 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.6 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 71 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (250 feet at grade crossings) would extend to approximately 450 feet (650 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

STB

FD

33388

6-23-97

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4/10

Aboite

This is an extremely small community with the few residences and businesses on both sides of the southwest to northeast-trending track.

Forest Ridge

This is a small community where the track trends southwest to northeast along the south edge of the community. Residences and businesses are near the track.

Manor Woods

This is a small community where the track trends southwest to northeast along the south edge of the community. Residences and businesses are near the track.

Indian Village

This is a small community where the track trends southwest to northeast along the northwest corner of the community. Residences and businesses are near the track.

Roanoke Station

This is an extremely small community with only a few residences and businesses on both sides of the southwest to northeast-trending track.

Mahon

This is a small community where the track trends southwest to northeast along the southeast corner of the community. Residences and businesses are near the track.

Huntingdon

This is a mid-sized community where the southwest to northeast-trending track is near the center of the city. Numerous residences, businesses, schools and churches are located in the community.

Andrews

This is a small community where the southwest to northeast-trending track is near the center of the city. Residences, businesses, schools and churches are in the community.

Largo

This is a small community with residences, businesses, schools and churches located south of the west to east-trending track.

Wahala

This is a mid-sized community where numerous residences, businesses, industries, schools and churches are located in the community on both sides of the west to northeast-trending track.

Valley Brook

This is a small community with residences, businesses and churches north of the west to east-trending track.

Richvalley

This is a small community with residences, businesses and churches north of the southwest to northeast-trending track.

Peru

This is a mid-sized community where the west to east-trending track is near the center of the city. Numerous residences, businesses, schools and churches are located in the community.

**Number of Sensitive Receptors
Ft. Wayne, IN to Peru, IN Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
481	0	0	0	842	0	0	0

Peru, IN to Lafayette, IN

This rail segment currently has 18.38 trains per day. The segment would experience an increase of 21.82 trains per day and an increase of 113.60 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 3.4 dBA, exceeding the threshold for noise analysis. The majority of impacts would occur at or near grade crossings where train horns would be sounded as a warning; 84 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (250 feet at grade crossings) would extend to approximately 450 feet (750 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Peru

This medium-sized city contains residences, churches, schools, businesses, parks, hospital and industries. The east to west running track passes through the northern half of town.

New Waverly

This small town contains residences, churches and businesses. The east to west trending track passes along the southern edge of town.

Miami Bend

This named place contains less than 10 residences. The east to west trending track passes through the northern half of town.

Potawatomi Point

This hamlet appears to consist mainly of cottages along the north bank of the Wabash River. The east to west trending track passes along the northern edge of the community.

Logansport

This medium-sized city contains residences, churches, schools, businesses, hospital and industries. The northeast to southwest trending track passes through the center of town.

Clymers

This small town contains residences, churches, schools and businesses. The northeast to southwest trending track passes along the south edge of town.

Burrows

This small town contains residences, churches, schools, and businesses. The northeast to southwest trending track passes through the southern half of town.

Rockfield

This small town contains residences, churches, schools and businesses. The northeast to southwest trending track passes through the center of town.

Delphi

This medium-sized town contains residences, churches, schools, industry and businesses. The northeast to southwest trending track passes through the center of town.

Colburn

This town consists of a few residences. The north to south trending track passes along the east edge of the community.

Buck Creek

This small town contains residences and schools. The northeast to southwest trending track passes through the center of the community.

Lafayette

This medium-sized town contains residences, churches, schools, hospital, industry and businesses. The northeast to southwest trending track passes through the western half of town.

**Number of Sensitive Receptors
Peru, IN to Lafayette, IN Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
512	1	3	0	788	4	4	0

Lafayette, IN to Tilton, IL

This rail segment currently has 23.58 trains per day. This segment would experience an increase of 17.41 trains per day and an increase of 80.52 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.4 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 80 grade crossings are on this segment. The current 65 dBA Ldn contour of 200 feet (250 at grade crossings) would extend to approximately 550 feet (750 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Lafayette

This is a mid-sized community where the northeast to southwest-trending track is near the center of the city. Numerous residences, businesses and industries occur on both sides of the rail. Schools and churches are also located in the community.

Marshfield

This is an extremely small community of a few residences that surrounding the northeast to southwest-trending track.

Johnsonville

This is an extremely small community of a few residences that surrounding the northeast to southwest-trending track.

Illiana

This is a small community where the track trends northeast to southwest along the northwest edge of this community. There are only a few residences near the track.

**Number of Sensitive Receptors
Lafayette, IN to Tilton, IL Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
395	7	4	0	592		6	0

* represents only noise-sensitive receptors in Indiana

NS Rail Yards

Rail Yard Location	Railcars Handled per Day			Change in dBA at property line	Distance to 65 Ldn contour (feet)
	Pre-Acquisition	Post-Acquisition	Percent Difference		
Ft. Wayne	283	583	106	3.1	1000

Ft. Wayne

This rail yard, located east of Fort Wayne and west of New Haven, IN, currently serves an average of 283 rail cars per day. The rail yard is projected to experience an increase of 300 rail cars per day (a 106 percent increase in activity) as a result of the proposed acquisition. The

increase in activity would result in an Ldn increase of 3.1 dBA at the property boundary. The current 65 dBA Ldn contour (670 feet outside the property boundary) would extend to approximately 1000 feet outside the property boundary.

The Fort Wayne rail yard is located west of the city of Fort Wayne, just east of the town of New Haven, IN. The closest noise-sensitive receptors include a residential area northwest of the yard and trailer parks southeast of the yard. The major noise sources associated with the yard are switching operations that occur primarily at the west end of the yard and locomotive engine idling that occurs near the repair facility at the east end of the yard. Due to noise from trains on the mainline, the projected increase in engine idling activity would cause only an insignificant 0.5 dBA increase in noise at the trailer parks. However, the switching operations often extend across a grade crossing at the west end of the yard accompanied by horn noise, primarily affecting the residential area to the north of the yard. The noise levels at these residences were estimated based on measurements of comparable switching noise at a grade crossing, indicating an Ldn of 73 dBA at 100 feet from the tracks with 30 to 40 cars switched per day; the existing and future levels were estimated by scaling up this measured level based on the estimated pre- and post-acquisition rail car activity. The resulting numbers of sensitive receptors within the 65 dBA Ldn contour are provided below.

Number of Sensitive Receptors: Fort Wayne Yard, Fort Wayne, IN

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
16	0	0	0	31	0	1	0

7.3 TRANSPORTATION

There are no intermodal facilities in Indiana that would experience an increase of 50 trucks or more per day or an increase in 10 percent of the ADT on local roads.

7.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

7.4.1 Grade Crossing Safety

The grade crossings in the State of Indiana with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 7.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
DeKalb	Auburn	Willow Creek, IN	Deshler, OH	South Wayne	X	-
DeKalb	Auburn	Willow Creek, IN	Deshler, OH	Seventh St	X	-
DeKalb	Garrett	Willow Creek, IN	Deshler, OH	Randolph	X	-
Kosciusko	Syracuse	Willow Creek, IN	Deshler, OH	Huntington Fifth	X	-
Elkhart	Nappanee	Willow Creek, IN	Deshler, OH	CR 7	X	-
Elkhart	Nappanee	Willow Creek, IN	Deshler, OH	Main (SR 19)	X	-
St Joseph	Walkerton	Willow Creek, IN	Deshler, OH	Liberty-Michigan	X	-

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Porter	Portage	Willow Creek, IN	Deshler, OH	Crocker Rd	X	-
Porter	Portage	Willow Creek, IN	Deshler, OH	Willow Creek Rd	X	-
Porter	Portage	Willow Creek, IN	Pine Jct, IN	Willow Creek Rd	X	-
Lake	Gary	Willow Creek, IN	Pine Jct, IN	County Line Rd	X	-
Lake	Gary	Willow Creek, IN	Pine Jct, IN	Clark Rd	X	-
Lake	Gary	Barr Yard, IL	Pine Jct, IN	SR 12	-	X
Lake	East Chicago	Barr Yard, IL	Pine Jct, IN	Euclid Ave	X	-
Lake	East Chicago	Barr Yard, IL	Pine Jct, IN	Kennedy	X	-
Lake	East Chicago	Barr Yard, IL	Pine Jct, IN	Railroad Ave	X	-
Lake	East Chicago	Barr Yard, IL	Pine Jct, IN	SR 20	-	X
Lake	Hammond	Barr Yard, IL	Pine Jct, IN	Columbia Ave	-	X
Lake	Hammond	Barr Yard, IL	Pine Jct, IN	Calumet Ave	-	X
Lake	Hammond	Barr Yard, IL	Pine Jct, IN	Hohman Ave	-	X
Lake	Hammond	Barr Yard, IL	Pine Jct, IN	Sheffield Ave	X	-
Vanderb	Evansville	Evansville, IN	Vincennes, IN	W. Maryland St	X	-
Vanderb	Evansville	Evansville, IN	Vincennes, IN	W. Franklin St	-	X
Vanderb	Evansville	Evansville, IN	Vincennes, IN	Ohio St	X	-
Knox	Vincennes	Evansville, IN	Vincennes, IN	Willow Ave	X	-
Gibson	Princeton	Evansville, IN	Vincennes, IN	Broadway	-	X
Allen	Fort Wayne	Warsaw, IN	Ft. Wayne, IN	Thomas Road	X	-
Porter	Valparaiso	Tolleston, IN	Warsaw, IN	Washington St.	-	X
Porter	Valparaiso	Tolleston, IN	Warsaw, IN	Napoleon St.	X	-
Lake	Hobart	Tolleston, IN	Warsaw, IN	Illinois St.	X	-
Lake	Gary	Tolleston, IN	Warsaw, IN	Broadway	-	X

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Lake	Gary	Clark Jct., IN	Tolleston, IN	5th Ave.	-	X
Lake	Gary	Clark Jct., IN	Tolleston, IN	Clarke Rd.	X	-

NS Analyzed Grade Crossings with an ADT of 5,000 or greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Allen	Ft. Wayne	Ft. Wayne, IN	Butler, IN	Anthony Boulevard		X
Allen	Ft. Wayne	Ft. Wayne, IN	Ft. Wayne TC, IN	Anthony Boulevard		X
Allen	Ft. Wayne	Peru, IN	Ft. Wayne, IN	Arldmore Avenue		X
Allen	Ft. Wayne	Peru, IN	Ft. Wayne, IN	Engle Road		X
Allen	Grabill	Ft. Wayne, IN	Butler, IN	Maysville Road	X	
Carroll	Delphi	Lafayette, IN	Peru, IN	Main Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Kilgore Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Whiteriver Boulevard	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Nickols Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Tillotson Street		X
Delaware	Muncie	Muncie, IN	Alexandria, IN	Jackson Street	X	
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Broadway Street		X
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Ft. Wayne, IN	X	
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Jefferson Street		X
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Lafontain Street	X	
Lake	Hammond	Colehour, IL	Control Pt. 501, IN	Calumet Avenue	X	
Madison	Alexandria	Muncie, IN	Alexandria, IN	SR 9		X
Madison	Alexandria	Muncie, IN	Alexandria, IN	Harrison Street	X	

NS Analyzed Grade Crossings with an ADT of 5,000 or greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	Underwood Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	18th Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	17th & Salem Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	Union Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Ferry Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Main Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Columbia Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	South Street (SR 26)	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	9th Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	4th Street		X
Wabash	Lagro	Peru, IN	Ft. Wayne, IN	Davis Street	X	
Wabash	Wabash	Peru, IN	Ft. Wayne, IN	Wabash Street	X	

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

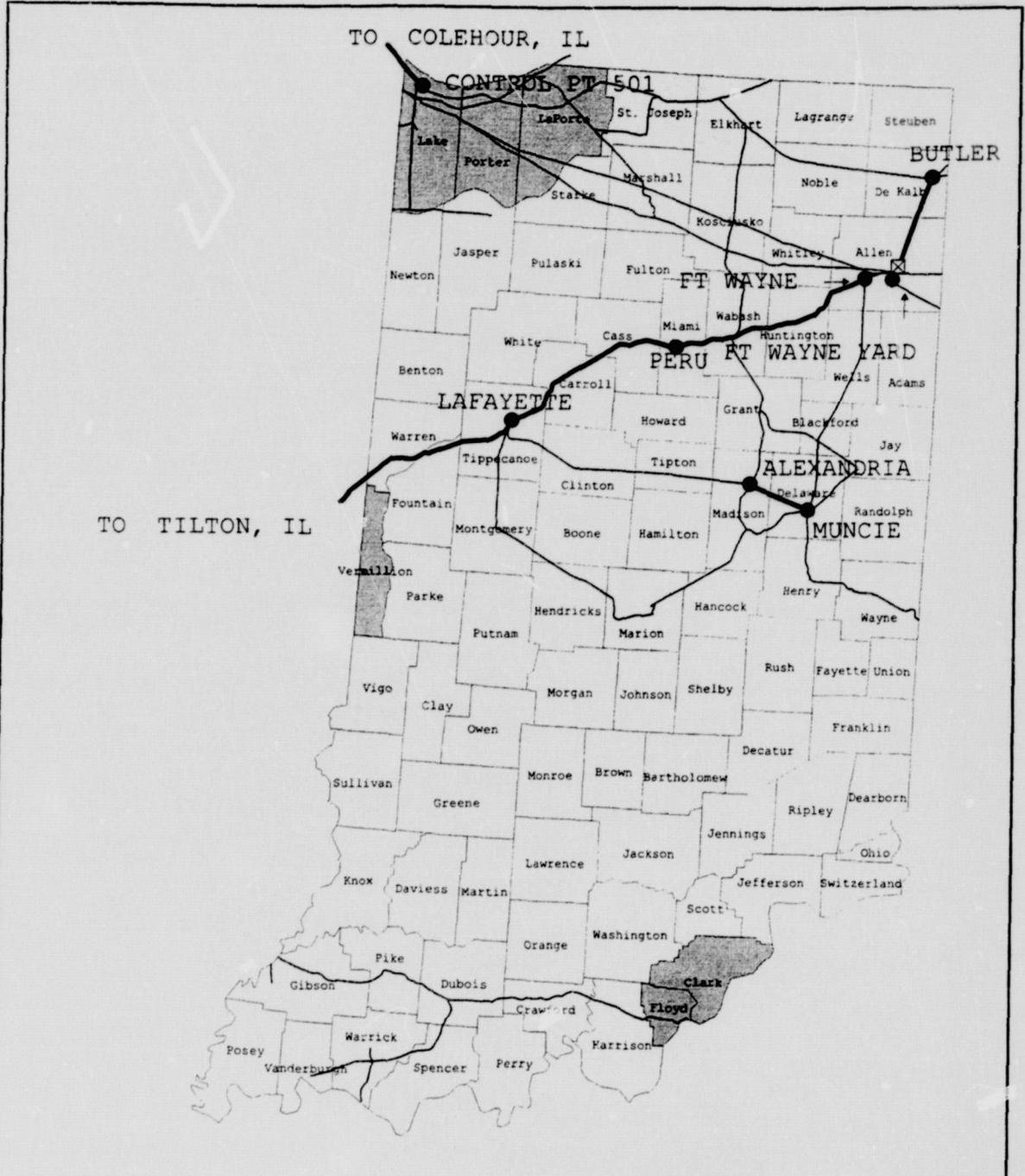
Information on vehicle delays is provided in Section 1.2.4.1.2.

7.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX and NS policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to safeguard shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

7.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX, NS and Conrail hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.



LEGEND

- ⊗ Rail Yard
- Rail Line Node
- ⊗ Intermodal or TCS Facility
- ~ Rail Segments Not Requiring Environmental Analysis
- ~ Rail Segments Requiring Environmental Analysis
- ▭ Non-Attainment
- ▭ Maintenance
- ▭ Attainment



Note: Rail System Includes Trackage Rights and Haulage

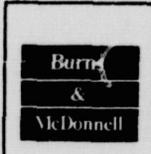


Figure 2-12.2
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN INDIANA

8.0 KENTUCKY

8.0 KENTUCKY

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Kentucky resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have relatively minor environmental impacts on the state of Kentucky. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Kentucky immediately follows.

Both CSX and NS will reroute movements to more efficient routes which will improve customer service, on time performance and car utilization. Through this Acquisition, Kentucky shippers will extend their single-line market reach via CSX and NS into the Northeast and Midwest.

As a result of the Acquisition, Kentucky coal, steel and auto producers will gain single-line access to points in the Northeast and the Great Lakes states. Louisville will remain an important rail transportation hub and improved service routes will divert traffic from trucks and help alleviate highway congestion and asphalt in fewer pollution emissions. Areas in Indiana, Michigan and Ohio now served by Conrail will provide additional sources of competitive grain for Kentucky consumers, and additional options for Kentucky coal to be marketed in the Great Lakes states.

Kentucky shippers will be served by five CSX route combinations offered following the Acquisition, including the Memphis Gateway Service Route linking Memphis and New York via Louisville and the Heartland Service Route linking Nashville, Cleveland and the Northeast via Hopkinsville and Henderson. Louisville's Osborn Yard will remain an important freight car switching hub for traffic from the South and Southeast. Most traffic for the St. Louis gateway will be rerouted via Indianapolis.

No route abandonments are anticipated in Kentucky.

8.1 AIR QUALITY IMPACTS

Of the 114 counties in Kentucky, sixteen counties have nonattainment and/or maintenance areas for air quality. These areas are near Cincinnati, OH and Louisville. These areas are nonattainment for ozone and SO₂ (sulfur dioxide).

One of the counties with nonattainment areas for ozone and sulfur dioxide, and five of the counties in attainment areas have CSX and NS rail line segments and intermodal facilities that would experience increases in traffic or activity that meet STB thresholds (See Table 1-1). These are listed below and shown in Figures 2-13.1 and 2-13.2. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-	Post-	
Evansville IN	Amqui TN	Christian Henderson Hopkins Todd Webster	A A A A A	23.4	32.7	53

• N = Nonattainment.

NS Intermodal Facility

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-	Post-	
Louisville (Buechel)	Jefferson	N	119	172	0.4-1.1

• N = Nonattainment.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Kentucky (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

8.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment or were deemed nonattainment are discussed first, followed by counties that are attainment or were deemed attainment areas.

8.1.1.1 Nonattainment Areas

In Kentucky, one county that is classified as a nonattainment area has an intermodal facility that would experience increases in traffic or activity that meet STB thresholds.

8.1.1.1.1 *Jefferson County, KY*

Jefferson County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the rail facility in Jefferson County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increases in Emissions for the NS Intermodal Facility

Intermodal Facilities	Estimated Increases in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Louisville (Buechel)	1.38	2.46	0.33	0.34	0.64	0.000027
• NO _x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead						

Discussion of Impacts in Jefferson County

Intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for moderate nonattainment areas (i.e., 100 tons per year). None of the facility's emissions increases would exceed the New Source Review Criteria.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.1.1.2 Attainment Areas

In Kentucky, five counties classified as attainment areas have a rail line segment that would experience increases in traffic or activity that meet STB thresholds.

8.1.1.2.1 Christian County, KY

Christian County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Christian County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Evansville, IN	Amqui, TN	137	28.3	23.4	32.7	9.3	53

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the CSX Rail Line Segment in Christian County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	280.7	31.2	10.4	18.2	7.1	0.00059

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Christian County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Christian County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.1.1.2.2 Henderson County, KY

Henderson County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Henderson County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Evansville, IN	Amqui, TN	137	12.8	23.4	32.7	9.3	53

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the CSX Rail Line Segment in Henderson County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	126.6	14.0	4.7	8.2	3.2	0.00027

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Henderson County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Henderson County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.1.1.2.3 Hopkins County, KY

Hopkins County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Hopkins County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Evansville, IN	Amqui, TN	137	23.9	23.4	32.7	9.3	53

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of the CSX Rail Line Segment in Hopkins County**

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	237.4	26.4	8.8	15.4	6.0	0.0005

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Hopkins County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Hopkins County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.1.1.2.4 Todd County, KY

Todd County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Todd County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Evansville, IN	Amqui, TN	137	10.2	23.4	32.7	9.3	53

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the CSX Rail Line Segment in Todd County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	101.1	11.2	3.7	6.6	2.6	0.00021

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Todd County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Todd County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.1.1.2.5 Webster County, KY

Webster County is classified as attainment for all pollutants. Increases in emissions have been estimated for each of the rail facilities in Webster County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Evansville, IN	Amqui, TN	137	11.1	23.4	32.7	9.3	53

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the CSX Rail Line Segment in Webster County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Evansville, IN	Amqui, TN	109.8	12.2	4.1	7.1	2.8	0.00023

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Webster County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Webster County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

8.2 NOISE IMPACTS

The NS intermodal facility would experience increases in activity meeting the STB thresholds for noise analysis (see Table 1-2). Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an

increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted.

NS Intermodal Facility

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Louisville (Buechel)	119	172	0.4-1.1	< 2 dBA	--
• -- = No; applicable					

Louisville (Buechel)

The Louisville facility is on Jennings Lane. Truck transportation to the facility is via Indian Lane, Gilmore Road and Produce Road. The land use around the facility is predominantly urban. Currently, the Louisville intermodal facility serves 119 trucks per day. Post-Acquisition, this facility is expected to experience an increase of 53 trucks per day, a 0.4 to 1.1 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

The increases in noise levels at the intermodal facility would not exceed the impact criteria of 2 dBA. Further, on Produce Road the additional truck traffic for the intermodal facility would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

8.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase.

Impacts near intermodal facilities would result from increased truck traffic using local roadways

to enter and exit the intermodal facilities. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

In Kentucky, one NS intermodal facility (Louisville) is expected to experience increased additional truck traffic of 50 trucks or more per day. However, the additional truck traffic is not expected to cause adverse impacts on the local or regional transportation system. This facility is discussed below.

Louisville (Buechel)

The Louisville facility is southeast of Louisville, near Petersburg, on Jennings Lane. Trucks would access the Louisville facility via Indian Lane, Gilmore Road and Produce Road. The Average Daily Traffic (ADT) for the vicinity of the Louisville facility, obtained from the Division of Planning, is as follows:

- Indian Lane - approximately 16,027 vehicles per day
- Gilmore - approximately 9,767 vehicles per day
- Produce Road - approximately 29,414 vehicles per day

The Traffic counts reported are for 1995 and represent the average count for both directions.

Post-Acquisition, the Louisville intermodal facility is expected to realize an increase of 53 more trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 108 truck trips represents approximately a 0.7 percent increase in ADT on Indian Lane, approximately a 1.1 percent increase in ADT on Gilmore and approximately

a 0.4 percent increase in ADT on Produce Road. These increases would have a minor impact on the local and regional transportation network.

8.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

8.4.1 Grade Crossing Safety

The grade crossings in the State of Kentucky with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 8.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Christian	Hopkinsville	Amqui, TN	Evansville, IN	Walnut St	-	X
Christian	Hopkinsville	Amqui, TN	Evansville, IN	E 9th St	-	X
Hopkins	Earlington	Amqui, TN	Evansville, IN	W. Main St	X	-
Hopkins	Madisonville	Amqui, TN	Evansville, IN	W. Noel Ave	X	-
Henderson	Henderson	Amqui, TN	Evansville, IN	US 41	-	X
Henderson	Henderson	Amqui, TN	Evansville, IN	Washington St	X	-

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on vehicle delays is provided in Section 1.2.4.1.2.

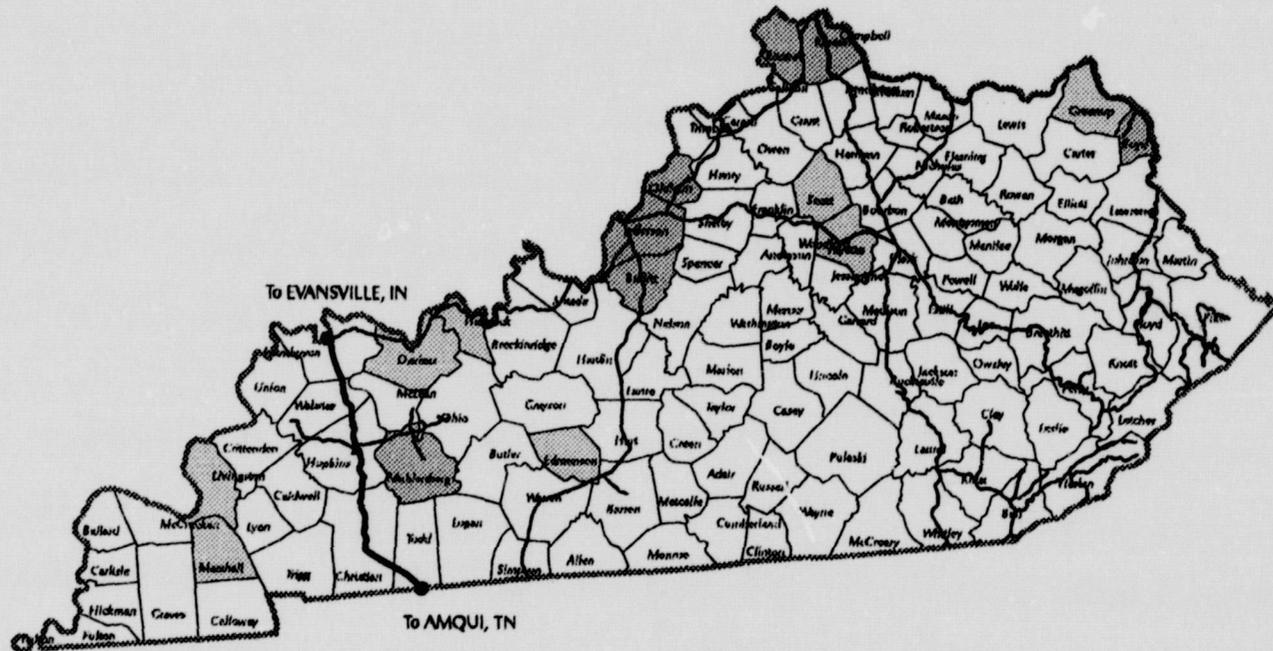
8.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to safeguard shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

8.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN KENTUCKY



LEGEND

- | | | | | | |
|--|---|--|---------------------|--|----------------|
| | Rail Line Segments
Requiring
Environmental Analysis | | Nodes | | Non-Attainment |
| | Rail Line Segments
Not Requiring
Environmental Analysis | | Rail Yard | | Maintenance |
| | | | Intermodal Facility | | Attainment |

Note: Rail System Includes Trackage Rights and Haulage

FIGURE 2-13.1



9.0 LOUISIANA

9.0 LOUISIANA

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Louisiana resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have relatively minor environmental impacts in Louisiana. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Louisiana immediately follows.

Both CSX and NS will reroute movements to more efficient routes which will improve customer service, on-time performance and car utilization. Through this Acquisition, Louisiana shippers will extend their single-line market reach via CSX and NS into the Northeast and Midwest.

The new systems will be of special benefit to the state's printing paper industry, which will gain improved access to the Northeastern U.S. consumer market. Processors of scrap paper will be able to tap additional sources in that region. The state's grain processors will have access to competitively-priced grain from Ohio Valley points now served exclusively by Conrail.

One of the service routes that CSX will utilize after the Acquisition is the New Orleans Gateway Service Route that will extend from Louisiana to New York, via Montgomery, Atlanta, and Philadelphia. New Orleans will continue to be a major western gateway for the NS system with shipments moving throughout the expanded NS system via Birmingham, Atlanta and the Shenandoah corridor. The New Orleans Gateway will be competitive with other rail routings from cities on the Mississippi River for freight that moves in containers and trailers, in addition to chemical shipments. Service improvements on this route will help alleviate highway congestion in the Southeastern U.S. by diverting traffic from truck to rail.

9.1 AIR QUALITY IMPACTS

Of the 64 parishes (counties) in Louisiana, 16 parishes have nonattainment areas and/or maintenance areas for air quality. The nonattainment areas are near Baton Rouge. These areas are nonattainment for ozone. The maintenance areas are near New Orleans, Lafayette, Lake Charles and Colfax.

One parish with a maintenance area for ozone has an NS intermodal facility that would experience increases in activity that meet STB thresholds (See Table 1-1). This is listed below and shown in Figure 2-14.1.

NS Intermodal Facility

Intermodal Facility	Parish	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-Acquisition	
New Orleans	Orleans	M	64	127	0.3-3.7

• M = Maintenance.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Louisiana (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

9.1.1 Impact Analysis by Parish

This section analyzes the impacts to air quality in each parish where an intermodal facility meets the STB thresholds for noise analysis of air emissions. Parishes that are considered maintenance or have maintenance areas are discussed below.

9.1.1.1 Maintenance Areas

In Louisiana, one parish classified as a maintenance (transitional) area has an intermodal facility that would experience an increase in traffic or activity that would meet STB thresholds.

9.1.1.1.1 Orleans Parish, LA

Orleans Parish is classified as maintenance for ozone. The rail facilities in Orleans Parish that would experience an increase in activity that would meet STB thresholds are discussed in the following section.

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
New Orleans	1.63	2.90	0.39	0.40	0.76	0.000031

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Orleans Parish

Intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at intermodal facilities in maintenance areas were compared to the New Source Review benchmark for maintenance areas (i.e., 100 tons per year). None of the facility emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Orleans Parish would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

9.2 NOISE IMPACTS

The NS intermodal facility that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) is listed below. Traffic increases on one rail facility in Louisiana would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided.

NS Intermodal Facilities

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
New Orleans	64	127	0.3-3.7	3.0	40

New Orleans

The New Orleans facility is on Almonaster Avenue. Truck transportation to the facility is via I-10, State Route 39, State Route 3021, France Road and Louisa Road.

Currently, the New Orleans intermodal facility serves approximately 64 trucks per day. Post-Acquisition, this facility is expected to experience an increase of 63 trucks per day, a 0.3 - 3.7 percent increase in the ADT on local roads. The increased activity at the facility is expected to cause an increase in noise levels of 3.0 dBA. No noise-sensitive receptors would be within the 65 dBA Ldn contour for post-Acquisition conditions.

The increases in noise levels at the intermodal trucks and cranes at the facility would exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

9.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase. Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

One NS intermodal facility in New Orleans, LA is expected to experience increased truck traffic of 50 trucks per day or more. However, the additional truck traffic is not expected to cause adverse impacts on the local or regional transportation system. This facility is discussed below.

New Orleans

The NS intermodal facility is in northeastern New Orleans on Almonaster Avenue. Trucks would access the NS New Orleans facility via I-10 State Road 39, State Road 3021, France Road and Louisa Road. The Average Daily Traffic (ADT) for the vicinity of the New Orleans facility was obtained from the Louisiana Department of Transportation and the New Orleans Street Department as follows:

- I-10 - approximately 12,000 vehicles per day
- SR-39 - approximately 38,770 vehicles per day
- SR-3021 - approximately 30,100 vehicles per day
- France Road - approximately 3,453 vehicles per day
- Louisa Road - approximately 3,415 vehicles per day

The traffic counts reported are for 1989 and 1995 and represent the average counts for both directions.

Post-Acquisition, the New Orleans intermodal facility is expected to realize an increase of 63 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 126 truck trips represent about a 1.0 percent increase in ADT on I-10, about a 0.3 percent increase in ADT on SR-39, about a 0.4 percent increase in ADT on SR-3021, about a 3.6 percent increase on France Road and about a 3.7 percent increase in ADT on Louisa Road. Thus, these increases would have a minor impact on the local and regional transportation network.

9.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

9.4.1 Grade Crossing Safety

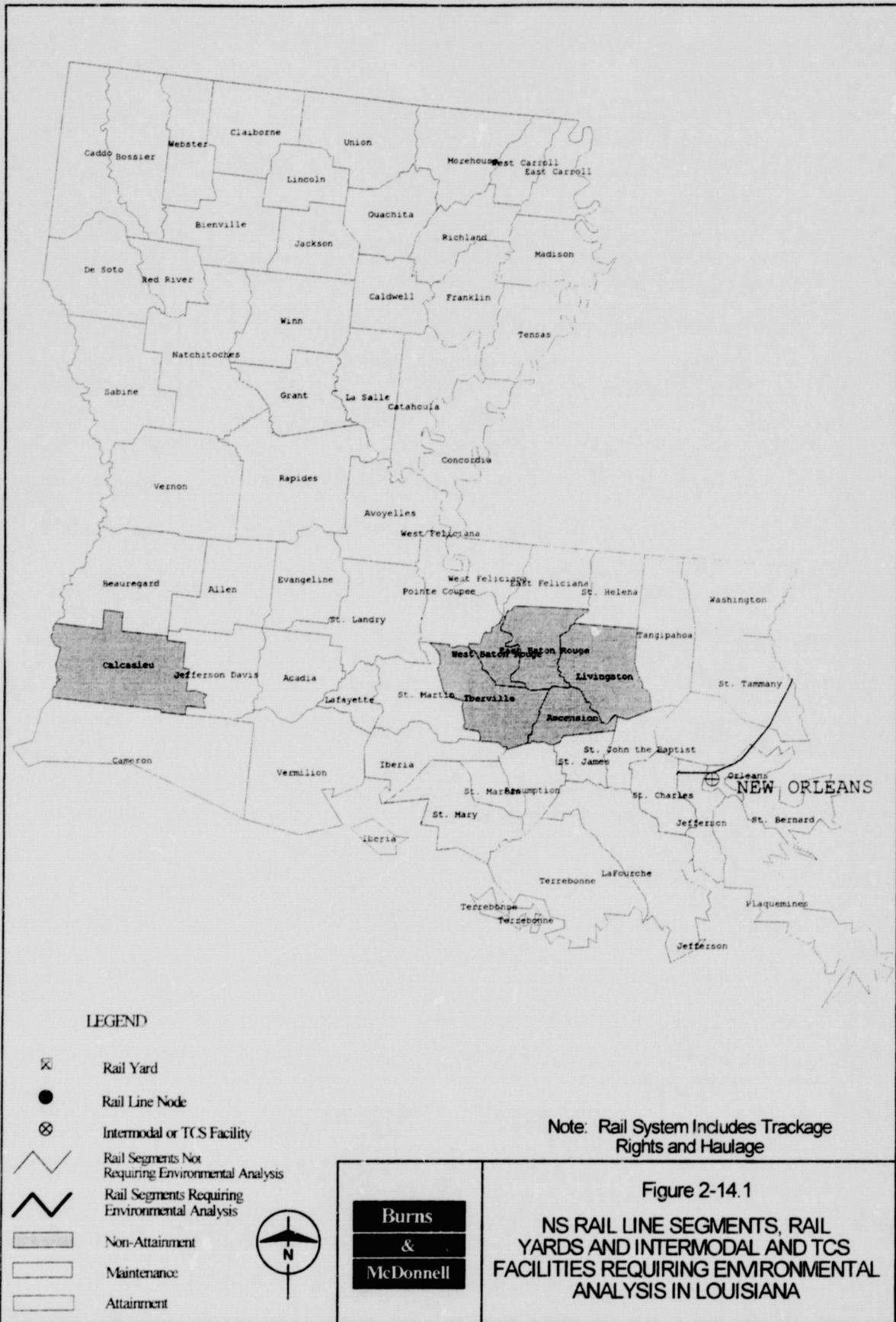
There are no grade crossings with an ADT of 5,000 or greater along analyzed lines.

9.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

9.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous material reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.



10.0 MARYLAND

10.0 MARYLAND

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Maryland resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the Proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have some environmental impacts in the state of Maryland. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Maryland immediately follows.

Two-carrier competition between CSX and NS, long known for their vigorous competition throughout the Southeast and parts of the Midwest, will benefit Maryland and the Port of Baltimore. Maryland customers will enjoy a choice of competing railroads for the first time between the state and markets in southeastern states. Because of the short hauls involved, Conrail often had not competed for Maryland traffic to and from the Southeast.

Following the Acquisition, Maryland will be served by five CSX service routes, including the Atlantic Coast Service Route linking Baltimore to Boston and Miami (parallel to I-95) and the New Orleans Gateway Service Route, linking New Orleans to New York via Baltimore. CSX will continue to use its Cumberland locomotive shop.

Significant potential exists for CSX diversion of truck traffic to rail along the entire East Coast, which will have a favorable impact upon highway congestion and air quality conditions. CSX's main line routes will be able to alleviate highway congestion by diverting truck traffic to rail.

NS will retain the current Conrail trackage rights over Amtrak's Northeast Corridor (NEC) between northern New Jersey, Philadelphia, Baltimore and Washington, and will also operate the major Conrail lines between Hagerstown, MD and Harrisburg, PA. NS will connect the Baltimore market with Midwest points by using the Port Road line between Perryville and Harrisburg, PA.

The primary NS corridor for Southeast states and Mid-Atlantic states markets will be through Hagerstown. NS plans to expand aggressively its north-south merchandise and intermodal operations over the Hagerstown route. Service-sensitive traffic that moves in RoadRailer® service (TCS) will take the more direct route on the NEC between Washington, DC, and Philadelphia, moving across Maryland in the off-peak night hours. NS proposes to expand the existing Conrail conventional intermodal (TOFC/COFC) facility in Baltimore and to build a new TCS facility on currently owned railroad property in Baltimore. NS predicts that it will divert a considerable number of trucks off Maryland Interstate I-81 to its new intermodal service via Hagerstown and, to a lesser degree, via the NEC.

No route abandonments are anticipated in Maryland by CSX or NS.

10.1 AIR QUALITY IMPACTS

Of the 23 counties in Maryland, 13 counties have nonattainment areas for ozone. The nonattainment areas are near Baltimore, Frederick and the District of Columbia.

Eight of the counties with nonattainment areas for carbon monoxide and sulfur dioxide, and one county in an attainment area have CSX, NS, and/or Northeast Corridor (NEC) rail line segments and intermodal facilities that would experience increases in traffic or activity that meet STB thresholds (See Table 1-1). These are listed below and shown in Figure 2-15.1, 2-15.2 and 2-15.3. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Line Segments

Rail Line Segment				County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To		Pre-Acquisition			Post-Acquisition		
Alexandria Jct	MD	Benning	MD	Prince George's	N	18.7	24.3	27
Alexandria Jct	MD	Washington	DC	Prince George's	N	39.4	46.3	63
Baltimore	MD	Relay	MD	Baltimore City Baltimore	N N	55.1	58.2	11
Jessup	MD	Alexandria Jct	MD	Anne Arundel Howard Prince George's	N N N	48.9	52.6	45
Landover	MD	Anacostia	DC	Prince George's	N	3.4	9.1	117
Pt of Rocks	MD	Harpers Ferry	WV	Frederick Montgomery Washington	N N A	47.7	56.0	30
Relay	MD	Jessup	MD	Anne Arundel Baltimore Howard	N N N	48.6	52.5	26
Washington	DC	Pt of Rocks	MD	Montgomery Prince George's	N N	38.2	45.2	48

• N = Nonattainment, A = Attainment

NS Rail Line Segment

Rail Line Segment			County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To				Pre-Acquisition	Post-Acquisition	
Harrisburg, PA	Riverton Jct, VA		Washington	A	11.1	19.6	82

• A = Attainment
• GTM = Gross Ton Miles

NS Intermodal Facility

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre- Acquisition	Post- Acquisition	
Baltimore-CR, TCS	Baltimore City	N	108	174	2.9-3.0

• N = Nonattainment

NEC Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre- Acquisition	Post- Acquisition	
Baltimore MD	Bowie MD	Anne Arundel Baltimore Baltimore City Howard Prince George's	N N N N N	101.4	106.7	49
Davis DE	Perryville MD	Cecil	N	71.5	79.4	74
Bowie MD	Landover MD	Prince George's	N	102.2	108.3	51

• N = Nonattainment

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Maryland (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

10.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment or were deemed nonattainment are discussed first, followed by counties that are attainment or were deemed attainment areas.

10.1.1.1 Nonattainment Areas

In Maryland, eight counties classified as nonattainment areas have rail line segments and/or an intermodal facility that would experience an increase in traffic or activity that meet STB thresholds.

10.1.1.1.1 Anne Arundel County, MD

Anne Arundel County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail facilities in Anne Arundel County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Jessup, MD	Alexandria Jct, MD	17	4.5	48.9	52.6	3.7	45
Relay, MD	Jessup, MD	7	3.8	48.6	52.5	3.9	26

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Anne Arundel County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Jessup, MD	Alexandria Jct, MD	38.5	4.3	1.5	2.5	1.0	0.000081
Relay, MD	Jessup, MD	17.9	2.0	0.6	1.1	0.5	0.000038
Total		56.4	6.3	2.1	3.6	1.5	0.00012

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NEC Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre- Acquisition	Post- Change	Change	
Baltimore, MD	Bowie, MD	28.6	8.8	101.4	106.7	5.3	49

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of NEC Rail Line Segment in Anne Arundel County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Bowie, MD	41.5	4.6	1.5	2.7	1.0	0.000088

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Anne Arundel County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Anne Arundel County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.2 Baltimore County, MD

Baltimore County is classified as nonattainment (severe) for ozone and partial maintenance for carbon monoxide. Increases in emissions have been estimated for each of the rail facilities in Baltimore County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Baltimore, MD	Relay, MD	7	2.9	55.1	58.2	3.1	11
Relay, MD	Jessup, MD	7	1.7	48.6	52.5	3.8	26

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Baltimore County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Relay, MD	7.7	0.9	0.3	0.5	0.2	0.000016
Relay, MD	Jessup, MD	7.8	0.9	0.3	0.5	0.2	0.000017
Total		15.5	1.8	0.6	1.0	0.4	0.000033

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Baltimore, MD	Bowie, MD	28.6	4.7	101.4	106.7	5.3	49

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of NEC Rail Line Segments in Baltimore County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Bowie, MD	22.2	2.5	0.8	1.4	0.6	0.000047

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Baltimore County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Baltimore County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.3 Baltimore City, MD

Baltimore City County is classified as nonattainment (severe) for ozone and classified as partial maintenance for carbon monoxide. Increases in emissions have been estimated for each of the rail facilities in Baltimore City that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Baltimore, MD	Relay, MD	7	4.1	55.1	58.2	3.1	11

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Baltimore City

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Relay, MD	10.8	1.2	0.4	0.7	0.3	0.000023

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore-CR, TCS	2.03	3.59	0.49	0.46	.92	0.000039

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NEC Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Baltimore, MD	Bowie, MD	28.6	9.4	101.4	106.7	5.3	49

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of NEC Rail Line Segment in Baltimore City**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Bowie, MD	44.6	5.0	1.7	2.9	1.1	0.000094
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Baltimore City

Rail line segments and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for severe nonattainment areas (i.e., 25 tons per year). None of the facility's emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Baltimore City would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.4 Cecil County, MD

Cecil County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail facilities in Cecil County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Davis, DE	Perryville, MD	21.1	11.3	71.5	79.4	7.9	74

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of NEC Rail Line Segments in Cecil County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Davis, DE	Perryville, MD	84.6	9.4	3.1	5.5	2.1	0.00018

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Cecil County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Cecil County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.5 Frederick County, MD

Frederick County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for each of the rail facilities in Frederick County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Pt of Rocks, MD	Harpers Ferry, WV	38	19.2	47.7	56.0	8.0	30

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Frederick County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Pt of Rocks, MD	Harpers Ferry, WV	131.4	14.6	4.9	8.5	3.3	0.00028

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Frederick County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Frederick County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.6 Howard County, MD

Howard County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail facilities in Howard County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Jessup, MD	Alexandria Jct, MD	17	0.8	48.9	52.6	3.7	45
Relay, MD	Jessup, MD	7	1.5	48.6	52.5	3.9	26

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in Howard County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Jessup, MD	Alexandria Jct, MD	7.0	0.8	0.3	0.5	0.2	0.000015
Relay, MD	Jessup, MD	7.1	0.8	0.3	0.5	0.2	0.000015
Total		14.1	1.6	0.6	1.0	0.4	0.00003

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NEC Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Baltimore, MD	Bowie, MD	28.6	2.6	101.4	106.7	5.3	49

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of NEC Rail Line Segment in Howard County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Bowie, MD	12.1	1.3	0.4	0.8	0.3	0.000026
• NO _x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Howard County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Howard County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.7 Montgomery County, MD

Montgomery County is classified as nonattainment (serious) for ozone and maintenance for CO. Increases in emissions have been estimated for each of the rail facilities in Montgomery County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre- Acquisition	Post- Change	Change	
Pt of Rocks, MD	Harpers Ferry, WV	38	0.01	47.7	56.0	8.3	30
Washington, DC	Pt of Rocks, MD	43	37.7	38.2	45.2	7.0	48
• GTM = Gross Ton Miles							

**Estimated Increases in Emissions
for the Portion of CSX Rail Line Segments in Montgomery County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Pt of Rocks, MD	Harpers Ferry, WV	0.1	0.01	0.002	0.003	0.001	0.00000011
Washington, D.C.	Pt of Rocks, MD	267.5	29.7	9.9	17.3	6.8	0.00057
Total		267.6	29.7	9.9	17.3	6.8	0.00057
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Montgomery County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Montgomery County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.1.8 Prince George's County, MD

Prince George's County is classified as nonattainment (serious) for ozone and classified as maintenance for CO. Increases in emissions have been estimated for each of the rail facilities in Prince George's County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Alexandria Jct, MD	Washington D.C.	5	3.7	39.4	46.3	6.9	63
Jessup, MD	Alexandria Jct, MD	17	11.6	48.9	52.6	3.7	45
Landover, MD	Anacostia, DC	5.4	3.7	3.4	9.1	5.7	117
Washington, DC	Pt of Rocks, MD	43	3.1	38.2	45.2	7.0	48
Alexandria Jct, MD	Benning, MD	6	6	18.7	24.3	5.6	27

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in Prince George's County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Alexandria Jct, MD	Washington D.C.	31.1	3.4	1.2	2.0	0.8	0.000066
Jessup, MD	Alexandria Jct, MD	98.4	10.9	3.7	6.4	2.5	0.00021
Landover, MD	Anacostia, DC	8.4	0.9	0.3	0.5	0.2	0.000018
Washington, DC	Pt of Rocks, MD	22.3	2.5	0.8	1.4	0.6	0.000047
Alexandria Jct, MD	Benning, MD	25.7	2.9	1.0	1.7	0.7	0.000055
Total		185.9	20.6	7.0	12.0	4.8	0.000396

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Baltimore, MD	Bowie, MD	28.6	3.1	101.4	106.7	5.3	49
Bowie, MD	Landover, MD	8.3	8.3	102.2	108.3	6.1	51

• GTM = Gross Ton Miles

**Estimated Increases in Emissions
for the Portion of NEC Rail Line Segments in Prince George's County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Baltimore, MD	Bowie, MD	14.8	1.6	0.5	1.0	0.4	0.000031
Bowie, MD	Landover, MD	47.4	5.3	1.8	3.1	1.2	0.0001
Total		62.2	6.9	2.3	4.1	1.6	0.00013
• NO _x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Prince George's County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Prince George's County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.1.1.2 Attainment Areas

In Maryland, one county classified as an attainment area has rail line segments that would experience increases in traffic or activity that would meet STB thresholds.

10.1.1.2.1 Washington County, MD

Washington County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Washington County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Pt of Rocks, MD	Harpers Ferry, WV	38	5.3	47.7	56.0	8.3	30

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Washington County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Pt of Rocks, MD	Harpers Ferry, WV	36.0	4.0	1.3	2.3	0.9	0.000076

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Harrisburg, PA	Riverton Jct, VA	133.00	22.88	11.1	19.6	8.5	82

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Washington County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Harrisburg, PA	Riverton Jct, VA	140.32	15.58	5.20	9.09	3.54	0.0003

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Washington County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Washington County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

10.2 NOISE IMPACTS

The CSX and NS line segments and intermodal facilities that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Maryland would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, that portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Pt of Rocks, MD	Harpers Ferry, WV	47.7*	55.5*	8.3	< 2 dBA	--	--
Landover, MD	Anacostia, DC	3.6	9.1	5.7	5.6	200	500

* Includes 13.9 passenger trains per day, -- = Not applicable

Pt of Rocks, MD to Harpers Ferry, WV

This rail segment, which currently carries an average volume of 47.2 freight and passenger trains per day, would experience an increase of 8.3 freight trains per day as a result of the proposed Acquisition. The projected increase in train volume on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

Landover, MD to Anacostia, DC

This line segment starts just to the north of Landover Road in Landover, MD and runs south to the small yard near the Anacostia River. Only the Maryland portion of this line segment is discussed here. This line segment currently has 3.4 trains per day. As a result of the Acquisition, the segment would experience an increase of 5.7 trains per day. The change in train volume would result in an Ldn increase of 5.6 dBA. There are no grade crossings along this segment. The distance to the 65 dBA Ldn contour would increase from 100 feet to 200 feet.

Landover

The line starts near the southern end of Landover near Landover Road. There are no grade crossings in Landover. The land use is primarily residential, but most of the residences are located well away from the tracks. There are no schools, churches or hospitals located near the tracks.

Cheverly

The tracks run through the center of Cheverly, from the northeast to the southwest. There are no grade crossings in Cheverly. The land use is commercial/industrial to the south of the tracks and residential to the north of the tracks. No residences are located near the tracks, and there are no churches, schools hospitals near the tracks.

Number of Sensitive Receptors: Landover, MD to Anacostia, DC Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
0	0	0	0	9	0	0	0

NS Rail Line Segment

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Harrisburg, PA	Riverton Jct, VA	11.1	19.6	8.5	2.4	150	450

Harrisburg, PA to Riverton Jct, VA

This segment currently has 11.06 trains per day and would experience an increase of 8.56 trains per day and an increase of 82.08 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.4 dBA, exceeding the impact criterion. The majority of impacts would occur at or near grade crossings where train horns would be sounded as a warning; 126 grade crossings are on this segment. The current 65 dBA Ldn contour of 100 feet (150 feet at grade crossings) would extend to approximately 300 feet (450 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Hagerstown

This is a mid-sized community where the north to south-trending track is near the center of the city. Numerous residences, businesses and industries occur on both sides of the rail. Schools and churches are also located close to the rail.

St. James

This is an extremely small community with only a few residences just east of the north to south-trending track.

Spielman

This is an extremely small community with only a few residences just east of the north to south-trending track.

Grimes

This is an extremely small community with only a few residences just west of the north to south-trending track.

Dogtown

This is an extremely small community with only a few residences just west of the north to south-trending track.

Mondell

This is an extremely small community with only a few residences just west of the north to south-trending track.

**Number of Sensitive Receptors
Harrisburg, PA to Riverton Jct, VA Line Segment**

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
601	3	7	0	987	4	9	0
• Only represents noise-sensitive receptors in Maryland							

NS Intermodal Facilities

Intermodal Facility Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Baltimore-CR, TCS	108	174	2.9-3.0	2.7	83

Baltimore-CR, TCS

The Conrail Baltimore intermodal facility which NS would operate, is located in eastern Baltimore on East Lombard Street. The land use around the facility is predominantly industrial. NS proposes to build a new Triple Crown Services (TCS) facility on railroad property at

Bayview Yard. This facility would be very close to the current conventional intermodal facility on Lombard Street; therefore the facilities were studied together on a cumulative effect. Truck transportation to the TCS facility would use I-895, Ponca Street and Lombard Street also.

Currently, the Baltimore intermodal facility serves 108 trucks per day. Post-Acquisition, this facility and the new facility would experience a total increase of 66 trucks per day, a 2.9 - 3.0 percent increase in the ADT on local roads.

The increase in noise levels from the trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

The increased in noise levels at the intermodal facility would not exceed the impact criteria of 2 dBA. Further, on Ponca Street, the additional truck traffic for the intermodal facilities would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

NEC Rail Line Segments

Segment		Trains Per Day				Change in dBA
From	To	Passenger	Freight		Difference	
			Pre-Acquisition	Post-Acquisition		
Baltimore, MD	Bowie, MD	99	2.4	7.7	5.3	< 2 dBA

Baltimore, MD to Bowie, MD

The current train traffic on this NEC segment is an average of 2.4 freight trains per day and 99 passenger trains per day. As a result of the Acquisition, the segment is projected to experience an increase of 5.3 freight trains per day. Because of the large number of passenger trains, the projected increase in freight traffic would have only a minimal impact on the noise environment. The projected change in freight train volume would result in an Ldn increase of less than 1 dBA. No adverse noise impacts are projected for this line segment.

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10.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase.

Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facility would be partially offset in many localities by the significant number of truck-to-rail diversions.

The NS intermodal facilities in Maryland are expected to experience cumulative additional truck traffic of 50 trucks or more per day. However, the additional truck traffic is not expected to cause adverse impacts on the local or regional transportation system. These facilities are discussed below.

Baltimore

The Conrail conventional intermodal facility is in eastern Baltimore on East Lombard Street and would be operated by NS post-Acquisition. NS proposes to build a new TCS facility nearby at Bayview Yard on existing railroad property. Due to the close proximity of these sites, the two facilities were analyzed together. Trucks would access the Baltimore facilities via I-895, Ponca Street and Lombard Street. The Average Daily Traffic (ADT) for the vicinity of the Baltimore facilities was obtained from the Bureau of Transportation as follows:

- Ponca St. - approximately 4,374 vehicles per day
- Lombard St. - approximately 4,546 vehicles per day

Traffic counts reported are for 1989 and represent the average count for both directions.

Post-Acquisition, the Baltimore intermodal facilities are expected to realize an increase of 133 truck trips per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 133 truck trips represents about a 3.0 percent increase in ADT on Ponca St. and about a 2.9 percent increase in ADT on East Lombard St. However, Ponca St. and East Lombard St. both provide direct access to the Baltimore intermodal facilities and it is likely that the additional truck traffic would be split between the two streets. Therefore, a more typical impact of 1.5 percent increase in ADT would be expected for the combined ADT of Ponca and Lombard Sts. Thus, these increases would have a minor impact on the local and regional transportation network.

10.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

10.4.1 Grade Crossing Safety

The grade crossings in the State of Maryland with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 10.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Montgomery	Silver Spring	Point of Rock, MD	Washington DC	Forest Glenn Rd	-	X
Montgomery	Gaithersburg	Point of Rock, MD	Washington DC	S Summit Ave	-	X
Montgomery	Gaithersburg	Point of Rock, MD	Washington DC	Chestnut St	-	X
Prince George's	Hyattsville	Benning, DC	Alexandria Jct, MD	Decatur St	X	-
Prince George's	Hyattsville	Benning, DC	Alexandria Jct, MD	Baltimore Ave	-	X
Prince George's	Bladensburg	Benning, DC	Alexandria Jct, MD	Upshur St	X	-
Prince George's	Bladensburg	Benning, DC	Alexandria Jct, MD	Annapolis Rd	-	X
Prince George's	Bladensburg	Benning, DC	Alexandria Jct, MD	52nd Ave	X	
Baltimore	Baltimore	Relay, MD	Baltimore, MD	Bush St	-	X
Baltimore	Halethorpe	Relay, MD	Baltimore, MD	Hollins Ferry Rd	-	X
Prince George's	College Park	Jessup, MD	Alexandria Jct, MD	Sunnyside Ave	X	-
Prince George's	Riverdale	Jessup, MD	Alexandria Jct, MD	Queensbury Rd	X	-

NS Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	>10,000
Anne Arundel	Odenton	Bowie, MD	Bayview, MD	Annapolis Road		X
Anne Arundel	NA	Bowie, MD	Bayview, MD	Telegraph Road		X
Baltimore	NA	Bowie, MD	Bayview, MD	Newkirk Street	X	

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on vehicle delays is provided in Section 1.2.4.1.2.

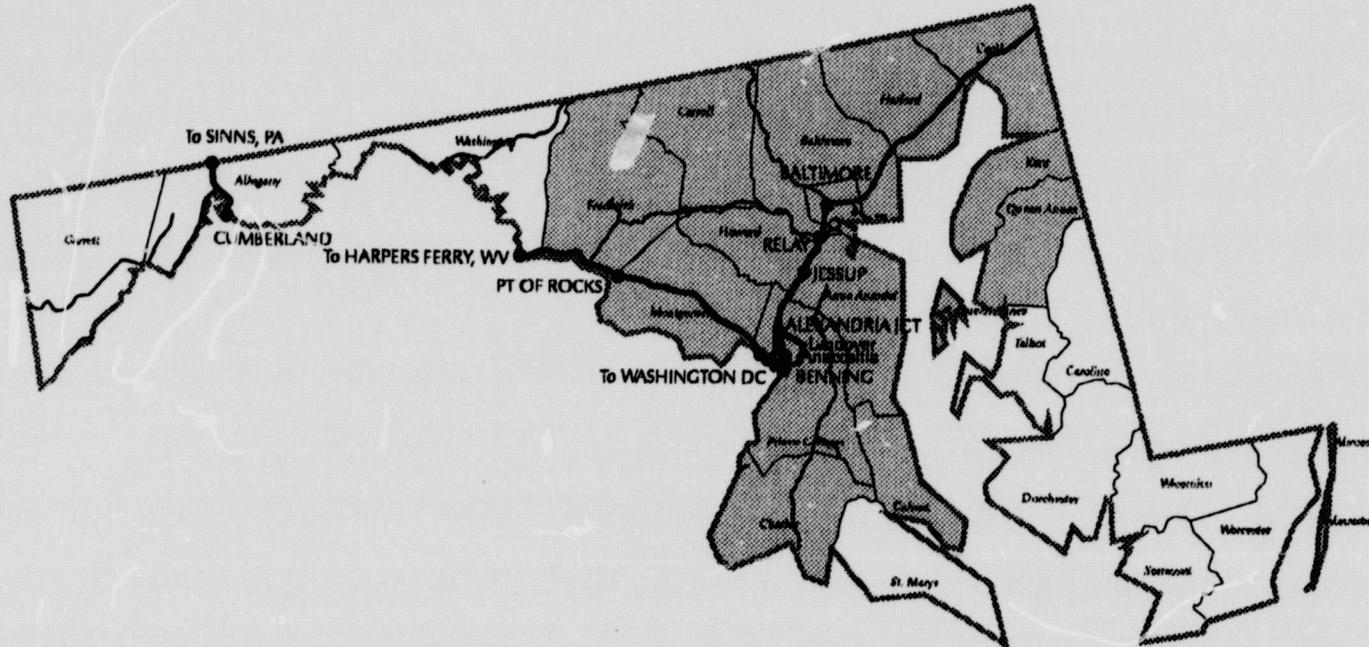
10.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

10.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN MARYLAND



LEGEND

- Rail Line Segments Requiring Environmental Analysis
- Rail Line Segments Not Requiring Environmental Analysis

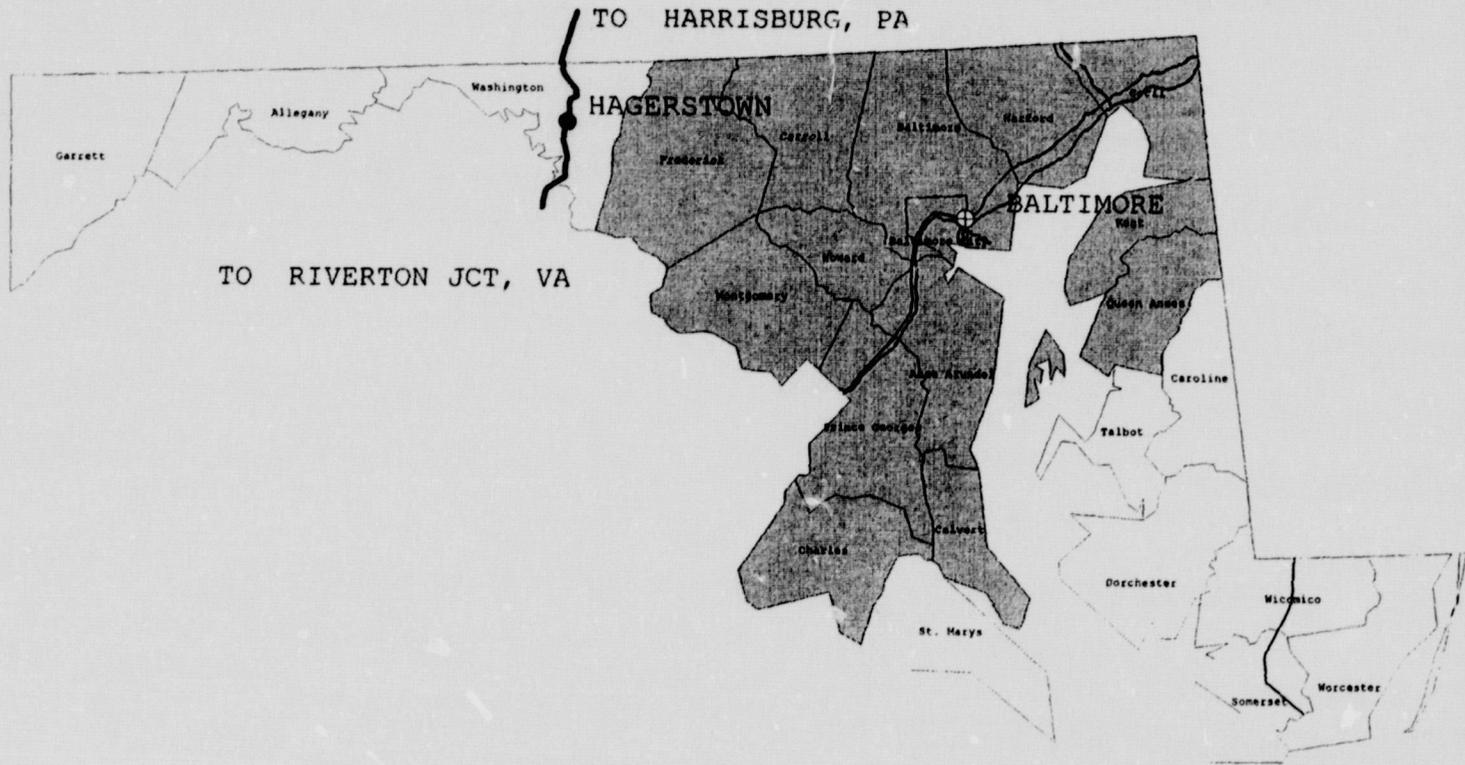
- Nodes
- Rail Yard
- Intermodal Facility

- Non-Attainment
- Maintenance
- Attainment

FIGURE 2-15.1



Note: Rail System Includes Trackage Rights and Haulage



LEGEND

- ☒ Rail Yard
- Rail Line Node
- ⊗ Intermodal or TCS Facility
- ~ Rail Segments Not Requiring Environmental Analysis
- ~ Rail Line Segments Requiring Environmental Analysis
- Non-Attainment
- Maintenance
- Attainment

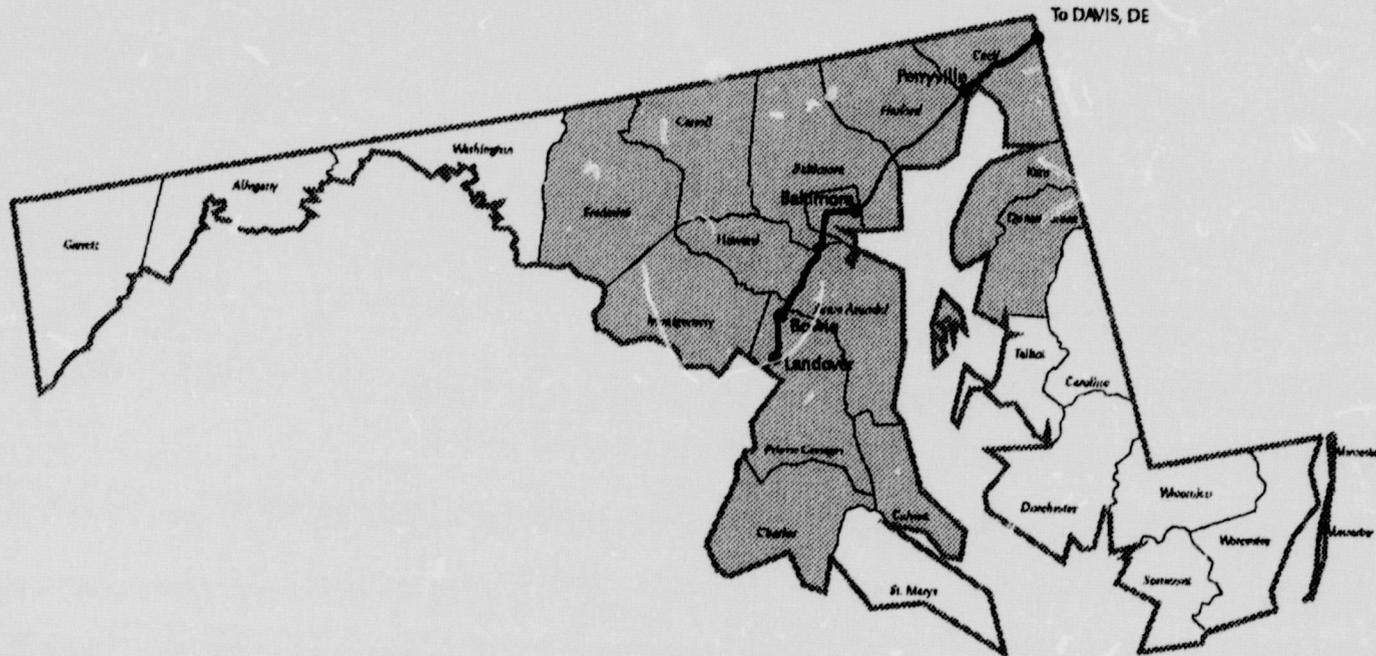
Note: Rail System Includes Trackage Rights and Haulage
 Rail Line Segments Included on Shared Area/NEC map (figure 2-15.3)



	<p>Figure 2-15.2 NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN MARYLAND</p>
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SHARED AREA AND NEC RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES
REQUIRING ENVIRONMENTAL ANALYSIS IN MARYLAND



LEGEND

- Rail Line Segments Requiring Environmental Analysis
- Rail Line Segments Not Requiring Environmental Analysis

- Nodes
- Rail Yard
- Intermodal Facility

- Non-Attainment
- Maintenance
- Attainment

FIGURE 2-15.3



11.0 MASSACHUSETTS

11.0 MASSACHUSETTS
RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

No CSX or NS rail line segments, rail yards or intermodal facilities in Massachusetts would experience increased traffic or activity that would meet STB thresholds. Therefore no adverse impacts would occur in Massachusetts as a result of the proposed Acquisition. CSX and NS anticipate that due to predicted truck-to-rail diversions, Massachusetts will experience a benefit in the areas of air emissions, noise and safety.

12.0 MICHIGAN

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Michigan resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have some environmental impacts in the state of Michigan. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Michigan immediately follows.

After the Acquisition, CSX and NS, which already compete vigorously in the Southeast and Midwest, will compete directly at Detroit area points now served by Conrail. Automobile manufacturers in Michigan will benefit from coordinated access provided in Detroit by the Shared Assets Area operation.

Michigan will be served by several new CSX route combinations that include the Heartland Service Route, linking Detroit to Indianapolis and Nashville, and the Central Service Route between Detroit, St. Louis and the Southwest and Michigan-Chicago Gateway Service Route linking Saginaw, Detroit and Grand Rapids with Toledo and Chicago.

With the exception of the Shared Assets Areas, NS will operate most Conrail lines in Michigan including the Michigan Line between Detroit and Kalamazoo, the line between Grand Rapids, Kalamazoo and Elkhart, IN, and the main line between Detroit and Toledo. In addition, NS will retain current Conrail trackage rights over Amtrak's line between Kalamazoo and Michigan City, IN. NS will also serve Detroit from its existing Ft. Wayne line with improved access to Chicago and Kansas City markets via the new Butler, IN connection.

Both CSX and NS would serve Detroit shippers in the Shared Assets Area. Trackage includes 85 route miles from Trenton to Utica to the west belt industries, to Mack Yard, to the west end of Livernois and to the west end of the Lincoln Secondary.

Improved intermodal freight service between the Southeast and Michigan will be offered by both CSX and NS. CSX will offer dedicated hubs at Chicago, Cleveland and Cincinnati to improve the handling and flow of finished vehicles. NS will offer automotive traffic movement improvements with facilities at Bellevue and Fostoria.

No route abandonments are anticipated in Michigan by CSX or NS.

12.1 AIR QUALITY IMPACTS

Of the 83 counties in Michigan, 15 counties have nonattainment areas and/or maintenance areas for air quality. The nonattainment areas are near Detroit and Saginaw. These areas are nonattainment for ozone, CO (carbon monoxide) and PM (particulate matter).

One county with a nonattainment area for ozone, CO and PM and one county with maintenance areas that have CSX, NS and Shared Area rail line segments, rail yards or intermodal facilities would experience increases in traffic or activity that would meet STB thresholds (See Table 1-1). These are listed below and shown in Figures 2-16.1, 2-16.2 and 2-16.3. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Line Segment

Rail Line Segment				County	Air Quality Status	Trains per Day		Increase in GTM (%)
From		To	Pre-Acquisition			Post-Acquisition		
Carleton	MI	Toledo	OH	Monroe	M	21.9	33.1	61
• M = Maintenance								

CSX Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre- Acquisition	Post- Acquisition
Rougemere	Wayne	D-NA	335	585

• D-NA= Deemed Nonattainment.

NS Intermodal Facility

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre- Acquisition	Post- Acquisition	
Detroit Melvindale-NS, TCS	Wayne	D-NA	257	314	0.1-0.8

• D-NA= Deemed Nonattainment.

Shared Areas Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre- Acquisition	Post- Acquisition	
Carleton, MI	Ecorse, MI	Monroe Wayne	M D-NA	2.0	11.2	>1,000*
West Detroit, MI	North Yard, MI	Wayne	D-NA	7.9	13.2	119
West Detroit, MI	Delray, MI	Wayne	D-NA	12.7	16.5	53

• *= Because of the low pre-Acquisition activity, the change in the GTM is not meaningful.

The increases in air emissions resulting from the increases are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Michigan (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

12.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are only partially nonattainment were evaluated to determine if any CSX, NS or Conrail rail facilities are in the nonattainment portion of the county. If any CSX, NS or Conrail rail facilities are in the nonattainment portion, the county was deemed nonattainment. If no CSX, NS or Conrail rail facilities are in the nonattainment portion, the county was deemed attainment. Counties that are nonattainment or were deemed nonattainment are discussed first, followed by counties that are maintenance or have maintenance areas.

12.1.1.1 Nonattainment Areas

In Michigan, one county, classified as nonattainment has rail line segments, rail yards and/or an intermodal facility that would experience an increase in traffic or activity that would meet STB thresholds.

12.1.1.1.1 *Wayne County, MI*

Wayne County is deemed nonattainment for carbon monoxide and is maintenance (moderate) for ozone. Wayne County is also partial maintenance for PM-10. Some of the rail line segments associated with the proposed Acquisition pass through the part of the county that is maintenance for PM-10. The rail facilities in Wayne County that would experience an increase in traffic that would meet STB thresholds are discussed in the following sections.

Estimated Increases in Emissions for CSX Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Rougemere	14.0	1.7	0.8	0.6	0.3	0.00002

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Detroit Melvindale-NS, TCS	0.20	0.35	0.05	0.02	0.07	0.000004

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Shared Areas Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Carleton, MI	Ecorse, MI	20	16.1	2.0	11.2	9.2	>1,000*
West Detroit, MI	North Yard, MI	6.7	6.7	7.9	13.2	5.3	119
West Detroit, MI	Delray, MI	2.4	2.4	12.7	16.5	3.8	53

• GTM = Gross Ton Miles
 • * = Because of the low pre-Acquisition activity, the change in the GTM is not meaningful

**Estimated Increases in Emissions
for the Portion of Shared Area Rail Line Segments in Wayne County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Carleton, MI	Ecorse, MI	88.7	9.8	3.3	5.7	2.2	0.00019
West Detroit, MI	North Yard, MI	19.5	2.2	0.7	1.3	0.5	0.000041
West Detroit, MI	Delray, MI	5.7	0.6	0.2	0.4	0.1	0.000012
Total		113.9	12.6	4.2	7.4	2.8	0.00024

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Wayne County

Rail line segments, rail yards and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for moderate nonattainment areas (i.e., 100 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Wayne County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

12.1.1.2 Maintenance Areas

In Michigan, one county classified as a maintenance area has rail line segments that would experience increases in traffic or activity that would meet STB thresholds.

12.1.1.2.1 Monroe County, MI

Monroe County is classified as maintenance (moderate) for ozone. The rail facilities in Monroe County that would experience an increase in traffic that would meet STB thresholds are discussed in the following sections.

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Carleton, MI	Toledo, OH	16.5	11.6	21.9	33.1	11.2	61

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Monroe County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Carleton, MI	Toledo, OH	109.8	12.2	4.1	7.1	2.8	0.00023

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Shared Areas Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Carleton, MI	Ecorse, MI	20	3.9	2.0	11.2	9.2	>1,000*

• GTM = Gross Ton Miles
• *= Because of the low pre-Acquisition activity, the change in the GTM is not meaningful.

**Estimated Increases in Emissions
for the Portion of Shared Area Rail Line Segments in Monroe County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NO _x	CO	VOC	SO ₂	PM	Pb
Carleton, MI	Ecorse, MI	21.7	2.4	0.8	1.4	0.5	0.000046
• NO _x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Monroe County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Monroe County would result in increased levels of all pollutants, with the greatest increase in NO_x.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

12.2 NOISE IMPACTS

The CSX and NS line segments, rail yards and intermodal facilities that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Michigan would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, the portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Rail Line Segment

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Carleton, MI	Toledo, OH	21.9	33.1	11.2	< 2 dBA	--	--
• -- = Not applicable							

Carleton, MI to Toledo, OH

This rail segment, which currently has a volume of 21.9 trains per day, would experience an increase of 11.2 trains per day as a result of the proposed Acquisition. The projected increase in train volume on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

NS Intermodal Facility

Intermodal Facility Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist. to 65 dBA Ldn Contour
Detroit Melvindale-NS, TCS	257	314	0.1-0.8	< 2 dBA	--
• -- = Not applicable					

Detroit Melvindale-NS, TCS

NS has two intermodal facilities on the same property in Detroit, MI. One of the facilities is a traditional trailer on flat car/container on flat car intermodal facility. The other is a Triple Crown Services' (TCS) facility. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Melvindale intermodal facilities are located on South Dix and Front Street in southwestern Detroit. Truck transportation to the facilities is via I-94, I-75, Schafer Hwy., South Dix and Wabash Avenue. The land use around the facilities is predominantly residential.

Currently, the Melvindale intermodal facilities serve 257 trucks per day. Post-Acquisition, these facilities are expected to experience an increase of 57 trucks per day, a 0.1-0.8 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary; therefore no further noise analysis was performed.

The increases in noise levels at the intermodal facilities would not exceed the impact criteria of 2 dBA. Further, on Schafer Highway, the additional truck traffic for the intermodal facilities would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

Shared Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Carleton, MI	Ecorse, MI	2.0	11.2	9.2	7.5	200	500
West Detroit, MI	North Yard, MI	7.9	13.2	5.3	2.2	220	560

Carleton, MI to Ecorse, MI

The Carleton to Ecorse segment begins at a junction in Carleton, Michigan and trends northeast into a yard located in Ecorse, Michigan. Presently this line has a volume of 2.0 trains per day, which is expected to increase by 9.2 to a total of 11.2 trains per day after the Acquisition. Most of the noise impact along this line is expected to result from horn blowing at grade crossings. The existing 65 dBA Ldn contour distance is estimated to extend 65 feet from the tracks along segments away from grade crossings and 160 feet from the tracks near grade crossings. With the projected post-Acquisition train volume, the 65 dBA Ldn contour would extend to 200 feet from the tracks away from grade crossings and 500 feet from the tracks near grade crossings.

Carleton

The line segment originates at a junction at the center of town in Carleton. The line trends northeast out of the town. Most of the land use near the junction is commercial. There are residences on both sides of the track as the line passes through the northeastern part of town. There are four grade crossings along this segment in Carleton, as well as one school located near the line.

Flat Rock

The segment passes through the northern part of Flat Rock. There are scattered residences on both sides of the track as the line crosses the Huron River into Flat Rock. There are two grade crossings in Flat Rock, both near the river crossings.

Trenton

Trenton is a moderately sized town northeast of Flat Rock. The segment comes into Trenton from the south and follows the Detroit River north. Land use on both sides of the track is mostly residential, with some industrial buildings on the east side of the tracks as the line passes through southeastern Trenton and a school also east of the tracks. There are six grade crossings in Trenton.

Riverview

Riverview is a small town located directly north of Trenton. The tracks pass along the eastern edge of town, along the Detroit River. Land use near the tracks is residential on both sides except in the northern part of town where portions west of the track are open or industrial. There is one grade crossing in Riverview.

Wyandotte

The line trends north into Wyandotte. Except for scattered areas in the southern and northern parts of the city, all of the land use adjacent to the alignment is residential. There are a total of eight grade crossings in the city.

Ecorse

The line segment trends north into Ecorse and ends at a yard located near the center of the city. Land use on both sides of the track is almost exclusively residential except for some industrial buildings and a school in the southern part of the city. There are three grade crossings, all located near the southern edge of the city.

Number of Sensitive Receptors: Carlton, MI to Ecorse, MI Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
53	0	1	0	441	3	2	0

W. Detroit, MI to North Yard, MI

The West Detroit to North Yard line segment begins at the West Detroit Yard in South West Detroit, and trends northeast to the North Yard located near the junction of Interstates 75 and 94 near a General Motors plant. There are currently 7.9 trains per day on this line. This volume is expected to increase to 13.2 trains per day after the Acquisition. Currently the 65 dBA Ldn contour distance is 160 feet along the line segment, and 400 feet near grade crossings. The 65 dBA Ldn contour distance would rise to 220 feet along the line segment, and 560 feet near grade crossings after the Acquisition.

Detroit

The line begins about 1 mile west of the intersection between Interstates 96 and 75 and continues northeast through Detroit. Most of the land use along the alignment is industrial, with scattered residences located on both sides of the track. There are multi-family townhouses located on the east side of the track near the northern end of the segment. There is one grade crossing along this line segment, as well as three churches.

Number of Sensitive Receptors: W. Detroit, MI to North Yard, MI Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
53	0	0	0	80	0	3	0

12.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase.

Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

Two NS intermodal facilities in Michigan are on the same property in Melvindale (Detroit). The combined activities of the facilities would result in an increase of 50 or more trucks per day. However, the additional truck traffic from the two intermodal facilities would not cause adverse impacts on the local transportation system. These facilities are discussed below.

Melvindale

NS has two intermodal facilities on the same property in Melvindale (Detroit). One of the facilities is a traditional trailer on flat car/container on flat car intermodal facility. The other is a Triple Crown Services' (TCS) facility. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Melvindale intermodal facilities are located on South Dix and Front Street in southwestern Detroit. Truck transportation to the facilities is via I-94, I-75, Schafer Hwy., South Dix and Livernois Avenue. The Average Daily Traffic (ADT) for the vicinity of the Melvindale facility was obtained from the Michigan Bureau of Transportation as follows:

- I-94 - approximately 155,523 vehicles per day
- I-75 - approximately 148,373 vehicles per day
- Schafer Hwy. - approximately 26,500 vehicles per day
- S. Dix - approximately 13,480 vehicles per day
- Livernois Avenue - approximately 10,600 vehicles per day

Traffic counts reported represents the average count for both directions.

Post-Acquisition, the Michigan intermodal facilities are expected to realize an increase of 57 trucks per day. The trucks were assumed to be distributed throughout a 24-hour day. The total daily increase of 114 truck trips represent about a 0.1 percent increase in ADT on I-94 and on I-75, about a 0.4 percent increase in ADT on Schafer Hwy., about a 0.8 percent increase in ADT on South Dix Ave. and about a 1.1 percent increase in ADT on Livernois Avenue. These increases would have a minor impact on the local and regional transportation network.

12.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

12.4.1 Grade Crossing Safety

The grade crossings in the state of Michigan with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 12.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Monroe	Monroe	Toledo, OH	Carleton, MI	Stewart Rd	-	X
Monroe	Monroe	Toledo, OH	Carleton, MI	Elm St	X	-
Monroe	Monroe	Toledo, OH	Carleton, MI	Front St	-	X
Monroe	Monroe	Toledo, OH	Carleton, MI	Dunbar Rd	X	-
Monroe	Monroe	Toledo, OH	Carleton, MI	Lakewood - Lunapier	X	-

Shared Area Analyzed Grade Crossings with an ADT of 5,000 or Greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Wayne	Detroit	Delray, MI	West Detroit, MI	Dearborn	X	-
Wayne	Ecorse	Delray, MI	West Detroit, MI	Mill	X	-
Wayne	Wyandotte	Delray, MI	West Detroit, MI	Emmons Blvd	X	-
Wayne	Detroit	North Yd, MI	West Detroit, MI	6 mile	-	X
Wayne	Southgate	Ecorse, MI	Carleton, MI	Northline Rd	-	X
Wayne	Taylor	Ecorse, MI	Carleton, MI	Allen Rd	-	X
Wayne	Lincoln Park	Ecorse, MI	Carleton, MI	London Rd	X	-
Wayne	Lincoln Park	Ecorse, MI	Carleton, MI	Champaigne	X	-
Wayne	Flat Rock	Ecorse, MI	Carleton, MI	Would Carleton Rd	X	-
Wayne	Flat Rock	Ecorse, MI	Carleton, MI	Inkster Rd	X	-
Wayne	Taylor	Ecorse, MI	Carleton, MI	Pennsylvania Rd	-	X

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on vehicle delays is provided in Section 1.2.4.1.2.

12.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

12.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN MICHIGAN



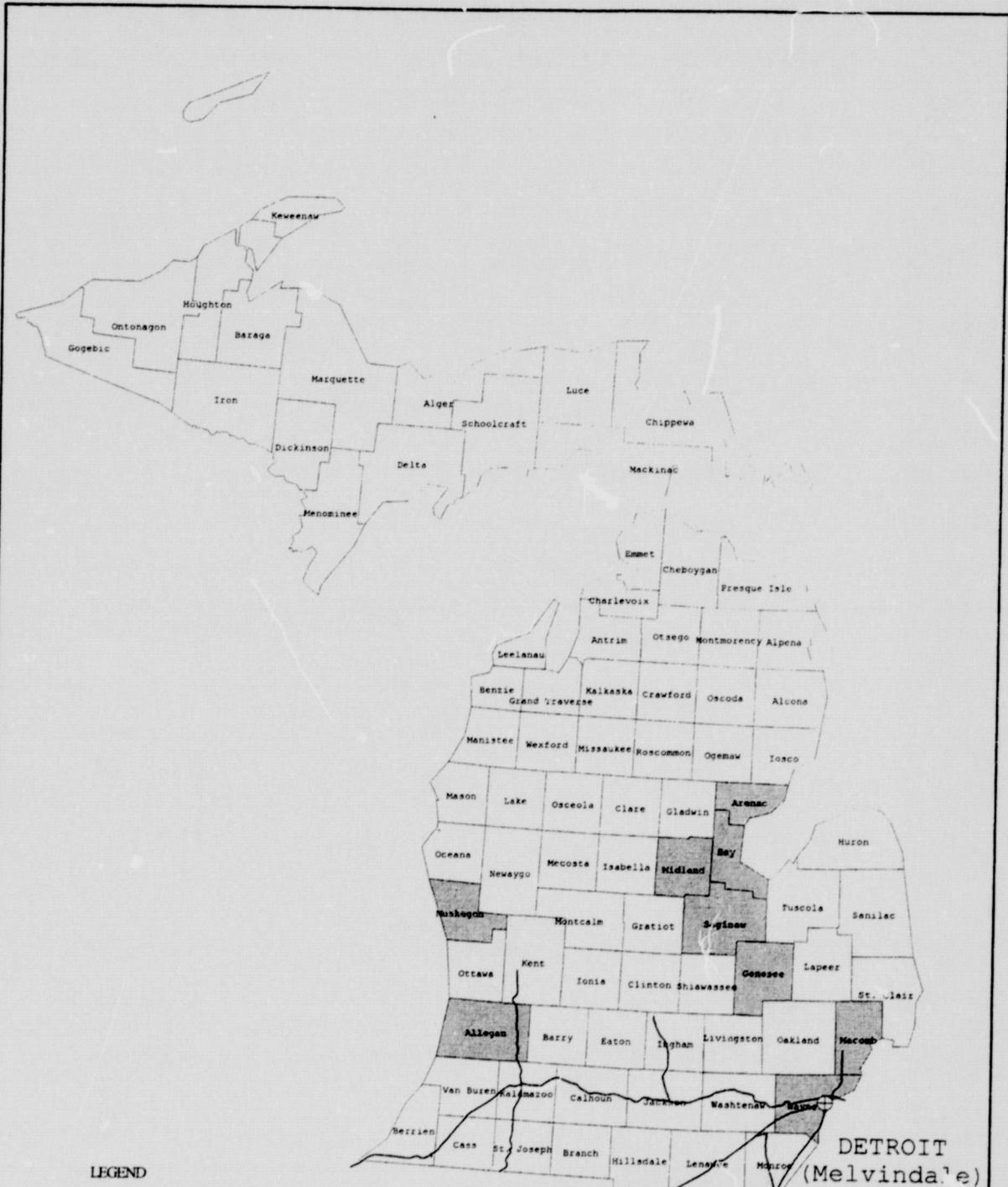
LEGEND

- | | | | | | |
|--|---|--|---------------------|--|----------------|
| | Rail Line Segments Requiring Environmental Analysis | | Nodes | | Non-Attainment |
| | Rail Line Segments Not Requiring Environmental Analysis | | Rail Yard | | Maintenance |
| | | | Intermodal Facility | | Attainment |

FIGURE 2-16.1

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

Note: Rail System Includes Trackage Rights and Haulage



LEGEND

- ⊗ Rail Yard
- Rail Line Node
- ⊗ Intermodal or TCS Facility
- Rail Line Segments Not Requiring Environmental Analysis
- Rail Line Segments Requiring Environmental Analysis
- ▨ Non-Attainment
- ▨ Maintenance
- ▨ Attainment



Note: Rail System Includes Trackage Rights and Haulage

Rail Line Segments Included on Shared Area/NEC map (figure 2-16.3)

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**Figure 2-16.2
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN MICHIGAN**

SHARED AREA AND NEC RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES
REQUIRING ENVIRONMENTAL ANALYSIS IN MICHIGAN



LEGEND

- | | | | | | |
|--|---|--|---------------------|--|----------------|
| | Rail Line Segments
Requiring
Environmental Analysis | | Nodes | | Non-Attainment |
| | Rail Line Segments
Not Requiring
Environmental Analysis | | Rail Yard | | Maintenance |
| | | | Intermodal Facility | | Attainment |

FIGURE 2-16.3



13.0 MISSISSIPPI

13.0 MISSISSIPPI

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

No CSX or NS rail line segments, rail yards or intermodal facilities in Mississippi would experience increased traffic or activity that would meet STB thresholds. Therefore no adverse impacts would occur in Mississippi as a result of the proposed Acquisition. CSX and NS anticipate that due to predicted truck-to-rail diversions, Mississippi will experience a benefit in the areas of air emissions, noise and safety.

14.0 MISSOURI

14.0 MISSOURI

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Missouri resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have some environmental impacts in Missouri. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Missouri immediately follows.

Both CSX and NS will reroute movements to more efficient routes that will improve customer service, on-time performance and car utilization. Both CSX and NS will provide additional access to shippers at the eastern Missouri St. Louis gateway. CSX will operate the important Conrail St. Louis-Indianapolis route, and NS will increase its service over its current St. Louis-Decatur, IL route. NS will promote the western Missouri Kansas City gateway. Rerouting traffic to the Kansas City gateway eliminates time delays caused by congestion at the Chicago gateway.

No route abandonments are anticipated in Missouri by CSX or NS.

14.1 AIR QUALITY IMPACTS

Of the 114 counties in Missouri, seven counties have nonattainment and/or maintenance for ozone and/or lead. The nonattainment areas are near St. Louis.

One county with nonattainment areas for ozone and one county with a maintenance area that have NS rail yards and/or intermodal facilities that would experience increases in traffic or activity that would meet STB thresholds (See Table 1-1). These are listed below and shown in Figure 2-17.1.

NS Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre- Acquisition	Post- Acquisition
Luther	St. Louis	N	239	327

• N = Nonattainment.

NS Intermodal Facilities

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre- Acquisition	Post- Acquisition	
Kansas City-Volt-NS, T.S.	Clay	M	229	349	0.6-4.6
St. Louis-Luther-NS, T.S.	St. Louis	N	188	381	0.6-31.9

• N = Nonattainment, M = Maintenance.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Even though air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Missouri (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

14.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail yard or intermodal facility meets the STB thresholds for analysis of air emissions. The nonattainment county is discussed first, followed by the maintenance county.

14.1.1.1 Nonattainment Areas

In Missouri, one county classified as a nonattainment area has a rail yard and an intermodal facility that would experience an increase in traffic or activity that would meet STB thresholds.

14.1.1.1.1 *St. Louis City County, MO*

St. Louis City County is classified as nonattainment (moderate) for ozone and partial nonattainment for CO. Increases in emissions have been estimated for each of the rail facilities in St. Louis County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

Estimated Increases in Emissions for NS Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Luther	4.12	0.50	0.23	0.18	0.09	0.000006

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
St. Louis-Luther-NS, T.S.	4.35	7.75	1.04	1.07	2.03	0.000084

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in St. Louis County

Rail yards and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for moderate nonattainment areas (i.e., 100 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity..

14.1.1.2 Maintenance Areas

In Missouri, one county classified as a maintenance area has an intermodal facility that would experience increases in traffic or activity that would meet STB thresholds.

14.1.1.2.1 *Clay County, MO*

Clay County is classified as maintenance (sub-marginal) for ozone. Increases in emissions have been estimated for each of the rail facilities in Clay County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Kansas City-Volt-NS, T.S.	0.77	1.38	0.19	0.19	0.36	0.000015

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Clay County

Intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at intermodal facilities in maintenance areas were compared to the New Source Review benchmark for maintenance areas (i.e., 100 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

14.2 NOISE IMPACTS

The NS intermodal facilities that would experience increases in activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Missouri would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, that portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

NS Intermodal Facilities

Intermodal Facility Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Kansas City-Voltz-NS, TCS	229	349	0.6-4.6	< 2 dBA	--
St. Louis-Luther-NS, TCS	188	381	0.6-31.9	3.1	83

• -- = Not applicable

Kansas City-Voltz-NS, TCS

NS has two intermodal facilities on the same property in Kansas City, MO. One of the facilities is a traditional (trailer on flat car/container on flat car) intermodal facility. The other is a Triple Crown Services (TCS) facility. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Voltz intermodal facilities are on North Kimball in North Kansas City. Truck transportation to the facility is via I-435 and State Road 210. The land use around the facilities is predominantly industrial and residential.

Currently, the Voltz intermodal facilities serve 229 trucks per day. Post-Acquisition, these facilities are expected to experience an increase of 120 trucks per day, a 0.6 - 4.6 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

The increases in noise levels at the Voltz intermodal facilities would not exceed the impact criteria of 2 dBA. Further, on State Route 210, the additional truck traffic for the intermodal facilities is not expected to create an increase in noise level of 2 dBA. Therefore, no adverse noise impacts are projected.

St. Louis-Luther-NS, TCS

NS has two intermodal facilities on the same property in St. Louis, MO. One of the facilities is a traditional trailer on flat car/container on flat car intermodal facility. The other is a Triple Crown Services (TCS) facility. The increased activity at the facility is expected to cause an increase in noise levels of 3.1 dBA. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Luther intermodal facilities are on Hall Street in North St. Louis. Truck transportation to the facility is via I-70, East Carrie Avenue and Hall Street. The land use around the facilities is predominantly urban commercial and industrial.

Currently, the Luther intermodal facilities serve 188 trucks per day. Post-Acquisition, these facilities are expected to experience an increase of 193 trucks per day, a 0.6 - 31.9 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed. On East Carrie Avenue, the noise level is expected to increase 3.1 dBA due to truck traffic for the intermodal facility. The increase in noise levels would exceed the impact criterion of 2 dBA Ldn. No noise-sensitive receptors would be within the 65 dBA Ldn contour for either pre- or post-Acquisition conditions.

14.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase.

Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

There are four intermodal facilities in Missouri, two on the same property in Kansas City and two on the same property in St. Louis. The combined activities of the two facilities in Kansas City would result in an increase of 50 or more trucks per day as would the combined activities of the two facilities in St. Louis. However, the additional truck traffic from the intermodal facilities is not expected to cause adverse impacts on the local or regional transportation system. These facilities are discussed below.

Kansas City - Voltz

NS has two intermodal facilities on the same property in Kansas City, MO. One of the facilities is a traditional trailer on flat car/container on flat car intermodal facility. The other is a Triple Crown Services (TCS) facility. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Voltz intermodal facilities are on North Kimball in North Kansas City. Trucks would access the Voltz facility via I-435 and State Route 210. The Average Daily Traffic (ADT) for the Voltz facilities were obtained from the Missouri Department of Transportation as follows:

- I-435 - approximately 38,432 vehicles per day
- State Route-210 - approximately 5,184 vehicles per day

Traffic counts reported are from data collected between the years of 1990 to 1994 and represents the average counts for both directions.

Post-Acquisition, the Voltz intermodal facilities are expected to realize an increase of 120 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 240 truck trips represents about a 0.6 percent increase in ADT on I-435 and about a 4.6 percent increase in ADT on SR-210. Thus, these increases would have a minor impact on the local and regional transportation network.

St. Louis - Luther

NS has two intermodal facilities on the same property in St. Louis, MO. One of the facilities is a traditional trailer on flat car/container on flat car intermodal facility. The other is a Triple Crown Service's (TCS) facility. Because the two facilities are on the same property, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis.

The NS Luther intermodal facilities are on Hall Street in North St. Louis. Trucks would access the Luther facility via I-70, E. Carrie Avenue and Hall Street. The Average Daily Traffic (ADT) for the vicinity of the Luther facility was obtained from the Missouri State Highway Department as follows:

- I-70 - approximately 60,304 vehicles per day
- East Carrie Avenue - approximately 1,211 vehicles per day

Traffic counts reported represents the average count for both directions. Traffic data was not available for Hall Street.

Post-Acquisition, the Luther intermodal facilities are expected to realize an increase of 193 more trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 386 truck trips represent about a 0.6 percent increase in ADT on I-70, and about a 31.9 percent increase in ADT on East Carrie Avenue. The estimated ADT is higher than 10 percent on East Carrie Avenue, however, because East Carrie Avenue is a side street in an industrial area the increased truck traffic on East Carrie Avenue would not impact local traffic flows.

14.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

14.4.1 Grade Crossing Safety

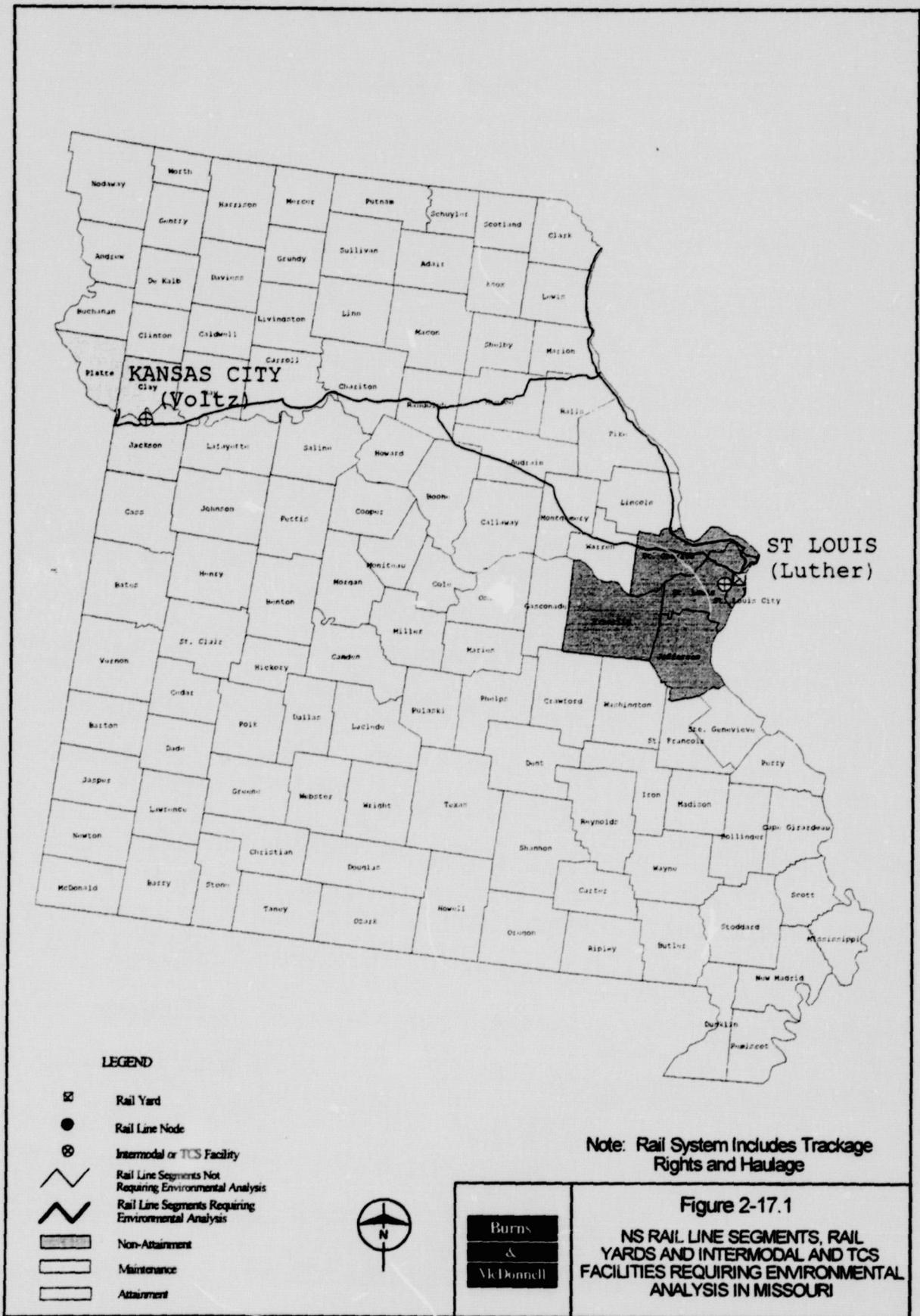
No CSX or NS rail line segments in Missouri required environmental analysis.

14.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

14.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.



LEGEND

- Rail Yard
- Rail Line Node
- Intermodal or TCS Facility
- Rail Line Segments Not Requiring Environmental Analysis
- Rail Line Segments Requiring Environmental Analysis
- Non-Attainment
- Maintenance
- Attainment

Note: Rail System Includes Trackage Rights and Haulage



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Figure 2-17.1
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN MISSOURI

15.0 NEW JERSEY

15.0 NEW JERSEY

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in New Jersey resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) transportation (5) safety. This analysis indicates that the proposed Acquisition would have some environmental impacts in New Jersey. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to New Jersey immediately follows.

The Acquisition of Conrail and the division of its operations between CSX and NS will return two carrier competitive rail transportation to New Jersey for the first time in more than 20 years. Conrail dominates rail transportation in New Jersey today, with 100 percent of the Class I mileage in the state. The proposed CSX and NS Acquisition of Conrail will restore the two carrier competition that existed in the early to mid-seventies between Penn Central, the Erie Lackawanna and the Reading.

CSX will serve the state of New Jersey via two routes. CSX will connect its former B&O route between Southeast states and New Jersey with Conrail's Philadelphia - West Trenton main line. Since the creation of Conrail in 1976, this line has not been under CSX control, effectively confining CSX direct carload service to a northern terminal in Philadelphia. Use of the West Trenton Branch will also provide a link to CSX's Baltimore - Pittsburgh corridor and Midwest markets.

CSX will also serve New Jersey via the high-capacity Water Level Conrail route. This route provides fast connections to both the Midwest and New England markets.

CSX will operate its own intermodal terminals at North Bergen, NJ and Kearny, NJ.

NS will operate the Lehigh Line between Bound Brook, NJ and Allentown, PA. NS will also operate intermodal terminals at Elizabeth, Croxton and Morrisville, PA. NS plans to expand and improve the Conrail intermodal facilities it would operate. NS plans to modify the tunnel near Pattenberg, NJ on Conrail's Lehigh Line. Tunnel modifications would permit the movement of double stack containers through the tunnel, a shorter route between the metropolitan New York market and points south and west of Harrisburg, PA.

NS will significantly upgrade a second main line route between northern New Jersey and the Midwest, by using the Southern Tier corridor between Croxton, NJ and Buffalo via Port Jervis and Binghamton. NS will offer Triple Crown Services (TCS) as a premium intermodal service by using the Northeast Corridor (NEC) to move traffic between the metropolitan New York market and markets in the Southeast.

The North Jersey Shared Asset Area would include 290 route miles extending from near Little Ferry, NJ, on Conrail's River Line in the north to but not including Trenton, NJ on the NEC in the south and to Port Reading Junction in the west.

The South Jersey/Philadelphia Shared Assets Area includes 290 route miles extending from Marcus Hook, PA, in the south, to Trenton in the north and to River Interlocking in the Belmont area of Philadelphia. This includes service to South Jersey points.

15.1 AIR QUALITY IMPACTS

Of the 21 counties in New Jersey, all are nonattainment for ozone and/or CO (carbon monoxide).

Six of the counties with nonattainment areas for ozone that have rail line segments and intermodal facilities in New Jersey that would experience increases in traffic or activity that meet STB thresholds (See Table 1-1). These are listed below and shown in Figures 2-18.1, 2-18-2 and 2-18.3. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Intermodal Facilities

Intermodal Facilities	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre- Acquisition	Post- Acquisition	
Little Ferry	Bergen	N	215	392	1.1 - 3.1
South Kearny	Hudson	N	440	488	0.7 - 4.7

• N = Nonattainment.

NS Rail Line Segment

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre- Acquisition	Post- Acquisition	
Ridgewood Jct, NJ	Croxtton, NJ	Bergen	N	53.7	56.9	50
		Hudson	N			

• N = Nonattainment.
• GTM = Gross Ton Miles

NS Intermodal Facility

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-Acquisition	
Elizabeth, NJ (E-Rail and Portside-TCS)	Union	N	98	483	0.4-3.1

• N = Nonattainment.

Shared Areas/NEC Rail Line Segments

Rail Line Segment				County	Air Quality Status	Trains per Day		Increase in GTM (%)
From		To				Pre-Acquisition	Post-Acquisition	
Lane	NJ	Union	NJ	Essex Hudson Union	N N N	243.4	251.0	29
PN	NJ	Bayway	NJ	Essex Union	N N	11.0	16.2	62
Midway	NJ	Morrisville	PA	Mercer Middlesex	N N	159.4	167.0	46
Union	NJ	Midway	NJ	Middlesex Union	N N	169.4	177.0	41

• N = Nonattainment.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Even though air emissions would be increased in the immediate vicinity of these rail lines and facilities, other rail lines and facilities in New Jersey (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes as well as projected rail-to-rail diversions from other railroads.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

15.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. The nonattainment counties are discussed below.

15.1.1.1 Nonattainment Areas

In New Jersey, six counties classified as nonattainment areas have collectively rail line segments and intermodal facilities that would experience increases in traffic or activity that would meet STB thresholds.

15.1.1.1.1 Bergen County, NJ

Bergen County is classified as nonattainment (moderate) for CO and nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail lines and facilities in Bergen County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increase in Emissions for CSX Intermodal Facility

Intermodal Facilities	Estimated Increase in Emissions (tons per year)					
	NO _x	CO	VOC	SO ₂	PM	Pb
Little Ferry	4.1	7.4	1.0	1.3	1.6	0.000080

• NO_x = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Ridgewood Jct, NJ,	Croxtton, NJ	17.00	14.36	53.7	56.9	3.2	50

• GTM = Gross Ton Miles

Estimated Increase in Emissions for the Portion of the NS Rail Line Segment in Bergen County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ridgewood Jct, NJ,	Croxtton, NJ	43.30	4.81	1.61	2.81	1.09	0.000092

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Bergen County

Rail line segments and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for severe nonattainment areas (i.e., 25 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Bergen County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.1.1.1.2 Essex County, NJ

Essex County is classified as nonattainment (moderate) for CO and nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail lines and facilities in Essex County that would experience an increase in traffic that meets STB thresholds, as presented below:

Shared Areas/NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Lane, NJ	Union, NJ	7.1	3.4	243.4	251.0	7.6	29
PN, NJ	Bayway, NJ	9.1	4.1	11.0	16.2	5.2	62

• GTM = Gross Ton Miles

**Estimated Increase in Emissions
for the Portion of Shared Area Rail Line Segments in Essex County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Lane, NJ	Union, NJ	23.0	2.5	0.9	1.5	0.6	0.000049
PN, NJ	Bayway, NJ	9.9	1.1	0.4	0.6	0.3	0.000021
Total		32.9	3.6	1.3	2.1	.09	0.00007

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Essex County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Essex County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from

truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.1.1.1.3 Hudson County, NJ

Hudson County is classified as nonattainment (moderate) for CO and nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail lines and facilities in Hudson County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increase in Emissions for the CSX Intermodal Facility

Intermodal Facilities	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO ₂	PM	Pb
South Kearny	2.0	3.6	0.5	0.7	0.8	0.000039

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Ridgewood Jct, NJ	Croxtton, NJ	17.00	2.64	53.7	56.9	3.2	50

• GTM = Gross Ton Miles

**Estimated Increase in Emissions
for the Portion of the NS Rail Line Segment in Hudson County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Ridgewood Jct, NJ	Croxtton, NJ	7.96	0.88	0.29	0.52	0.20	0.000017
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Shared Areas/NEC Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre- Acquisition	Post- Change	Change	
Lane, NJ	Union, NJ	7.1	3.0	243.4	251.0	7.6	29
• GTM = Gross Ton Miles							

**Estimated Increase in Emissions
for the Portion of the Shared Area/NEC Rail Line Segment in Hudson County**

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Lane, NJ	Union, NJ	20.2	2.2	0.7	1.3	0.5	0.000043
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO ₂ = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Hudson County

Rail line segments and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Hudson County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from

truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.1.1.1.4 Mercer County, NJ

Mercer County is classified as nonattainment (severe) for ozone. Increases have been estimated for each of the rail segments in Mercer County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Shared Areas/NEC Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Midway, NJ	Morrisville, PA	17.3	9.8	159.4	167.0	7.6	46

• GTM = Gross Ton Miles

Estimated Increase in Emissions for the Portion of the Shared Area/NEC Rail Line Segment in Mercer County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Midway, NJ	Morrisville, PA	65.7	7.3	2.4	4.3	1.7	0.00014

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Mercer County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Mercer County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from

truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.1.1.1.5 Middlesex County, NJ

Middlesex County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each rail line segments in Middlesex County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Shared Areas/NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Midway, NJ	Morrisville, PA	17.3	7.0	159.4	167.0	7.6	46
Union, NJ	Midway, NJ	21.6	15.0	169.4	177.0	7.6	49

• GTM = Gross Ton Miles

Estimated Increase in Emissions for the Portion of Shared Area/NEC Rail Line Segments in Middlesex County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Midway, NJ	Morrisville, PA	46.8	5.2	1.7	3.0	1.2	0.000099
Union, NJ	Midway, NJ	100.7	11.2	3.7	6.5	2.5	0.00021
Total		147.5	16.4	5.4	9.5	3.7	0.00031

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Middlesex County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution

regulations. The increased rail segment activity in Middlesex County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.1.1.1.6 Union County, NJ

Union County is classified as nonattainment (severe) for ozone and nonattainment (moderate) for CO. The rail line segments and intermodal facilities in Union County that would experience an increase in traffic that would meet STB thresholds are discussed in the following sections.

Estimated Increases in Emissions for NS Intermodal Facilities

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO ₂	PM	Pb
Elizabeth-E-Rail-CR, Portside-TCS, NJ	9.82	17.49	2.35	1.85	4.21	0.000188

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Shared Areas/NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Lane, NJ	Union, NJ	7.1	0.7	243.4	251.0	7.6	29
PN, NJ	Bayway, NJ	9.1	5.0	11.0	16.2	5.3	62
Union, NJ	Midway, NJ	21.6	6.6	169.4	177.0	7.6	41

• GTM = Gross Ton Miles

Estimated Increase in Emissions for the Portion of Shared Area/NEC Rail Line Segments in Union County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO ₂	PM	Pb
Lane, NJ	Union, NJ	4.4	0.5	0.2	0.3	0.1	0.0000093
PN, NJ	Bayway, NJ	12.3	1.4	0.5	0.8	0.3	0.000026
Union, NJ	Midway, NJ	43.9	4.9	1.6	2.8	1.1	0.000093
Total		60.6	6.8	2.3	3.9	1.5	0.0001

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO₂ = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Union County

Rail line segments and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for severe nonattainment areas (i.e., 25 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Union County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

15.2 NOISE IMPACTS

The CSX, NS and Shared Area line segments and intermodal facilities that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail lines and facilities in New Jersey would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an

increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (such as residences, schools, churches, hospitals and commercial buildings) is provided. If a rail line segment crosses state boundaries, the portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Intermodal Facilities in New Jersey Exceeding STB Threshold for Noise Analysis

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Little Ferry	215	392	2 to 7%	2.6 dBA	225 ft
South Kearny	410	488	1 to 2%	<2 dBA	--

Little Ferry, NJ

The Little Ferry Intermodal Facility is located on 83rd Street in North Bergen, NJ. Truck transportation to this facility is via State Routes 1 and 9, 83rd Street, Westside Avenue, and Patterson Plank Road. The land use around the facility is predominately industrial.

Currently, the intermodal facility serves 215 trucks per day. Post-Acquisition, this facility is expected to experience an increase of 177 trucks per day, which would cause an approximately 2.6 dBA increase in noise exposure. The post-Acquisition 65 dBA Ldn contour would extend out to approximately 360 feet from areas where trucks operate. There are no noise sensitive receptors within this distance of the facility.

The increased truck traffic would represent a 2 percent increase in the ADTs on State Routes 1 and 9, and a 7 percent increase in the ADT on Patterson Plank Road. This increase in truck

traffic is projected to cause less than a 2 dBA increase in noise exposure at properties along these roads. Therefore, no adverse noise impacts are expected due to the increase in truck traffic.

South Kearny, NJ

The South Kearny Intermodal Facility is located on Fish House Road in Kearny, NJ. Truck transportation to this facility is via State Route 1 and 9, State Route 7 (Newark Turnpike), Central Avenue, and Fish House Road. The land use around the facility is predominately industrial.

The number of trucks per day serving the facility is projected to increase from a pre-Acquisition average of 410 to a post-Acquisition average of 488. This would cause an insignificant increase of less than 2 dBA in noise exposure due to yard activities. Thus, no noise impacts are projected due to yard activities.

The post-Acquisition increase of 78 truck trips per day would represent a 1 percent increase in the ADT on State Routes 1 and 9, and a 2 percent increase in the ADT on the Newark Turnpike. The increased activity at the facility is expected to cause less than a 2 dBA increase in noise levels along these roads. Therefore, no adverse noise impacts are projected due to the increase in truck traffic on these roads.

NS Intermodal Facilities

Intermodal Facility Location	Trucks per Day		Change in ADT on local roads (%)	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Elizabeth-E-Rail-CR, Portside-TCS, NJ	98	483	0.4 - 3.1	6.9	180

Elizabeth-E-Rail-CR, Portside-TCS

NS has two intermodal facilities within close proximity to each other in Elizabeth, NJ. One of the facilities (E-Rail) is a traditional trailer on flat car/container on flat car intermodal facility. The other (Portside) is a Triple Crown Services' (TCS) facility. Because the two facilities are

located so near each other, the effects of the activity changes on local roads would be cumulative. Therefore, the activity changes were combined for this analysis. Truck transportation to the facilities is via North Avenue (NJ-439), I-95, and I-78.

Currently, the Elizabeth intermodal facilities serve 98 trucks per day. Post-Acquisition, these facilities are expected to experience an increase of 385 trucks per day, a 0.4 to 3.1 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary; therefore no further noise analysis was performed.

The increases in noise levels at the intermodal facilities would not exceed the impact criteria of 2 dBA. Further, on North Avenue, the additional truck traffic for the intermodal facilities would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

15.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated near intermodal facilities where intermodal activity is projected to increase. Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

Four intermodal facilities in New Jersey (Little Ferry, South Kearny and two in Elizabeth) are expected to experience increased truck traffic of 50 trucks per day or more. However, the

additional truck traffic is not expected to cause adverse impacts on the local or regional transportation system. These facilities are discussed below.

Little Ferry

The Little Ferry intermodal facility is located in North Bergen, NJ, on 83rd Street. Trucks access the Little Ferry facility from the north via State Route 1&9 and 83rd Street and from the south via State Route 1&9 and 83rd Street or Patterson-Plank Road and Westside Avenue. The Average Daily Traffic (ADT) for the vicinity of the Little Ferry facility was obtained from the New Jersey Department of Transportation as follows:

- State Route 1&9 - approximately 33,256 vehicles per day (average of 5 counts)
- Patterson-Plank Road - approximately 11,300 vehicles per day
- Westside Avenue - not available
- 83rd Street - not available

The traffic counts reported are for 1991 for State Route 1&9 and 1995 for Patterson-Plank Road and represent the average count for both directions.

Post-Acquisition, the Little Ferry intermodal facility is expected to realize an increase of 177 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 354 truck trips represents about a 1.1 percent increase in ADT on State Route 1&9, and about a 3.1 percent increase in ADT on Patterson-Plank Road. Thus, these increases would have a minor impact on the local and regional transportation network.

South Kearny

The South Kearny intermodal facility is located in Kearny, NJ, on Fish House Road. Trucks access the South Kearny facility from the north via State Route 7 and Fish House Road and from the south via State Route 1&9, Central Avenue and Fish House Road. The Average Daily Traffic (ADT) for the vicinity of the Little Ferry facility was obtained from the New Jersey Department of Transportation as follows: