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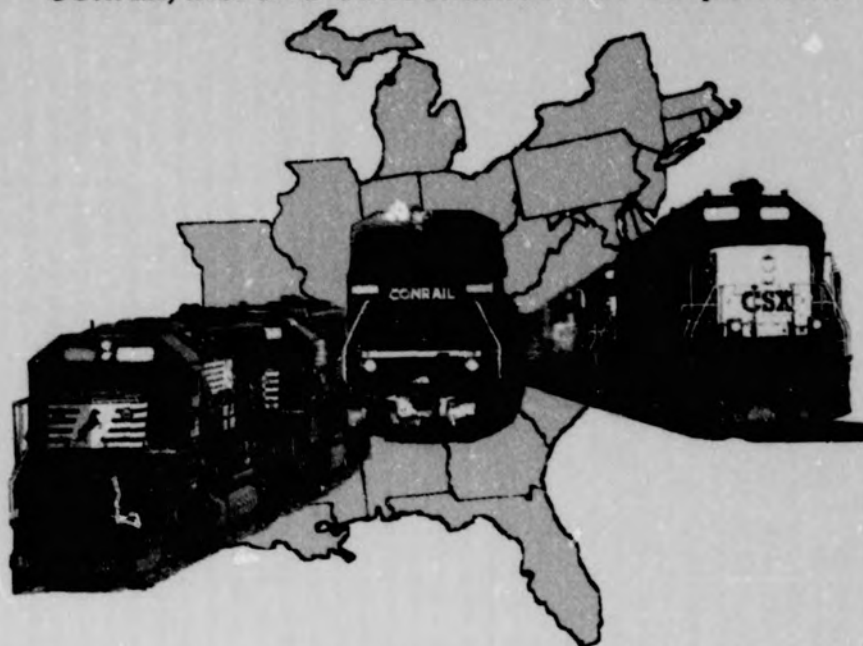
# FINAL ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

## "PROPOSED CONRAIL ACQUISITION"

**CSX Corporation and CSX Transportation, Inc.  
Norfolk Southern Corporation and  
Norfolk Southern Railway Company**

**Control and Operating Leases/Agreements  
Conrail, Inc. and Consolidated Rail Corporation**



## **VOLUME 6B** **Appendices B through I**

*prepared by:*

**Surface Transportation Board  
Section of Environmental Analysis**

1925 K Street, NW • Washington, DC 20423-0001

*Information Contacts:*

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Environmental Project Director  
888-869-1997

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Environmental Project Manager  
888-869-1997

## **GUIDE TO VOLUME 6B**

Volume 6B of the Proposed Conrail Acquisition Final EIS contains the following items:

- List of Appendices.
- Appendix B, "Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record."
- Appendix C, "Settlement Agreements and Negotiated Agreements."
- Appendix D, "Agency Consultation."
- Appendix E, "Safety: Highway/Rail At-Grade Crossing Safety Analysis."
- Appendix F, "Safety: Hazardous Materials Transport Analysis."
- Appendix G, "Transportation: Highway/Rail At-Grade Crossing Traffic Delay Analysis."
- Appendix H, "Transportation: Roadway Systems Analysis."
- Appendix I, "Air Quality Analysis."
- Guide to the Final EIS.
- Glossary of Terms.
- List of Acronyms and Abbreviations.
- Contents of the Final EIS.

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## **LIST OF APPENDICES**

- Appendix A: Comments Received on the Draft Environmental Impact Statement
- Appendix B: Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record
- Appendix C: Settlement Agreements and Negotiated Agreements
- Appendix D: Agency Consultation
- Appendix E: Safety: Highway/Rail At-grade Crossing Safety Analysis
- Appendix F: Safety: Hazardous Materials Transport Analysis
- Appendix G: Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis
- Appendix H: Transportation: Roadway Systems Analysis
- Appendix I: Air Quality Analysis
- Appendix J: Noise Analysis
- Appendix K: Cultural Resources Analysis
- Appendix L: Natural Resources Analysis
- Appendix M: Environmental Justice Analysis
- Appendix N: Community Evaluations
- Appendix O: EPA Rules on Locomotive Emissions
- Appendix P: SEA's Best Management Practices for Construction and Abandonment Activities
- Appendix Q: Example Public Outreach Materials

**Appendix R: All Relevant Board Decisions**

**Appendix S: Index for the Draft Environmental Impact Statement**

**Appendix T: Final Environmental Impact Statement Rail Line Segments**

**Appendix U: List of Preparers**

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**APPENDIX B**  
**Draft Environmental Impact Statement**  
**Correction Letter, Errata, Supplemental Errata and**  
**Additional Environmental Information,**  
**and Board Notices to Parties of Record**

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**APPENDIX B**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**CORRECTION LETTER, ERRATA, SUPPLEMENTAL ERRATA AND**  
**ADDITIONAL ENVIRONMENTAL INFORMATION,**  
**AND BOARD NOTICES TO PARTIES OF RECORD**

After issuing the Draft Environmental Impact Statement (Draft EIS) on December 29, 1997, the Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) issued a Draft EIS Correction Letter to all recipients of the Draft EIS. In this letter, SEA corrected two dates in the procedural schedule included in the Draft EIS and clarified that the Draft EIS is comprised of a separate Executive Summary and six volumes of text divided into nine separate books.

Subsequent to SEA's distribution of the Draft EIS Correction Letter, the Board served two sets of errata to the Draft EIS to facilitate public review of the Draft EIS and to clarify some of the information it contained. On January 12, 1998, the Board served the Draft EIS Errata, which included corrections to references and data discrepancies. On January 21, 1998, the Board served the Draft EIS Supplemental Errata, which addressed errors in the calculations SEA used to analyze traffic delay at highway/rail at-grade crossings. Neither set of errata changed or altered SEA's analysis or preliminary mitigation recommendations.

On February 27, 1998, the Board issued the Draft EIS Additional Environmental Information, which identified 12 rail line segments that may be affected by additional potential impacts associated with the proposed Conrail Acquisition. These additional potential impacts are related to hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay.

SEA distributed the Draft EIS Correction Letter, Errata, and Supplemental Errata to the Parties of Record and to the entities who received the Draft EIS. (See Table B-1.)

SEA distributed the Draft EIS Additional Environmental Information to the Applicants<sup>1</sup>, Federal and state agencies, local governmental entities, and interested parties in the communities affected

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<sup>1</sup> "The Applicants" refers to CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation and Norfolk Southern Railway Company (NS); and Conrail, Inc., and Consolidated Rail Corporation (Conrail).

by the additional potential impacts associated with the proposed Conrail Acquisition. (See Table B-2.)

This appendix contains the Draft EIS Correction Letter, Errata, Supplemental Errata, and Additional Environmental Information in the order of the dates that the Board served them on the Parties of Record. The Board's notices to the Parties of Record precede the documents.

**TABLE B-1  
DISTRIBUTION OF THE CORRECTION LETTER,  
ERRATA, AND SUPPLEMENTAL ERRATA**

Entity Type	Number
• Public Agencies, Citizens, and Private interest Groups	2238
– Academic Subtotal	4
– Applicant Subtotal	9
– Business: Local Subtotal	8
– Business: U.S. Subtotal	7
– Citizen Subtotal	16
– Citizens' Group Subtotal	1
– Environmental Consultant Subtotal	2
– Environmental Organization Subtotal	9
– Federal Agency Subtotal	165
– Governor Subtotal	4
– Law Firm Subtotal	1
– Local Elected Official Subtotal	705
– Local Government Subtotal	654
– Native American Subtotal	7
– Rail Union Subtotal	24
– Railroad Subtotal	14
– Regional Agency Subtotal	345
– Shipper Subtotal	4
– Special Interests Group Subtotal	15
– State Agency Subtotal	205

**TABLE B-1  
DISTRIBUTION OF THE CORRECTION LETTER,  
ERRATA, AND SUPPLEMENTAL ERRATA**

Entity Type			Number
- State Legislator	Subtotal	9	
- STB Environmental Contractor/Sub-contractor	Subtotal	30	
• Surface Transportation Board			66
• Parties of Record (POR)			312
• Members of Congress (MOC)			70
• U.S. Senators/Representatives not on POR/MOC List			41
• Environmental Justice Community			166
• Applicant			75
- CSX	Subtotal	25	
- Conrail	Subtotal	10	
- Norfolk Southern	Subtotal	40	
• Conrail Acquisition Team			350
• Special Request - New Jersey Department of Environmental Protection			6
<b>TOTAL</b>			<b>3,380</b>

**TABLE B-2  
DISTRIBUTION OF THE ADDITIONAL ENVIRONMENTAL INFORMATION**

Entity Type			Number
• Public Agencies, Citizens, and Private Interest Groups			216
- Academic	Subtotal	1	
- Business: U.S.	Subtotal	63	
- Citizen	Subtotal	1	
- Environmental Organization	Subtotal	1	
- Federal Agency	Subtotal	5	
- Law Firm	Subtotal	13	
- Local Elected Official	Subtotal	3	



**TABLE B-2  
DISTRIBUTION OF THE ADDITIONAL ENVIRONMENTAL INFORMATION**

Entity Type		Number
- Local Government	Subtotal 13	
- Rail Union	Subtotal 26	
- Railroad	Subtotal 23	
- Regional Agency	Subtotal 18	
- Shipper	Subtotal 8	
- Special Interests Group	Subtotal 16	
- State Agency	Subtotal 17	
- Utilities	Subtotal 8	
• Members of Congress		2
• Applicant		3
- CSX	Subtotal 1	
- Conrail	Subtotal 1	
- Norfolk Southern	Subtotal 1	
<b>TOTAL</b>		<b>221</b>



**Draft Environmental Impact Statement Correction Letter**

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28766  
SEC

SERVICE DATE - DECEMBER 29, 1997

**SURFACE TRANSPORTATION BOARD**

**STB Finance Docket No. 33388**

**CSX CORPORATION AND CSX TRANSPORTATION, INC.  
NORFOLK SOUTHERN CORPORATION AND  
NORFOLK SOUTHERN RAILWAY COMPANY  
-- CONTROL AND OPERATING LEASES/AGREEMENTS --  
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION**

**Decision No. 60**

**Dated: December 23, 1997**

**NOTICE TO THE PARTIES:**

On December 12, 1997, the Board served the Draft Environmental Impact Statement in this proceeding. This is to notify persons who received a copy of the draft EIS that two dates in the procedural schedule were incorrect. In the Tables in the Executive Summary (Table ES-1, pp. ES-7 to ES-8) and in Chapter 1 (Table 1-1, p. 1-9), the dates for filing rebuttals in support of Inconsistent and Responsive Applications and for submitting briefs are incorrect. The correct due dates are: (1) **January 14, 1998** for filing of rebuttals in support of Inconsistent and Responsive Applications and (2) **February 23, 1998** for all parties to submit briefs.

Additionally, we wish to clarify that the Draft EIS is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books.

Finally, please note that when following the instructions for how and where to file comments, you should include "Room 715" in the address to avoid any delays.

**Vernon A. Williams  
Secretary**

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**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

***Section of Environmental Analysis***

**December 19, 1997**

**Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition --  
Conrail: Draft Environmental Impact Statement**

**Dear Interested Parties:**

Recently, the Surface Transportation Board's Section of Environmental Analysis (SEA) sent you the Draft Environmental Impact Statement (EIS) for the Proposed Acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad. SEA wants to (1) correct two dates in the procedural schedule included in the Draft EIS and (2) clarify that the Draft EIS is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books.

Specifically, the procedural schedule included in the Executive Summary (Table ES-1, pp. ES-7 to ES-8) and in Chapter 1 (Table 1-1, p. 1-9) of the Draft EIS incorrectly states the due dates for filing rebuttals in support of Inconsistent and Responsive Applications and for submitting briefs to the Board. The correct due dates are: (1) **January 14, 1998** for the filing of rebuttals in support of Inconsistent and Responsive Applications and (2) **February 23, 1998** for all parties to submit briefs. A corrected copy of the Board's entire Procedural Schedule is enclosed with this letter.

SEA welcomes written comments on all aspects of the Draft EIS as well as suggestions on mitigation measures to address potential environmental impacts that could result from the Proposed Conrail Acquisition. As noted in the Draft EIS, all comments must be submitted by **February 2, 1998**.

If you have any questions about the Board's Procedural Schedule or would like additional information about the environmental review process, please call SEA's toll-free Environmental Hotline at 1-888-869-1997, or visit our website at <http://www.conrailmerger.com>.

Sincerely yours,

Elaine K. Kaiser  
Environmental Project Director  
Section of Environmental Analysis

Enclosure



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### Board's Procedural Schedule and SEA's Environmental Review

DAY	ACTION	DATE
	Applicants filed Preliminary Environmental Report with SEA	May 16, 1997
Day 1	Applicants filed Application and Environmental Report	June 23, 1997
	Board issued Notice of Intent to Prepare an Environmental Impact Statement and Scoping Notice	July 7, 1997
	Public and government agencies filed comments on the Draft Scope of the Environmental Impact Statement	August 6, 1997
Day 60	Other applicants filed descriptions of Inconsistent and Responsive Applications	August 22, 1997
	Applicants filed Preliminary Draft Environmental Assessments for the Seven Separate Connections referenced in Decision No. 9	September 5, 1997
	SEA issued Final Scope of the Environmental Impact Statement	October 1, 1997
Day 100	Other applicants filed Responsive Environmental Reports and Verified Environmental Statements for any Inconsistent and Responsive Applications	October 1, 1997
	SEA issued Environmental Assessments for the Seven Separate Connections	October 7, 1997
Day 120	Other applicants filed Inconsistent and Responsive Applications	October 21, 1997
	SEA received comments on the Environmental Assessments for the Seven Separate Connections	October 27, 1997
	Board issued Decision requiring Applicants to file Safety Integration Plans	November 3, 1997
Day 150	Board issued Notice of Acceptance of the Inconsistent and Responsive Applications	November 20, 1997
	Board issued Decision allowing Seven Separate Connections to proceed	November 25, 1997
	Applicants filed Safety Integration Plans	December 3, 1997
	SEA issued Draft Environmental Impact Statement to the public	December 12, 1997
Day 175	Responses to the Inconsistent and Responsive Applications and rebuttals in support of Primary Application filed with the Board	December 15, 1997
	EPA published <i>Federal Register</i> notice initiating 45-day comment period on the Draft Environmental Impact Statement	December 19, 1997
Day 205	Rebuttal in support of Inconsistent and Responsive Applications due to Board	January 14, 1998
	Public comments on Draft Environmental Impact Statement due to SEA	February 2, 1998
Day 245	Briefs due, all parties	February 23, 1998
	SEA to issue Final Environmental Impact Statement to the public and the Board	Late-May 1998
Day 346	Board to conduct oral argument	June 4, 1998
Day 350	Board to conduct Voting Conference	June 8, 1998
Day 395	Board to issue final written decision	July 23, 1998
	Administrative Appeals Filing Deadline	August 13, 1998

December 15, 1997

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**Draft Environmental Impact Statement Errata**



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28788  
SEC

SERVICE DATE - JANUARY 12, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.  
NORFOLK SOUTHERN CORPORATION AND  
NORFOLK SOUTHERN RAILWAY COMPANY  
-- CONTROL AND OPERATING LEASES/AGREEMENTS --  
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 62

Dated: January 9, 1998

NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS), prepared by the Board's Section of Environmental Analysis (SEA), regarding potential environmental effects of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. The purpose of this notice is to provide you with an Errata to the Draft EIS.

The Draft EIS encompasses more than 3,000 pages and is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books. The Draft EIS addresses potential environmental effects of the Proposed Conrail Acquisition that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Conrail proposal. SEA is seeking public comment on the Draft EIS. Public comments are due to SEA by February 2, 1998. SEA will consider all public comments in preparing a Final EIS.

SEA prepared the enclosed Errata to the Draft EIS to help facilitate public review of the Draft EIS and clarify some of the information contained in the document. The Errata is not all inclusive. SEA has not included all typographical errors or minor discrepancies. SEA has, however, included those items which will help clarify the meaning of certain text to avoid confusion, such as correcting references in other sections in the Draft EIS and correcting data discrepancies in various sections.

It is important to note that this Errata to the Draft EIS does not change or alter SEA's analysis or preliminary mitigation recommendations, nor do these corrections affect the integrity

of the information contained in the Draft EIS, the procedural schedule, or the review and comment period for the Draft EIS.

Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Vernon A. Williams  
Secretary

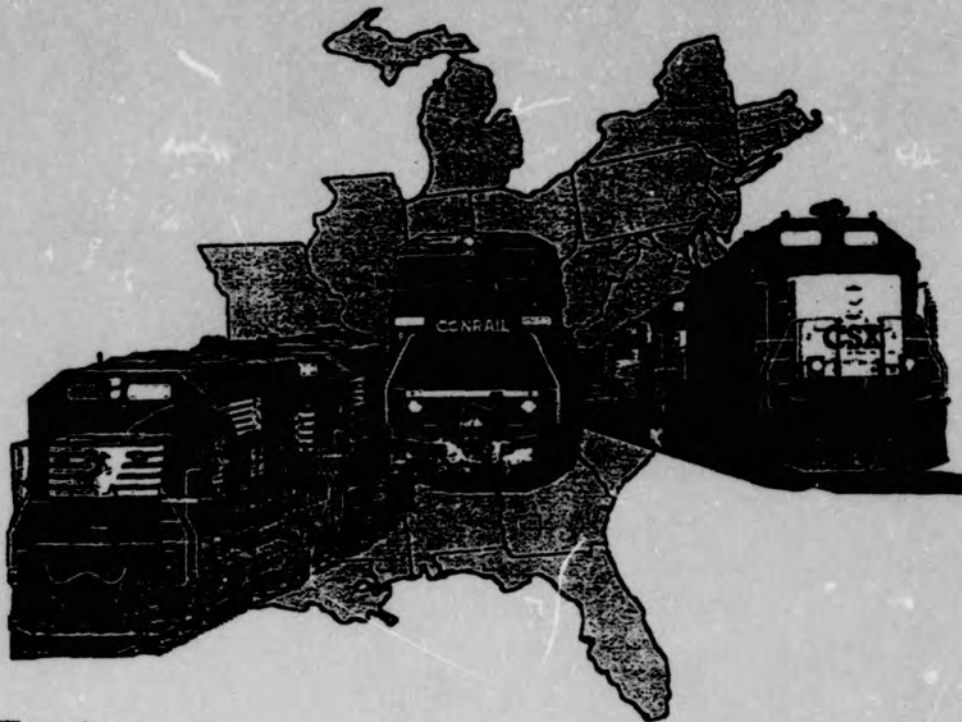
# DRAFT ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

## "PROPOSED CONRAIL ACQUISITION"

**CSX Corporation and CSX Transportation, Inc.  
Norfolk Southern Corporation and  
Norfolk Southern Railway Company**

**Control and Operating Leases/Agreements  
Conrail Inc. and Consolidated Rail Corporation**



Errata

*prepared by:*

**Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street, NW • Washington, DC 20423-0001**

*Information Contacts:*

**Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
888-869-1997**

**Michael J. Dalton  
Environmental Specialist  
888-869-1997**

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**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

***Section of Environmental Analysis***

January 12, 1998

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition --  
Conrail: Errata to the Draft Environmental Impact Statement

Dear Interested Party:

In mid-December, you were mailed a copy of the Draft Environmental Impact Statement (Draft EIS), prepared by the Surface Transportation Board's Section of Environmental Analysis (SEA), regarding potential environmental effects of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. The purpose of this letter is to provide you with an Errata to the Draft EIS.

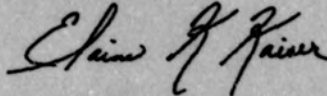
The Draft EIS encompasses more than 3,000 pages and is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books. The Draft EIS addresses potential environmental effects of the Proposed Conrail Acquisition that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Conrail proposal. SEA is seeking public comment on the Draft EIS. Public comments are due to SEA by **February 2, 1998**. SEA will consider all public comments in preparing a Final EIS.

SEA prepared the enclosed Errata to the Draft EIS to help facilitate public review of the Draft EIS and clarify some of the information contained in the document. The Errata is not all inclusive, and we have not included all typographical errors or minor discrepancies. We have listed, however, all those items which we believe will help clarify the meaning of certain text to avoid confusion, such as correcting references in other sections in the Draft EIS and correcting data discrepancies in various sections. We have also enclosed several revised tables with the corrected data highlighted.

It is important to note that this Errata to the Draft EIS does not change or alter SEA's analysis or preliminary mitigation recommendations, nor do these corrections affect the integrity of the information contained in the Draft EIS, the procedural schedule, or the review and comment period for the Draft EIS.

Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997. Thank you for your interest and participation in the Draft EIS process.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Elaine K. Kaiser".

Elaine K. Kaiser  
Environmental Project Director  
Section of Environmental Analysis

Enclosure

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>EXECUTIVE SUMMARY</b>					
ES	ES.1	Introduction	ES-1	3	Change the second sentence to: In addition to freight operations, Amtrak and eight commuter agencies operate over tracks owned by one or more of the Applicants.
ES	ES.1.1	Overview	ES-2	4	To the last bullet item on the page, add Louisiana and Mississippi to the list of states that could be affected by potential environmental impacts.
ES	ES.6.2	Air Quality	ES-22	6	Change first sentence to: SEA evaluated air pollutant emissions on a county-wide basis for all rail line segments, rail yards, and intermodal facilities exceeding the Board's thresholds for air quality analysis.
ES	ES.6.2	Cultural and Historic Resources	ES-23	4	Change second sentence to: SEA recommends, pending Ohio SHPO concurrence, that the Board require CSX to complete cultural and historic resource documentation (Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Level II) at the proposed Collinwood Intermodal Facility within 180 days of any Board decision approving the proposed Conrail Acquisition.
ES	ES.6.2	Cultural and Historic Resources	ES-23	5	Change last sentence to: SEA recommends, pending Ohio SHPO concurrence, that the Board require NS to complete cultural and historic resource documentation (HABS/HAER Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.

<sup>1</sup> Paragraphs are numbered beginning with the first full paragraph on a page, unless otherwise noted. For tables, rows are numbered counting each row starting directly below the table header row.

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>VOLUME 1</b>					
2	2.2	Proposed Action	2-6	3	Change last sentence to: (See Section 1.3.3 for a discussion of the Board's environmental thresholds.)
2	2.7	Comments and Requests for Conditions	2-36	1	There were 100 comments and request for conditions received and accepted by the STB, not 88 as stated in Section 2.7.
3	3.4	Safety	3-9	6	Change second and third sentences to: SEA did so by analyzing the 54 rail line segments with projected increases of eight or more trains per day. Of these 54 segments, 44 contained highway/rail at-grade crossings of public roads.
3	3.4.1	Methods	3-10	1	Change first sentence to: SEA conducted a train-vehicle accident risk analysis for 2,070 highway/rail at-grade crossings on the 54 rail line segments described above.
3	3.8.1	Methods	3-20	2	Change first sentence to: For each additional truck anticipated at the 23 intermodal facilities that SEA studied, SEA assumed that a round-trip would be made and therefore added two truck trips to the average daily traffic volume on affected surrounding roadways.
4	4.3	Passenger Rail	4-12	4	Change last sentence to: These segments are located in the following states: Georgia, Indiana, Maryland, Michigan, New York, North Carolina, Virginia, and the District of Columbia.



**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
4	4.5	Transport of Hazardous Materials	4-17	1	Change the second sentence to: These results are reported in Chapter 5 on a state-by-state basis for 99 rail line segments in the following states: Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, Mississippi, North Carolina, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and the District of Columbia.
4	4.5	Table 4-6	4-18	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County, AL.
4	4.5	Table 4-6	4-18	Row 7 Column 4	For Rail Line Segment C-357, Marlboro County is in SC, not NC
4	4.5	Table 4-6	4-18	Row 10 Column 4	For Rail Line Segments N-082 and N-095, Mahoning and Trumbull Counties are in OH, not PA
4	4.5	Table 4-6	4-18	Row 13 Column 4	For Rail Line Segment C-344, delete Hampton and Jasper Counties, and add Beaufort County.
4	4.5	Table 4-6	4-19	Row 1 Column 4	For Rail Line Segment from Decatur, AL to New Orleans, LA, add the following counties: Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Montgomery, Elmore, Lowndes, Butler and Conecuh.
4	4.5	Table 4-6	4-19	Row 8 Column 3	Add Rail Line Segment C-072 to the list of segments in the Quaker, OH to Willow Creek, IN corridor.
4	4.7.2	Table 4-9	4-34	N/A	Norristown (PA) Connector was omitted from Table 4-9, but should have been included. Information on the Norristown Connector is presented on page 4-37.

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
4	4.12.3	Table 4-17	4-59	Row 2 Column 2	Change Emissions from Netting Analysis for Maryland from 797 to 764.
4	4.12.3	Air Quality	4-60	2	In the last sentence of the paragraph, delete Detroit.
<b>VOLUME 3</b>					
5	5.2	Air Quality	5-8	3	Change last sentence to: Using this approach, SEA analyzed potential air quality impacts by county in 17 states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.2	Air Quality	5-8	4	In the first sentence, change 3.11.1 to 3.11.2.
5	5.2	Environmental Justice	5-12	1	Change last sentence to: Using this approach, SEA analyzed potential environmental justice effects by site in 17 states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.3	Table 5-2	5-14	Row 8 Column 5	For Rail Line Segment C-373, change potential impacts to "A major key route."
5	5.3	Table 5-2	5-15	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County.

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-16	Row 5 Column 4	For Rail Line Segment C-346, add Wayne, Long, Liberty, and Chatham counties.
5	5.3	Table 5-2	5-18	Row 3 Column 6	For Rail Line Segment C-011, change preliminary recommended mitigation to: "Railroad shall consult with the County, ILDOT, and community regarding mitigation measures."
5	5.3	Table 5-2	5-18	Row 8 Column 5	Under "Potential Impact" column, for CM-02: 59 <sup>th</sup> Street, Chicago, replace "Truck route impact" with "Noise Impact."
5	5.3	Table 5-2	5-19	Row 2 Column 5	Segment C-010 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to be considered cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 3 Column 5	Segment N-045 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 6 Column 4	For Rail Line Segment C-025, add Gibson County.
5	5.3	Table 5-2	5-19	Row 6 Column 5	For Rail Line Segment C-025, add the following crossings: CR 100N, Spring Street, Mulberry Street, and W. John in Gibson County; Stacer Road in Vanderburgh County; and Perry Street and Buntin Street in Knox County.

**PROPOSED CONRAIL ACQUISITION  
 FINANCE DOCKET NO. 33388  
 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-20	Row 2 Column 5	For Rail Line Segment C-066, add the following crossings: First Road-Smith and Thorn Road in Marshall County; CR 500W and 900W in Noble County; Oak Street in Kosciusko County, CR 875E and 500W in La Porte County; and CR 9 in Elkhart County.
5	5.3	Table 5-2	5-21	Row 4 Column 5	For Rail Line Segment N-045, add the following crossings: 8 <sup>th</sup> Street, 5 <sup>th</sup> Street, and CR 172 in Tippecanoe County, and delete Greenbush Street.
5	5.3	Table 5-2	5-22	Row 2 Column 5	For Rail Line Segment N-046, add the following crossings: CR 250W in Miami County; CR 700N in Tippecanoe County (CR 900N was listed twice).
5	5.3	Table 5-2	5-23	Row 2 Column 6	For Rail Line Segment C-025, change second sentence in Preliminary Recommended Mitigation to: For all others, railroad shall consult with the community and develop mitigation.
5	5.3	Table 5-2	5-23	Row 5 Columns 4 & 5	For Rail Line Segment N-045, in column 4 add: Warren and Fountain Counties, in column 5 add: All crossings are in Tippecanoe County.
5	5.3	Table 5-2	5-24	Row 10 Column 5	For Rail Line Segment C-021, add the following crossings: Duffey Street and E. 6 <sup>th</sup> Street in Christian County, and W. Moss Avenue in Hopkins County.
5	5.3	Table 5-2	5-25	Row 2 Column 4	For Rail Line Segment C-287, delete Owen County and add Gallatin County.
5	5.3	Table 5-2	5-25	Row 5 Column 4	For Rail Line Segment C-291, delete Boone County.



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5	5.3	Table 5-2	5-26	Row 4 Column 4	For Rail Line Segment C-387, add Orleans Parish.
5	5.3	Table 5-2	5-26	Row 8 Column 4	For Rail Line Segment C-034, delete Howard County.
5	5.3	Table 5-2	5-30	Row 5 Column 4	For Rail Line Segment N-065, add Genesee County.
5	5.3	Table 5-2	5-36	Row 2 Column 4	For Rail Line Segment C-206, add Seneca County.
5	5.3	Table 5-2	5-36	Row 9 Column 5	For Rail Line Segment N-073, delete Likens Street.
5	5.3	Table 5-2	5-41	Row 5 & 7 Column 5	Segments N-075 and N-082 should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-42	Row 5 Column 5 & 6	For Rail Line Segment C-766, delete Highway/Rail At-Grade Crossing information in the Potential Impact and Preliminary Recommended Mitigation columns.
5	5.3	Table 5-2	5-43	Row 3 Column 4	For Rail Line Segment N-095, add Beaver County.
5	5.3	Table 5-2	5-43	Row 5 Column 4	For Rail Line Segment N-216, delete Montgomery and Philadelphia Counties.

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5	5.3	Table 5-2	5-43	Row 6 Column 4	For Rail Line Segment N-245, delete Broome, Delaware, Sullivan, and Orange Counties and add Pike and Susquehanna Counties.
5	5.3	Table 5-2	5-44	Row 9 Column 4	For Rail Line Segment N-344, delete Hampton County and add Beaufort County.
5	5.3	Table 5-2	5-45	Row 4 Column 4	For Rail Line Segment C-357, add Marlboro County.
5	5.3	Table 5-2	5-45	Row 6 Column 4	For Rail Line Segment C-359, add Bamberg, Richland and Allendale Counties.
5	5.3	Table 5-2	5-45	Row 10 Column 4	For Rail Line Segment C-373, delete Moore County and add Coffee County.
5	5.3	Table 5-2	5-45	Row 12 Column 4	For Rail Line Segment N-392, add Hamblen County.
5	5.3	Table 5-2	5-46	Row 2 Column 4	For Rail Line Segment N-399, delete Hablen County.
5	5-AL.3	Summary of Analysis	AL-4	1	In the paragraph continued from page AL-3, delete the second bulleted item, "Land Use/Socioeconomics."

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-AL.9	Land Use/ Socioeconomics	AL-11	i	<p>Immediately prior to Section 5-AL.9, add the following:</p> <p><b>5-AL.8a LAND USE/SOCIOECONOMICS</b></p> <p><u><b>Native American Issues:</b></u> Rail Line Segment C-271 traverses the Federally designated Poarch Creek Indian Reservation which is located in southwestern Alabama, approximately 56 miles northeast of Mobile. The City of Atmore is located within the Reservation. The Reservation consists of 229.5 acres and has a total population of 190 people. The Poarch Creek Indians are descended from Creek Indians who have lived in the area since the 1700s. The Reservation contains a tribal center, senior center, fire station, and eighty housing units. There is also an Indian Health Service clinic on the Reservation.</p> <p>Segment C-271 would become a new CSX "Major Key Route" for the transportation of hazardous materials. Currently, CSX transports 3,000 carloads/year of hazardous materials along this line. CSX would increase this to approximately 64,000 carloads/year as a result of the proposed Conrail Acquisition. This would result in an increased potential risk for release of hazardous materials in the event of a train derailment or accident.</p> <p><u><b>Mitigation Measures</b></u> – Mitigation measures for Major Key Routes include: 1) restricting speeds of trains along this segments to 50 mph; 2) upgrading the track to Class 2 or better; 3) installation of wayside defect detectors along rail lines; and, 4) establishing a Hazardous Materials Response Plan which includes accident simulations with local emergency response providers. CSX would coordinate the preparation of the Plan with the Reservation.</p> <p>In addition to the mitigation measures described above, SEA will conduct additional public outreach and noticing of the EIS availability with regard to the Poarch Creek Indian Reservation and Poarch Creek Band of Indians.</p>



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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.8.1	Passenger Rail	IL-19	1	Delete the first full sentence on page IL-19 (immediately prior to Section 5-IL.9) and replace with: It is SEA's preliminary recommendation that CSX work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75 <sup>th</sup> Street Interlocking. SEA recommends that the Board require CSX to report to SEA on the results of the discussion.
5	5-IL.10.2	Construction	IL-22	5	Change third sentence to: NS is constructing this connection in anticipation of future markets and, according to the Application, anticipates that approximately six trains per day will run over the new connection.
5	5-IL.17.2	Table 5-IL-33	IL-74	Row 8, Columns 5 & 7	For Lafayette - Tilton (N-045), change the "N" in the "Hazardous Materials" and "Transportation/Safety" columns to "Y."
5	5-IL.17.2	Environmental Justice	IL-78	1	Change first sentence to: At-grade crossing safety potential impacts exist at 5 <sup>th</sup> Street, 7 <sup>th</sup> Street, 8 <sup>th</sup> Street, Roming Street, 4 <sup>th</sup> Street (US 231), Smith Street near Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).  Add to end of paragraph: It is SEA's preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.



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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.17.2	Environmental Justice	IL-78	3	Add the following after the third paragraph (as a separate paragraph): SEA has identified this NS rail line segment as resulting in significant hazardous materials transportation effect because the increase in hazardous material carried over this rail line segment would double and increase to over 20,000 car loads per year. The increase, from 10,000 to 46,000 car loads yearly, would require this NS rail line segment to be designated as a hazardous materials "major key route," thus further requiring special safety and mitigation measures, including assistance from NS to communities in formulating emergency response plans. See discussion on hazardous material transport mitigation in the Transportation section of this Draft EIS.
5	5-IN.8	Passenger Rail	IN-24	4	Change to: Because there is no existing commuter rail service on lines affected by the proposed Acquisition in Indiana, SEA has determined that there will be no adverse effects and no mitigation is required.
5	5-IN.18	Environmental Justice	IN-79	6	Change first sentence to: Grade crossing safety potential impacts exist at 5 <sup>th</sup> Street, 7 <sup>th</sup> Street, 8 <sup>th</sup> Street, Roming Street, 4 <sup>th</sup> Street (US 231), Smith Street in Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).
5	5-IN.18	Environmental Justice	IN-80	1	Add to end of paragraph continued from page IN-79: It is SEA's preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.
5	5-IN.20.1	Table 5-IN-45	IN-85	N/A	Add Sheffield Avenue to Table 5-IN-45. For Sheffield Avenue, the Average Daily Traffic = 8,030 and Crossing Delay Per Stopped Vehicle = 3.94 (pre-Acquisition) and 4.05 (post-Acquisition). Total Blocked Time Per Day would be the same as the other entries in Table 5-IN-45.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IN.20.1	Highway/Rail At-Grade Crossings	IN-85	2	Change the second sentence to: It is SEA's preliminary recommendation that CSX and NS shall consult with representatives of the Four Cities Consortium, the Indiana Department of Transportation, and other appropriate parties to address potential traffic delay and safety concerns at the nine highway/rail at-grade crossings in these communities that are listed in Table 5-IN-45.
5	5-MI.5.1	Summary of Potential Effects	MI-9	1	Change second sentence to: SEA notes that one of the rail line segments, Kalamazoo to Porter, Indiana, is owned by Amtrak and dispatched by Conrail.
5	5-MI.9	Table 5-MI-10	N/A	N/A	The first page of Table 5-MI-10 is attached.
5	5-MI.18	Cumulative Effects	MI-38	3	Delete "Cumulative Effects Mitigation Measures" subsection (third paragraph and heading).
5	5-NJ.4.1	Table 5-NJ-4	NJ-8	N/A	Change table title to: Estimated Change in Years Between Accidents for Passenger Rail Operations
5	5-NJ.17	Figure 5-NJ-4	N/A	N/A	In the figure inset, the E-Rail and Portside facility locations are transposed. Portside is located to the north of E-Rail (as is shown correctly in the main figure).
5	5-OH.16.1	Natural Resources	OH-94	5	Change first sentence to: Since SEA determined there are no Federal or state parks, forests, preserves, refuges or sanctuaries within or adjacent to the proposed Collinwood Yard construction site, there would be no impacts to this type of resource.
5	5-OH.16.1	Natural Resources	OH-100	6	Change third sentence to: A National Pollutant Discharge Elimination System stormwater discharge permit may be required if more than five acres of land would be disturbed during construction activities.
5	5-OH.16.1	Natural Resources	OH-103	4	Change last sentence to: A National Pollutant Discharge Elimination System stormwater discharge permit may be required if more than five acres of land would be disturbed during construction activities.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-OH.16.1	Natural Resources	OH-105	1	Change first sentence to: Based on coordination with the U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources, SEA concluded that the Vermilion construction project could affect the bald eagle which is known to occur in Erie County, and the Indiana Bat, which has no historic record within the county.
5	5-OH.18.2	Table 5-OH-50	OH-121	Row 6 and 8 Column 7	Change the "N" in the "Transportation/Safety" column to "Y" for the Cleveland-Ashtabula (N-075) and Bellevue-Sandusky Docks (N-085) rail line segments.
5	5-OH.18.2	Environmental Justice	OH-124	1	At the end of the paragraph, add the following: SEA has identified potential highway/rail at-grade crossing safety impacts at Walter Main Road in the City of Geneva, Ashtabula County. It is SEA's preliminary recommendation that NS mitigate safety impacts by upgrading warning devices at this crossing.
5	5-OH.20.1	Emergency Response	OH-150	3	Add the following new paragraph after the Highway/Rail At-Grade Crossing Safety paragraph: <b>Emergency Response</b> - It is SEA's preliminary recommendation that NS consult with the City of Cleveland to reach agreement on measures to minimize or mitigate the effects of increased emergency vehicle delay. Possible mitigation measures could include increasing train speeds, upgrading communications between NS and the emergency dispatch center, or constructing grade separation.
5	5-PA.6.2	Table 5-PA-7	PA-16	Rows 4, 5, & 6 Column 6	In the last column, change SEA's Proposed Mitigation for Peach Street, Cherry Street, and Raspberry Street to "Relocate to CSX Corridor." (Note: This mitigation is proposed by the Applicants and would mitigate impacts)
5	5-PA.16.1	Crossings	PA-55	2	Change last sentence to: SEA determined that five crossings would experience significant adverse effects to vehicle delays and four crossings would have significant adverse safety effects.



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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>VOLUME 4</b>					
6	6.1	Scoping	6-2	1	Change fourth sentence of the paragraph continued from page 6-1 to: SEA also published legal notices in 198 newspapers with the highest circulation for each of the potentially affected counties.
6	6.2	Agency and Public Coordination	6-4	3	Change last sentence to: SEA will serve the Final EIS in May 1998, prior to the Board's voting conference, scheduled for June 8, 1998.
6	6.2.3	Public Outreach	6-7	1	Delete from list of communities where SEA has conducted expanded outreach: Marion, OH, West Newton, PA, Nashville, TN.
7	7.2	Table 7-1	7-11	Row 5 Column 2	Delete mitigation # 46 for Ohio.
7	7.2.3	Cultural Resources	7-18	1	Change to: NS shall, pending Ohio SHPO concurrence, complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.
7	7.2.3	Cultural Resources	7-18	3	Change to: CSX shall, pending Ohio SHPO concurrence, complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Lake Shore & Michigan Southern (New York Central) Shops District at the Collinwood rail yard in Cleveland, Ohio no later than 180 days following the effective date of any Board final written decision in this proceeding.



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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.3	Natural Resources	7-18	4	Change to: Before initiating any construction of the proposed rail line connection in Vermilion, Ohio, NS, shall coordinate with the U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources to determine the potential presence of the endangered Indiana Bat and bald eagle. If either species is found to be present and potentially adversely impacted, NS shall proceed with applicable measures to comply with Section 7 of the Endangered Species Act.
7	7.2.4	Areas of Concern	7-20	3	Following the third paragraph, add: 23.a. CSX shall work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75 <sup>th</sup> Street Interlocking. CSX shall report to SEA on the results of the discussion.
7	7.2.6	Cultural Resources	7-24	4	Delete SEA's preliminary recommended mitigation 46 on the South Bend-Dillon Junction Rail Line Segment abandonment. No historic properties were identified along the South Bend to Dillon Junction abandonment, and SEA has requested the Indiana SHPO's concurrence with that finding.
7	7.2.6	Table 7-4	7-31	Row 5 Column 3	Change Rail Line Segment C-066 to C-065.
7	7.2.6	Table 7-5	7-35	Row 1 Column 5	For Rail Line Segment C-295, add Knox County to KY.
7	7.2.6	Table 7-5	7-35	Row 9 Column 5	For Rail Line Segment N-392, add Hamblen County.
7	7.2.6	Table 7-5	7-36	Row 4 Column 5	For Rail Line Segment N-062, delete "NJ: Bergen" and add "NY: Orange, Rockland."

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.6	Table 7-5	7-36	Row 9 Column 5	For Rail Line Segment N-065, add Allegany and Genesee County.
7	7.2.6	Table 7-5	7-37	Row 7 Column 5	For Rail Line Segment N-082, add Mahoning County.
7	7.2.6	Table 7-5	7-37	Row 11 Column 5	For Rail Line Segment N-203, add Lehigh County.
7	7.2.6	Table 7-5	7-37	Row 19 Column 5	For Rail Line Segment C-344, change "Berkeley" to "Beaufort."
7	7.2.6	Table 7-5	7-38	Row 2 Column 5	For Rail Line Segment N-399, delete Hamblen County.
7	7.2.6	Table 7-6	7-39	Row 5 Column 5	For Rail Line Segment C-351, add York County to South Carolina.
7	7.2.6	Table 7-6	7-40	Row 8 Column 5	For Rail Line Segment C-287, add Boone and Gallatin Counties and delete Owen County.
7	7.2.6	Table 7-6	7-40	Row 12 Column 5	For Rail Line Segment C-037, add Baltimore and Howard Counties.
7	7.2.6	Table 7-7	7-45	Row 4 Column 2	For Rail Line Segment C-030, change Cheverly to Bladensburg.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.6	Table 7-9	7-47	Row 2 Column 5	For site CM-2, under "Potential Impacts" column, replace "Traffic" with "Noise."
7	7.2.6	Table 7-9	7-48	Row 4 Column 2	Under OH, add Rail Line Segment C-071, CSX, Marion - Ridgeway, which has potential environmental impacts (noise) in the City of Marion.
<b>VOLUME 6</b>					
Abandon.	3.1.3.6	Cultural Resources	35	2	Change paragraph to: SEA determined that the five railroad bridges more than 50 years of age along the proposed South Bend to Dillon Junction abandonment are not listed on or eligible for the NRHP. Therefore, SEA concludes, that there are no historic properties on this segment. SEA initiated consultation with the Indiana SHPO and submitted supporting documentation to obtain concurrence with this finding. NS shall take no steps to alter the bridges until the Section 106 process has been completed.

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**Table 5-MI-10**  
**Michigan**  
**Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								Level of Service	Level of Service with Mitigation
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh. (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh. (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service		
Calhoun	N-120	545389C	MICHIGAN AVE	2	13,431	5.4	35	5,600	117	21	3.32	3.47	A	12.0	35	5,000	228	29	3.04	6.46	B		
Calhoun	N-120	545405J	20TH ST.	2	6,229	5.4	20	5,600	86	23	4.28	7.09	B	12.0	20	5,000	173	21	3.89	12.98	B		
Calhoun	N-120	545407X	HELMER RD	4	12,650	5.4	50	5,600	84	11	2.07	1.65	A	12.0	50	5,000	173	10	1.91	3.12	A		
Jackson	N-120	545284N	MILWAUKEE ST	4	19,378	5.4	40	5,600	152	20	2.67	2.52	A	12.0	40	5,000	310	19	2.46	4.72	A		
Jackson	N-120	545285V	MICHIGAN AVE.	3	23,966	5.4	40	5,600	188	13	3.27	3.07	A	12.0	40	5,000	384	31	3.00	5.76	B		
Jackson	N-120	545286C	COOPER ST (M-106)	2	7,800	5.4	40	5,600	61	16	2.54	2.39	A	12.0	40	5,000	125	15	2.33	4.47	A		
Jackson	N-120	545289X	BLACKSTONE ST	2	8,036	5.4	40	5,600	63	17	2.55	2.40	A	12.0	40	5,000	129	15	2.34	4.50	A		
Jackson	N-120	545290S	STEWART AVE.	2	6,340	5.4	46	5,600	50	13	2.44	2.29	A	12.0	40	5,000	101	12	2.24	4.30	A		
Jackson	N-120	545292F	N. WISNER ST	2	13,007	5.4	40	5,600	102	27	2.96	2.78	A	12.0	40	5,000	208	25	2.72	5.21	B		
Jackson	N-120	545293M	WILDWOOD ST	2	6,408	5.4	40	5,600	50	13	2.44	2.30	A	12.0	40	5,000	103	12	2.24	4.31	A		
Jackson	N-120	545294U	ROBINSON RD	4	12,000	5.4	50	5,600	80	11	2.05	1.63	A	12.0	50	5,000	164	10	1.89	3.09	A		
Jackson	N-121	545281T	S. ELM AVE.	4	7,637	2.9	35	5,600	36	9	2.54	1.42	A	12.1	35	5,000	136	8	2.32	4.97	A		
Jackson	N-121	545276W	FIFTH ST.	4	9,200	2.9	50	5,600	33	8	1.98	0.85	A	12.1	50	5,000	127	8	1.83	3.01	A		
Kalamazoo	N-120	545426C	BURDES	2	8,576	5.4	45	5,600	62	16	2.37	2.04	A	12	45	5,000	126	15	2.18	3.85	A		
Kalamazoo	N-120	545472D	OLIVER ST	3	5,800	5.4	30	5,600	57	10	2.87	3.39	A	12	30	5,000	116	9	2.62	6.27	B		
Kalamazoo	N-120	545470P	MICHIGAN	2	14,750	5.4	30	5,600	145	39	3.92	4.63	A	12	30	5,000	294	35	3.58	8.58	B		
Kalamazoo	N-120	545462X	PARK ST	2	16,000	5.4	30	5,600	157	42	4.10	4.83	A	12.0	30	5,000	319	38	3.74	8.95	B		
Kalamazoo	N-120	545418K	M-96/DICKMAN RD	2	7,649	5.4	50	5,600	51	14	2.14	1.71	A	12.0	50	5,000	104	13	1.98	3.23	A		
Kalamazoo	N-120	545450D	MICHIGAN AVE	2	6,600	5.4	50	5,600	44	12	2.08	1.66	A	12.0	50	5,000	90	11	1.62	3.14	A		
Kalamazoo	N-120	545454F	HARRISON ST	2	5,975	5.4	30	5,600	59	16	3.03	3.57	A	12.0	30	5,000	119	14	2.77	6.62	B		
Monroe	C-040	232148X	STEWART RD	4	12,330	21.9	40	6,000	413	14	2.36	10.29	B	33.1	40	6,200	641	14	2.63	16.37	C		
Monroe	C-040	232147R	ELM	2	9,660	21.9	40	6,000	324	21	2.82	11.33	B	33.1	40	6,200	502	22	2.89	18.02	C		
Monroe	C-040	232146J	FRONT ST	3	16,237	21.9	35	6,000	605	26	3.24	14.46	B	33.1	35	6,200	938	27	3.32	23.02	C		
Monroe	C-040	232140T	DUNBAR RD.	2	8,510	21.9	40	6,000	285	19	2.73	10.97	B	33.1	40	6,200	442	19	2.80	17.44	C		
Monroe	C-040	232129T	LAKEWOOD-LUNAPIER	2	8,761	21.9	40	6,000	294	19	2.75	11.04	B	33.1	40	6,200	455	20	2.82	17.56	C		
Washtenaw	N-121	545212K	DIXBORO RD	2	5,869	2.9	40	5,600	25	12	2.41	1.22	A	12.1	40	5,000	95	17	2.40	4.65	A		
Washtenaw	N-121	545215F	GEDDES RD	2	8,880	2.9	40	5,600	37	19	2.61	1.32	A	12.1	40	5,000	143	17	2.40	4.65	A		
Washtenaw	N-121	545241V	M-52	2	13,746	2.9	40	5,600	58	29	3.03	1.53	A	12.1	40	5,000	222	26	2.78	5.38	B		
Washtenaw	N-121	545209C	LEFORGE ST.	3	10,790	2.9	40	5,600	45	15	2.49	1.26	A	12.1	40	5,000	174	14	2.29	4.44	A		
Washtenaw	N-121	545207N	FORREST ST	4	10,000	2.9	40	5,600	42	10	2.36	1.19	A	12.1	40	5,000	161	10	2.16	4.19	A		
Washtenaw	N-121	545206G	CROSS ST	3	8,000	2.9	40	5,600	34	11	2.38	1.20	A	12.1	40	5,000	129	10	2.18	4.22	A		
Wayne	N-121	545176S	GULLEY RD	2	8,917	2.9	50	5,600	32	16	2.22	0.95	A	12.1	50	5,000	123	15	2.05	3.38	A		
Wayne	N-121	545169G	MONROE ST	2	5,000	2.9	50	5,600	18	9	2.00	0.86	A	12.1	50	5,000	69	8	1.84	3.04	A		
Wayne	N-121	511945J	CENTRAL	4	11,300	2.9	15	5,600	108	27	3.43	6.22	B	12.1	15	5,000	407	24	4.91	21.23	C		
Wayne	N-121	512363H	LONYO	4	11,370	2.9	15	5,600	109	27	3.44	6.23	B	12.1	15	5,000	410	24	4.92	21.25	C		
Wayne	N-121	545178F	JOHN DALY RD	3	10,000	2.9	50	5,600	36	12	2.09	0.89	A	12.1	50	5,000	138	11	1.93	3.18	A		
Wayne	N-121	545182V	HENRY RUFF RD	2	10,000	2.9	50	5,600	36	18	2.29	0.98	A	12.1	50	5,000	138	16	2.11	3.48	A		
Wayne	N-121	545184J	MERRIMAN RD	5	15,454	2.9	50	5,600	55	11	2.06	0.88	A	12.1	50	5,000	212	10	1.90	3.14	A		
Wayne	N-121	545186X	VENOY AVE.	4	7,325	2.9	50	5,600	26	6	1.93	0.83	A	12.1	50	5,000	101	6	1.78	2.94	A		
Wayne	N-121	545187E	HOWE AVE	4	6,762	2.9	50	5,600	24	6	1.92	0.82	A	12.1	50	5,000	93	6	1.77	2.92	A		
Wayne	N-121	545191H	HAGGERTY RD	2	5,830	2.9	50	5,600	21	10	2.04	0.87	A	12.1	50	5,000	86	10	1.87	3.11	A		
Wayne	N-121	545191U	HANNAN RD.	2	5,560	2.9	50	5,600	20	10	2.03	0.87	A	12.1	50	5,000	76	10	1.87	3.09	A		
Wayne	S-020	511020X	INKSTER RD	2	5,742	2.0	25	5,600	24	17	3.50	1.77	A	11.2	25	5,000	124	16	3.18	8.24	B		
Wayne	S-020	511027V	PENNSYLVANIA RD	2	10,568	2.0	25	5,600	45	32	4.00	2.03	A	11.2	25	5,000	228	29	3.64	9.41	B		

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**Draft Environmental Impact Statement Supplemental Errata**



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SERVICE DATE: LATE RELEASE JANUARY 21, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.

NORFOLK SOUTHERN CORPORATION AND

NORFOLK SOUTHERN RAILWAY COMPANY

-- CONTROL AND OPERATING LEASES/AGREEMENTS --

CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 63

Dated: January 21, 1998

NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS), prepared by the Board's Section of Environmental Analysis (SEA), regarding potential environmental impacts of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. On January 12, 1998, SEA issued an Errata to the Draft EIS in an effort to facilitate review of the document, to clarify some of its information, and to correct data discrepancies. The purpose of this notice is to provide you with a Supplemental Errata to the Draft EIS.

During its ongoing analysis, SEA identified an error in the calculations used to determine average daily traffic delay at highway/rail at-grade crossings. This error overstates the average daily traffic delay at highway/rail at-grade crossings. The Supplemental Errata, enclosed with this notice, addresses this issue and provides recalculated values for traffic delay. This Supplemental Errata also describes the resulting changes in SEA's preliminary mitigation recommendations for traffic delay, and related environmental justice analysis.

This Supplemental Errata does not change or alter SEA's analysis, results, or preliminary mitigation recommendations in other environmental impact areas, nor does it affect the integrity of the information contained in the Draft EIS unrelated to traffic delay.

SEA is seeking public comment on the Draft EIS, which it will consider in preparing a Final EIS. Public comments are due to SEA by February 2, 1998. If you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Vernon A. Williams

Secretary

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Comment Date: February 2, 1998

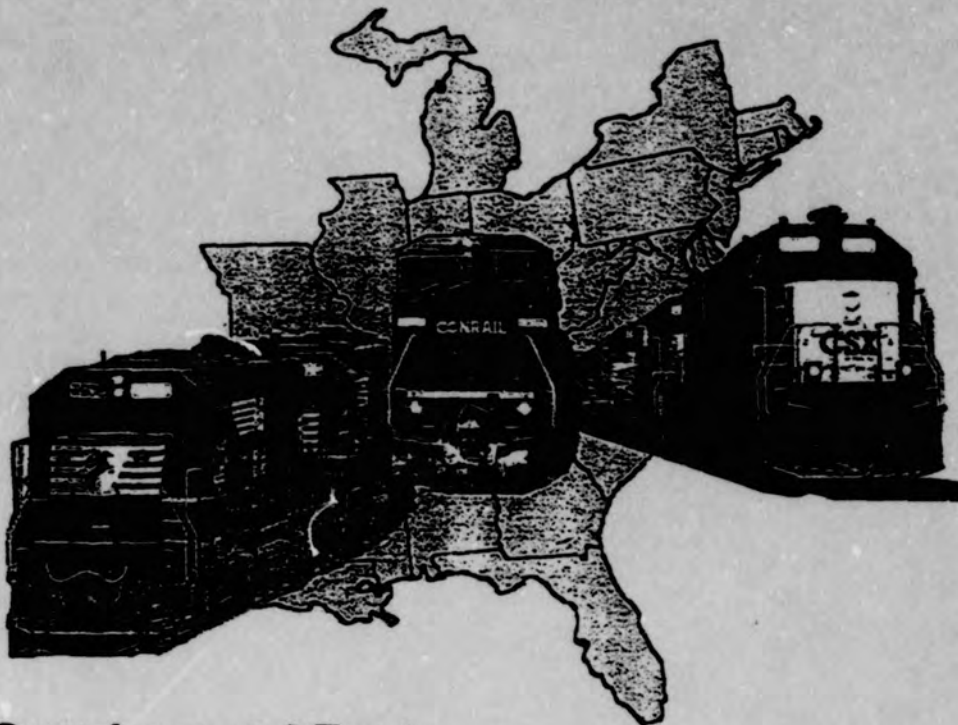
# DRAFT ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

## "PROPOSED CONRAIL ACQUISITION"

**CSX Corporation and CSX Transportation, Inc.  
Norfolk Southern Corporation and  
Norfolk Southern Railway Company**

**Control and Operating Leases/Agreements  
Conrail Inc. and Consolidated Rail Corporation**



## Supplemental Errata

*prepared by:*

**Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street, NW • Washington, DC 20423-0001**

*Information Contacts:*

**Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
888-869-1997**

**Michael J. Dalton  
Environmental Specialist  
888-869-1997**



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**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

**Section of Environmental Analysis**

January 21, 1998

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition --  
Conrail: Supplemental Errata to the Draft Environmental Impact Statement

Dear Interested Party:

In mid-December, you were mailed a copy of the Draft Environmental Impact Statement (Draft EIS), prepared by the Surface Transportation Board's Section of Environmental Analysis (SEA), regarding potential environmental impacts of the Proposed Acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad. On January 12, 1998, SEA sent an Errata to all interested parties in an effort to facilitate review of the Draft EIS, clarify some of its information, and correct data discrepancies.

During its on-going analysis, SEA identified an error in the calculations used to determine average daily traffic delay at highway/rail at-grade crossings. This error overstates the average daily traffic delay at highway/rail at-grade crossings. The Supplemental Errata enclosed with this letter addresses this issue and provides recalculated values for traffic delay. This Supplemental Errata also describes the resulting changes in SEA's preliminary mitigation recommendations for traffic delay and related environmental justice analysis.

This Supplemental Errata does not change or alter SEA's analysis, results, or preliminary mitigation recommendations in other environmental impact areas, nor does it affect the integrity of the information contained in the Draft EIS unrelated to traffic delay.

SEA is seeking public comment on the Draft EIS, which it will consider in preparing a Final EIS. Public comments are due to SEA by February 2, 1998. If you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997. Thank you for your interest and participation in the Draft EIS process.

Sincerely yours,

Elaine K. Kaiser  
Environmental Project Director  
Section of Environmental Analysis

Enclosure

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**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Overview**

During its ongoing analysis, the Section of Environmental Analysis (SEA) identified an error in the calculation of vehicle crossing delay presented in the Draft Environmental Impact Statement (Draft EIS). This error has the effect of reducing the "Crossing Delay per Stopped Vehicle" and the "Average Delay for all Vehicles" by a factor of approximately two. Correcting this error reduces the impact of the proposed Conrail Acquisition on highway/rail at-grade crossing vehicular delay. The findings, conclusions, and preliminary recommended environmental mitigation presented in this Draft EIS Supplemental Errata supercede the applicable discussions presented in Chapter 5 and Chapter 7 of the Draft EIS.

This Draft EIS Supplemental Errata describes changes to SEA's analysis of highway/rail at-grade crossing delay. This Draft EIS Supplemental Errata also contains changes to tables and text in Chapters 5 and 7 of the Draft EIS, including some changes related to SEA's analysis of potential environmental justice impacts. This Draft EIS Supplemental Errata contains the following tables:

- Table 1 - Supplemental Errata.
- Table 2 - Comparison of Highway/Rail At-Grade Crossing Delay Mitigation - Compares the Draft EIS mitigation with the revised recommended mitigation.
- Table 7-7 (Revised) - Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation.
- Revised Highway/Rail At-Grade Crossing Vehicle Delay and Queues Tables in Chapter 5 of the Draft EIS - 5-AL-5, 5-GA-6, 5-IL-11, 5-IN-9, 5-KY-8, 5-MD-9, 5-MI-10, 5-NY-9, 5-OH-11, 5-PA-9, 5-TN-7, 5-VA-7, and 5-WV-5.

**Supplemental Errata Highway/Rail At-Grade Crossing Delay**

The delay calculation in the Draft EIS incorrectly assumed that all vehicles blocked at a crossing would experience delay for the entire time a train passes, including time for the gate closing and opening, plus the dispersal time. The description of Crossing Delay per Stopped Vehicle in the methods discussion in Chapter 3, Section 3.7.1 of the Draft EIS correctly notes that the average amount of time a vehicle would experience delay is half the time it takes for a train to pass, including time for gate closing and opening.



plus the time for vehicles to disperse after the train has passed. The revised analysis presented in this Draft EIS Supplemental Errata correctly assumes that the vehicles experiencing delay are those that arrive while the crossing gate is activated.

The revised equation for determining Crossing Delay per Stopped Vehicle follows. This equation reflects the averaging factor of two (2) and replaces the equation in Appendix C, Section C.4.3, page C-12 of the Draft EIS.

$$D_A = \frac{D_c(S_c/S_c - S_q)}{2}$$

where:

- $D_A$  = Crossing delay per stopped vehicle, in minutes.
- $D_c$  = Time the train takes to pass the highway/rail at-grade crossing, including time for gate closing and opening, in minutes.
- $S_c$  = Vehicle departure rate per minute per lane. The basis for this is a rate of 1,400 vehicles per hour per lane, according to field measurements.
- $S_q$  = Vehicle arrival rate per minute per lane. The basis for this is the daily traffic volumes for the roadway.
- 2 = Factor to account for the average of the minimum and maximum vehicle delay.

The revised traffic delay calculations result in fewer highway/rail at-grade crossings that may warrant mitigation. Using the revised equation for the Crossing Delay per Stopped Vehicle, SEA has revised state-by-state delay tables and Table 7-7, Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation. In addition, SEA has prepared Table 2, which compares the changes in traffic delay mitigation with those in the Draft EIS.

### Supplemental Errata Environmental Justice Analysis

The revised traffic delay calculations and mitigation also affect the Environmental Justice analysis. Four crossings in Maryland, at Decatur Street, Upshur Street and Annapolis Road on rail line segment C-030 and at Hollins Ferry Road on rail line segment C-032, occur close to environmental justice populations. The crossing delay impacts in the Draft EIS were the only significant effects on these populations. Because these crossings are now below the level of significance for crossing delay and no longer warrant mitigation, potential environmental justice impacts would not occur. These changes are shown in Table 1, Supplemental Errata.

January 21, 1998

Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 1  
Supplemental Errata**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>a</sup>	Change
5	5.3	Table 5-2	5-27	Rows 5 and 7	Delete rows 5 and 7, Rail Line Segments C-030 and C-032.
5	5.3	Table 5-2	5-47	Row 4	Delete row 4, Rail Line Segment C-030.
5	5-MD.17.2	Table 5-MD-28	MD-41	Rows 1 and 3	Delete rows 1 and 3, Rail Line Segments C-030 and C-032.
5	5-MD.17.2	Environmental Justice	MD-41, MD-42	1, 2 on MD-41; 1-5 on MD-42	Delete all discussion of impacts (total of 7 paragraphs) for the Alexandria Jct., MD - Benning, DC Rail Line Segment (C-030).
5	5-MD.17.2	Environmental Justice	MD-43, MD-44	3-6 on MD-43; 1, 2 on MD-44	Delete all discussion of impacts (total of 5 paragraphs) for the Baltimore to Relay Rail Line Segment (C-032).
5	5-DC.11.12	Table 5-DC-10	DC-18	Row 1	Delete row 1, Rail Line Segment C-030.
5	5-DC.11.12	Environmental Justice	DC-18	1, 2	Delete all discussion of impacts (total of 2 paragraphs) for the Alexandria Jct., MD - Benning, DC, Rail Line Segment (C-030).

**PROPOSED CONRAIL ACQUISITION  
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**Table 1  
Supplemental Errata**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>a</sup>	Change
7	7.2	Table 7-1	7-10	Row 6 Column 2	For Illinois, delete Preliminary Recommended Mitigation No. 10.
7	7.2	Table 7-1	7-10	Row 7 Column 2	For Indiana, delete Preliminary Recommended Mitigation No. 9.
7	7.2	Table 7-1	7-10	Row 8 Column 2	For Kentucky, delete Preliminary Recommended Mitigation No. 10 and add Preliminary Recommended Mitigation No. 11.
7	7.2	Table 7-1	7-10	Row 10 Column 2	For Maryland, delete Preliminary Recommended Mitigation No. 9.
7	7.2	Table 7-1	7-11	Row 5 Column 2	For Ohio, delete Preliminary Recommended Mitigation No. 9.
7	7.2	Table 7-1	7-11	Row 6 Column 2	For Pennsylvania, delete Preliminary Recommended Mitigation No. 11.
7	7.2.3	Transportation: Highway/Rail At- Grade Crossing Delay	7-15	3	Delete Preliminary Recommended Mitigation No. 9.

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Section of Environmental Analysis  
 Surface Transportation Board  
 Washington, D.C. 20423

**PROPOSED CONRAIL ACQUISITION  
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 DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 1  
 Supplemental Errata**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>a</sup>	Change
7	7.2.3	Transportation: Highway/Rail At-Grade Crossing Delay	7-15 to 7-16	4	For Preliminary Recommended Mitigation No. 10, delete references to Illinois and Kentucky; change "five separated grade crossings" to "a separated grade crossing"; and delete sub-paragraphs a, c, and d.
7	7.2.3	Transportation: Highway/Rail At-Grade Crossing Delay	7-16 to 7-17	1, 2	For Preliminary Recommended Mitigation No. 11, delete Pennsylvania and add Kentucky; change "ten" to "nine" highway/rail at-grade crossings; and add "(Revised)" after reference to Table 7-7. In paragraph 2 of Preliminary Recommended Mitigation No. 11, delete first sentence and replace with the following:  "Three of the five highway/rail at-grade crossings in Erie, Pennsylvania listed in Table 7-7 (Revised) meet SEA's criteria for mitigation. The two that do not meet the criteria are in such close proximity to those that meet the criteria that they are to be included with those recommended for mitigation. In Lafayette, Indiana, SEA's preliminary determination is that the ten highway/rail at-grade crossings are recommended for mitigation. This is due to the unique conditions in this community with close proximity of these crossings to each other within an urban setting and the resultant effect on traffic delay along these roadways."
7	7.2.6	Table 7-9	7-48	Rows 1 and 3	Delete rows 1 and 3, Rail Line Segments C-030 and C-032.



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**PROPOSED CONRAIL ACQUISITION  
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**Table 1  
Supplemental Errata**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>a</sup>	Change
7	7.2.6	Table 7-9	7-48	Row 2 Column 1	Add DC for Rail Line Segment C-031.

<sup>a</sup> Paragraph numbering begins with the first full paragraph on a page, unless this column notes otherwise. For tables, numbering of rows starts directly below the table header row.

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**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 2  
Comparison of Highway/Rail At-Grade Crossing Delay Mitigation**

State	County	City Name	Segment Number	Roadway Name	Draft EIS LOS Change	Revised LOS Change	Draft EIS Mitigation	Revised Recommended Mitigation
IL	Cook	Calumet Park	C-010	DIXIE HWY.	D to E	B to D	Grade Separation	Consultation
IL	Cook	Calumet Park	C-010	BROADWAY-135TH ST.	D to E	B to D	Grade Separation	Consultation
IL	Cook	Evergreen Park	C-011	95TH ST.	D to E	C to D	Consultation	Consultation
IN	De Kalb	Garrett	C-066	RANDOLPH ST.	E to F	D to F	Grade Separation	Grade Separation
IN	Madison	Alexandria	N-040	S. R. 9	>30 sec. delay*	>30 sec. delay*	Consultation	Consultation
IN	Madison	Alexandria	N-040	HARRISON ST.	>30 sec. delay*	>30 sec. delay*	Consultation	Consultation
IN	Tippecanoe	Lafayette	N-045	FERRY ST.	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-045	MAIN ST.	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-045	COLUMBIA ST.	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-045	SOUTH ST S.R. 26	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-045	9TH ST.	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-045	4TH ST U.S. 231	C to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-046	UNDERWOOD ST.	B to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-046	18TH ST.	B to D	B to C	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-046	17TH & SALEM ST.	B to D	B to B	Complete Lafayette Bypass	Consultation
IN	Tippecanoe	Lafayette	N-046	UNION ST.	B to D	B to C	Complete Lafayette Bypass	Consultation
IN	Vanderburgh	Evansville	C-025	W. MARYLAND ST	C to D	B to C	Increase speed 5 mph	None - No significant effect
IN	Vanderburgh	Evansville	C-025	W. FRANKLIN ST.	C to D	B to C	Consultation	None - No significant effect
IN	Vanderburgh	Evansville	C-025	OHIO ST.	C to D	B to C	Consultation	None - No significant effect
KY	Christian	Hopkinsville	C-021	E 9TH ST.	D to E	C to D	Grade Separation	Consultation
KY	Hopkins	Madisonville	C-021	W. NOEL AVE.	D to E	C to D	Grade Separation	Consultation
MD	Baltimore City	Baltimore City	C-032	HOLLINS FERRY RD.	C to D	B to B	Increase speed 5 mph	None - No significant effect
MD	Prince George's	Hyattsville	C-030	DECATUR ST.	C to D	B to B	Increase speed 5 mph	None - No significant effect
MD	Prince George's	Bladensburg	C-030	UPSILUR ST.	C to D	B to B	Increase speed 5 mph	None - No significant effect

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 2  
Comparison of Highway/Rail At-Grade Crossing Delay Mitigation**

State	County	City Name	Segment Number	Roadway Name	Draft EIS LOS Change	Revised LOS Change	Draft EIS Mitigation	Revised Recommended Mitigation
MD	Prince George's	Bladensburg	C-030	ANNAPOLIS RD.	C to D	B to C	Increase speed 5 mph	None - No significant effect
OH	Butler	Hamilton	C-063	VINE ST.	E to E	C to D	Consultation	Consultation
OH	Cuyahoga	Brookpark	C-074	HUMMEL RD.	B to D	A to B	Increase speed 5 mph	None - No significant effect
OH	Cuyahoga	Brookpark	C-074	ENGLE RD.	B to D	A to C	Increase speed 5 mph	None - No significant effect
OH	Hamilton	Cincinnati	C-063	WINTON RD.	E to E	D to D	Consultation	None - No significant effect
OH	Hamilton	Cincinnati	C-063	MITCHELL AVE.	E to F	D to D	Consultation	None - No significant effect
OH	Hamilton	Cincinnati	C-063	TOWNSHIP AVE.	E to E	C to D	Consultation	Consultation
OH	Lorain	Wellington	C-061	MAIN ST.	B to D	A to B	Increase speed 5 mph	None - No significant effect
PA	Erie	Erie	N-070	PFACH ST.	C to E	B to C	Reroute to CSX Corridor	Reroute to CSX Corridor
PA	Erie	Erie	N-070	SASSAFRAS ST.	D to E	B to D	Reroute to CSX Corridor	Reroute to CSX Corridor
PA	Erie	Erie	N-070	CHERRY ST.	C to E	B to D	Reroute to CSX Corridor	Reroute to CSX Corridor
PA	Erie	Erie	N-070	LIBERTY ST.	C to E	B to D	Reroute to CSX Corridor	Reroute to CSX Corridor
PA	Erie	Erie	N-070	RASPBERRY ST.	C to E	B to C	Reroute to CSX Corridor	Reroute to CSX Corridor
PA	Westmoreland	W. Newton	C-033	MAIN ST.	C to D	B to C	Consultation	None - No significant effect

\* Significant traffic delay impact involves increased delay per stopped vehicle.



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**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 7-7 (Revised)  
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation**

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic Pre- Post- Change			Recommended Mitigation
IL	Cook, Calumet Park	C-010	163415H	Dixie Hwy.	Gates	B to D	17.0	32.9	15.9	Consultation
	Cook, Calumet Park	C-010	163416P	Broadway - 135 <sup>th</sup> St.	Gates	B to D	17.0	32.9	15.9	Consultation
	Cook, Evergreen Park	C-011	163433F	95 <sup>th</sup> St.	Gates	C to D	19.5	22.9	3.4	Consultation
IN	De Kalb, Garrett	C-066	155330K	Randolph St.	Gates	D to F	21.4	47.7	26.3	Grade Separation
	Madison, Alexandria	N-040	474600L	SR 9	Flashing lights	>30 sec. delay <sup>a</sup>	2.6	11.8	9.2	Consultation
	Madison, Alexandria	N-040	474601T	Harrison St.	Gates	>30 sec. delay <sup>a</sup>	2.6	11.8	9.2	Consultation
	Tippecanoe, Lafayette	N-045	484295F	Ferry St.	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-045	484296M	Main St.	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-045	484298B	Columbia St.	Gates	B to C	23.6	41.0	17.4	Consultation



January 21, 1998

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 7-7 (Revised)  
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation**

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic Pre- Post- Change			Recommended Mitigation
	Tippecanoe, Lafayette	N-045	484300A	South St., SR 26	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-045	484301G	9 <sup>th</sup> St.	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-045	484309L	4 <sup>th</sup> St., U.S. 231	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-046	484290W	Underwood St.	Flashing lights	B to C	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484292K	18 <sup>th</sup> St.	Flashing lights	B to C	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484293S	17 <sup>th</sup> & Salem St.	Flashing lights	B to B	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484294Y	Union St.	Gates	B to C	18.4	40.2	21.8	Consultation
KY	Christian, Hopkinsville	C-021	345267V	E. 9 <sup>th</sup> St.	Gates	C to D	23.4	32.7	9.3	Consultation
	Hopkins, Madisonville	C-021	345331S	W. Noel Ave.	Flashing lights	C to D	23.4	32.7	9.3	Consultation
OH	Butler, Hamilton	C-063	152407K	Vine St.	Gates	C to D	28.2	31.2	3.0	Consultation
	Hamilton, Cincinnati	C-063	152355V	Township Ave.	Gates	C to D	28.2	31.2	3.0	Consultation

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January 21, 1998

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 7-7 (Revised)  
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation**

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic			Recommended Mitigation
							Pre-	Post-	Change	
PA	Erie, Erie	N-070	471901W	Peach St.	Gates	B to C	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471902D	Sassafras St.	Gates	B to D	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471906F	Cherry St.	Flashing lights	B to D	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471908U	Liberty St.	Flashing lights	B to D	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471911C	Raspberry St.	Flashing lights	B to C	13.0	25.2	12.2	Reroute trains to CSX corridor

\* Significant traffic delay involves increased delay per stopped vehicle, which is not related to traffic level of service.

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**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-AL-5 (Revised)  
Alabama  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Etowah	N-001	725283E		2	11,820	7.4	30	4,869	142	28	1.81	2.61	A	12.5	30	5,000	246	28	1.85	4.60	A	
Jefferson	N-001	725376Y		2	5,909	7.4	40	4,869	57	11	1.14	1.33	A	12.5	40	5,000	99	11	1.14	2.33	A	

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**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-GA-6 (Revised)  
Georgia  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition									
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Butts	N-023	718450J	3RD ST. SR16	2	7,976	27.2	50	4,869	242	13	1.05	3.84	A	32.9	50	5,000	298	13	1.07	4.81	A	
Fulton	N-022	718058V	MCDANIEL ST	2	8,275	27.2	35	4,869	325	17	1.38	6.51	B	32.9	35	5,000	401	18	1.41	8.20	B	
Fulton	N-023	718062K	SR54 HENDERSON	4	9,000	27.2	25	4,869	461	12	1.57	9.63	B	32.9	25	5,000	570	12	1.60	12.17	B	
Fulton	N-022	718065F	SAWTELL AVE	2	11,237	27.2	35	4,869	442	23	1.56	7.37	B	32.9	35	5,000	545	24	1.60	9.29	B	

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-IL-11 (Revised)  
Illinois  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition									
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopp.d veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Cook	C-010	163415H	DIXIE HWY	4	15,400	17.0	20	6,000	711	30	2.54	14.04	B	32.9	20	6,200	1415	31	2.61	28.78	D	D (b)
Cook	C-010	163416P	BROADWAY-135TH ST	2	7,250	17.0	20	6,000	335	28	2.49	13.80	B	32.9	20	6,200	666	29	2.56	28.29	D	D (b)
Cook	C-011	163446G	71ST ST.	2	12,500	19.5	35	6,000	414	31	1.95	7.75	B	22.9	35	6,200	500	31	2.00	9.60	B	
Cook	C-011	163519B	MADISON FAU1419	4	10,500	19.5	25	6,000	459	17	1.91	10.03	B	22.9	25	6,200	554	17	1.97	12.45	B	
Cook	C-011	163425A	115TH ST	4	17,200	19.5	20	6,000	910	34	2.63	16.69	C	22.9	20	6,200	1100	35	2.70	20.73	C	
Cook	C-011	163425N	111TH ST	4	14,100	19.5	20	6,000	746	28	2.47	15.71	C	22.9	20	6,200	902	28	2.55	19.54	C	
Cook	C-011	163437H	87TH ST	6	27,000	19.5	20	6,000	1429	35	2.67	16.96	C	22.9	20	6,200	1727	36	2.75	21.09	C	
Cook	C-011	163433F	95TH ST	4	27,800	19.5	20	6,000	1472	54	3.33	21.13	C	22.9	20	6,200	1778	56	3.43	26.34	D	D (b)
Madison	N-032	480328C	PONTOON RD	4	7,700	10.0	50	4,869	86	6	0.91	1.21	A	15.0	50	5,000	131	6	0.92	1.89	A	
Madison	N-032	480327V	20TH ST	2	5,900	10.0	35	4,869	85	12	1.26	2.19	A	15.0	35	5,000	130	13	1.29	3.42	A	
Montgomery	N-032	480056S	UNION	2	10,800	10.0	40	4,869	141	20	1.39	2.18	A	15.0	40	5,000	216	21	1.42	3.46	A	
Piatt	N-033	479967Y	MACON	2	5,800	22.7	50	4,869	147	9	0.97	2.95	A	39.1	50	5,000	258	9	0.99	3.27	B	
Vermilion	N-045	479854T	VOORHEES	2	11,100	23.6	50	4,869	292	18	1.20	3.79	A	41.0	50	5,000	517	18	1.22	6.83	B	
Vermilion	N-045	479856O	BOWMAN	2	8,800	23.6	50	4,869	232	14	1.09	3.44	A	41.0	50	5,000	410	14	1.11	6.20	B	
Vermilion	N-045	479862K	MAIN	4	15,600	23.6	30	4,869	599	18	1.53	7.94	B	41.0	30	5,000	1063	19	1.56	12.73	B	
Vermilion	N-045	479863S	S.ST.	4	5,600	23.6	30	4,869	215	7	1.28	5.90	B	41.0	30	5,000	382	7	1.31	10.68	B	

(b) Recommend consultation between railroad and community.

Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-IN-9 (Revised)  
Indiana  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	File No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition								Level of Service	Level of Service with Mitigation
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min/veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min/veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)		
Allen	C-022	532855T	THOMAS RD	2	5,400	2.4	50	4,869	15	9	0.96	0.31	A	6.4	50	6,200	47	11	1.14	1.16	A	
Allen	N-041	478196U	MAYSVILLE RD	2	5,100	13.6	50	4,869	77	8	0.95	1.72	A	27.3	50	5,000	158	8	0.96	3.59	A	
Allen	N-041	478226J	ANTHONY BLVD	3	16,330	13.6	30	4,869	362	26	1.73	4.61	A	27.3	30	5,000	741	26	1.77	9.64	B	
Allen	N-043	478013Y	ANTHONY BLVD	2	15,120	6.6	35	4,869	144	31	1.89	2.16	A	9.6	35	5,000	214	32	1.93	3.28	A	
Allen	N-044	478240E	ENGLE RD	2	11,000	19.0	30	4,869	340	26	1.74	6.47	B	34.9	30	5,000	638	26	1.78	12.39	B	
Allen	N-044	478241L	ARDMORE AVE	2	10,290	19.0	30	4,869	318	24	1.69	6.27	B	34.9	30	5,000	597	25	1.73	12.01	B	
Allen	N-044	478210M	LANDIN	4	12,950	19.0	30	4,869	215	10	1.00	2.53	A	34.9	50	5,000	514	11	1.01	4.82	A	
Allen	N-044	478237W	BROOKLYN AVE.	2	12,200	19.0	30	4,869	377	29	1.84	6.83	B	34.9	30	5,000	708	29	1.88	13.08	B	
Allen	N-044	478238D	NUTMAN AVE.	2	5,070	19.0	30	4,869	157	12	1.38	5.12	B	34.9	30	5,000	294	12	1.41	9.81	B	
Allen	N-044	478238D	NUTMAN AVE.	2	5,070	19.0	30	4,869	157	12	1.38	5.12	B	34.9	30	5,000	294	12	1.41	9.81	B	
Carroll	N-016	484265N	MAIN ST	2	6,000	18.4	35	4,869	154	12	1.26	4.01	A	40.2	35	5,000	343	12	1.28	9.12	B	
De Kalb	C-066	155320E	SOUTH WAYNE	2	6,000	21.4	50	6,000	166	11	1.13	3.77	A	47.7	50	6,200	379	11	1.16	8.82	B	
De Kalb	C-066	155330K	RANDOLPH ST.	2	5,023	21.4	15	6,000	377	25	2.97	26.69	D	47.7	15	6,200	865	26	3.06	63.11	F	F (s)
Delaware	N-040	474550K	KILGORE	2	10,481	2.6	20	4,869	62	34	2.37	1.68	A	11.8	20	5,000	287	35	2.43	7.98	B	
Delaware	N-040	474552Y	WHITERIVER BLVD.	4	6,870	2.6	30	4,869	29	8	1.31	0.66	A	11.8	30	5,000	135	8	1.33	3.14	A	
Delaware	N-040	474553F	NICKOLS	2	6,733	2.6	30	4,869	29	8	1.31	0.66	A	11.8	30	5,000	132	16	1.50	3.52	A	
Delaware	N-040	474565A	TILLOTSON	4	19,025	2.6	30	4,869	21	12	1.38	0.70	A	11.8	30	5,000	373	23	1.67	3.93	A	
Delaware	N-040	474566G	JACKSON ST.	2	5,007	2.6	30	4,869	21	12	1.38	0.70	A	11.8	30	5,000	98	12	1.41	3.31	A	
Elkhart	C-066	155420J	CR 7	2	5,314	21.4	50	6,000	147	10	1.11	3.68	A	47.7	50	6,200	336	10	1.13	8.60	B	
Gibson	C-025	342475L	BROADWAY	2	7,929	22.3	35	6,000	301	19	1.60	7.29	B	30.8	35	6,200	426	20	1.64	10.61	B	
Huntington	N-044	478270W	BRIANT ST	2	5,500	19.0	50	4,869	117	9	0.96	2.44	A	34.9	50	5,000	218	9	0.98	4.66	A	
Huntington	N-044	478273S	JEFFERSON ST	3	19,900	19.0	50	4,869	422	21	1.33	3.38	A	34.9	50	5,000	789	22	1.35	6.43	B	
Huntington	N-044	478274Y	LAFONTAIN ST	2	8,600	19.0	50	4,869	182	14	1.08	2.75	A	34.9	50	5,000	341	14	1.10	5.23	B	
Lake	C-023	163620N	SHEFFIELD AVE.	2	8,030	27.6	25	6,000	497	26	2.12	15.74	C	33.3	25	6,200	616	27	2.18	20.07	C	
Lake	C-023	163621V	HOHMANA AVE	3	10,500	27.6	25	6,000	649	23	2.04	15.13	C	33.3	25	6,200	806	23	2.10	19.30	C	
Lake	C-023	163627L	CALUMET AVE	4	17,600	27.6	25	6,000	1089	28	2.19	16.23	C	33.3	25	6,200	1351	29	2.25	20.70	C	
Lake	C-023	163632H	COLUMBIA AVE	4	15,000	27.6	25	6,000	928	24	2.08	15.42	C	33.3	25	6,200	1047	25	2.14	19.67	C	
Lake	C-023	163633D	INDIANAPOLIS & SR20	4	13,650	27.6	25	6,000	844	22	2.02	15.03	C	33.3	25	6,200	575	23	2.08	19.17	C	
Lake	C-023	163637S	RAILROAD AVE	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	562	12	1.86	17.15	C	
Lake	C-023	163638Y	KENNEDY	4	7,325	27.6	25	6,000	453	12	1.81	13.44	B	33.3	25	6,200	575	12	1.87	17.20	C	
Lake	C-023	163639F	EUCLID AVE.	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	575	12	1.87	17.20	C	
Lake	C-023	163643V	STATE ROUTE 12	4	14,820	27.6	25	6,000	917	24	2.07	15.37	C	33.3	25	6,200	1137	25	2.13	19.60	C	
Lake	C-024	522912C	5TH AVE	4	13,220	0.0	30	6,000	0	18	1.73	0.00	A	5.0	30	6,200	131	19	1.77	2.10	A	
Lake	C-024	522915X	CLARKE RD	2	7,500	0.0	50	5,600	0	13	1.14	0.00	A	5.0	50	6,200	50	14	1.25	0.98	A	
Lake	C-026	522883U	ILLINOIS ST	2	7,880	0.0	35	6,000	13	19	1.60	0.33	A	5.0	35	6,200	69	20	1.64	1.72	A	
Lake	C-027	155632M	COUNTYLINE RD.	2	7,500	22.1	50	6,000	215	14	1.20	4.12	A	38.6	50	6,200	384	14	1.23	7.55	B	



PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-IN-9 (Revised)  
Indiana  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Level of Service	Post Acquisition							Level of Service	Level of Service with Mitigation
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec./veh)		Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec./veh)		
Lake	C-027	155645N	CLARK RD.	2	7,250	22.1	50	6,000	207	14	1.19	4.08	A	38.6	50	6,200	371	14	1.22	7.47	B	
Lake	N-042	522929F	CALUMET AVE	2	7,500	43.4	45	5,400	433	14	1.23	8.53	B	60.3	45	5,000	554	13	1.13	10.05	B	
Madison	N-040	474600L	S. R. 9	2	14,351	2.6	40	4,869	49	27	1.64	0.67	A	11.8	20	5,000	393	48	2.92	9.58	B	* (b)
Madison	N-040	474601T	HARRISON ST.	2	5,899	2.6	40	4,869	20	11	1.14	0.47	A	11.8	20	5,000	161	20	2.03	6.66	B	* (b)
Porter	C-026	522867K	WASHINGTON ST	2	13,690	1.0	35	6,000	23	34	2.07	0.42	A	5.0	35	6,200	119	34	2.12	2.22	A	
Porter	C-026	522869Y	NAPOLEON ST	2	5,296	1.0	35	6,000	9	13	1.45	0.30	A	5.0	35	6,200	46	13	1.49	1.56	A	
Porter	C-066	155623N	CROCKER	2	6,800	21.4	50	6,000	188	13	1.17	3.88	A	47.7	50	6,200	430	13	1.20	9.08	B	
Porter	C-066	155628X	WILLOW CREEK RD	2	6,477	21.4	45	6,000	194	13	1.25	4.49	A	47.7	45	6,200	443	13	1.28	10.51	B	
St. Joseph	C-066	155478S	LIBERTY-MICHIGAN	2	5,942	21.4	50	6,000	165	11	1.13	3.76	A	47.7	50	6,200	376	11	1.16	8.80	B	
Tippecanoe	N-045	484295F	FERRY ST	2	6,121	23.6	25	4,869	272	17	1.66	8.85	B	41.0	25	5,000	483	17	1.70	16.06	C	(c)
Tippecanoe	N-045	484296M	MAIN ST	2	7,654	23.6	25	4,869	340	21	1.76	9.37	B	41.0	25	5,000	604	21	1.80	17.01	C	(c)
Tippecanoe	N-045	484298B	COLUMBIA ST	2	8,546	23.6	25	4,869	380	23	1.82	9.71	B	41.0	25	5,000	675	24	1.86	17.61	C	(c)
Tippecanoe	N-045	484300A	SOUTH ST S.R. 26	2	7,190	23.6	25	4,869	351	21	1.77	9.46	B	41.0	25	5,000	623	22	1.81	17.16	C	(c)
Tippecanoe	N-045	484301G	9TH ST	3	8,535	23.6	25	4,869	381	15	1.63	8.72	B	41.0	25	5,000	676	16	1.67	15.82	C	(c)
Tippecanoe	N-045	484309L	4TH ST U.S. 231	2	12,050	23.6	25	4,869	536	33	2.12	11.29	B	41.0	25	5,000	952	33	2.16	20.49	C	(c)
Tippecanoe	N-046	484290W	UNDERWOOD ST	2	5,557	18.4	25	4,869	193	15	1.63	6.76	B	40.2	25	5,000	430	15	1.66	15.43	C	(c)
Tippecanoe	N-046	484292K	18TH	2	5,430	18.4	25	4,869	188	15	1.62	6.73	B	40.2	25	5,000	420	15	1.65	15.36	C	(c)
Tippecanoe	N-046	484293S	17TH & SALEM ST.	4	6,323	18.4	25	4,869	219	9	1.50	6.23	B	40.2	25	5,000	489	9	1.53	14.21	B	(c)
Tippecanoe	N-046	484294Y	UNION ST	2	9,955	18.4	25	4,869	345	27	1.93	8.02	B	40.2	25	5,000	771	28	1.97	18.30	C	(c)
Vanderburgh	C-025	342846U	W. MARYLAND ST	2	5,720	22.3	25	6,000	286	18	1.94	11.66	B	30.8	25	6,200	406	19	2.00	17.03	C	
Vanderburgh	C-025	342848H	W. FRANKLIN ST	4	15,328	22.3	25	6,000	766	25	2.09	12.54	B	30.8	25	6,200	1088	25	2.15	18.31	C	
Vanderburgh	C-025	342850J	OHIO ST	2	8,180	22.3	25	6,000	409	26	2.13	12.79	B	30.8	25	6,200	581	27	2.19	18.68	C	
Wabash	N-044	478292W	DAVIS ST	2	5,569	19.0	50	4,869	118	9	0.96	2.45	A	34.9	50	5,000	221	9	0.98	4.67	A	
Wabash	N-044	478305V	WABASH ST	2	9,840	19.0	35	4,869	270	20	1.47	4.85	A	34.9	35	5,000	506	21	1.50	9.27	B	

\* Indicates significant effect on crossing delay per stopped vehicle; Level of service not applicable.

(a) Recommend separated grade crossing

(b) Recommend consultation between railroad and community.

(c) Recommend consultation between railroad and community due to the setting of this crossing in close proximity to others in Lafayette, Tippecanoe County



PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-KY-8 (Revised)  
Kentucky  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition								Level of Service	Level of Service with Mitigation
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)		
Christian	C-021	345254U	SKYLINE DRIVE	2	7,000	23.4	40	6,000	251	15	1.39	5.99	B	32.7	40	6,200	359	16	1.43	8.80	B	
Christian	C-021	345267V	E 9TH ST.	2	16,000	23.4	25	6,000	839	52	3.08	17.39	C	32.7	25	6,200	1206	53	3.17	28.64	D	D (b)
Henderson	C-021	345400X	WASHINGTON ST	2	6,665	23.4	40	6,000	239	15	1.38	5.91	B	32.7	40	6,200	342	15	1.41	8.69	B	
Hopkins	C-021	345331S	W. NOEL AVE	2	6,098	23.4	20	6,000	387	24	2.39	18.20	C	32.7	20	6,200	557	25	2.46	26.94	D	D (b)

(b) Recommend consultation between railroad and community.

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-MD-9 (Revised)  
Maryland  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition							Level of Service	Level of Service with Mitigation	
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)			
Baltimore City	C-032	140239X	HOLLINS FERRY RD	2	6,969	39.6	35	6,000	469	17	1.54	12.48	B	42.7	35	6,200	519	18	1.59	14.18	B	
Baltimore City	C-032	140867D	BUSH ST.	2	6,900	39.6	40	6,000	418	15	1.39	10.09	B	42.7	40	6,200	463	16	1.42	11.45	B	
Montgomery	C-003	140488D	FOREST GLEN RD	2	11,400	23.8	45	6,000	380	23	1.52	6.09	B	30.8	45	6,200	504	24	1.56	8.29	B	
Montgomery	C-003	140507F	S SUMMIT AVE	3	11,300	23.8	50	6,000	348	14	1.20	4.44	A	30.8	50	6,200	461	14	1.23	6.03	B	
Montgomery	C-003	140509U	CHESTNUT ST.	2	10,500	23.8	55	6,000	302	18	1.27	4.37	A	30.8	55	6,200	400	19	1.30	5.92	B	
Montgomery	C-003	140494G	RANDOLPH	4	41,000	23.8	50	6,000	1263	38	2.39	8.83	B	30.8	50	6,200	1674	39	2.45	12.00	B	
Prince George's	C-030	140253T	DECATUR ST	2	8,000	18.7	25	6,000	335	26	2.12	10.65	B	24.3	25	6,200	448	27	2.18	14.63	B	
Prince George's	C-030	140257V	UPSHUR ST	2	5,900	18.7	25	6,000	247	19	1.96	9.84	B	24.3	25	6,200	330	20	2.01	13.52	B	
Prince George's	C-030	140258C	ANNAPOLIS RD	5	29,250	18.7	25	6,000	1225	38	2.48	12.45	B	24.3	25	6,200	1638	39	2.55	17.10	C	
Prince George's	C-034	140899J	SUNNYSIDE AVE	2	5,070	33.4	50	6,000	219	9	1.10	5.69	B	37.1	50	6,200	249	10	1.12	6.64	B	
Prince George's	C-034	140905K	QUEENSBURY RD	2	6,000	33.4	50	6,000	259	11	1.13	5.88	B	37.1	50	6,200	295	11	1.16	6.86	B	

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Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-MI-10 (Revised)  
Michigan  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

Pre Acquisition														Post Acquisition									
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec./veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec./veh)	Level of Service	Level of Service with Mitigation	
Calhoun	N-120	545389C	MICHIGAN AVE	2	13,431	5.4	35	5,600	117	31	1.93	2.01	A	12.0	35	5,000	238	29	1.77	3.76	A		
Calhoun	N-120	545405J	20TH ST.	2	6,229	5.4	20	5,600	86	23	2.26	3.74	A	12.0	20	5,000	173	21	2.05	6.85	B		
Calhoun	N-120	545407X	HELMER RD	4	12,650	5.4	50	5,600	84	11	1.09	0.87	A	12.0	50	5,000	173	10	1.01	1.65	A		
Jackson	N-120	545284N	MILWAUKEE ST	4	19,378	5.4	40	5,600	152	20	1.47	1.38	A	12.0	40	5,000	310	19	1.35	2.59	A		
Jackson	N-120	545285V	MICHIGAN AVE.	3	23,966	5.4	40	5,600	188	33	1.99	1.88	A	12.0	40	5,000	384	31	1.83	3.52	A		
Jackson	N-120	545286C	COOPER ST (M-106)	2	7,800	5.4	40	5,600	61	16	1.36	1.28	A	12.0	40	5,000	125	15	1.25	2.40	A		
Jackson	N-120	545289X	BLACKSTONE ST	2	8,036	5.4	40	5,600	63	17	1.37	1.29	A	12.0	40	5,000	129	15	1.26	2.42	A		
Jackson	N-120	545290S	STEWART AVE	2	6,340	5.4	40	5,600	50	13	1.29	1.21	A	12.0	40	5,000	101	12	1.18	2.27	A		
Jackson	N-120	545292F	N. WISNER ST	2	13,007	5.4	40	5,600	102	27	1.71	1.60	A	12.0	40	5,000	208	25	1.57	3.01	A		
Jackson	N-120	545293M	WILDWOOD ST	2	6,408	5.4	40	5,600	50	13	1.29	1.22	A	12.0	40	5,000	103	12	1.19	2.28	A		
Jackson	N-120	545294U	ROBINSON RD	4	12,000	5.4	50	5,600	80	11	1.08	0.86	A	12.0	50	5,000	164	10	1.00	1.63	A		
Jackson	N-120	545281T	S. ELM AVE.	4	7,637	2.9	35	5,600	36	9	1.31	0.73	A	12.1	35	5,000	136	8	1.20	2.56	A		
Jackson	N-121	545276W	FIFTH ST.	4	9,200	2.9	50	5,600	33	8	1.03	0.44	A	12.1	50	5,000	127	8	0.95	1.56	A		
Jackson	N-121	545276W	FIFTH ST.	4	9,200	2.9	50	5,600	33	8	1.03	0.44	A	12.1	50	5,000	127	8	0.95	1.56	A		
Kalamazoo	N-120	545426C	BURGES	2	8,576	5.4	45	5,600	62	16	1.29	1.11	A	12	45	5,000	126	15	1.18	2.09	A		
Kalamazoo	N-120	545472D	OLIVER ST	3	5,800	5.4	30	5,600	57	10	1.48	1.75	A	12	30	5,000	116	9	1.35	3.24	A		
Kalamazoo	N-120	545470P	MICHIGAN	2	14,750	5.4	30	5,600	145	39	2.34	2.76	A	12.0	30	5,000	294	35	2.13	5.11	B		
Kalamazoo	N-120	545462X	PARK ST	2	16,000	5.4	30	5,600	157	42	2.50	2.95	A	12.0	30	5,000	319	38	2.29	5.47	B		
Kalamazoo	N-120	545418K	M-96/DICKMAN RD	2	7,649	5.4	50	5,600	51	14	1.15	0.92	A	12.0	50	5,000	104	13	1.06	1.73	A		
Kalamazoo	N-120	545450D	MICHIGAN AVE	2	6,600	5.4	50	5,600	44	12	1.10	0.88	A	12.0	50	5,000	90	11	1.02	1.67	A		
Kalamazoo	N-120	545454F	HARRISON ST	2	5,975	5.4	30	5,600	59	16	1.59	1.88	A	12.0	30	5,000	119	14	1.46	3.49	A		
Monroe	C-040	232148X	STEWART RD	4	12,330	21.9	40	6,000	413	14	1.35	5.43	B	33.1	40	6,200	641	14	1.38	8.64	B		
Monroe	C-040	232147R	ELM	2	9,660	21.9	40	6,000	324	21	1.55	6.22	B	33.1	40	6,200	502	22	1.59	9.90	B		
Monroe	C-040	232146J	FRONT ST	3	16,237	21.9	35	6,000	605	26	1.81	8.07	B	33.1	35	6,200	938	27	1.85	12.85	B		
Monroe	C-040	232140T	DUNBAR RD.	2	8,510	21.9	40	6,000	285	19	1.48	5.94	B	33.1	40	6,200	442	19	1.51	9.44	B		
Monroe	C-040	232129T	LAKEWOOD-LUNAPIER	2	8,761	21.9	40	6,000	294	19	1.49	6.00	B	33.1	40	6,200	455	20	1.53	9.54	B		
Washtenaw	N-121	545212K	DIXBORO RD	2	5,869	2.9	40	5,600	25	12	1.27	0.64	A	12.1	40	5,000	95	11	1.16	2.25	A		
Washtenaw	N-121	545215F	GEDDES RD	2	8,880	2.9	40	5,600	37	19	1.42	0.72	A	12.1	40	5,000	143	17	1.31	2.53	A		
Washtenaw	N-121	545241V	M-52	2	13,746	2.9	40	5,600	58	29	1.77	0.89	A	12.1	40	5,000	222	26	1.63	3.15	A		
Washtenaw	N-121	545209C	LEFORGE ST.	3	10,790	2.9	40	5,600	45	15	1.33	0.67	A	12.1	40	5,000	174	14	1.22	2.37	A		
Washtenaw	N-121	545207N	FORREST ST	4	10,000	2.9	40	5,600	42	10	1.23	0.62	A	12.1	40	5,000	161	10	1.13	2.18	A		
Washtenaw	N-121	545206G	CROSS ST	3	8,000	2.9	40	5,600	34	11	1.24	0.63	A	12.1	40	5,000	129	10	1.14	2.21	A		
Washtenaw	N-121	545176S	GULLEY RD	2	8,917	2.9	50	5,600	32	16	1.21	0.52	A	12.1	50	5,000	123	15	1.11	1.84	A		
Wayne	N-121	545169C	MONROE ST	2	5,000	2.9	50	5,600	18	9	1.04	0.45	A	12.1	50	5,000	69	8	0.96	1.39	A		
Wayne	N-121	511945J	CENTRAL	4	11,300	2.9	15	5,600	108	27	2.85	3.27	A	12.1	15	5,000	407	24	2.58	11.14	B		
Wayne	N-121	512363H	LONYO	4	11,370	2.9	15	5,600	109	27	2.85	3.27	A	12.1	15	5,000	410	24	2.58	11.16	B		
Wayne	N-121	545178F	JOHN DALY RD	3	10,000	2.9	50	5,600	36	12	1.11	0.47	A	12.1	50	5,000	138	11	1.02	1.68	A		
Wayne	N-121	545182V	HENRY RUFF RD	2	10,000	2.9	50	5,600	36	18	1.26	0.54	A	12.1	50	5,000	138	16	1.16	1.92	A		



**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-MI-10 (Revised)  
Michigan  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Wayne	N-121	545184J	MERRIMAN RD	5	15,454	2.9	50	3,600	35	11	1.09	0.47	A	12.1	50	3,000	212	10	1.00	1.65	A	
Wayne	N-121	545186X	VENOY AVE.	4	7,325	2.9	50	5,600	26	6	0.99	0.43	A	12.1	50	5,000	101	6	0.92	1.52	A	
Wayne	N-121	545187E	HOWE AVE	4	6,762	2.9	50	5,600	24	6	0.99	0.42	A	12.1	50	5,000	93	6	0.91	1.50	A	
Wayne	N-121	545193H	HAGGERTY RD	2	5,830	2.9	50	5,600	21	10	1.07	0.45	A	12.1	50	5,000	80	10	0.99	1.63	A	
Wayne	N-121	545191U	HANNAN RD.	2	5,510	2.9	50	5,600	20	10	1.06	0.46	A	12.1	50	5,000	76	9	0.98	1.62	A	
Wayne	S-020	511020V	INKSTER RD	2	5,742	2.0	25	5,600	24	17	1.84	0.93	A	11.2	25	5,000	124	16	1.67	4.33	A	
Wayne	S-020	511017V	PENNSYLVANIA RD	2	10,568	2.0	25	5,600	45	32	2.22	1.13	A	11.2	25	5,000	228	29	2.02	5.23	B	
Wayne	S-020	511032S	NORTHLINE RD	4	23,050	2.0	25	5,600	97	35	2.32	1.18	A	11.2	25	5,000	497	32	2.11	5.46	B	
Wayne	S-020	511033Y	ALLEN RD	4	32,236	2.0	25	5,600	136	49	2.93	1.49	A	11.2	25	5,000	693	45	2.66	6.90	B	
Wayne	S-020	511037B	LONDON RD	2	7,240	2.0	25	5,600	31	22	1.94	0.99	A	11.2	25	5,000	156	20	1.77	4.57	A	
Wayne	S-020	511039P	CHAMFAIGNE	2	7,676	2.0	25	5,600	32	23	1.97	1.00	A	11.2	25	5,000	166	21	1.80	4.65	A	
Wayne	S-020	511816U	WILL CARLETON DRIVE	2	5,789	2.0	35	5,600	19	13	1.40	0.54	A	11.2	35	5,000	96	12	1.28	2.34	A	

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-NY-9 (Revised)  
New York  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Albany	C-054	508705Y	COOKS CROSSING	2	7,450	38.7	40	5,600	419	16	1.34	9.06	B	45.2	40	6,200	529	17	1.45	12.57	B	
Chautauqua	N-070	471766F	LAMPHERE ST.	2	9,300	13.0	35	4,869	175	19	1.44	3.24	A	25.2	35	5,000	346	20	1.47	6.55	B	
Erie	C-051	520067S	SHELDON AVE.	2	5,808	40.6	50	5,600	290	10	1.07	6.43	B	45.9	50	6,200	353	11	1.15	8.43	B	
Erie	N-070	471711T	LAKE AVE.	2	7,363	13.0	50	4,869	107	12	1.03	1.79	A	25.2	50	5,000	211	12	1.05	3.60	A	

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-OH-11 (Revised)  
Ohio  
Highway/Rail / t-Grade Crossing Vehicle Delay and Queues

County	Seg. No	CROSSING FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-062	532707Y	N. JACKSON ST	2	6,200	5.9	35	5,600	59	14	1.42	1.62	A	13.9	35	6,200	150	16	1.54	4.49	A	
Allen	C-062	532710G	MAIN ST.	4	8,860	5.9	35	5,600	84	10	1.34	1.52	A	13.9	35	6,200	215	11	1.45	4.21	A	
Allen	C-062	532714J	N. METCALF ST.	2	7,850	5.9	35	5,600	75	18	1.51	1.72	A	13.9	35	6,200	190	20	1.64	4.77	A	
Allen	C-062	532719T	COLE ST	2	7,300	5.9	35	5,600	69	17	1.48	1.69	A	13.9	35	6,200	177	18	1.61	4.67	A	
Allen	C-062	532720M	CABLE RD	5	19,580	5.9	40	5,600	160	16	1.34	1.38	A	13.9	40	6,200	408	17	1.45	3.81	A	
Allen	C-062	532722B	EASTTOWN RD	2	14,300	5.9	50	5,600	89	22	1.40	1.22	A	13.9	50	6,200	227	23	1.51	3.33	A	
Allen	C-062	532703W	ROUSH CROSSING	5	7,260	5.9	40	5,600	62	6	1.14	1.18	A	13.9	40	6,200	158	7	1.24	3.24	A	
Ashtabula	C-060	523885L	BROADWAY AVE	2	6,140	48.3	50	5,600	365	11	1.08	7.74	B	54.2	50	6,200	441	12	1.17	10.07	B	
Ashtabula	N-070	471972T	LAKE ST.	2	5,500	13.0	50	4,869	80	9	0.96	1.67	A	25.2	50	5,000	158	9	0.98	1.36	A	
Ashtabula	N-071	471983Y	MAIN AVE.	4	5,350	13.0	35	4,869	101	6	1.13	2.55	A	25.2	35	5,000	199	5	1.15	5.14	B	
Ashtabula	N-075	471989W	WEST AVE.	2	8,000	13.0	35	4,869	150	17	1.37	3.08	A	36.6	35	5,000	432	17	1.39	9.02	B	
Ashtabula	N-075	472008G	BROADWAY AVE.	2	7,200	13.0	50	4,869	106	12	1.03	1.79	A	36.6	50	5,000	304	12	1.05	5.22	B	
Butler	C-063	152382S	MUHLHAUSER	2	7,030	28.2	40	6,000	104	15	1.39	7.22	B	31.2	40	6,200	344	16	1.43	8.41	B	
Butler	C-063	152389P	SYMMES RD	2	6,210	28.2	40	6,000	268	14	1.35	7.01	B	31.2	40	6,200	304	14	1.39	8.16	B	
Butler	C-063	152392X	LAUREL ST	2	6,860	28.2	35	6,000	329	17	1.54	8.85	B	31.2	35	6,200	374	17	1.58	10.32	B	
Butler	C-063	152394L	CENTRAL	2	5,890	28.2	35	6,000	282	14	1.48	8.54	B	31.2	35	6,200	321	15	1.52	9.95	B	
Butler	C-063	152407K	VINE ST.	2	7,030	28.2	20	6,000	538	27	2.47	22.71	C	31.2	20	6,200	613	28	2.54	26.60	D	D (b)
Butler	N-078	524698G	TYLERSVILLE RD	2	11,590	11.7	25	5,600	197	24	1.60	3.25	A	18.9	40	5,000	292	22	1.47	4.43	A	
Butler	N-078	524677N	CENTRAL	2	8,740	11.7	25	5,600	216	27	2.06	6.11	B	18.9	25	5,000	318	24	1.87	8.18	B	
Butler	N-078	524678V	FIRST ST	2	7,430	11.7	25	5,600	184	23	1.96	5.81	B	18.9	25	5,000	270	21	1.78	7.77	B	
Crawford	C-062	532583H	N SANDUSKY AVE	2	9,710	5.9	35	5,600	92	23	1.63	1.86	A	13.9	35	6,200	236	24	1.77	5.14	B	
Crawford	C-062	532588S	MANSFIELD ST	2	8,480	5.9	35	5,600	81	20	1.55	1.77	A	13.9	35	6,200	206	21	1.68	4.89	A	
Crawford	C-067	518443W	MAR' ST	2	12,030	14.5	40	5,600	753	25	1.63	4.11	A	31.3	40	6,200	591	27	1.76	10.39	B	
Crawford	N-073	461561P	HOPLEY	2	6,030	26.0	50	4,869	175	10	0.98	3.41	A	34.3	45	5,000	253	11	1.07	5.41	B	
Cuyahoga	C-061	524363S	BAGLEY RD.	4	10,950	14.5	50	5,600	195	10	1.06	2.27	A	54.2	50	6,200	787	10	1.14	9.83	B	
Cuyahoga	C-061	524367U	COLUMBIA RD	2	7,240	14.5	50	5,600	129	13	1.13	2.42	A	54.2	50	6,200	520	14	1.22	10.49	B	
Cuyahoga	C-074	523971H	HUMMEL RD	2	5,560	13.4	35	5,600	120	13	1.39	3.60	A	47.3	35	6,200	439	14	1.51	14.91	B	
Cuyahoga	C-074	523973W	ENGLE RD	4	15,100	13.4	35	5,600	326	18	1.50	3.87	A	47.3	35	6,200	1246	19	1.62	16.05	C	
Cuyahoga	N-075	472098H	LONDON RD	2	5,310	13.0	35	4,869	100	11	1.24	2.79	A	36.6	35	5,000	287	11	1.26	8.17	B	
Cuyahoga	N-075	472093Y	DILLE RD	2	15,430	13.0	50	4,869	224	25	1.49	2.59	A	36.6	50	5,000	642	25	1.51	7.55	B	
Cuyahoga	N-080	472187A	WEST 110 ST.	2	5,970	13.5	35	4,869	116	12	1.27	2.96	A	34.1	35	5,000	300	13	1.29	7.79	B	
Cuyahoga	N-080	472192W	WEST 117 ST.	4	15,610	13.5	35	4,869	305	16	1.36	3.17	A	34.1	35	5,000	785	17	1.38	8.34	B	
Cuyahoga	N-080	472201T	BUNTS RD	2	5,300	13.5	35	4,869	103	11	1.24	2.89	A	34.1	35	5,000	266	11	1.26	7.61	B	
Cuyahoga	N-080	472245T	COLUMBIA RD	2	11,320	13.5	50	4,869	170	18	1.21	2.19	A	34.1	50	5,000	439	19	1.23	5.74	B	
Cuyahoga	N-080	472248N	DOVER CENTER RD	2	7,630	13.5	50	4,869	115	12	1.04	1.88	A	34.1	50	5,000	296	12	1.06	4.92	A	
Cuyahoga	N-080	472252D	BRADLEY RD	2	5,670	13.5	50	4,869	85	9	0.97	1.75	A	34.1	50	5,000	220	9	0.98	4.58	A	
Defiance	C-066	142356A	OTTAWA AVE	2	10,120	21.4	50	6,000	280	19	1.33	4.43	A	47.7	50	6,200	640	19	1.37	10.37	B	
Defiance	C-066	142375E	U.S. 24	2	5,910	21.4	50	6,000	164	11	1.13	3.76	A	47.7	50	6,200	374	11	1.16	8.79	B	
Erie	N-072	472306G	WATER ST	2	6,260	15.6	50	4,869	109	10	0.99	2.06	A	27.0	50	5,000	192	10	1.01	3.70	A	
Erie	N-072	472308V	STATE ST	2	5,370	15.6	50	4,869	93	9	0.95	1.99	A	27.0	45	5,000	176	9	1.05	4.15	A	
Erie	N-085	481608S	SR 101 TIFFIN	2	5,950	1.4	15	4,869	24	25	2.54	1.24	A	11.7	15	5,000	207	26	2.61	10.89	B	

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Table 5-OH-11 (Revised)  
Ohio  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

Highway/Rail At-Grade Crossing Vehicle Delay Data																					
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service
Franklin	N-073	481472X	LINCOLN	2	9,810	26.0	40	4,869	334	18	1.33	5.43	B	34.3	40	5,000	449	19	1.36	7.44	B
Franklin	N-073	481467B	WEBER	2	8,578	26.0	40	4,869	295	16	1.27	5.18	B	34.3	35	5,000	439	18	1.43	8.69	B
Franklin	N-073	481470J	COOK	2	11,424	26.0	40	4,869	388	22	1.43	5.82	B	34.3	40	5,000	523	22	1.45	7.99	B
Hamilton	C-063	152346W	WINTON RD	4	21,820	28.2	20	6,000	1670	43	2.89	26.59	D	31.2	20	6,200	1301	60	3.62	37.86	D
Hamilton	C-063	152347D	MITCHELL AVE	2	14,930	28.2	20	6,000	1143	58	3.52	32.31	D	31.2	20	6,200	808	37	2.78	29.05	D
Hamilton	C-063	152355V	TOWNSHIP AVE	2	9,270	28.2	20	6,000	710	36	2.70	24.80	C	31.2	35	6,200	357	16	1.56	10.20	B
Hamilton	C-063	152356C	SEYMOUR	2	6,560	28.2	35	6,000	314	16	1.52	8.75	B	31.2	35	6,200	346	16	1.55	10.13	B
Hamilton	C-063	152357J	NORTHBEND	2	6,360	28.2	35	6,000	305	16	1.51	8.69	B	31.2	35	6,200	393	18	1.60	10.45	B
Hamilton	C-063	152368W	WYOMING AVE	2	7,210	28.2	35	6,000	346	18	1.56	8.97	B	31.2	35	6,200	341	16	1.54	10.09	B
Hamilton	C-063	152370X	MARION RD	2	6,260	28.2	35	6,000	300	15	1.50	8.65	B	31.2	35	6,200	764	24	1.74	11.38	B
Hamilton	C-063	152376N	SHARON RD	3	14,040	28.2	35	6,000	673	23	1.70	9.76	B	31.2	35	6,200	1396	32	2.03	13.27	B
Hamilton	C-063	152380J	PRINCETON PIKE	4	25,630	28.2	35	6,000	1229	31	1.98	11.38	B	31.2	35	6,200	476	11	1.44	9.44	B
Hamilton	C-063	152381K	CRESENTVILLE RD	4	8,740	28.2	35	6,000	419	11	1.41	8.09	B	31.2	35	6,200	487	9	1.22	8.31	B
Hamilton	N-076	524743Y	VINE ST	4	8,560	33.9	35	5,600	467	10	1.33	8.70	B	38.6	35	5,000	630	23	1.8	10.61	B
Hamilton	N-076	524746U	BEECH ST	2	11,060	33.9	35	5,600	604	26	1.73	11.32	B	38.6	35	5,000	630	23	1.8	10.61	B
Hamilton	N-078	524719X	SMALLEY RD	2	9,680	11.7	35	5,600	182	22	1.63	3.68	A	18.9	35	5,000	270	21	1.19	4.99	A
Hamilton	N-078	524707D	HAUCK RD	2	6,200	11.7	35	5,600	117	14	1.42	3.21	A	18.9	35	5,000	173	13	1.30	4.35	A
Hamilton	N-078	524712A	KEMPER RD	2	5,980	11.7	35	5,600	113	14	1.41	3.18	A	18.9	35	5,000	329	13	1.29	4.31	A
Hamilton	N-078	524713G	READING RD	4	11,820	11.7	35	5,600	223	14	1.41	3.18	A	18.9	35	5,000	210	16	1.37	4.57	A
Hamilton	N-078	524740D	TOWNSHIP AVE	2	7,520	11.7	35	5,600	142	17	1.49	3.38	A	18.9	35	5,000	258	20	1.47	4.90	A
Hamilton	N-078	524722F	WYOMING ST	2	9,270	11.7	35	5,600	175	21	1.60	3.62	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A
Hamilton	N-078	524742S</																			



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Table 5-OH-11 (Revised)  
Ohio  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Lorain	C-061	518535J	TWNSBRO-ELYRIA RD	2	6,020	14.5	50	5,600	107	11	1.08	2.31	A	54.2	50	6,200	433	11	1.16	10.03	B	
Lorain	C-061	518530A	MAIN ST	2	5,750	14.5	40	5,600	121	12	1.26	3.19	A	54.2	40	6,200	489	13	1.36	13.93	B	
Lorain	C-061	518510N	NO. MAIN ST	2	8,120	14.5	50	5,600	145	14	1.17	2.50	A	54.2	50	6,200	583	16	1.26	10.85	B	
Lorain	C-061	518509U	HERRICK AVE.	2	7,870	14.5	50	5,600	140	14	1.16	2.48	A	54.2	50	6,200	566	15	1.25	10.75	B	
Lorain	N-080	472258U	AVON CENTER RD	2	6,700	13.5	50	4,869	101	11	1.00	1.81	A	34.1	50	5,000	260	11	1.02	4.75	A	
Lorain	N-080	472269G	MILLER RD	2	5,110	13.5	50	4,869	77	8	0.95	1.71	A	34.1	35	5,000	198	8	0.96	4.49	A	
Lorain	N-080	472286X	COLORADO AVE.	2	6,270	13.5	35	4,869	122	13	1.28	2.99	A	34.1	35	5,000	315	13	1.31	7.88	B	
Lorain	N-080	472292B	OBERLIN AVE.	2	11,060	13.5	35	4,869	216	23	1.55	3.63	A	34.1	35	5,000	556	23	1.58	9.55	B	
Lorain	N-080	472293H	LEAVITT RD	2	9,660	13.5	50	4,869	145	16	1.13	2.01	A	34.1	50	5,000	374	16	1.15	5.34	B	
Lorain	N-080	472293H	LEAVITT RD	2	9,660	13.5	50	4,869	145	16	1.13	2.01	A	34.1	50	5,000	374	16	1.15	5.34	B	
Lucas	C-040	232121N	DIXIE (DETROIT)	4	5,290	21.9	40	6,000	177	6	1.20	4.81	A	33.1	40	6,200	275	6	1.23	7.66	B	
Lucas	N-077	509436M	OAKDALE AVE	2	5,970	48.0	50	5,600	353	11	1.08	7.64	B	61.5	50	5,000	417	10	0.99	8.34	B	
Lucas	N-077	509436M	OAKDALE AVE	2	5,970	48.0	50	5,600	353	11	1.08	7.64	B	61.5	50	5,000	417	10	0.99	8.34	B	
Mahoning	C-081	141631T	BRIDGE ST	2	7,840	32.6	45	6,000	358	16	1.31	7.19	B	39.6	45	6,200	445	16	1.35	9.18	B	
Mahoning	C-081	141631T	BRIDGE ST	2	7,840	32.6	45	6,000	358	16	1.31	7.19	B	39.6	45	6,200	445	16	1.35	9.18	B	
Mahoning	N-082	51416G	HUBBARD RD	2	7,698	11.7	30	5,600	164	20	1.70	4.34	A	23.8	30	6,200	362	22	1.85	10.44	B	
Mahoning	N-082	51416G	HUBBARD RD	2	7,698	11.7	30	5,600	164	20	1.70	4.34	A	23.8	30	6,200	362	22	1.85	10.44	B	
Marion	C-071	518415T	CENTER ST	2	6,550	16.1	40	5,600	153	14	1.30	3.64	A	31.8	40	6,200	327	15	1.40	8.42	B	
Marion	C-071	518415T	CENTER ST	2	6,550	16.1	40	5,600	153	14	1.30	3.64	A	31.8	40	6,200	327	15	1.40	8.42	B	
Marion	N-073	481555V	SILVER	2	6,380	26.0	30	4,869	270	15	1.45	7.35	B	34.3	30	5,000	364	15	1.48	10.11	B	
Marion	N-073	481555V	SILVER	2	6,380	26.0	30	4,869	270	15	1.45	7.35	B	34.3	30	5,000	364	15	1.48	10.11	B	
Marion	N-071	481541D	N. MAIN SR 4	2	8,770	26.0	50	4,869	254	14	1.09	3.78	A	34.3	50	5,000	342	14	1.11	5.18	B	
Marion	N-071	481541D	N. MAIN SR 4	2	8,770	26.0	50	4,869	254	14	1.09	3.78	A	34.3	50	5,000	342	14	1.11	5.18	B	
Marion	N-073	481531R	DARKS	2	7,120	26.0	35	4,869	268	15	1.32	5.95	B	34.3	35	5,000	360	15	1.35	8.18	B	
Marion	N-073	481531R	DARKS	2	7,120	26.0	35	4,869	268	15	1.32	5.95	B	34.3	35	5,000	360	15	1.35	8.18	B	
Marion	N-073	481531X	PROSPECT	2	8,880	26.0	35	4,869	334	18	1.41	6.38	B	34.3	35	5,000	449	19	1.44	8.76	B	
Marion	N-073	481531X	PROSPECT	2	8,880	26.0	35	4,869	334	18	1.41	6.38	B	34.3	35	5,000	449	19	1.44	8.76	B	
Marion	N-073	481532E	BELLEFONTAINE	3	11,740	26.0	30	4,869	497	18	1.53	7.76	B	34.3	30	5,000	669	19	1.56	10.68	B	
Marion	N-073	481532E	BELLEFONTAINE	3	11,740	26.0	30	4,869	497	18	1.53	7.76	B	34.3	30	5,000	669	19	1.56	10.68	B	
Marion	N-073	481536G	CENTER	4	8,290	26.0	30	4,869	351	10	1.34	6.79	B	34.3	30	5,000	473	10	1.37	9.34	B	
Marion	N-073	481536G	CENTER	4	8,290	26.0	30	4,869	351	10	1.34	6.79	B	34.3	30	5,000	473	10	1.37	9.34	B	
Montgomery	N-078	524622B	WASHINGTON ST	2	7,403	11.7	40	5,600	126	15	1.34	2.73	A	18.9	40	5,000	187	14	1.23	3.73	A	
Montgomery	N-078	524622B	WASHINGTON ST	2	7,403	11.7	40	5,600	126	15	1.34	2.73	A	18.9	40	5,000	187	14	1.23	3.73	A	
Montgomery	N-078	524628S	W STEWARD AVE	2	5,110	11.7	30	5,600	109	13	1.55	3.95	A	18.9	30	5,000	161	12	1.41	5.32	B	
Montgomery	N-078	524628S	W STEWARD AVE	2	5,110	11.7	30	5,600	109	13	1.55	3.95	A	18.9	30	5,000	161	12	1.41	5.32	B	
Montgomery	N-078	524638X	SELLARS	4	11,390	11.7	40	5,600	194	12	1.26	2.57	A	18.9	40	5,000	287	11	1.16	3.50	A	
Montgomery	N-078	524638X	SELLARS	4	11,390	11.7	40	5,600	194	12	1.26	2.57	A	18.9	40	5,000	287	11	1.16	3.50	A	
Montgomery	N-078	524641F	ALEX BELL RD	2	10,460	11.7	40	5,600	178	22	1.52	3.05	A	18.9	40	5,000	264	20	1.39	4.22	A	
Montgomery	N-078	524641F	ALEX BELL RD	2	10,460	11.7	40	5,600	178	22	1.52	3.05	A	18.9	40	5,000	264	20	1.39	4.22	A	
Montgomery	N-078	524644B	ALEX RD	4	11,700	11.7	40	5,600	199	12	1.27	2.58	A	18.9	40	5,000	295	11	1.16	3.52	A	
Montgomery	N-078	524644B	ALEX RD	4	11,700	11.7	40	5,600	199	12	1.27	2.58	A	18.9	40	5,000	295	11	1.16	3.52	A	
Montgomery	N-078	524645H	ELM ST	2	5,240	11.7	40	5,600	89	11	1.24	2.53	A	18.9	40	5,000	132	10	1.14	3.44	A	
Montgomery	N-078	524645H	ELM ST	2	5,240	11.7	40	5,600	89	11	1.24	2.53	A	18.9	40	5,000	132	10	1.14	3.44	A	
Montgomery	N-078	524654C	CENTRAL	2	11,420	11.7	40	5,600	194	24	1.58	3.23	A	18.9	40	5,000	288	22	1.45	4.40	A	
Montgomery	N-078	524654C	CENTRAL	2	11,420	11.7	40	5,600	194	24	1.58	3.23	A	18.9	40	5,000	288	22	1.45	4.40	A	
Montgomery	N-078	524657C	INDEN AVE	2	5,420	11.7	40	5,600	92	11	1.25	2.54	A	18.9	40	5,000	137	10	1.14	3.46	A	
Montgomery	N-078	524657C	INDEN AVE	2	5,420	11.7	40	5,600	92	11	1.25	2.54	A	18.9	40	5,000	137	10	1.14	3.46	A	
Ottawa	N-079	473754T	WATER ST	2	7,530	7.7	35	4,869	84	16	1.34	1.79	A	27.2	35	5,000	302	16	1.37	6.59	B	
Ottawa	N-079	473754T	WATER ST	2	7,530	7.7	35	4,869	84	16	1.34	1.79	A	27.2	35	5,000	302	16	1.37	6.59	B	
Richland	C-067	518458L	NO. GAMBLE	2	7,630	14.5	50	5,600	136	14	1.15	2.46	A	31.3	50	6,200	317	15	1.23	6.15	B	
Richland	C-067	518458L	NO. GAMBLE	2	7,630	14.5	50	5,600	136	14	1.15	2.46	A	31.3	50	6,200	317	15	1.23	6.15	B	
Richland	C-067	518456X	MAIN ST	2	8,700	14.5	50	5,600	155	15	1.20	2.56	A	31.3	50	6,200	361	17	1.29	6.41	B	
Richland	C-067	518456X	MAIN ST	2	8,700	14.5	50	5,600	155	15	1.20	2.56	A	31.3	50	6,200	361	17	1.29	6.41	B	
Sandusky	N-079	473668W	KILBOURNE	2	9,330	7.7	25	4,869	135	25	1.88	3.27	A	27.2	25	5,000	489	26	1.92	12.06	B	
Sandusky	N-079	473668W	KILBOURNE	2	9,330	7.7	25	4,869	135	25	1.88	3.27	A	27.2	25	5,000	489	26	1.92	12.06	B	
Sandusky	N-079	473687B	MAIN ST.	2	7,230	7.7	35	4,869	80	15	1.33	1.77	A	27.2	35	5,000	290	15	1.35	6.51	B	
Sandusky	N-079	473687B	MAIN ST.	2	7,230	7.7	35	4,869	80	15	1.33	1.77	A	27.2	35	5,000	290	15	1.35	6.51	B	
Sandusky	N-079	473711A	STATE	4	19,380	7.7	25	4,869	281	26	1.91	3.32	A	27.2	25	5,000	1015	27	1.95	12.24	B	
Sandusky	N-079	473711A	STATE	4	19,380	7.7	25	4,869	281	26	1.91	3.32	A	27.2	25	5,000	1015	27	1.95	12.24	B	
Seneca	N-071	481606U	US 224	2	5,270	26.0	50	4,869	153	8	0.95	3.32	A	34.6	50	5,000	207	9	0.97	4.58	A	
Seneca	N-071	481606U	US 224	2	5,270	26.0	50	4,869	153	8	0.95	3.32	A	34.6	50	5,000	207	9	0.97	4.58	A	
Siark	N-084	503008V	PATTERSON	2	5,150	26.4	35	5,600	219	12	1.37	6.98	B	30.1	35	5,000	229	11	1.25	6.68	B	
Siark	N-084	503008V	PATTERSON	2	5,150	26.4	35	5,600	219	12	1.37	6.98	B	30.1	35	5,000	229	11	1.25	6.68	B	
Summit	N-084	503541T	STOW RD	2	6,190	26.4	50	5,600	208	11	1.09	4.27	A	30.1	50	5,000	219	10	1.01	4.15	A	
Summit	N-084	503541																				



**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-OH-11 (Revised)  
Ohio  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Ro. fway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Wood	C-065	155829N	LOUISIANA	4	7,170	0.6	25	6,000	10	12	1.81	0.29	A	14.2	25	6,200	235	12	1.86	7.29	B	
Wood	N-077	509855K	DROUILLARD	2	5,770	48.0	50	5,600	341	10	1.07	7.59	B	61.5	50	5,000	403	9	0.99	8.28	B	
Wyandot	C-070	228752H	LINCOLNWAY WEST	2	5,600	17.8	40	6,000	153	12	1.32	4.33	A	27.4	40	6,200	241	13	1.36	7.01	B	

(b) Recommend consultation between railroad and community.

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-PA-9 (Revised)  
Pennsylvania  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Beaver	C-082	584865S	14TH ST.	2	7,144	28.9	35	5,000	351	17	1.55	9.17	B	38.3	35	6,200	477	18	1.60	12.80	B	
Berks	N-094	59223	COLUMBIA AVE.	2	7,106	42.4	40	5,600	437	15	1.33	9.80	B	49.1	40	5,000	465	14	1.22	9.57	B	
Cumberland	N-091	5922A	SLATE HILL	2	7,123	11.1	35	5,600	127	17	1.47	3.15	A	19.6	35	5,000	206	15	1.35	4.67	A	
Cumberland	N-091	592199A	TENTH ST	2	7,700	11.1	35	5,600	138	18	1.50	3.22	A	19.6	35	5,000	223	16	1.38	4.78	A	
Cumberland	N-091	592200S	18TH ST	2	7,501	11.1	35	4,869	120	16	1.34	2.58	A	19.6	35	5,000	217	16	1.37	4.74	A	
Dauphin	N-094	592369S	DERRY RD	2	5,500	42.4	40	5,600	339	12	1.25	9.24	B	49.1	40	5,000	360	11	1.15	9.02	B	
Delaware	C-084	140641S	MAIN ST.	2	6,855	22.9	40	6,000	240	15	1.38	5.83	B	26.4	40	6,200	284	16	1.42	7.07	B	
Delaware	C-084	140646B	OAK LANE	2	14,510	22.9	40	6,000	509	32	1.94	8.16	B	26.4	40	6,200	602	33	1.99	9.90	B	
Delaware	C-084	140647H	ASHLAND AVE	2	5,820	22.9	40	6,000	204	13	1.33	5.61	B	26.4	40	6,200	241	13	1.37	6.80	B	
Delaware	C-084	140649W	SOUTH AVE	2	14,975	22.9	40	6,000	526	33	1.99	8.37	B	26.4	40	6,200	622	34	2.04	10.16	B	
Delaware	C-084	140650R	AMOSLAND AVE	2	11,425	22.9	40	6,000	401	25	1.67	7.03	B	26.4	40	6,200	474	26	1.71	8.52	B	
Delaware	C-084	140652E	SWARTHMORE AVE	2	23,458	22.9	40	6,000	822	52	3.65	15.36	C	26.4	40	6,200	973	53	3.75	18.64	C	
Delaware	C-084	140654T	FAIRVIEW RD	2	9,682	22.9	40	6,000	339	21	1.55	6.51	B	26.4	40	6,200	401	22	1.59	7.90	B	
Delaware	C-084	140670C	MEETINGHOUSE RD	2	7,862	22.9	40	6,000	276	17	1.44	6.05	B	26.4	40	6,200	326	18	1.48	7.34	B	
Delaware	C-084	140672R	NAAMANS RD	2	6,695	22.9	40	6,000	235	15	1.38	5.79	B	26.4	40	6,200	278	15	1.41	7.02	B	
Erie	N-070	471893O	ASH ST.	2	5,290	13.0	35	4,869	99	11	1.23	2.78	A	25.2	35	5,000	197	11	1.26	5.62	B	
Erie	N-070	471894N	PARADE ST.	4	15,000	13.0	35	4,869	282	16	1.34	3.02	A	25.2	35	5,000	357	16	1.37	6.09	B	
Erie	N-070	471901W	PEACH ST.	4	11,110	13.0	15	4,869	420	23	2.51	11.39	B	25.2	15	5,000	834	24	2.57	23.13	C	(d)
Erie	N-070	471902D	SASSAFRAS ST.	2	11,110	13.0	15	4,869	420	47	3.13	14.20	B	25.2	15	5,000	834	48	3.20	28.84	D	D(c)
Erie	N-070	471906F	CHERRY ST.	2	9,220	13.0	15	4,869	349	39	2.89	13.10	B	25.2	15	5,000	692	40	2.95	26.61	D	D(c)
Erie	N-070	471908U	LIBERTY ST.	4	18,284	13.0	15	4,869	691	38	2.88	13.06	B	25.2	15	5,000	1372	39	2.95	26.52	D	D(c)
Erie	N-070	471911C	RASPBERRY ST.	2	5,400	13.0	15	4,869	204	23	2.50	11.32	B	25.2	15	5,000	405	23	2.55	23.00	C	(d)
Erie	N-070	471913R	GREEN GARDEN RD	2	7,940	13.0	50	4,869	113	13	1.05	1.83	A	25.2	50	5,000	227	13	1.07	3.68	A	
Erie	N-070	471915E	PITTSBURG RD	2	7,004	13.0	50	4,869	102	11	1.01	1.77	A	25.2	50	5,000	201	11	1.03	3.55	A	
Lawrence	C-082	503738U	MONTGOMERY	2	6,400	28.9	35	5,600	298	15	1.43	7.99	B	38.3	35	5,000	361	14	1.31	8.89	B	
Lebanon	N-094	592338T	FRONT ST-LINCOLN	2	5,760	42.4	25	5,600	517	18	1.84	19.78	C	49.1	25	5,000	545	16	1.67	18.98	C	
Lebanon	N-094	592341B	SEVENTH ST	2	5,420	42.4	25	5,600	486	17	1.82	19.54	C	49.1	25	5,000	512	15	1.65	18.75	C	
Lebanon	N-094	592365P	RAILROAD ST.	2	7,247	42.4	40	5,600	446	15	1.33	9.85	B	49.1	40	5,000	475	14	1.22	9.62	B	
Westmoreland	C-113	145480R	MAIN ST.	2	9,195	27.7	30	6,000	490	25	1.91	12.22	B	32.8	30	6,200	597	26	1.96	15.27	C	

(c) Recommend consultation between railroad and community regarding NS mitigation plan (Appendix 5).

(d) Recommend consultation between railroad and community regarding NS mitigation plan due to close proximity of this crossing to other crossings in Erie

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table 5-TN-7 (Revised)  
Tennessee  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition									
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Davidson	C-090	350207W	CRAIGHEAD	4	8,400	40.8	40	6,000	525	9	1.26	9.44	B	48.4	40	6,200	638	9	1.29	11.79	B	
Davidson	C-090	350208D	BERRY RD	2	6,100	40.8	40	6,000	381	13	1.35	10.09	B	48.4	40	6,200	464	14	1.38	12.60	B	
Davidson	C-090	348027Y	DAVISON RD	2	7,000	40.8	40	6,000	437	15	1.39	10.44	B	48.4	40	6,200	532	16	1.43	13.03	B	
Davidson	C-090	349218M	THOMPSON LANE	4	21,600	40.8	50	6,000	1141	20	1.37	8.70	B	48.4	50	6,200	1386	21	1.41	10.83	B	
Davidson	C-090	349226E	UNA-ANTIOCH	2	8,000	40.8	50	6,000	422	15	1.22	7.75	B	48.4	50	6,200	513	15	1.25	9.65	B	
Roberts	C-021	348124H	MAIN ST	2	5,790	23.4	40	6,000	207	13	1.33	5.73	B	32.7	40	6,200	297	13	1.37	8.42	B	

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PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

Table S-VA-7 (Revised)  
Virginia  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition							Post Acquisition							Level of Service	Level of Service with Mitigation	
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)			
Augusta	N-100	468135B	SR 608	2	476	3.9	40	4,869	28	10	1.12	0.69	A	12.1	40	5,000	81	11	1.15	2.22	A	
Chesterfield	C-103	623681B	CENTRALIA RD	2	5,330	18.4	50	6,000	122	10	1.10	3.14	A	23.0	50	6,200	154	10	1.13	4.12	A	
Clarke	N-091	468599F	SR 7	2	5,317	17.3	35	4,869	87	11	1.24	2.42	A	19.9	35	5,000	156	11	1.26	4.44	A	
Emporia City	C-103	623755R	E ATLANTIC ST.	3	11,250	18.4	50	6,000	268	14	1.20	3.43	A	23	50	6,200	343	14	1.23	4.50	A	
Hanover	C-102	860459F	ENGLAND ST.	2	7,775	17.8	50	6,000	179	14	1.21	3.35	A	24.8	50	6,200	256	15	1.24	4.90	A	
Henrico	C-102	860437F	HUNGARY RD	2	5,910	17.8	50	6,000	136	11	1.13	3.13	A	24.8	50	6,200	194	11	1.16	4.57	A	
Page	N-100	468699K	EAST MAIN ST.	2	7,485	3.9	40	4,869	38	10	1.22	0.74	A	12.1	40	5,000	121	14	1.24	2.39	A	
Richmond City	C-103	623663D	JAHNKE RD	2	10,320	18.4	50	6,000	246	19	1.34	3.84	A	23.0	50	6,200	315	20	1.38	5.04	B	
Richmond City	C-103	623668M	BROAD ROCK RD	2	13,570	18.4	50	6,000	323	25	1.56	4.47	A	23.0	50	6,200	414	26	1.60	5.86	B	
Richmond City	C-103	623672C	WALMSLEY BLVD	2	8,636	18.4	50	6,000	160	16	1.25	3.58	A	23.0	50	6,200	263	16	1.28	4.70	A	

B-77

**PROPOSED CONRAIL ACQUISITION  
FINANCE DOCKET NO. 33388  
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

**Table 5-WV-5 (Revised)  
West Virginia  
Highway/Rail At-Grade Crossing Vehicle Delay and Queues**

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Jefferson	N-091	469361D	SR 9	2	8,800	11.1	40	4,869	128	17	1.28	2.22	A	19.6	40	5,000	230	17	1.30	4.08	A	

**Draft Environmental Impact Statement Additional Environmental Information**

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## SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.

NORFOLK SOUTHERN CORPORATION AND

NORFOLK SOUTHERN RAILWAY COMPANY

- - CONTROL AND OPERATING LEASES/AGREEMENTS - -

CONRAIL, INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 69

Dated: February 27, 1998

## NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX. Comments on the Draft EIS were due February 2, 1998. In its continuing process of evaluation, SEA has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts of the Proposed Acquisition. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Specifically, (1) on November 24, 1997, CSX advised SEA that it would revise its calculation of the transportation of hazardous materials due to an error in methodology; (2) on December 23, 1997 and February 20, 1998, CSX provided SEA with the revised hazardous materials transportation safety data; and (3) SEA identified sensitive receptors within noise contours using aerial photographs and more precise analytical tools, such as geographic information systems (GIS), that were not available prior to SEA completing the Draft EIS.

SEA's additional analysis has identified four rail line segments with potential hazardous materials transportation safety impacts that SEA did not identify as such in the Draft EIS. In addition, SEA has identified eight rail line segments that now may warrant noise mitigation. Although SEA had identified these segments in the Draft EIS as being potentially affected by noise, SEA did not

recommend noise mitigation for them in the Draft EIS. As a result of the refined analysis described above, SEA has also concluded that 12 additional rail line segments may have high, adverse and disproportionate effects on certain minority or low-income communities as a result of potential effects of hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay. A list of affected rail line segments and communities is included with this notice. This new information does not change or alter SEA's prior analysis, results, or preliminary mitigation recommendations in other impact areas, nor does it affect the integrity of the information contained in the Draft EIS.

To ensure that anyone affected by the new information described above has the opportunity to review and comment on it, through this notice SEA is providing an additional 45-day comment period. During this period, affected parties may submit written comments to SEA on the potential environmental effects noted above on their community. Written comments must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments received in the Final EIS, which is scheduled to be issued in late May 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998.

Information about the Proposed Acquisition and Draft EIS can be found at the Internet web site <<http://www.conrailmerger.com>> and SEA's toll-free Environmental Hotline at (888) 869-1997.

Vernon A. Williams  
Secretary

**Surface Transportation Board  
Section of Environmental Analysis**

**Draft Environmental Impact Statement  
Proposed Conrail Acquisition**

**ADDITIONAL ENVIRONMENTAL INFORMATION**

In its continuing process of evaluation, the Surface Transportation Board's Section of Environmental Analysis (SEA) has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts associated with the Proposed Conrail Acquisition. SEA has also identified additional minority and low-income populations that may be affected by potential environmental impacts. This information was not available when SEA issued the Draft Environmental Impact Statement (Draft EIS) on December 12, 1997.

- This page directs the reader to the appropriate sections of the Draft EIS that more completely explains SEA's analysis.
- Page 2 of this document includes a table that summarizes the new rail line segments potentially affected by hazardous materials transportation.
- Page 3 of this document includes a table that summarizes the new rail line segments that may warrant noise mitigation.
- Page 4 of the document includes a table that summarizes the new rail line segments with potential impacts on minority and low-income populations.

**HELPFUL REFERENCES TO THE DRAFT EIS**

**New Hazardous Materials Transportation Safety Rail Line Segments**

- SEA's hazardous materials transportation analysis and methodology are documented in Chapter 3, Section 3.5 of the Draft EIS, pages 3-12 through 3-14.
- System-wide safety effects of increased hazardous materials transport are documented in Chapter 4, Section 4.5 of the Draft EIS, pages 4-14 through 4-21.
- State-specific hazardous materials transport safety effects are documented in Chapter 5 of the Draft EIS, presented on a state-by-state basis.
- SEA's recommended hazardous materials transportation safety mitigation is presented in Chapter 7 of the Draft EIS on pages 7-12 through 7-14. The new hazardous materials transportation safety rail line segments listed in the table below on Page 2 are new "Key Routes" subject to Recommended Mitigation Nos. 3 (A-C) and 5.

**New Rail Line Segments That May Warrant Noise Mitigation**

- SEA's noise analysis and methodology are documented in Chapter 3, Section 3.12 of the Draft EIS, pages 3-30 through 3-37.
- State-specific noise effects are documented in Chapter 5 of the Draft EIS.
- SEA's recommended noise mitigation is presented in Chapter 7 of the Draft EIS, page 7-17.

**New Rail Line Segments With Potential Impacts on Minority and Low-Income Populations**

- SEA's environmental justice analysis and methodology are documented in Chapter 3, Section 3.17 of the Draft EIS, pages 3-48 through 3-52.
- SEA's recommended environmental justice mitigation is presented in Chapter 7 of the Draft EIS, page 7-18.

### New Hazardous Materials Transport Safety Segments

State	Site ID	Proposed Owner	Segment	Counties	Est. Annual Haz. Mat. Rail Carloads	
					Pre-Acq.	Post-Acq.
KY OH	C-230	CSX	NJ Cabin, KY to Columbus, OH	KY: Greenup; OH: Franklin, Pickaway, Pike, Ross, Scioto	4,000	10,000
PA	C-767	CSX	CP Newtown Jct., PA to CP Wood, PA	Bucks, Montgomery, Philadelphia	6,000	19,000
NJ PA	C-768	CSX	CP Wood, PA to Trenton, NJ	PA: Bucks; NJ: Mercer	6,000	18,000
OH	C-065	CSX	Deshler, OH to Toledo, OH	Henry, Wood	365	14,000



### New Segments That May Warrant Noise Mitigation

State	Site ID	Proposed Owner	Segment	Counties	Receptors within 65 dBA Contour*	
					Pre-Acq.	Post-Acq.
IN	C-026	CSX	Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, Starke	14	1,129
IN	N-040	NS	Alexandria, IN to Muncie, IN	Delaware, Madison	83	506
NY	N-060	NS	Corning, NY to Geneva, NY	Chemung, Ontario, Schuyler, Steuben, Yates	0	117
OH	N-085	NS	Bellevue, OH to Sandusky Dock, OH	Erie, Huron	5	58
PA	C-085	CSX	Sinns, PA to Brownsville, PA	Allegheny, Fayette, Westmorland	194	781
VA	N-100	NS	Riverton Jct., VA to Roanoke, VA	Augusta, Botetourt, Buena Vista City, Clarke, Page, Roanoke, Roanoke City, Rockbridge, Rockingham, Warren, Waynesboro City	466	1,560
WV	N-110	NS	Elmore, WV to Deepwater, WV	Fayette, Raleigh, Wyoming	0	248
WV	N-111	NS	Deepwater, WV to Fola Mine, WV	Fayette, Nicholas	37	161

\*includes receptors affected by highway/rail at-grade crossings.

# **New Segments With Potential Impacts on Minority and Low-Income Populations**

State	Site ID	Proposed Owner	Segment	Counties	Potential Impact
GA	C-377	CSX	Manchester, GA to LaGrange, GA	Meriwether, Troup	Hazardous Materials Transport
IN	C-026	CSX	Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, Starke	Noise
IN	N-040	NS	Alexandria, IN to Muncie, IN	Delaware, Madison	Noise
NC TN	N-361	NS	Asheville, NC to Leadvale, TN	NC: Buncomb, Madison; TN: Cocke	Hazardous Materials Transport
NJ	S-032	CSX/NS	PN, NJ to Bayway, NJ	Essex, Union	Hazardous Materials Transport
OH PA NY	N-070	NS	Ashtabula, OH to Buffalo, NY	OH: Ashtabula; PA: Erie; NY: Chautaupua, Erie	Hazardous Materials Transport; Crossing Delay
PA	C-766	CSX	West Falls, PA to CP Newtown Jct., PA	Philadelphia	Hazardous Materials Transport
PA	N-203	NS	Bethlehem, PA to Allentown, PA	Lehigh, Northampton	Hazardous Materials Transport
PA	S-232	CSX/NS	Park Jct., PA to Frankford Jct., PA	Philadelphia	Hazardous Materials Transport
PA NJ	S-233	CSX/NS	Frankford Jct., PA to Camden, NJ	PA: Philadelphia; NJ: Camden	Hazardous Materials Transport
TN	N-406	NS	Frisco, TN to Kingsport, TN	Hawkins, Sullivan	Hazardous Materials Transport
VA	N-432	NS	Poe ML, VA to Petersburg, VA	Petersburg City	Hazardous Materials Transport

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**APPENDIX C**  
**Settlement Agreements and of Negotiated Agreements**

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## **APPENDIX C SETTLEMENT AGREEMENTS AND NEGOTIATED AGREEMENTS**

### **C.1 SETTLEMENT AGREEMENTS**

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (The Board) used the Operating Plans and traffic projections from the Primary Application of the proposed Conrail Acquisition to determine which rail line segments, intermodal facilities, and rail yards to analyze in the Draft Environmental Impact Statement (Draft EIS). Following publication of the Draft EIS, SEA determined that certain additional facilities may require analysis, pursuant to Board regulations, because of operating changes that could result from a Settlement Agreement between an Applicant and another railroad, including any Settlement Agreements resulting from previously submitted Inconsistent and Responsive applications.

CSX and NS<sup>1</sup> have entered into 21 Settlement Agreements with freight railroads that could provide the settling party with trackage rights and the right to add trains to affected rail line segments. Railroad activities on the affected rail line segments could exceed the Board's thresholds for environmental analysis as a result of such additional trains.

In a letter dated February 13, 1998, SEA requested that NS and CSX conduct an analysis of operating changes that could result from each Settlement Agreement with another railroad, and provide either a Verified Statement of no significant environmental impacts or a Supplemental Environmental Report. (See Attachment C-1.) In the letter, SEA instructed CSX and NS to provide a Verified Statement of no significant environmental impacts if the implementation of a Settlement Agreement would not exceed the Board's thresholds for environmental analysis when added to those changes proposed in the Primary Application's Operating Plans. SEA further instructed that if the proposed changes would exceed the Board's thresholds for environmental analysis or would result in changes in rail activities that exceeded those thresholds, the Applicants must provide a Supplemental Environmental Report containing detailed environmental information, including an assessment of potential environmental impacts, consistent with the Board's rules at 49 CFR Part 1105.

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<sup>1</sup> "CSX" refers to CSX Corporation and CSX Transportation, Inc.; "NS" refers to Norfolk Southern Corporation and Norfolk Southern Railway Company.



In a subsequent letter dated March 27, 1998, SEA requested that CSX and NS provide for SEA's review copies of all Settlement Agreements that CSX and NS have reached with other railroads or organizations by April 15, 1998. (See Attachment C-2.)

On March 5, 1998, SEA received from NS the following documents:

- The Verified Statement of John H. Friedmann, describing 11 NS Settlement Agreements with other railroads that would not result in operating changes exceeding the Board's thresholds for environmental analysis when added to those changes proposed in the NS Operating Plan. (See Attachment C-3.)
- A Supplemental Environmental Report regarding the NS Settlement Agreement with the Indiana & Ohio Rail System. (See Attachment C-4.)

SEA reviewed the Supplemental Environmental Report and verified that the NS Settlement Agreement with Indiana & Ohio Rail System would not cause significant environmental impacts.

On March 6, 1998, SEA received from CSX the Verified Statement of William M. Hart, describing the nine CSX Settlement Agreements with other railroads and stating that none of them would result in operating changes exceeding the Board's thresholds for environmental analysis when added to those changes proposed in the CSX Operating Plan. (See Attachment C-5.) SEA reviewed this Verified Statement and concluded that the CSX Settlement Agreement with Louisville & Indiana Railroad involves rail line segments from Louisville, Kentucky-to-Seymour, Indiana, and Seymour, Indiana-to-Indianapolis, Indiana, that would exceed the Board's thresholds. Therefore, SEA analyzed the rail line segments and presents the results of that analysis in Appendix I, "Air Quality Analysis."

In response to its March 27, 1998, letter, SEA received copies of 19 of the 21 Settlement Agreements from CSX and NS. On May 8, 1998, NS informed SEA that NS's Settlement Agreements with the Eastern Shore Railroad and the Maryland and Delaware Railroad were verbal agreements and had not been documented. NS had provided SEA the Verified Statements attesting that the Settlement Agreements with these two railroads would have no significant environmental impacts because the agreements would not result in railroad activities that could exceed the Board's thresholds for environmental analysis.

SEA reviewed the Settlement Agreements it received to confirm the content of the Verified Statements and Supplemental Environmental Report. The following list identifies the parties that have entered into Settlement Agreements with CSX, NS, or both.



**C.1.1 CSX**

1. Buffalo & Pittsburgh Railroad, Inc., Allegheny & Eastern Railroad Inc., Rochester & Southern Railroad, Inc., Pittsburgh & Shawmut Railroad, Inc., and Genesee and Wyoming, Inc.
2. Canadian National Railway Company.
3. Canadian Pacific Railway Company (and its affiliates Soo Line Railroad Company, Delaware and Hudson Railway Company, and St. Lawrence and Hudson Railway Company).
4. Central Railroad Company of Indiana/Central Railroad Company of Indianapolis.
5. Chicago, South Shore & South Bend Railroad Company.
6. Iowa Interstate Railroad, Inc.
7. Louisville & Indiana Railroad.
8. Massachusetts Central Railroad Corporation.
9. Providence and Worcester Railroad Company.

**C.1.2 NS**

1. Black River and Western Railroad/Belevedere and Delaware River Railroad.
2. Buffalo & Pittsburgh Railroad and its affiliates, Allegheny & Eastern Railroad, Rochester & Southern Railroad, and Pittsburgh & Shawmut Railroad.
3. Canadian National Railway.
4. Canadian Pacific Railway.
5. Chicago, South Shore & South Bend Railroad.
6. Central Railroad of Indiana and Central Railroad of Indianapolis.
7. Eastern Shore Railroad (verbal agreement).
8. Illinois Central Railroad.

9. Indiana & Ohio Rail System.
10. Maryland and Delaware Railroad (verbal agreement).
11. Michigan Southern Railroad.
12. Nittany and Bald Eagle Railroad and its affiliates, North Shore Railroad, Shamoin Valley Railroad, and Union County Industrial Railroad.

## **C.2 NEGOTIATED AGREEMENTS**

For the purposes of this Final EIS, a Negotiated Agreement is an agreement between CSX, NS, or both and one or more of the communities or other governmental units (including passenger rail service organizations) that is directed at mitigating the potential effects of the proposed Conrail Acquisition.

In its March 27, 1998 letter, SEA requested that CSX and NS provide for SEA's review copies of all Negotiated Agreements that CSX, NS, or both have reached with affected communities or organizations by April 15, 1998.

SEA received copies of 18 Negotiated Agreements that CSX and NS provided. SEA reviewed these Negotiated Agreements and concluded that none would result in additional environmental impacts. This Final EIS does not include the Negotiated Agreements, but the following list identifies the parties that have entered into Negotiated Agreements with CSX, NS, or both.

### **C.2.1 CSX**

1. State of Maryland, dated September 24, 1997.
2. Commonwealth of Pennsylvania and the City of Philadelphia, dated October 21, 1997.
3. City of East Cleveland, dated February 11, 1998.
4. Metra (Northeast Illinois Regional Commuter Railroad Corporation), dated February 19, 1998.
5. Village of Greenwich and the Board of Huron County, Ohio, dated March 23, 1998.
6. City of Newark, Delaware and the University of Delaware, dated May 12, 1998.
7. City of Brook Park, Ohio, dated February 17, 1998.

**C.2.2 NS**

1. State of Maryland, dated September 24, 1997.
2. Commonwealth of Pennsylvania and the City of Philadelphia, dated October 21, 1997.
3. The Toledo-Lucas County Port Authority and Toledo Metropolitan Area Council of Governments, dated February 18, 1998.
4. Erie, Pennsylvania, dated April 9, 1998.
5. Tilton, Illinois, dated April 14, 1998.
6. Bellevue, Ohio, dated April 22, 1998.
7. Fremont, Ohio, dated April 15, 1998.
8. City of East Cleveland, Ohio, dated April 24, 1998.
9. City of Danville, Illinois, dated May 5, 1998.

**C.2.3 CSX and NS**

1. Cities of Brook Park and Olmsted Falls, dated February 24, 1998.
2. New Jersey Department of Transportation/New Jersey Transit Corporation, New Jersey, dated March 20, 1998.

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**ATTACHMENT C-1**

**SEA Letter Requesting That NS and CSX Provide a Verified Statement or a Supplemental Environmental Report for Settlement Agreements (February 13, 1998)**

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**SURFACE TRANSPORTATION BOARD**  
Washington, DC 20423

*Section of Environmental Analysis*

February 13, 1998

Bruno Maestri, System Director  
Environmental Protection  
Norfolk Southern Corporation  
1500 K Street, NW Suite 375  
Washington, DC 20005

Peter J. Shudtz  
General Counsel  
CSX Transportation  
3 Foxmere Drive  
Richmond, VA 23233

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and  
Acquisition: Applicant Settlement Agreements with Other Railroads

Dear Messrs. Maestri and Shudtz:

The Applicants' Rebuttal filed with the Board on December 15, 1997 contains a list of 16 railroads with whom either CSX or NS has entered into settlement agreements in connection with the Proposed Conrail Acquisition. Although neither the Board nor SEA has received copies of these agreements, implementation of their terms could cause changes in the Applicants' Operating Plans submitted to the Board on June 23, 1997 with the Primary Application. For example, an agreement between an Applicant and another railroad could result in additional trains over an affected rail line segment.

SEA used the Applicants' original operating plans and traffic projections to determine which segments and yards to analyze in the Draft EIS. Consequently, SEA did not analyze certain facilities that may now require analysis pursuant to Board regulations because of operating changes related to the settlement agreement. Therefore, SEA requests that the Applicants conduct an analysis of operating changes that could result from each settlement agreement with another railroad, including any settlement agreements resulting from Inconsistent or Responsive Applications previously submitted.

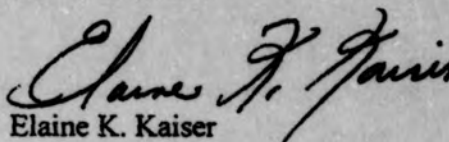
If the implementation of a settlement agreement would not result in operating changes that exceed the Board's thresholds for environmental analysis when added to those changes

proposed in the Primary Application's operating plans, the Applicants should provide SEA with a verified statement for that agreement. However, if the changes would exceed the Board's thresholds or result in changes in rail activities that already would exceed those thresholds, the Applicants must provide detailed environmental information regarding the proposed operating changes of any settlement agreement, including an assessment of potential environmental impacts consistent with the Board's rules at 49 CFR Part 1105. If this additional environmental analysis is necessary, the Applicants should provide the information as a Supplemental Environmental Report. In both instances, the Applicants should include the factual basis of the environmental analysis so that SEA is able to confirm the conclusion reached by the Applicants.

The Final EIS will address any potential environmental impacts resulting from the settlement agreements. Therefore, SEA is requesting that the Applicants submit the verified statements and, if necessary, Supplemental Environmental Report to SEA no later than Monday, March 9, 1998.

If you have any questions, please contact Mike Dalton at (202) 565-1530. Thank you for your attention to this matter.

Sincerely yours,



Elaine K. Kaiser

Chief

Section of Environmental Analysis

cc: John Morton, HDR Engineering, Inc.



**ATTACHMENT C-2**

**SEA Letter Requesting Copies of all Settlement Agreements That CSX and NS Have Reached with Other Railroads or Organizations (March 27, 1998)**

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**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

**Section of Environmental Analysis**

March 27, 1998

Peter J. Shudtz  
General Counsel  
CSX Transportation  
3 Foxmere Drive  
Richmond, VA 23233

Bruno Maestri  
System Director, Environmental Protection  
Norfolk Southern Corporation  
1500 K Street, NW  
Suite 375  
Washington, DC 20005

Re: Finance Docket No. 33388 -- CSX and NS -- Control and Acquisition -- Conrail:  
Request for Information on Status of Applicant Agreements with Communities,  
Environmental Documentation for Settlement Agreements, and Railroad  
Activities and Data

Dear Messrs. Shudtz and Maestri:

In completing the Final Environmental Impact Statement (Final EIS) for the proposed Conrail Acquisition, SEA is finalizing its recommended mitigation regarding potential environmental impacts. SEA understands that CSX and NS have negotiated agreements, or are in the process of developing and/or finalizing agreements, with a number of communities and organizations potentially affected by the proposed Acquisition.

**Negotiated Agreements with Communities and Organizations**

It is important that SEA has a full understanding of the progress and status of any agreements that CSX and NS develop with communities and organizations potentially affected by the proposed Acquisition. Also, SEA recognizes that mutually acceptable agreements entered into by CSX and NS with individual communities and organizations may resolve potential environmental impacts and affect the mitigation that SEA might otherwise recommend to the Board in the Final EIS. However, for SEA to be able to take an agreement into account, SEA must have a copy of each agreement that is reached. SEA understands that, in some cases, the

parties may not want all the terms of an agreement to be made public. In such circumstances, the agreement may be provided to SEA under seal. Accordingly, SEA is requesting that CSX and NS provide, at their earliest convenience and no later than **April 15, 1998**, the following information:

- Copies of all finalized agreements CSX and NS have reached with affected communities or organizations. As noted above, these agreements may be submitted under seal.
- A status report on agreements CSX and NS are currently developing with communities and organizations, including the anticipated dates for executing those agreements, if known, and the general substance of those possible agreements.
- A listing of any voluntary mitigation or measures CSX and NS are willing to implement to address potential environmental impacts in these communities or other affected areas.

For the above information, please note that SEA needs to be advised of interim as well as long-term mitigation measures included in any agreements. In addition, if any agreements are reached after April 15, 1998, CSX and NS should immediately notify SEA and provide copies of these agreements to SEA.

#### **Settlement Agreements/Verified Statements and Supplemental Environmental Reports**

SEA requests that CSX and NS ensure that SEA has copies of all Settlement Agreements reached on the merits of the application with other railroads or organizations by **April 15, 1998**. A Settlement Agreement may be submitted under seal if the parties wish to keep the terms of such an agreement confidential. In addition, CSX and NS should ensure that SEA has received, by **April 15, 1998** or sooner, all requisite Verified Statements and Supplemental Environmental Reports for these Settlement Agreements as discussed in my letter dated February 13, 1998. (A copy of the letter is enclosed for your convenience.)

SEA has received the CSX submission dated March 6, 1998, and the NS submission dated March 5, 1998, in response to my letter. However, SEA wants to ensure that it has complete and current copies of all Settlement Agreements as well as all related Verified Statements and Supplemental Environmental Reports. Since SEA plans to include these Verified Statements and Supplemental Environmental Reports in the Final EIS, please submit copies of these documents without the "Administratively Confidential" notation.

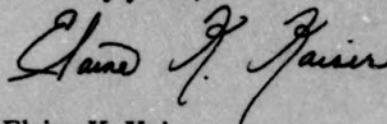
#### **Changes in Proposed Activities, Operations, and Data**

Because SEA is now in the process of completing the Final EIS for issuance this May, **April 3, 1998** is the last day on which SEA can accept changes to any other proposed activities, operations, or train traffic data. Also, please be sure to provide any additional clarifying information to SEA by **April 3, 1998**.



It is critical that we receive all of the information requested in this letter by the dates specified above so that SEA and the Board can meet the procedural schedule established in this case. If you have any questions or need further clarification regarding this letter, please call Mike Dalton at (202) 565-1530.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Elaine K. Kaiser".

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis

Enclosure

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**ATTACHMENT C-3**

**Verified Statement of John H. Friedmann, Strategic Planning Director, NS**

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## **VERIFIED STATEMENT OF**

**JOHN H. FRIEDMANN**

My name is John H. Friedmann. I am a Director, Strategic Planning, of Norfolk Southern Corporation. My office address is Three Commercial Place, Norfolk, Virginia, 23510.

This statement is submitted in response to a letter dated February 13, 1998 from Elaine K. Kaiser, the Chief of the Surface Transportation Board's Section of Environmental Analysis ("SEA"), concerning possible environmental effects of executed settlement agreements between Applicants and other railroads. The letter states, in pertinent part, "If the implementation of a settlement agreement would not result in operating changes that exceed the Board's thresholds for environmental analysis when added to those changes proposed in the Primary Application's operating plans, the Applicants should provide SEA with a verified statement for that agreement."

This statement discusses the settlement agreements that Norfolk Southern ("NS") has executed with certain railroads, listed below, which agreements do not involve substantive operational changes or rail line abandonments or construction projects.

1. Black River and Western Railroad/Belevedere and Delaware River Railroad
2. Buffalo & Pittsburgh Railroad and its affiliates, Allegheny & Eastern Railroad, Rochester & Southern Railroad, and Pittsburgh & Shawmut Railroad
3. Canadian National Railway
4. Canadian Pacific Railway
5. Chicago, SouthShore & South Bend Railroad

6. Central Railroad of Indiana and Central Railroad of Indianapolis
7. Eastern Shore Railroad
8. Illinois Central Railroad
9. Maryland and Delaware Railroad
10. Michigan Southern Railroad
11. Nittany and Bald Eagle Railroad and its affiliates, the North Shore Railroad, the Shamolin Valley Railroad, and the Union County Industrial Railroad

Black River and Western Railroad/Belevedere and Delaware River Railroad

NS' agreement with these two railroads is essentially a commercial/marketing arrangement, rather than an operational arrangement. The agreement involves a fixed division arrangement for CSX's interchange with these two railroads. The agreement also permits these railroads to participate in NS' fixed division agreement with Canadian Pacific (discussed in greater detail below under CP). The agreement will allow traffic moving in joint-line service to move with the marketing ease of single-line service, but is not expected to result in any operational changes or any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

Buffalo & Pittsburgh Railroad and its affiliates, Allegheny & Eastern Railroad, Rochester & Southern Railroad, and Pittsburgh & Shawmut Railroad (hereafter, collectively, the "B&P")

NS' settlement agreement with the B&P involves haulage rights. B&P is granted haulage rights from the B&P system's interchange points with NS at either Erie, PA or Emporium, PA to Silver Springs, NY over NS and/or Conrail lines to be operated by NS post-Transaction. The volume of traffic anticipated to be moved pursuant to this aspect of the haulage agreement is not

expected to require the addition by NS of any trains. Under the agreement, B&P is also granted haulage rights for the Rochester & Southern from Silver Springs, NY to Buffalo, NY over a Conrail line to be operated by NS post-Transaction. This Rochester & Southern traffic already moves today on this route in Canadian Pacific trains (which operate over this Conrail route pursuant to trackage rights). This aspect of the agreement will not result in any increase or decrease in the number of trains operated on this route, it will just shift traffic already moving over the route from CP trains to NS trains. Thus, the NS agreement with B&P is not expected to result in any operational changes or any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Canadian National Railway ("CN")

NS and CSX entered into a letter agreement with CN, in which the three railroads agree to work together to cooperate to minimize delays to operations in the Detroit Shared Assets Area. This agreement is not expected to result in any substantive operational changes or any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Canadian Pacific Railway ("CP")

NS entered into a commercial/marketing agreement with CP. It involves a fixed division arrangement and provides ways for CP cars to move to points in the Northeast, including those on some short-line railroads, on NS trains. This agreement allows CP to obtain extended hauls for its account for traffic that is already moving today. NS does not plan to add trains as a result of this agreement. Thus, the agreement is not expected to result in any substantive operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

Chicago, SouthShore & South Bend Railroad ("CSS")

NS has agreed to sell to CSS two existing NS line segments: (1) from Michigan City to Dillon, IN, which line segment would otherwise have been abandoned by NS as part of the Transaction, and (2) from Dillon to Kingsbury, IN. As a result of the sale, CSS will step into NS' shoes as local service provider for shippers and customers on these lines. (A NS local train has heretofore provided such service.) NS' agreement with CSS is therefore not expected to result in any operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

Central Railroad of Indiana and Central Railroad of Indianapolis (collectively "Central")

NS has entered into an agreement with Central that is primarily financial, not operational, in nature. The agreement provides that if Central decides to rationalize portions of its system, including abandoning some of its lines and upgrading certain of its remaining lines, NS will make certain financial concessions to Central. Additionally, NS has agreed to provide haulage for Central between Marion and Frankfort, IN (over the Conrail line segment between Marion and Alexandria that will be operated by NS post-Transaction and over the NS line segment between Alexandria and Frankfort). It is anticipated that Central would only take advantage of these haulage rights in the event it does system rationalization and associated line abandonments. If that were to occur, some traffic currently moving over Central's lines would be moved on NS via the above-described haulage arrangement and Central's current interchange with NS would likely shift to a different location. However, Central has not decided whether it will embark on the rationalization plan and Central is itself up for sale (and there is no way to predict what approach new management would take to this issue if Central is sold). Under the circumstances, the agreement with Central is not presently expected to result in any substantive operational



changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Eastern Shore Railroad ("Eastern Shore")

NS' agreement with Eastern Shore provides that NS will maintain an existing routing for coal over the Eastern Shore. Presently, NS hands off certain coal destined for Conrail to Eastern Shore at Norfolk, VA, and Eastern Shore carries the coal on its lines and delivers it to Conrail at Pocomoke, MD. This agreement assures continuation of this routing even after NS takes over operation post-Transaction of the Conrail line to Pocomoke. Since this agreement simply preserves existing traffic patterns, it is not expected to result in any operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Illinois Central Railroad ("IC")

NS' agreement with IC provides for keeping existing commercial gateways open. NS and IC actually entered into this agreement before NS and CSX agreed to jointly apply for control of Conrail (i.e., during the period in 1996 in which NS was attempting, in competition with CSX, to purchase Conrail in its entirety). The operating plan submitted by NS in this proceeding takes into account the IC agreement; it relies on existing gateways with IC being maintained. Thus, the IC agreement is not expected to result in any operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Maryland and Delaware Railroad ("MDDE")

NS has agreed to grant MDDE overhead trackage rights on the current Conrail lines to be operated by NS post-Transaction between local segments on the Delmarva Peninsula in Maryland and Delaware. MDDE is hopeful of generating new business (i.e., attracting business currently utilizing truck transportation), but has no current business that would make use of these trackage rights. The agreement with MDDE is therefore not expected to result in any substantive operational changes and there are no reasonably foreseeable increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Michigan Southern Railroad ("MSR")

NS has entered into a haulage agreement with MSR from the NS-MSR interchanges at White Pigeon, MI and Elkhart, IN to a connection with CSX at Fort Wayne, IN. MSR traffic that will be carried by NS pursuant to this haulage agreement will move on the current Conrail lines to be operated by NS post-Transaction between White Pigeon and Elkhart and between Elkhart and Warsaw, IN, and thence on the current NS line between Warsaw and Ft. Wayne, IN (which line will be operated by CSX post-Transaction and over which NS will operate pursuant to trackage rights). The volume of traffic anticipated to be moved pursuant to this haulage agreement is not expected to require the addition by NS of any trains. The agreement is not expected to result in any substantive operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

#### Nittany and Bald Eagle Railroad and its affiliates, the North Shore Railroad, the Shamolin Valley Railroad, and the Union County Industrial Railroad (collectively "NBE")

NS' agreement with NBE would permit NBE to interchange with Canadian Pacific at a point near Sunbury, PA on the Conrail line to be operated by NS post-Transaction. CP currently

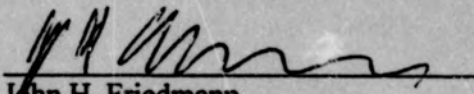
operates on that Conrail line pursuant to trackage rights, but CP's trackage rights agreement with Conrail does not permit such interchange with NBE. Thus, NBE interchange traffic, which in any event involves minimal volumes, is today handled by Conrail itself. The NBE-CP interchange is also covered by NS' agreement with CP; NBE is one of the shortlines to which NS is providing CP access by means of a fixed division arrangement. While these agreements will result in accounting/revenue changes for the carriers involved, there will be no actual change in traffic movements on the various lines. Thus, the agreement with NBE is not expected to result in any substantive operational changes or in any increases or decreases in traffic on NS line segments or on Conrail line segments to be operated by NS post-Transaction.

In sum, none of the settlement agreements discussed above are expected to result in operational changes that would meet or exceed the relevant environmental thresholds set forth in the Board's environmental regulations at 49 C.F.R. § 1105.7(e). Moreover, none of the settlement agreements discussed above will involve any new construction projects or the abandonment of any current Conrail or NS lines.

VERIFICATION

I, John H. Friedmann, state under penalty of perjury that I am Director, Strategic Planning, Norfolk Southern Corporation, Norfolk, Virginia. I am authorized to file and verify the foregoing verified statement on behalf of Norfolk Southern. I have carefully examined all the statements in the foregoing verified statement, I have knowledge of the facts and matters stated therein, and all representations set forth therein are true and correct to the best of my knowledge, information and belief.

Executed on February 28, 1998.

  
John H. Friedmann



**ATTACHMENT C-4**

**Supplemental Environmental Report of NS  
Regarding Settlement Agreement with Indiana & Ohio Rail System**

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**SUPPLEMENTAL ENVIRONMENTAL REPORT**

**OF NORFOLK SOUTHERN**

**REGARDING SETTLEMENT AGREEMENT**

**WITH INDIANA & OHIO RAIL SYSTEM**

Dated: March 4, 1998

This Supplemental Environmental Report ("SER") is submitted on behalf of Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively "NS") in Finance Docket No. 33388, in order to describe the environmental effects of certain operating changes that are expected to result from a settlement agreement recently entered into between NS and the Indiana & Ohio Rail System ("I&O"). This SER has been prepared in response to a letter dated February 13, 1998, from Elaine K. Kaiser, the Chief of the Surface Transportation Board's Section of Environmental Analysis ("SEA"), concerning possible environmental effects of executed settlement agreements between Applicants and other railroads. The letter states, in pertinent part:

If the implementation of a settlement agreement would not result in operating changes that exceed the Board's thresholds for environmental analysis when added to those changes proposed in the Primary Application's operating plans, the Applicants should provide SEA with a verified statement for that agreement. However, if the changes would exceed the Board's thresholds or result in changes in rail activities that already would exceed those thresholds, the Applicants must provide detailed environmental information regarding the proposed operating changes of any settlement agreement, including an assessment of potential environmental impacts consistent with the Board's rules at 49 CFR Part 1105. If this additional environmental analysis is necessary, the Applicants should provide the information as a Supplemental Environmental Report.

NS has agreed to enter into a trackage rights agreement with the I&O, pursuant to which the I&O is expected to operate an average of four trains per week (0.57 trains per day) over the Conrail Cincinnati line that will be operated by NS post-Transaction, between a point just south of Middletown, OH and Mill, OH, a distance of approximately 17 miles.

I&O currently has overhead trackage rights on the Conrail Cincinnati line between Cincinnati and Springfield, OH via Middletown, OH. These trackage rights, which will continue



post-Transaction, were taken into account in developing the line segment traffic statistics for Applicants' Environmental Report. The new settlement agreement with I&O will provide I&O with the right to enter and exit the Cincinnati line from a connection with certain I&O trackage just south of Middletown and to run I&O trains south on the Cincinnati line to Mill, OH, where there is another connection to a different part of the I&O system, and thence on to CSX. (I&O presently moves cars between its branch lines near Middletown and CSX by means of an intermediate switch with Conrail near Middletown and thence an interchange with CSX near Middletown.) Based on the volume of traffic that I&O has been moving between Middletown and a CSX connection under the existing arrangements and I&O's projections of reasonably foreseeable operations, it is expected that, for the foreseeable future, I&O will operate an average of four trains in total per week (or, two trains in each direction per week) pursuant to the new trackage rights on the Cincinnati line to be operated by NS post-Transaction. Further, it is expected that these I&O trains operating pursuant to the new trackage rights will carry an estimated 100,000 trailing gross tons per year.

No new connections need to be constructed in order for I&O to utilize the new trackage rights, nor would the exercise of these trackage rights involve any line abandonments.

The approximately 17 miles of the Conrail (to be NS) Cincinnati line between Middletown and Mill affected by the new I&O trackage rights is part of the 48-mile long Dayton to Ivorydale line segment, denominated as segment N-078 in the Draft Environmental Impact Statement ("DEIS"). The DEIS data for this line segment shows base year total daily trains as 11.7 and post-Acquisition total daily trains as 18.9, for a difference of 7.2 trains per day. The DEIS data for this segment also shows base year million gross tons of 24.3 and post-Acquisition million gross tons of 34.9, a percentage increase of 44%. Based on this data, the Dayton to

Ivorydale segment exceeded the thresholds for analysis for air and hazardous materials in the DEIS.

The addition of an average total of four I&O trains per week on this line segment translates into an addition of 0.57 trains per day, which has been rounded up to 0.6 trains per day for this report. Thus, the post-Acquisition total average daily trains will increase from 18.9 to 19.5, and the difference between base year and post-Acquisition total average daily trains will increase from 7.2 to 7.8.

The addition of 100,000 trailing gross tons per year means that the post-Acquisition MGT for this line segment will increase from 34.9 to 35, and the post-Acquisition percentage increase in MGT will remain at 44%.

The estimated change in air quality impacts resulting from the additional I&O train traffic associated with the settlement agreement is presented below. Traffic changes on the Dayton to Ivorydale line segment did not meet STB thresholds for noise impact analysis in the DEIS and would continue to not meet those thresholds even with the additional I&O trackage rights traffic resulting from the settlement agreement. The safety impacts discussion presented in the Applicants' Environmental Report is not affected by the change in traffic resulting from these additional I&O trains on the Dayton to Ivorydale segment. The amount of hazardous materials transported on this segment is not expected to be affected by the agreement.

As mentioned above, projected post-Acquisition traffic changes on the Dayton to Ivorydale segment met the STB thresholds for air quality analysis even before NS entered into its recent agreement with I&O. This SER presents a recalculation of the estimated increases in air emissions resulting from post-Acquisition traffic on this line segment, taking into account the expected tonnage increase from these additional I&O trackage rights trains.

The Dayton to Ivorydale line segment passes through four Ohio counties: Butler, Hamilton, Montgomery and Warren. Montgomery County is classified as attainment for air quality standards. The other three counties are classified as nonattainment for air quality standards. Table 1 below shows the estimated post-Acquisition emissions increases for this line segment previously reported by Applicants and reflected in the DEIS. Table 2 below provides a recalculation of the estimated post-Acquisition emissions increases for this line segment, taking into account the additional I&O traffic resulting from NS' settlement agreement with I&O. As a comparison of these tables shows, the additional I&O traffic makes only very small differences in emissions.

**Table 1**  
**Estimated Emissions Increases from Traffic Changes**  
**(without the additional I&O trackage rights traffic)**  
**on the Dayton to Ivorydale, OH Line Segment**

County	Length in County (miles)	Estimated Increases in Emissions (tons per year)					
		NOx	CO	VOC	SO2	PM	Pb
Butler	19.4	77.59	8.49	2.83	4.97	1.94	0.00016
Hamilton	9.5	37.51	4.16	1.39	2.43	0.95	0.000079
Montgomery	15.5	61.19	6.78	2.26	3.97	1.55	0.00013
Warren	3.7	14.61	1.62	0.54	0.95	0.37	0.000031

**Table 2**  
**Estimated Emissions Increases from Traffic Changes**  
**(including the additional I&O trackage rights traffic)**  
**on the Dayton to Ivorydale, OH Line Segment**

County	Length in County (miles)	Estimated Increases in Emissions (tons per year)					
		NOx	CO	VOC	SO2	PM	Pb
Butler	19.4	77.60	8.62	2.88	5.03	1.96	0.00016
Hamilton	9.5	37.92	4.21	1.41	2.46	0.96	0.000080
Montgomery	15.5	61.87	6.87	2.29	4.01	1.56	0.00013
Warren	3.7	14.77	1.64	0.55	0.96	0.37	0.000031

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**ATTACHMENT C-5**

**Verified Statement of William M. Hart, Vice President of Corporate Development, CSX**

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**VERIFIED STATEMENT**  
**OF**  
**WILLIAM M. HART - CORPORATE DEVELOPMENT**  
**CSX TRANSPORTATION, INC.**

I am William M. Hart, Vice President of Corporate Development for CSX Transportation, Inc. My educational background and relevant work experience are set forth in my verified statement in the Application, Vol. 2A at 137.

This statement is submitted in response to a letter dated February 13, 1998 from Elaine K. Kaiser, the Chief of the Surface Transportation Board's Section of Environmental Analysis ("SEA"), concerning possible environmental effects of settlements with other railroads. The letter states in pertinent part: "If the implementation of a settlement agreement would not result in operating changes that exceed the Board's thresholds for environmental analysis when added to those changes proposed in the Primary Application's operating plans, the Applicants should provide SEA with a verified statement for that agreement." I address in this statement nine settlement agreements CSXT entered into with other railroads, none of which is expected to result in operating changes that would exceed the Board's three-train-per-day threshold for environmental analysis.

Buffalo & Pittsburgh Railroad (and its affiliates Allegheny & Eastern Railroad, Rochester & Southern Railroad, Pittsburg & Shawmut Railroad, and Genesee and Wyoming, Inc.) ("B&P"). CSXT's Rate and Route Agreement with B&P and its affiliates is dated October 21, 1997. First, the Agreement sets revenue factors for joint line transportation of shipments. It is not possible to predict with any reasonable degree

of confidence the effect an agreement with respect to revenue factors will have on the level of traffic on any particular line segment or at any particular facility. Second, the Agreement provides for the rerouting of freight moving under an existing haulage agreement between a point in Ohio and a point in Pennsylvania to another route, which includes the Conrail Water Level Line (which will be allocated to CSX) between Cleveland and Erie. The amount of freight presently moving under this haulage agreement is less than one train per day and is predicted to continue to be less than one train per day post-Transaction. Accordingly, an increase in the number of trains is not predicted for the Quaker to Ashtabula and Ashtabula to Buffalo Seneca line segments as a result of this Agreement. Instead, the freight will be hauled on one or more of the approximately 50 CSX trains expected to traverse these line segments between Cleveland and Erie each day, resulting in a de minimis increase in the gross ton miles ("GTMs") predicted to move over these line segments in the CSX Operating Plan.

Canadian National Railway ("CN"). CSXT's Interchange and Through Route Agreement with CN is dated October 23, 1997. The Agreement provides for a commercial relationship between CSXT and CN, including procedures for determining revenue factors for joint line transportation of shipments, including reciprocal switching rates at Buffalo, NY. The Agreement also provides CN limited direct interchange access to Seneca Yard in Buffalo. Finally, the Agreement provides for CSXT and CN to cooperate on certain potential construction projects and trackage rights arrangements over CN in the Chicago area to further improve operating arrangements in that area. It is not possible to predict with any reasonable degree of confidence the effect this agreement will have on the level of traffic on any particular line segment or at any particular facility.



Moreover, CSXT does not presently have any plans to undertake any of the construction projects in the Chicago area identified in the Agreement.

Canadian Pacific Railway (and its affiliates Soo Line Railroad Company, Delaware and Hudson Railway Company and St. Lawrence and Hudson Railway Company) ("CP"). CSXT's Rate Making Agreement with CP and its affiliates is dated October 20, 1997. The Agreement provides for a commercial relationship between CSX and CP, including by setting revenue factors for joint line transportation of shipments. It is not possible to predict with any reasonable degree of confidence the effect an agreement with respect to revenue factors will have on the level of traffic on any particular line segment or at any particular facility.

Central Railroad Company of Indiana/Central Railroad Company of Indianapolis (collectively "Central"). CSXT's letter agreement with Central is dated October 21, 1997. The agreement provides for continuation of the present interchange arrangements. This agreement will thus not result in any operational changes.

Chicago, SouthShore & South Bend Railroad (SouthShore). CSXT's Rate and Route Agreement with SouthShore is dated September 22, 1997. The Agreement provides for continuation of SouthShore's current arrangements with CSXT with respect to interchange points and revenue factors. This Agreement will thus not result in any operational changes.

Iowa Interstate Railroad (Iowa Interstate). CSXT entered into a trackage rights agreement with Iowa Interstate in 1985, and entered into a Supplemental Agreement with Iowa Interstate on January 19, 1998. Pursuant to the Supplemental Agreement, Iowa Interstate has the right to run one additional train in each direction on the CSX New Rock

Subdivision in Illinois between Joliet and Bureau, IL. This line includes the Joliet-Ottawa line segment and a portion of the Ottawa-Henry line segment. No change in traffic is predicted on either of these segments under the CSX Operating Plan. An increase of two trains per day will thus not exceed any threshold for environmental analysis.

Louisville & Indiana Railroad ("L&I"). CSXT entered into a letter agreement with L&I dated August 22, 1997, and subsequently entered into a Trackage Rights Agreement dated October 21, 1997. The Trackage Rights Agreement provides CSXT trackage rights over: L&I's line between Louisville, KY and Indianapolis, IN or between Louisville and Seymour, IN. It is anticipated that the exercise of these trackage rights would affect the post-Transaction traffic levels reported in the CSX Operating Plan as follows:

1. A pair of trains that the CSX Operating Plan routes between Cincinnati and Louisville over the CSX line between those cities (Cincinnati-Latonia, Latonia-Worthville, Worthville-Anchorage, and Anchorage-Louisville line segments) will instead operate over the CSX line between Cincinnati and Seymour (part of the CSX Cincinnati-Mitchell line segment) and over the L&I between Seymour and Louisville). The Cincinnati-Mitchell segment was predicted to have a decrease of 6.1 trains per day. The addition of two trains per day will thus result in a 4.1 train per day decrease. No environmental analysis of this line segment is thus required under the Board's regulations.
2. A pair of trains (or car loads equivalent to two trains) that the CSX Operating Plan routes between Nashville, TN and Lafayette, IN over the CSX line from Nashville to Terre Haute, IN (Nashville-Amqui, Amqui-Evansville, Evansville-Vincennes and Vincennes-Terre-Haute line segments), over the Conrail line from Terre Haute to Greencastle, and over the CSX line from Greencastle to Lafayette (Greencastle-Crawfordsville and Crawfordsville-Lafayette line segments) will instead be routed over the CSX line from Nashville to Louisville (the Nashville-Amqui and Amqui-Louisville line segments), over the L&I line from Louisville to Indianapolis, over the Conrail line from Indianapolis to Crawfordsville (Indianapolis-Avon, Avon-Clermont and Clermont-Crawfordsville line segments), and over the CSX line from Crawfordsville to Lafayette. This

rerouting will have the following effects on train counts and GTMs on CSX and Conrail line segments:

- a. There will be an increase in GTMs between Amqui and Louisville but there will not be an increase in the number of trains as the freight will be added to trains counted in the Operating Plan. This line segment was predicted to have a decrease of 1.4 trains per day. An increase in tonnage equivalent to two trains will thus not exceed any threshold for environmental analysis on this line segment.
  - b. There will be an increase of two trains per day on the Indianapolis-Crawfordsville line. The change in train counts on these line segments taking into account the effect of the rerouting on the predicted changes in the CSX Operating Plan will thus be: (1) a decrease of 2.3 trains per day on the Indianapolis-Avon line segment; (2) an increase of 2.1 trains per day on the Avon-Clermont segment; and (3) an increase of 2.1 trains per day on the Clermont-Crawfordsville line segment. Environmental analysis is thus not required for any of these line segments under the Board's regulations.
  - c. There will be a decrease in GTMs on the Amqui-Evansville line segment equivalent to two trains per day. There will be a decrease of two trains per day on the Evansville-Terre Haute and Terre Haute-Greencastle line segments.
3. The combined effect of the reroutings described in paragraphs 1 and 2 above on the L&I line will be as follows: Traffic on the L&I line segment from Louisville to Seymour would include four CSXT trains per day, and traffic on the line segment from Seymour to Indianapolis will include two CSXT trains per day. CSXT entered into this trackage rights agreement with L&I, in part, because we predicted that the Transaction would allow CSXT to divert freight from L&I. This agreement makes up for that expected diversion. I thus do not believe that the total level of traffic on either of these line segments will increase by as much as three trains per day as a result of the Agreement with L&I. Moreover, it should be noted that rerouting the pair of trains operating between Cincinnati and Louisville does not result in a net change in traffic in the Louisville areas; the only change is in their precise route through the Louisville area.

The August 22, 1997 letter agreement also contemplates a further trackage rights agreement between CSXT and L&I granting L&I overhead trackage rights over about 4.5 miles of Conrail trackage (to be allocated to CSXT) between L&I's Louisville-Indianapolis line and the Hawthorne Yard in Indianapolis to be used to interchange traffic

from L&I to NS. It is not anticipated that this agreement will result in any operational changes on the Conrail line segments or at Hawthorne Yard. The L&I traffic is currently interchanged with Conrail at MP 4.0 on the Conrail Louisville Secondary and transported via a Conrail local to Hawthorne Yard. The trackage rights agreement would simply allow L&I to make this move using its own power and crews.

Massachusetts Central Railroad. This agreement provides for the sale of a parcel of Conrail property to the Massachusetts Central Railroad. The sale will not result in any operational changes.

Providence & Worcester Railroad ("P&W"). The Agreement sets revenue factors for joint line transportation of shipments. It is not possible to predict with any reasonable degree of confidence the effect an agreement with respect to revenue factors will have on the level of traffic on any particular line segment or at any particular facility.

In sum, none of the agreements discussed above is expected to result in operational changes that would meet or exceed the relevant environmental thresholds set forth in the Board's environmental regulations at 49 C.F.R. § 1105.7(e). Moreover, CSX has no present plans under any of the agreements discussed above to undertake any construction projects or to abandon any current CSX or Conrail lines.



VERIFICATION

I, William M. Hart, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement.

Executed on the 6 day of March 1998.

William M. Hart  
William M. Hart

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**APPENDIX D**  
**Agency Consultation**

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## APPENDIX D AGENCY CONSULTATION

This appendix provides a list of the agencies Section of Environmental Analysis (SEA) contacted throughout the data collection and analysis process, including all agency consultation activity that SEA conducted after it prepared the Draft Environmental Impact Statement (Draft EIS). Table D-1 provides the agency name, dates of contact, state of site(s) in question, and major topics related to the technical analysis, such as safety issues, natural resources, and traffic conditions.

In addition, this Appendix also includes copies of 17 letters that agencies in eleven states delivered to SEA after the Draft EIS was completed. These letters follow Table D-1.

**TABLE D-1  
CONSULTATION WITH AGENCIES**

Agency	Dates of Contact	State of Site	Major Topic
<b>Federal</b>			
Advisory Council on Historic Preservation	1/5/98; 1/14/98; 3/27/98	All	Historic properties/Section 106 review of Acquisition-related activities for all States and District of Columbia
Amtrak (National Railroad Passenger Corporation)	8/15/97; 8/19/97; 9/3/97; 9/30/97	All	Passenger Rail – all states.
U.S. Department of the Interior – Bureau of Indian Affairs	3/16/98	PA, OH	Federally-listed Native American Indian Properties.
U.S. Environmental Protection Agency (EPA) – DC	6/3/97	All	Air Quality and NEPA issue.
EPA – Region 2	10/9/97; 9/10/97	NY, NJ	Air Quality Conformity. Natural Resources – Little Ferry and Blasdell sites.
EPA – Region 3	9/16/97	MD	Natural Resources – Hagerstown site.
EPA – Region 3	9/5/97; 9/10/97; 3/26/98	PA	Natural Resources.



**TABLE D-1  
CONSULTATION WITH AGENCIES**

Agency	Dates of Contact	State of Site	Major Topic
EPA – Region 5	9/5/97; 9/9/97; 9/10/97; 9/12/97; 9/16/97; 12/16/97	IL, IN, MI, OH	Natural Resources – Willow Creek; Tolleston; Butler; South Bend to Dillon Junction; Ecorse Junction; 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville; Hagerstown sites. Natural Resources – Collinwood; Willard; Bucyrus; Columbus; Oak Harbor; Vermilion sites. Air Quality and NEPA. Safety Issues. Noise Issues.
Federal Aviation Administration (FAA) – Airports District Office	4/9/98	IL, IN	Status of any master planning and capital improvements related to Gary/Chicago Airport in Gary, Indiana.
FAA – Airports District Office	4/9/98	OH	Status of any master planning and capital improvements related to Hopkins International Airport in Cleveland, Ohio.
Federal Railroad Administration – Office of Public Affairs	8/4/97; 8/6/97; 9/4/97; 9/8/97; 9/9/97; 9/17/97; 9/19/97	All	Safety Issues.
National Park Service (NPS)	9/9/97	OH	Natural Resources – Collinwood; Willard; Bucyrus; Columbus; Oak Harbor; Vermilion sites.
NPS – Midwest Branch	9/9/97; 9/10/97; 9/15/98; 4/13/98	IN, MI, IL, OH	Natural Resources – Willow Creek; Tolleston; Butler; South Bend to Dillon Junction; Ecorse sites. Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris to Danville sites. Historic properties. Section 106 review of Acquisition-related activities in the State.
NPS – Northeast Region	9/10/97	NJ, NY	Natural Resources – Little Ferry and Blasdell sites.
NPS – Northeast Region	9/10/97; 3/28/98	PA	Natural Resources.
Natural Resources Conservation Service (NRCS)	9/9/97; 9/10/97	IN, NJ, NY	Natural Resources – Willow Creek; Tolleston; Butler; South Bend to Dillon Junction; Little Ferry sites.
NRCS – East Regional Office	9/9/97	MD	Natural Resources.
NRCS – Harrisonburg Office	3/27/98	PA	Natural Resources.
NRCS – Illinois Office	9/9/97	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
NRCS – Indianapolis Office	9/9/97	IN	Natural Resources.
NRCS – Wisconsin Office	9/9/97		Natural Resources.

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Agency	Dates of Contact	State of Site	Major Topic
U.S. Coast Guard – First District	9/26/97	NJ	Navigation – Lehigh Valley Bridge; Newark Bay; New Jersey site.
U.S. Coast Guard – Headquarters, Washington, DC	9/26/97; 10/2/97	DC, PA, VA	Navigation – Anacostia River, DC; Appomattox River; Hopewell, VA; Schuylkill River, PA sites.
U.S. Coast Guard – Ninth District	9/29/97	IN, OH	Navigation – Grand Calumet Hammond, Indiana; Indiana Harbor East Chicago, Indiana; Maumee River Toledo, Ohio; Cuyahoga River, Cleveland, Ohio; Black River Lorain, Ohio sites.
U.S. Army Corps of Engineers (USACE)	9/4/97; 9/5/97	OH	Natural Resources – Collinwood; Crestline; Greenwich; Sidney; Willard; Bucyrus; Columbus; Oak Harbor; Vermilion sites.
USACE – Philadelphia District	9/9/97	NJ	Natural Resources – Little Ferry site.
USACE – Buffalo District	9/9/97; 1/27/98; 1/28/98	NY, OH	Natural Resources – Blasdell and Gardenville Junction sites. Historic properties/Section 106 review of Acquisition-related activities involving Willard Yard.
USACE – Chicago District	9/10/97; 9/17/97	IL	Natural Resources – Illinois sites; 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
USACE – Detroit District	9/9/97	MI	Natural Resources.
USACE – Huntington District	9/5/97		Natural Resources.
USACE – Philadelphia District	9/10/97	PA	Natural Resources.
USACE – Rock Island Office	9/9/97; 9/22/97	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
U.S. Dept. of Agriculture – National Forest Service (NFS) – Region 9	9/9/97; 9/10/97; 9/11/97; 3/27/98	IL, IN	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris to Danville; Willow Creek; Joliet; Butler; South Bend to Dillon Junction sites.
U.S. Department of Transportation (DOT) – Bureau of Transportation Statistics	4/10/98	All	Safety Issues. Hazardous Materials Information.
U.S. DOT – Research and Special Programs Administration	7/11/97	All	Safety Issues. Hazardous Materials Information.
U.S. DOT – Federal Highway Administration	1/28/98; 2/17/98	All	Traffic Issues.

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Agency	Dates of Contact	State of Site	Major Topic
U.S. Fish and Wildlife Service (USFWS) – Region 3 – Bloomington Field Office	9/15/97	IN	Natural Resources- Butler; Tolleston; Willow Creek; Dillon to South Bend sites.
USFWS – Region 5 – Cortland Field Office	9/15/97	NY	Natural Resources – Blasdel and Gardenville Junction sites.
USFWS – Region 3 – East Lansing Field Office	9/15/97	MI	Natural Resources – Ecorse Junction site.
USFWS – Region 5 – Hadley Field Office	9/9/97	MA	Natural Resources.
USFWS – Region 3 – Minneapolis Field Office	9/9/97	MN	Natural Resources.
USFWS – Region 5 – New York City Field Office	9/15/97	NY	Natural Resources.
USFWS – Region 5 – Pleasantville Field Office	9/9/97	NJ	Natural Resources – Little Ferry site.
USFWS – Region 3 – Reynoldsburg Field Office	9/9/97; 9/10/97	OH	Natural Resources – Collinwood; Crestline; Greenwich; Sidney; Willard, Bucyrus; Columbus; Oak Harbor; Vermilion sites.
USFWS – Region 3 – Rock Island Field Office	9/9/97; 9/10/97; 3/20/98	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
USFWS – Region 3 – Rock Island Field Office	10/12/97	IL	Threatened and endangered species.
<b>State/Regional</b>			
Delaware Valley Regional Planning Commission	8/25/97; 8/27/97	PA	Traffic – Greenwich and Rutherford Intermodal sites.
Georgia Department of Transportation	7/28/97; 9/9/97	GA	Traffic – Hulsey Yard and Inman Intermodal sites. Land Use.
Illinois Commerce Commission	9/10/97; 9/11/97	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
Illinois Department of Natural Resources – Coastal Zone Management	9/10/97	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris-Danville sites.
Illinois Department of Natural Resources – Office of Water Resources	9/10/97	IL	Natural Resources.
Illinois Department of Transportation	7/28/97; 8/12/97; 8/13/97; 8/28/97	IL	Traffic – 59th Street; 47th Street; and Landers Intermodal sites.



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Agency	Dates of Contact	State of Site	Major Topic
Illinois EPA Office	9/10/97	IL	Natural Resources – 75th Street; Exermont; Lincoln Avenue; Kankakee; Sidney; Tolono; Paris to Danville; Willow Creek; Tolleston; Butler; South Bend to Dillon Junction sites.
Indiana Department of Air Quality	8/29/97	IN	Air Quality issues.
Indiana Department of Environmental Management	8/29/97; 9/9/97	IN	Hazardous Waste Sites – Indiana.
Indiana Department of Natural Resources – Coastal Zone Management Program	9/9/97	IN	Land Use.
Indiana Department of Transportation, Vincennes District Office	3/20/98	MI	Status of any roadway improvements related to the planned January 1999 opening of a Toyota truck assembly plant in Princeton, IL.
Kentucky Transportation Cabinet	7/28/97; 8/14/97	KY	Traffic – Buechel Intermodal site.
Louisiana Department of Transportation and Development	7/28/97; 8/2/97; 8/28/97	LA	Traffic – New Orleans Intermodal site. Land Use.
Maryland Department of Natural Resources	9/15/97	MD	Natural Resources – Hagerstown site.
Maryland Department of the Environment	9/15/97	MD	Natural Resources – Hagerstown site. Hazardous Waste Sites – Hagerstown.
Maryland Department of Transportation	9/15/97	MD	Natural Resources – Hagerstown site.
Maryland Mass Transit Administration (MTA)	8/18/97; 8/28/97; 9/3/97; 9/9/97; 9/18/97	MD	Passenger Commuter Rail – MARC – Baltimore; Washington; Brunswick lines.
Maryland State Clearinghouse	9/15/97	MD	Natural Resources – Hagerstown site.
Maryland Transportation Authority	8/28/97	MD	Traffic – Baltimore E. Lombard Intermodal site.
Massachusetts Bay Transit Authority	8/6/97; 8/18/97; 8/28/97; 9/16/97; 9/5/97	MA	Passenger Commuter Rail – Boston area.
Metro North Commuter Railroad	8/19/97; 8/21/97	NJ, NY	Passenger Commuter Rail – New York City area.
Michigan Area Council of Governments	8/27/97; 8/29/97; 9/23/97; 9/24/97	IN	Land Use – South Bend to Dillon Junction site.
Michigan Department of Natural Resources	9/10/97	MI	Natural Resources – Ecorse Junction site.
Michigan Department of Environmental Quality	8/11/97; 9/2/97	MI	Hazardous Waste Sites – Ecorse Junction.



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Agency	Dates of Contact	State of Site	Major Topic
Michigan Department of Transportation	7/28/97	MI	Traffic – Melvindale Intermodal site. Status of any improvements related to the planning study of a proposed joint-use intermodal facility at Livernois, MI.
Michigan Department of Transportation – Bureau of Urban and Public Transportation	4/17/98	MI	Status of any master planning and capital improvements related to the Dixie Highway underpass construction and consolidation of eastside rail lines in Monroe County, MI.
Mid-Ohio Regional Planning Commission – Transportation Department	8/22/97; 8/27/97; 9/5/97	OH	Traffic – Bellevue Intermodal site. Land Use – Columbus site. Historic properties/Section 106 review – Cleveland and Columbus areas.
Missouri Department of Transportation	7/29/97; 8/27/97	MO	Traffic – Voltz and Luther Intermodal sites.
Natural Resource Conservation Service Data – Ohio	3/16/98	OH	Prime farmland.
Natural Resource Conservation Service Data – Pennsylvania	3/16/98	PA	Prime farmland.
New Jersey Bureau of Site Management	8/29/97	NJ	Hazardous Waste Sites – New Jersey.
New Jersey Department of Environmental Protection	9/9/97	NJ	Natural Resources – Little Ferry site.
New Jersey Department of Coastal Zone Management	9/11/97; 9/15/97; 9/16/97; 9/22/97; 9/23/97	NJ	Land Use – Little Ferry site.
New Jersey Department of Transportation	7/29/97	NJ	Traffic data – Little Ferry; South Kearny; and Elizabeth Intermodal sites.
New Jersey Transit Authority	8/13/97; 8/20/97; 9/4/97; 9/10/97	NJ, NY	Passenger Commuter Rail – New York City area; Traffic – Intermodal site.
New York Fish and Wildlife	9/10/97	NY	Natural Resources – Blasdel and Gardenville Junction sites.
New York State Department of Environmental Conservation	9/10/97	NY	Natural Resources – Blasdel and Gardenville Junction sites.
New York State Department of Environmental Conservation	8/11/97; 8/14/97; 8/25/97; 8/26/97; 9/10/97	NY	Hazardous Waste Sites – Blasdel and Gardenville Junction.
Northeastern Ohio Areawide Coordinating Agency	8/27/97	OH	Land Use.
Ohio Bureau of Underground Storage Tank Information	9/19/97	OH	Hazardous Waste Sites – All Ohio sites.

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Agency	Dates of Contact	State of Site	Major Topic
Ohio Department of Natural Resources	9/5/97; 3/17/98; 3/20/98; 3/31/98	OH	Natural Resources – Collinwood; Crestline; Greenwich; Sidney; Willard; Bucyrus; Columbus; Oak Harbor; Vermilion sites. Coastal Zone Management Area.
Ohio Department of Natural Resources Office Real Estate and Land Management; Coastal Zone Management	9/2/97; 9/5/97; 9/8/97	OH	Land Use – Construction at Collinwood Yard; and Vermilion.
Ohio Department of Transportation	8/13/97; 8/27/97; 9/4/97; 9/18/97; 2/25/98	OH	Traffic – Bellevue; Discovery Park; Toledo Intermodal sites.
Ohio Environmental Protection Agency – Solid and Hazardous Waste Division	9/19/97; 3/9/98	OH	Hazardous Waste Sites – All Ohio sites. Air Quality issues.
Ohio State Preservation Society	3/20/98	OH	State-listed Native American Indian properties.
Ohio Turnpike Commission – Division of Engineering	9/12/97	OH	Land Use.
Pennsylvania Department of Environmental Protection	3/18/98; 3/31/98	PA	Coastal Zone Management Area.
Pennsylvania Department of Environmental Protection – Erie Field Office	3/28/98	PA	Natural Resources.
Pennsylvania Department of Transportation	8/22/97; 9/4/97	PA	Traffic – Pitcairn; Greenwich; Allentown; Rutherford; Morrisville Intermodal sites.
Pennsylvania State Preservation Society	3/20/98	PA	State-listed Native American Indian properties.
South East Michigan Council of Governments	8/15/97; 8/28/97	MI	Traffic – Melvindale Intermodal site.
Southeastern Pennsylvania Transit Authority	8/18/97; 8/20/97; 9/2/97; 9/11/97	PA, DE, NJ	Passenger Rail – Philadelphia area.
Southwestern Pennsylvania Regional Planning Commission	8/25/97; 8/26/97; 3/6/98	PA	Traffic – Pitcairn Intermodal site.
State Historic Preservation Officer (SHPO) – Alabama	7/23/97; 8/20/97	AL	Cultural Resources – Alabama sites.
SHPO – Connecticut	1/6/98	CT	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Delaware Department of State, Division of Historical and Cultural Affairs	9/29/97; 1/30/98; 2/2/98; 3/23/98, 4/15/98	DE	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Delaware Department of Justice	2/4/98; 4/15/98	DE	Cultural Resources – Delaware sites.

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Agency	Dates of Contact	State of Site	Major Topic
SHPO – Department of Consumer and Regulatory Affairs	9/29/97	DC	Cultural Resources – Washington, D.C. sites.
SHPO – Florida Division of Historical Resources	8/7/97; 8/8/97; 12/17/97	FL	Cultural Resources – Florida sites.
SHPO – Georgia Historic Preservation Division	8/7/97; 8/8/97; 9/9/97	GA	Cultural Resources – Georgia sites.
SHPO – Illinois Historic Preservation Agency	7/16/97; 8/5/97; 8/5/97; 1/13/98; 1/15/98; 2/9/98; 2/26/98; 3/25/98; 4/6/98; 4/8/98; 4/14/98; 4/27/98	IL	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Indiana Division of Historic Preservation and Archaeology	7/18/97; 7/24/97; 9/19/97; 1/2/98; 2/6/98; 2/10/98	IN	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Kentucky Heritage Council	7/23/97; 8/4/97	KY	Cultural Resources – Kentucky sites.
SHPO – Louisiana Office of Cultural Development	7/14/97; 8/8/97; 8/29/97	LA	Cultural Resources – Louisiana sites.
SHPO – Maryland Division of Historical and Cultural Programs	2/2/98	MD	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Massachusetts Historical Commission	9/29/97; 1/13/98	MA	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Missouri Division of State Parks, Historic Preservation Program	2/11/98	MO	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Mississippi Department of Archives and History	8/15/97; 9/4/97	MS	Cultural Resources – Mississippi sites.
SHPO – New Jersey Department of Environmental Protection	9/9/97; 12/9/97; 1/29/98	NJ	Cultural Resources – New Jersey sites.
SHPO – New Jersey Division of Parks and Forestry, Historic Preservation Office	1/13/98; 1/23/98; 1/29/98; 2/9/98	NJ	Cultural Resources – New Jersey sites.
SHPO – New York Office of Parks, Recreation, and Historic Preservation	1/22/98; 1/27/98; 1/29/98; 2/9/98	NY	Natural Resources and Historic properties issues related to Letchworth State Park and Portageville Bridge.
SHPO – North Carolina Department of Cultural Resources, Division of Archives and History	7/3/97; 7/15/97; 9/29/97	NC	Cultural Resources – North Carolina sites.



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<b>Agency</b>	<b>Dates of Contact</b>	<b>State of Site</b>	<b>Major Topic</b>
SHPO – Ohio Historical Society	6/10/97; 7/18/97; 7/23/97; 8/5/97; 12/17/97; 12/19/97; 12/24/97; 12/17/97; 12/19/98; 12/24/98; 1/12/98; 1/16/98; 1/22/98; 2/3/98; 2/4/98; 3/6/98; 3/16/98; 4/1/98	OH	Cultural Resources – Ohio sites. Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Pennsylvania	3/19/98	PA	Cultural Resources – Pennsylvania sites.
SHPO – Pennsylvania Historical and Museum Commission	12/15/98; 3/19/98; 4/2/98; 4/8/98; 4/10/98; 4/13/98	PA	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Rhode Island Historical Preservation Commission	9/29/97	RI	Cultural Resources – Rhode Island sites.
SHPO – South Carolina Department of Archives and History	1/13/98	SC	Historic properties/Section 106 review of Acquisition-related activities in the State.
SHPO – Tennessee Historical Commission	7/10/97; 8/8/97; 8/22/97	TN	Cultural Resources – Tennessee sites.
SHPO – West Virginia Division of Culture and History	8/8/97	WV	Cultural Resources – West Virginia sites.
Tennessee Department of Transportation – Planning Division	7/28/97; 9/4/97	TN	Land Use.
Tri-County Regional Planning Commission	8/25/97	PA	Traffic – Rutherford Intermodal site.
Virginia Department of Historic Resources	1/21/98; 3/15/98	VA	Historic properties/Section 106 review of Acquisition-related activities in the State.
Virginia Railway Express	8/18/97; 9/4/97	VA	Virginia Railway Express (VRE).
<b>Local</b>			
Alexandria, Mayor's Office	9/22/97	IN	Land Use – Alexandria site.
Alexandria Fire Department	8/11/97	IN	Hazardous Waste Sites.
Alexandria Plan Commission	9/2/97; 9/5/97; 9/8/97; 9/9/97; 9/11/97; 9/15/97; 9/16/97; 9/22/97; 9/29/97; 9/30/97; 10/1/97	IN	Land Use – Alexandria site.



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Agency	Dates of Contact	State of Site	Majc. Topic
American Medical Response	4/1/98	MI	Emergency Response – Monroe County.
Amherst Hospital	3/30/98	OH	Emergency Response – Lorain – Oberlin Area.
Ashtabula Fire Department	3/19/98	OH	Emergency Response – Ashtabula.
Ashtabula Police Department	3/18/98	OH	Emergency Response – Ashtabula.
Avon Lake Police Department	3/16/98	OH	Emergency Response – Avon Lake.
Avon Lake Fire Department	3/17/98	OH	Emergency Response – Avon Lake.
Baltimore Department of Public Works	8/15/97	MD	Traffic – Baltimore Intermodal sites.
Bellevue Safety Services	3/26/98	OH	Emergency Response – Bellevue.
Berea Fire Department	3/18/98	OH	Emergency Response – Berea.
Berea Police Department	3/18/98	OH	Emergency Response – Berea.
Bergen County Zoning Board	8/27/97; 9/2/97; 9/15/97; 9/16/97; 9/22/97; 9/23/97	NJ	Land Use – Little Ferry site.
Berlin Township Fire Department	2/30/98	OH	Emergency Response – Berlin Township.
Blasdell Fire Department	9/2/97	NY	Hazardous Waste Sites – Blasdell and Gardenville Junction.
Bucyrus Fire Department	9/9/97	OH	Hazardous Waste Sites – Bucyrus.
Buffalo Department of Environment and Planning	9/8/97	NY	Land Use.
Bureau of Indian Affairs – Minnesota Field Office	10/2/97	MI	Native American Issues.
Butler Planning Commission	9/2/97; 9/3/97	IN	Land Use – Butler site.
Butler Fire Department	8/12/97; 9/15/97	IN	Hazardous Waste Sites – Butler.
Calumet City Fire Department	3/20/98	IL	Emergency Response – Calumet City.
Cash Foundation Hospital	3/19/98	IL	Emergency Response in Champaign.
Champaign County Plan Commission	8/27/97; 8/29/97; 9/2/97; 9/24/97; 10/1/97	IL	Land Use – Tolono; Sidney sites.
Chicago Fire Department	10/6/97	IL	Hazardous Waste Sites – 75 <sup>th</sup> Street.
Chicago Planning Department	8/27/97; 8/29/97; 9/11/97; 9/22/97	IL	Land Use – 75 <sup>th</sup> Street site.
Chicago Department of Transportation	8/28/97; 10/1/97	IL	Traffic – 59 <sup>th</sup> Street; 47 <sup>th</sup> Street; and Landers Intermodal sites.
Chrisman Mayor's Office	9/16/97; 9/22/97; 9/23/97; 9/24/97; 9/25/97	IL	Land Use – Paris to Danville abandonment.

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Agency	Dates of Contact	State of Site	Major Topic
Cleveland Planning Commission	9/11/97; 9/12/97; 9/15/97; 9/16/97; 9/22/97; 9/23/97; 9/24/97; 9/25/97; 9/26/97	OH	Land Use – Construction at Collinwood Yard in Cleveland.
Cleveland Fire Department	9/16/97	OH	Hazardous Waste Sites – Collinwood Yard.
Cleveland Natural History Museum	3/20/98; 3/26/98; 3/31/98	OH	Determination of Native American Indian lands in Cleveland area.
Clyde Police Department	3/16/98	OH	Emergency Response – Clyde area.
Columbus Fire Department	9/15/97	OH	Hazardous Waste Sites – Columbus.
Columbus Planning Commission	9/5/97	OH	Land Use.
Community Care Ambulance Network	3/18/98	OH	Emergency Response – Ashtabula.
Crawford County Development Board	8/27/97	OH	Land Use – Bucyrus/Crestline site.
Crestline Fire Department	9/5/97	OH	Hazardous Waste Sites – Crestline.
Cuyahoga County Planning Department	9/2/97; 9/8/97; 9/9/97; 9/11/97; 9/15/97; 9/16/97	OH	Land Use – Construction at Collinwood Yard in Cleveland.
Danville Fire Department	3/17/98	IL	Emergency Response – Danville.
Danville Police Department	3/18/98	IL	Emergency Response – Danville.
Dearborn Emergency Response	9/2/97	MI	Hazardous Waste Sites – Ecorse Junction.
Defiance Fire Department	3/16/98	OH	Emergency Response – Defiance.
Defiance Police Department	3/16/98	OH	Emergency Response – Defiance.
DeKalb County (IN) Planning Commission	8/27/97	IN	Land Use – Construction in Butler.
Delaware Valley Regional Planning Commission – Traffic Count Office	8/25/97; 8/27/97; 9/12/97; 9/15/97	PA	Traffic Issues.
Detroit Emergency Management	8/27; 9/2/97	MI	Hazardous Waste Sites – Ecorse Junction.
Detroit Fire Department	8/27/97	MI	Hazardous Waste Sites – Ecorse Junction.
Detroit Planning and Development	9/11/97; 9/12/97; 9/15/97; 9/16/97; 9/22/97; 9/23/97; 9/24/97; 9/25/97; 9/26/97; 9/27/97; 9/30/97	MI	Land Use – Construction at Ecorse Junction in Detroit.
East Chicago EMS	3/20/98	IL	Emergency Response – East Chicago.
East Chicago Fire Department	3/20/98	IL	Emergency Response – East Chicago.
East Chicago Police Department	3/20/98	IL	Emergency Response – East Chicago.

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Agency	Dates of Contact	State of Site	Major Topic
Edgar County Board	8/27/97; 9/2/97; 9/15/97; 9/23/97; 9/29/97; 9/30/97	IL	Land Use – Paris to Danville site.
Enrico Fermi Nuclear Plant	3/19/98	MI	Emergency Response – Area around plant (Newport, MI).
Erie County Department of Environmental Planning	9/8/97	NY	Land Use – Blasdell; Gardenville Junction sites.
Erie County Department of Planning	8/28/97; 9/2/97	NY	Land Use – Blasdell; Gardenville Junction sites.
Erie County Planning Commission	9/2/97; 9/5/97	OH	Land Use – Vermilion site.
Erie County Sheriff Department	3/19/98	OH	Emergency Response – Erie County, including Berlin Township, Huron Township.
Erie Fire Department	3/31/98	OH	Hazardous Waste Sites.
Fostoria Mayor's Office	3/16/98	OH	Emergency Response – Fostoria.
Gary Fire Department of Planning – Zoning Division	8/27/97	IN	Land Use.
Gary Fire Prevention Department	3/26/98	IN	Emergency Response – Gary.
Gary Fire Department	8/11/97	IN	Hazardous Waste Sites – Tolleston.
Georgetown Mayor's Office	9/11/97	IL	Land Use – Paris to Danville abandonment.
Greenwich (OH) Police Department	3/30/98	OH	Emergency Response – Greenwich.
Groton Township Fire Department	3/30/98	OH	Emergency Response – Groton Township, Oxford Township.
Hagerstown Department of Planning and Zoning	9/2/97; 9/8/97; 9/9/97; 9/24/97	MD	Land Use – Hagerstown site.
Hagerstown Department of the Environment	9/15/97	MD	Natural Resources.
Hagerstown Department of Planning and Zoning	9/2/97; 9/8/97; 9/9/97; 9/15/97; 9/24/97; 9/29/97	MD	Land Use.
Hagerstown Fire Department	8/11/97	MD	Hazardous Waste Sites – Hagerstown.
Hammond Fire Department	3/20/98	IN	Emergency Response – Hammond.
Hanover County EMS	3/17/98	VA	Emergency Response, Hanover County.
Hanover County Fire Department	3/17/98	VA	Emergency Response, Hanover County.
Herron Valley Ambulance	4/1/98	MI	Emergency Response – Plymouth Township.
Hudson County Department of Finance and Administration	9/4/97	NJ	Traffic – South Kearny Intermodal sites.



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Agency	Dates of Contact	State of Site	Major Topic
Huron County Commissioners Office	8/26/97; 9/17/97; 9/19/97	OH	Land Use – Greenwich Junction site.
Huron County Engineers Office	9/18/97	OH	Traffic – Bellevue Intermodal site.
Huron Fire Department	3/18/98	OH	Emergency Response – Huron.
Jefferson County Public Works	9/5/97	KY	Traffic – Louisville Intermodal site.
Kankakee County Planning Commission	8/27/97; 9/22/97	IL	Land Use – Kankakee site.
Kankakee Planning Department	9/3/97; 9/15/97	IL	Land Use – Kankakee site.
Kansas City Department of Public Works	7/29/97; 8/27/97; 9/10/97	MO	Traffic – Voltz and Luther Intermodal sites.
LaGrange Fire Department	3/16/98	OH	Emergency Response – Village and Township of LaGrange.
LaGrange Police Department	3/16/98	OH	Emergency Response, Village of LaGrange.
Lake County Department of Planning	8/27/97	IN	Land Use – Tolleston site.
LaPorte County Planning Commission	8/27/97; 9/23/97; 9/24/97	IN	Land Use – South Bend to Dillon Junction site.
Life Care, Inc.	3/18/98	OH	Emergency Response, Lorain.
Lorain Police Department	3/19/98	OH	Emergency Response – Lorain.
Lorain Fire Department	3/18/98	OH	Emergency Response – Lorain.
Lucas County Planning Commission	8/28/97; 9/3/97; 9/9/97; 9/15/97; 9/16/97; 9/18/97; 9/22/97	OH	Land Use – Toledo to Maumee and Pivot Bridge sites.
Madison County (IN) Planning Commission	8/27/97; 8/28/97	IN	Land Use – Construction in Alexandria; not within his jurisdiction.
Milan Volunteer Fire Department	3/26/98	OH	Emergency Response – Milan.
Monroe Fire Department	3/19/98	MI	Emergency Response – Monroe.
Monroe County Sheriff Department	3/19/98	MI	Emergency Response – Monroe County.
Monroe Township Fire Department	4/1/98	MI	Emergency Response – Monroe.
New London Fire Department	3/26/98	OH	Emergency Response – New London.
New London Emergency Ambulance Manager	3/17/98	OH	Emergency Response – New London area.
New London Police Department	3/17/98	OH	Emergency Response – New London area.
North Central EMS, Vermilion and Greenwich.	3/30/98	OH	Emergency Response – Vermilion and Greenwich.
North Central EMS/Berlin Heights	3/16/98	OH	Emergency Response – Village and Township of Berlin.



**TABLE D-1**  
**CONSULTATION WITH AGENCIES**

Agency	Dates of Contact	State of Site	Major Topic
Norwalk Fire Department	3/17/98	OH	Emergency Response – Norwalk.
Olmsted Falls Fire Department	3/17/98	OH	Emergency Response – Olmsted Falls.
Olmsted Falls Police Department	3/17/98	OH	Emergency Response – Olmsted Falls.
Ottawa County Planning Commission	8/29/97	OH	Land Use – Oak Harbor site.
Paris Planning Commission	9/11/97; 9/15/97; 9/17/97	IL	Land Use – Paris to Danville abandonment.
Plymouth Community Fire District	4/1/98	MI	Emergency Response – Plymouth Township.
Plymouth Fire Department	3/20/98	MI	Emergency Response – Plymouth.
Plymouth Police Department	3/20/98	MI	Emergency Response – Plymouth.
Portage Planning Commission	9/3/97; 9/5/97; 9/8/97; 9/9/97	IN	Land Use – Construction within Portage at Willow Creek site.
Portage Fire Department	8/11/97	IN	Hazardous Waste Sites – Willow Creek.
Porter County Planning Commission	8/26/97	IN	Land Use – Construction within Portage at Willow Creek site.
Providence Hospital	3/16/98; 3/30/98	OH	Emergency Response, Sandusky.
River Rouge Community Development	9/11/97; 9/12/97; 9/15/97; 9/24/97	MI	Land Use – Construction at Ecorse Junction in River Rouge.
Sandusky Fire Department	3/16/98; 3/26/98; 3/30/98	OH	Emergency Response – Sandusky.
Sandusky Engineering Department	3/2/98	OH	Land Use.
Sandusky Police Department	3/16/98; 3/30/98	OH	Emergency Response – Sandusky.
Seneca County	9/29/97; 9/30/97	OH	Land Use.
Shelby County	8/26/97	OH	Land Use – Sidney site.
South Bend Fire Department	9/8/97	IN	Hazardous Waste Sites – South Bend.
St. Clair County – Zoning Office	9/22/97	IL	Land Use.
St. Joseph County – Area Planning	8/27/97; 9/2/97	IN	Land Use – South Bend to Dillon Junction site.
St. Louis Board of Public Service	9/10/97; 9/15/97	MO	Traffic – Luther Intermodal site.
Taylor Fire Department	3/19/98; 4/1/98	MI	Emergency Response – Taylor.
Taylor Police Department	3/20/98	MI	Emergency Response – Taylor.
Toledo Fire Department	9/17/97; 9/19/97	OH	Hazardous Waste Sites – Toledo to Maumee; Pivot Bridge.
Toledo Metropolitan Area Council of Governments	8/22/97	OH	Traffic – Toledo Airline Intermodal site.
Tolono Fire Department	3/19/98	OH	Emergency Response – Tolono.
Tolono Police Department	3/19/98	OH	Emergency Response – Tolono.

**TABLE D-1  
CONSULTATION WITH AGENCIES**

Agency	Dates of Contact	State of Site	Major Topic
Trenton Bureau of Coastal Regulations	9/23/97	NJ	Land Use.
Tri-Community Joint Fire District	3/30/98	OH	Emergency Response – Greenwich.
Tri-County Regional Planning Commission	8/25/97	PA	Land Use.
Union County Division of Engineering	9/10/97	NJ	Traffic – Elizabeth Intermodal site.
Vermilion County Board	8/27/97; 8/29/97; 9/9/97	IL	Land Use.
Vermilion County Planning Commission	9/2/97; 9/5/97	IL	Land Use.
Vermilion Fire Department	9/15/97	OH	Hazardous Waste Sites – Vermilion.
Vermilion Fire Department	3/26/98	OH	Emergency Response – Vermilion.
Vermilion Police Department	3/16/98; 3/30/98	OH	Emergency Response – Vermilion.
Village of Blasdel Mayor	9/24/97; 9/30/97; 10/1/97	NY	Land Use – Blasdel site.
Village of Caseyville	8/26/97; 8/27/97; 9/24/97; 9/25/97; 9/26/97; 9/29/97; 10/1/97	IL	Land Use – Exermont site.
Village of Caseyville Fire Department	9/25/97	IL	Hazardous Waste Sites – Exermont.
Village of Dolton Clerk's Office	9/22/97; 9/23/97; 9/24/97; 9/30/97; 10/1/97	IL	Land Use – Lincoln Avenue site.
Village of Grafton Fire Department	3/26/98	OH	Emergency Response – Grafton.
Village of Grafton Police Department	3/17/98; 3/26/98	OH	Emergency Response – Grafton.
Village of Greenwich – Mayor	9/29/97; 9/30/97; 10/1/97; 10/6/97	OH	Land Use – Greenwich site.
Village of Oak Harbor	3/17/98		Emergency Response – Oak Harbor.
Village of Ridgefield Park City Attorney	8/21/97	NJ	Hazardous Waste Sites – NYS&W Fuel Depot.
Village of Ridgefield Park Construction Commission	8/25/97	NJ	Hazardous Waste Sites.
Village of Ridgefield Park Fire Department	8/13/97; 8/25/97	NJ	Hazardous Waste Sites – Little Ferry.

**TABLE D-1  
CONSULTATION WITH AGENCIES**

Agency	Dates of Contact	State of Site	Major Topic
Village of Sidney	9/2/97; 9/9/97; 9/15/97; 9/16/97; 9/22/97; 9/29/97; 9/30/97; 10/1/97	IL	Land Use – Sidney site.
Village of Sidney Fire Department	9/5/97	IL	Hazardous Waste Sites – Sidney.
Village of Tilton Fire Department	3/18/98	IL	Emergency Response – Tilton.
Village of Tilton Mayor	3/18/98	IL	Emergency Response – Tilton.
Village of Tolono	9/9/97	IL	Land Use – Tolono site.
Village of Wellington Fire Department	3/16/98	OH	Emergency Response – Wellington.
Village of Westville Mayor	9/16/97; 9/22/97; 9/23/97; 9/24/97	IL	Land Use.
Washington County Planning Commission	8/27/97	MD	Land Use – Hagerstown site.
Wayne County Road Department	9/9/97	MI	Traffic – Melvindale Intermodal site.
Wayne County Planning Department	8/29/97; 9/2/97; 9/4/97; 9/8/97	MI	Land Use – Ecorse Junction site.
West Seneca Building Inspector	9/2/97; 9/10/97	NY	Hazardous Waste Sites – Gardenville Junction.
West Seneca Supervisor's Office	9/19/97	NY	Land Use.
West Seneca Police Station	9/3/97; 9/10/97	NY	Hazardous Waste Sites – Gardenville Junction.
West Seneca Fire Department	8/12/97; 9/19/97	NY	Hazardous Waste Sites – Gardenville Junction.
Willard Fire Department	9/15/97; 3/16/98	OH	Hazardous Waste Sites – Willard Yard.
Willard Police Department	3/16/98	OH	Emergency Response – Willard.
Woodlawn Fire Department	8/27/97	NY	Hazardous Waste Sites – Blasdell.
Woodville Fire Department	9/17/97	OH	Hazardous Waste Sites – Oak Harbor.
Woodville Fire Department	3/30/98	OH	Emergency Response – Woodville.



**Agency Letters**



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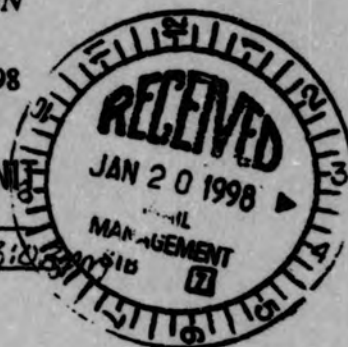


STATE OF CONNECTICUT  
CONNECTICUT HISTORICAL COMMISSION

January 6, 1998

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

CENTRAL ADMINISTRATIVE UNIT  
REC'D: 1/23/98  
DOCUMENT # 1/24/98 12:13:00



Subject: Finance Docket No. 33388  
CSX and Norfolk Southern  
Control and Acquisition - Conrail

ENVIRONMENTAL  
DOCUMENT

Dear Ms. Kaiser:

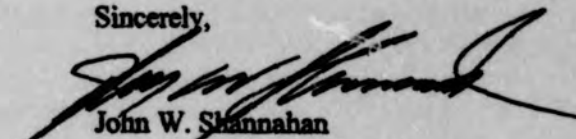
The State Historic Preservation Office has reviewed the Environmental Impact Statement prepared concerning the above-named project. This office expects that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places. This comment upon our understanding that no changes to rail line segments, rail yards, or intermodal facilities and no new construction projects are proposed within Connecticut.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

We recommend that the responsible agency provide concerned citizens with the opportunity to review and comment upon the proposed undertaking in accordance with the National Historic Preservation Act of 1966 and the Connecticut Environmental Policy Act.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

  
John W. Shannahan  
Director and State Historic  
Preservation Officer



STATE OF DELAWARE  
DEPARTMENT OF STATE  
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS  
HISTORIC PRESERVATION OFFICE  
15 THE GREEN  
DOVER • DE • 19901-3611

TELEPHONE: (302) 739-5685



February 2, 1998

Office of the Secretary  
Case Control Unit  
Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, NW  
Washington DC 20423-0001

ENVIRONMENTAL  
DOCUMENT

ATTN: Elaine K. Kaiser, Chief  
Environmental Project Director  
Environmental Filing

RE: CSX and Norfolk Southern control and acquisition of Conrail; Draft Environmental Impact Statement (DEIS)

Dear Ms. Kaiser:

Attached is the original letter containing the DE SHPO's comments on the DEIS, fax cover sheet, and fax confirmation, regarding the above-referenced. Ten copies of these documents, as well as this letter, are also enclosed.

I would like to add two editorial comments concerning the DEIS. First, it would be helpful if the FEIS contained more detailed maps of the rail segments under consideration. In Delaware, several of the line segments are very close together, making it difficult to identify segment starting/ending points on the small scale maps provided in the DEIS. Second, the DE SHPO's previous correspondence with STB (letter dated October 16, 1998), was not included with other SHPO correspondence in Appendix M of the DEIS.

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to contact me.

Sincerely,

Gwen Davis  
Archaeologist

Enclosures  
cc: Martha Catlin, ACHP



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901  
(302) 739-5685  
FAX (302) 739-5660

## FAX TRANSMITTAL SHEET

<b>To:</b> Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, NW Washington DC 20423-0001  ATTN: Elaine K. Kaiser, Chief Environmental Project Director Environmental Filing	<b>From:</b> Joan N. Larrivee Deputy SHPO
--	---

<b>Company:</b> STB/SEA	<b>Date:</b> Feb. 2, 1998
<b>Fax Number:</b> (202) 565-9000	<b>Total Number of Pages including Cover:</b> 5

**Re:**  
CSX and Norfolk Southern control and acquisition of Conrail; Draft Environmental Impact Statement (DEIS)

**Notes/Comments**  
DE SHPO comments regarding the DEIS. Original with 10 copies will follow ASAP. Any questions, please contact Gwen Davis at number cited above.

(Note: faxed from DIREC/Parks+Rec. <sup>D2R</sup> office)



## MESSAGE CONFIRMATION

02/02/98 19:44

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19:40

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**DELAWARE STATE HISTORIC PRESERVATION OFFICE**  
**15 THE GREEN, DOVER, DE 19901**  
**(302) 739-5685**  
**FAX (302) 739-5660**

## FAX TRANSMITTAL SHEET

**To:**

Office of the Secretary  
Case Control Unit  
Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, NW  
Washington DC 20423-0001

ATTN: Elaine K. Kaiser, Chief  
Environmental Project Director  
Environmental Filing

**From:**

Joan N. Larrivee  
Deputy SHPO

Company:  
STB/SEA

D-22

Date:

Feb. 2, 1998



STATE OF DELAWARE  
DEPARTMENT OF STATE  
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS  
HISTORIC PRESERVATION OFFICE  
15 THE GREEN  
DOVER • DE • 19901-3611

TELEPHONE: (302) 739-5685



January 30, 1998

Office of the Secretary  
Case Control Unit  
Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, NW  
Washington DC 20423-0001

ATTN: Elaine K. Kaiser, Chief  
Environmental Project Director  
Environmental Filing

RE: CSX and Norfolk Southern control and acquisition of Conrail; Draft Environmental Impact Statement (DEIS)

Dear Ms. Kaiser.

Thank you for providing us with the DEIS documents. Our comments concern sections relating to compliance with Section 106 of the National Historic Preservation Act, generally, and issues affecting the State of Delaware, specifically. Where relevant, specific sections of the DEIS are cited.

APPROACH TO CULTURAL RESOURCES

In general, the DE SHPO finds the Surface Transportation Board, Section of Environmental Analysis (SEA)'s approach to identifying historic properties, and determining potential impacts thereon, to be inconsistent with Section 106 of the National Historic Preservation Act, and its implementing regulations (36 CFR Part 800).

In a number of locations within the DEIS, SEA indicates that it considers only construction and abandonment activities to be relevant to effects on historic properties. Appendix G (Volume 5A), specifically states that traffic changes for rail segments, rail yards, and intermodal facilities have "little effect" on historic and cultural resources. However, SEA provides no justification for this statement. It could well be argued that an increase of eight (8) trains per day on a line that runs through a historic district would have an effect, as defined in 36 CFR Part 800.9(a), and

Adverse Effects, as defined by 36 CFR Part 800.9(b)(2) and (3), specifically. We recognize that SEA had to develop and apply several criteria to address various environmental effects, such as noise and air quality. Nevertheless, SEA should recognize that even if these thresholds, either for environmental analysis or for significance, are not met by a certain rail segment, it does not necessarily mean that the Criteria of Adverse Effect established under 36 CFR Part 800.9(b) do not apply.

SEA also indicates that the Board is limited to imposing mitigating conditions on the Applicants only in circumstances involving abandonment and new constructions. This is cited as an additional reason for not looking at historic properties in terms of effects from the other three identified activity areas. However, this limitation does not impede the SEA from making recommendations for mitigation on a host of other environmental areas affected by activities that do not relate to abandonment or construction, as evidenced in Volume 4.

Volume 1, Chapter 3, Section 3.13.3 discusses potential mitigation strategies for effects on historic properties. SEA indicated that "typically", the Board will require HABS/HAER documentation for effects on structures. Although this is recognized as a standard mitigation measure, the SEA also should recognize that 36 CFR Part 800 requires that avoidance and minimization alternatives to Adverse Effects also be considered.

The SEA's discussion of "typical" Board requirements for mitigation of archaeological properties also seems to lack consideration of avoidance of resources, and is inconsistent with the Advisory Council's regulations. The DEIS states that the railroad will be required to "cease construction or abandonment salvage activities if significant archaeological resources are identified during salvage of a rail line approved for abandonment or new construction of a rail line. Activities could resume after the railroad contacts the appropriate SHPO regarding identification and evaluation of any artifacts that have been discovered." This is a reversal of the steps required by 36 CFR Part 800.4, and sets all such projects up as 800.11 situations (addresses unanticipated discoveries). Additionally, it appears to entrust the reporting of "significant archaeological resources" to rail construction workers, who may not have the expertise to identify such properties.

#### DELAWARE

Volume, 3A Chapter 5-DE describes the potential impacts to Delaware. Only four of the nine rail segments met the Board's threshold for environmental analysis. SEA did not find that transportation, energy, hazardous materials/waste sites, natural resources or land use/socioeconomics were relevant technical areas for analysis in Delaware. (This seems to contradict

chart provided in Executive Summary, which indicates that several lines met the threshold for HAZMAT issues). Of the remaining technical areas, SEA found that only Cultural Resources required further study (i.e., compliance w/Section 106 re Shell Pot Bridge). Nevertheless, SEA will also recommend coordination among CSX and concerned groups in the City of Newark regarding existing and future safety concerns, particularly at-grade crossings, despite the fact that the increase in rail traffic was not considered significant by the Board's standards. Volume 4 provides SEA's Preliminary Recommended Environmental Mitigation for these two issues, in comments Numbers 13 and 25, respectively. The DE SHPO concurs that these recommendations are appropriate.

However, in general, the DE SHPO views the Section 106 process to be incomplete for the entire undertaking, not just the Shell Pot Bridge. Specifically, 36 CFR Part 800.4 and 800.5 (identification, evaluation and determination of effects on historic properties), have not been appropriately addressed. Appendix G contains an overview of the SEA's research concerning identification and evaluation of historic properties. SEA identifies steps such as background research, development of historic contexts, application of the National Register of Historic Places criteria, and application of 36 CFR Part 800.9 (criteria of effect). In another section--Volume 3A, Chapter 5-DE--SEA indicates that, apparently through this process, they determined the Shell Pot Bridge to be eligible for the National Register. Note, however, that the DE SHPO has not received any formal Determination of Eligibility for this property. To the best of our knowledge, the only information SEA collected concerning this property is that which we ourselves provided to your consultant, McGinley Hart. Recently, the Delaware Department of Transportation has provided a draft historic context for railroad bridges. This may prove helpful in the formal evaluation of this, and other affected properties in Delaware.

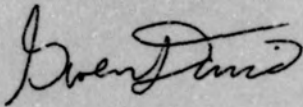
The DE SHPO also provided information concerning other resources or potential resources on/near the Shell Pot Connector, as well as on the main CSX and Amtrak (NEC) lines; information on the latter was sent to the Applicants' consultant, Dames and Moore. We have no indication that the presence of these properties has been taken to account. Neither of the consultants visited our office to acquire complete information on known and potential historic properties in the Area of Potential Effect for the project. In particular, the Northeast Corridor, historically known as the Wilmington Rail Viaduct, is itself an identified historic property, that includes rail lines, bridges, and other related structures. Significant traffic increases are expected on rail segments on the Northeast Corridor. The STB and/or the Applicants will need to formally address effects on this historic property.




Letter to E. Kaiser  
January 30, 1998  
Page 4

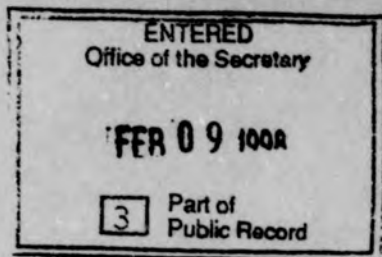
Thank you for your consideration of these comments. If there is any way in which we can assist the STB with fulfilling its Section 106 responsibilities in Delaware, please do not hesitate to contact me, or Gwen Davis, at (302) 739-5685.

Sincerely,



 Joan N. Larrivee  
Deputy State Historic Preservation Officer

cc: Martha Catlin, ACHP



STATE OF DELAWARE  
DEPARTMENT OF JUSTICE



M. JANE BRADY  
ATTORNEY GENERAL

February 4, 1998

PLEASE RESPOND TO:

P. O. Box 778  
Dover, DE 19903  
Ph: (302) 739-4575  
Fax: (302) 739-6119  
fschranck@smtp.dot.state.de.us

Via Federal Express &  
Regular Mail

Office of the Secretary  
Case Control Unit  
Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423-0001

Attention: Elaine K. Kaiser  
Environmental Project Director  
Environmental Filing

**RE: Draft Environmental Impact Statement, Proposed Conrail Acquisition,  
Comments from the Delaware Department of Transportation (DelDOT)**

Dear Ms. Kaiser:

The Delaware Department of Transportation (DelDOT) has reviewed the Draft Environmental Impact Statement (EIS) for the proposed Conrail acquisition by CSX and Norfolk Southern (NS). We find the report clear and concise in some areas of analysis. However, there are several unresolved issues that must be addressed and further detailed. For your records, the Department and State strongly recommend that the Surface Transportation Board's Section of Environmental Analysis (SEA) consider or conditionally accept the following comments and conditions before the final analysis of the EIS may be evaluated.

Specifically, there are several areas:

Air Quality

The Department feels that the determination of air quality impacts in Delaware have been collected and evaluated incorrectly.

Emission estimates within the EIS show that the increased countywide air pollutant emissions will exceed the threshold for New Castle County, Delaware. The assessment also concludes that there will be localized increases in emissions, a concern for many Delawareans. However, the analysis of determining the overall impact with mitigation measures was

evaluated on a regional basis. We feel that impacts with mitigation measures should be determined on a localized basis, since the entire freight operations are a stationary or linear source.

In addition, the EIS in Delaware also states that increases in air pollution are not likely to affect compliance with air quality standards. However, there is no proof or concurrence in this statement or assessment. In order to be consistent with NEPA guidelines, the Department would like to see a concurrence letter from the Delaware Department of Natural Resources and Environmental Control's Air Quality Branch. The letter should state that there will be no impacts to air quality standards in New Castle County and within the State.

Within the evaluation table for Annual NOx Emission Summary in New Castle County, the Department feels that truck diversion will not have immediate decrease of 49.18 annual tons per year. In addition, the denominator that is used to conclude a .61% increase in county NOx emissions is outdated. Specifically, the analysis used to compare and evaluate the Existing County Total NOx emissions comes from a 1995 figure. With such an outdated base figure, the overall percent increase of air pollution may be reaching the 1% threshold. The Department feels that updated information and numbers are necessary to fully determine and summarize the air quality analysis. The applicants "Netting" criteria used is not the best method, since it only dilutes numbers and figures.

In evaluating the air pollution data for Delaware, the anticipated NOx emission from freight rail will be approximately 184.85 annual tons per year. From an overall basis in New Castle County, this amount may be considered significant in Delaware (despite it not exceeding a countywide 1% increase). In Delaware, we consider this additional amount significant due to our smaller and localized region. As a result, the Department further suggests that the SEA should conditionally accept the proposed Conrail acquisition only if proper coordination, permits, and/or concurrence has been obtained from the Delaware Department of Natural Resources and Environmental Control's Air Quality Branch.

#### Commuter Service and Passenger Rail Service

DelDOT, through the cooperation of SEPTA officials, has contracted for a major commuter line and station in Newark, DE (along the Amtrak's Northeast Corridor). This station and location is key to the multimodal system and the administration's mission in providing alternative transportation choices. The passenger service of SEPTA in Newark to Wilmington and locations further north has been a major regional investment in this State. Future plans not indicated within the EIS assessment are to expand this SEPTA service line and offer service within the Stanton, DE region (i.e. Churchmans Crossing). Why was this not considered?

What is also questionable within the EIS report is that the Department's commuter rail service (SEPTA in Delaware) operates over freight carriers. However, the EIS also mentions that freight carriers operate over regional commuter lines (i.e. DelDOT's new SEPTA contract).

The Department is not sure what to believe and is concerned over the contradictions of these statements. These need clarification.

Overall, will the Conrail acquisition impact the Department's future plans for additional frequency and times for commuter rail service along the Amtrak northeast corridor? The Department would like to know, in writing or in proof, that the Delaware regional commuter service (i.e. the DelDOT - SEPTA contract) will not be impacted currently or into the future. This also includes additional commuter rail service plans to expand service and frequency of times. There is no indication of this within the EIS report.

#### Cultural Resources

According to the NEPA guidelines, all additional bridges, building facilities, and rail yards that are expected to be improved or updated (as indicated) may be considered a secondary impact. Therefore, an inventory of existing facilities should have been historically evaluated.

Overall, the Department agrees that NS shall undertake no construction or modification of the Shellpot bridge near Wilmington, DE, until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f., as amended) and appropriate mitigation measures are identified. However, with this commitment, the Department cautions the interpretation of what is considered "appropriate" mitigation. Over the years, DelDOT's coordination on past and current projects with the Delaware State Historic Preservation Office (DE SHPO) has not always been a give and take process. It is the Department's belief that cultural resource measures obligated by applicants will be extended beyond the most feasible, reasonable, and appropriate measures as desired by the applicants. The DE SHPO has and will require measures that extend beyond the reasonable and feasible thresholds that may seem appropriate under the Section 106 regulations. In sum, the applicants may not adhere to the DE SHPO measures for cultural resource identification, alternative analysis, and appropriate mitigation.

#### Environmental Justice

The Department would like to know how the applicant obtained information in Delaware for evaluating the social-economic data of land uses and people who live along the rail lines. How did they conduct, collect, or verify the data to determine that minority or a low-income population did not meet the threshold for further environmental justice analysis? It seems that there was no field evaluation or consultation with area representatives, so this evaluation could be incorrectly documented.

The EIS report indicates that a copy of the report has been placed/sent to area locations with high proportions of minority and low income populations. However, the applicants never considered the time, transportation needs, literacy, and ability to understand and interpret such a lengthy, complex, and professional document. By the time an individual or community is aware and can understand the available information and associated impacts, it is after the fact.



Therefore, the Department would like to know in what areas of Delaware's minority and low-income populations was this EIS report made available. Who are the points of contact and were they explained the background of the project? Were they able to explain or understand the associated impacts so they could disseminate information out into their community?

#### Hazardous Waste

Two rail line segments, Wilmere to Elsmere (C-084) and Bell to Edgemore (N-010), were determined in the executive summary as exceeding threshold limits in hazardous material. However, within the individual report and analysis for Delaware, there was no discussion or mention of this exceeded threshold. In fact, within the Delaware Summary of Analysis (Vol. 3-A), the applicant determined that the site specific analysis did not apply. The Department questions this analysis due to inaccuracies in indication levels. Will the Conrail acquisition impact hazardous waste threshold limits? The Department does not know because there are two different assessments within the EIS. The Department would like this formal analysis clarified and a response back to the Department before any final EIS decision is reached. In addition, the Department would also like proper time allotted in order to determine and respond to the SEA if there is a hazardous waste threshold limit exceeded in Delaware.

#### Areas of Special Concern - Newark, DE

The EIS mentions that the increase in freight trains may have minor adverse effects on the public (particularly pedestrian) safety, noise, emergency vehicle response, and hazardous material transport. The EIS determined that the minor increase in train traffic would have only a minor incremental effect on the community. However, this increase will tend to worsen the pre-existing conditions. In fact, they will be aggravated by the increased train traffic.

The Department concurs with the preliminary recommendation that CSX shall consult with local agencies, the University of Delaware, DelDOT, and other appropriate parties to address potential safety concerns regarding the three highway/rail at-grade crossings in Newark. Specifically, CSX shall meet with these parties to negotiate a binding mutual agreement on the implementation and funding allocation for measures to address safety concerns at these crossings. Appropriate measures could include quadrant gates, pedestrian gates and fences, pedestrian overpasses, safety education, or other measures to address pedestrian safety.

At this point, there have been no appropriate alternative mitigation measures by freight carriers that have included consultation with the Department. Since the Department feels that mutual agreements stated above may never be reached before the release of the final EIS, the Department feels that additional measures shall also be included as a developing alternative mitigation.

As an additional provision, there are several overpasses and underpasses that pose as an immediate problem for traffic and pedestrian/bike safety. It is the Department's position

that CSX shall also consult with local agencies, the University of Delaware, DelDOT, and other appropriate parties regarding overpasses and underpasses throughout the Newark, DE. Specifically, one example is located at Casho Mill Road in Newark.

#### Further Analysis Needed – Cumulative Impacts

It appears that the EIS overlooks the induced, additive, and synergistic impacts of cumulative impacts.

The EIS states that both CSX and NS plan to undertake future facility improvements in Delaware as part of the proposed Conrail acquisition. As it stands, the proposed Conrail acquisition related activity that would meet or exceed the Board's thresholds for environmental analysis in Delaware include increased train operations on a total of four line segments.

However, the Department disagrees with the assessment that there are no intermodal facilities or rail yards that would meet or exceed the Board's thresholds for environmental analysis. The Department requests that the EIS report further analyze and list increases in specific activities at certain intermodal facilities and rail yards.

The EIS also states that Delaware shippers would gain new and more efficient routes and services. Even the Port of Wilmington would gain extended market reach to the midwest and southeast through the expanded CSX and NS networks. As it stands, the proposed Conrail acquisition related changes would be largely limited to changes in train operations on existing rail lines. However, with the extended market outreach expected there are also futures costs and secondary impacts/changes that are brought upon the State's transportation system. This was not addressed in the EIS.

Because the SEA did not take into account the increased freight activity with preventative maintenance provisions, the Department feels that safety operations in both freight and passenger/commuter rail operations in Delaware was inaccurately evaluated. In addition, the SEA did not accurately assess and conclude in estimating the potential risks of an accident.

The Department would like to know how maintenance agreements for safety concerns and operations will be addressed. The safety and increased maintenance concerns are also important factors for passenger operations through Delaware. What will be the future maintenance agreements shared by Amtrak, CSX, NS, and other governing agencies such as DelDOT?

Overall, the Department would like a commitment that maintenance of facilities and infrastructure needs will consider improvements that go beyond replacing in-kind structures or the least expensive options. For example, the overpass at Casho Mill Road in Newark is a one lane overpass that is extremely dangerous and is a safety concern. A longer span bridge is needed to address concerns both for rail service and transportation service along the road. When this bridge is replaced (or any other for this matter) the Department, along with many governing agencies, public officials, and citizens, feels that multimodal needs and the safety

for this bridge should be addressed. This would include the provision of signs, lighting, sidewalks/bike lane additions, drainage, clearance, traffic calming, and/or wider travel lanes.

Within the EIS, the Department would like to know how CSX and NS plan to undertake facility improvements so as not to inhibit potential impacts caused by hazardous waste, traffic flow, multimodal investments and facilities, cultural and historic resources (including bridges and stations), noise, and passenger traffic. Even though the immediate Conrail acquisition may not immediately impact intermodal facilities and rail yards, future actions will. For example, the EIS states that there will be certain facility improvements in the future. How can the SEA properly consider any secondary impacts when CSX and NS appear to be segmenting phases and projects for future actions? There should be a direct correlation with impacts indicated for all anticipated future actions and facility improvements.

As a result, the Department does not concur with the statement that "there will be no intermodal facilities and rail yards that would meet or exceed the Board's thresholds for environmental analysis and there are no new connections or proposed abandonment." The Department believes that a long-range plan for the entire rail network should be established.

In addition, the EIS states that increased freight and operations require rehabilitation of the Shellpot Bridge. However, was there a proper assessment done to ensure that other bridges and high maintenance areas are not easily prone to accelerated safety concerns (i.e. secondary impacts of safety not evaluated)? This would not only include other Delaware rail bridges (underpasses and overpasses), but other freight and intermodal facilities, traffic intersections, sensitive land uses, and anticipated expansion areas as indicated within the EIS.

Realizing that increased freight train activity would increase the probability of a freight train accident, the Department would also like an analysis or evaluation of the increased maintenance program. Specifically, there should be a base line structural analysis of bridges (at underpasses or overpasses, creeks/streams, etc.) and other anticipated maintenance areas. The EIS should discuss these existing base line conditions and how the expected weight and frequency travel consolidation will potentially increase maintenance operations.

As a specific provision in Delaware, the Department would like a commitment from the CSX and NS that they will partner with DelDOT both financially and administratively to determine that:

- On a continual basis, traffic and pedestrian safety at at-grade crossings and at overpasses and underpasses will be improved as reasonably needed or warranted.
- The Department would also like to see a document or special conditions for continual inspection of bridges, rail lines, and safety equipment (gating and lighting, etc.) at grade intersections.
- The SEA should also request a commitment for added maintenance. The Department and State do not expect rail companies to implement a maintenance or replacement program



February 4, 1998

solely after an accident occurs. We want to ensure that an accident never happens. The Department wants a formal commitment and dedication that maintenance and inspection schedules are implemented on a more frequent basis. These measures should be adopted and concurred before the SEA approves of the acquisition application.

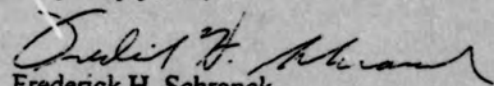
Noise

From the noise appendix table, the Department does not believe the consultants considered or measured sensitive noise receptors within the City of Newark. Noise study impacts in Newark should be considered because there are many sensitive receptors throughout this community.

The Department is also requesting that CSX and NS immediately commit to adopting and allocating funding programs towards implementing the future FRA rules on train horn blowing procedures. This should include a major commitment to instill or retrofit safety features, barriers, lights, and crossing arms, when required.

I hope that the Department's comments and stated positions are clear. If you have any questions or clarification, please contact me at 302-739-4575.

Very truly yours,

  
Frederick H. Schranck  
Deputy Attorney General

FHS/mh

cc: Honorable Thomas R. Carper, Governor of Delaware  
Anne Canby, Secretary of Transportation  
Raymond Harbeson, Chief Engineer  
Eugene Abbott, Director of Planning  
Joseph Wutka, Assistant Director of Planning  
Eli Cooper, Assistant Director of Intermodal Programs  
Therese Fulmer, Manager, Environmental Studies  
Michael Hahn, Senior Transportation Planner





CENTRAL ADMINISTRATIVE UNIT

REC'D: 12/30/97

DOCUMENT # 12/31/97 9:38:53 AM

FLORIDA DEPARTMENT OF STATE

Sandra B. Mortham

Secretary of State

DIVISION OF HISTORICAL RESOURCES



December 17, 1997

Ms. Elaine K. Kaiser  
Section of Environmental Analysis  
Office of the Secretary, Case Control Unit  
Finance Docket No. 33388  
1925 K Street, N.W.  
Washington, DC 20423-0001

In Reply, Refer to  
Robin D. Jackson  
Historic Sites Specialist  
Project File No. 975467

ENVIRONMENTAL  
DOCUMENT

RE: Cultural Resource Assessment Request  
Surface Transportation Board Finance Docket No. 33388: CSX Corporation and CSX  
Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway  
Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated  
rail Corporation: Final Scope of the Environmental Impact Statement  
Florida

Dear Ms. Kaiser:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director  
Division of Historical Resources  
and  
State Historic Preservation Officer

GWP/Jrj

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850) 488-1480  
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

☐ ARCHAEOLOGICAL RESEARCH  
(850) 487-2299 • FAX: 414-2207

☒ HISTORIC PRESERVATION  
(850) 487-2333 • FAX: 922-0496

☐ HISTORICAL MUSEUMS  
(850) 488-1484 • FAX: 921-2503



Illinois Historic

Preservation Agency

CENTRAL ADMINISTRATIVE UNIT

REC'D: 1/23/98

DOCUMENT # 1/26/98 11:17:51 AM



1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • FAX (217) 782-7128

Various Counties

STB-CSX and Norfolk-Conrail acquisition

Finance Docket No. 33388

IHPA Log #12062497, 970107004P-S

January 13, 1998

Elaine Kaiser

Environmental Project Director

Environmental Filing

Surface Transportation Board

1925 K Street, NW

Washington, DC 20423-0001

**ENVIRONMENTAL  
DOCUMENT**

Dear Ms. Kaiser:

Our office has reviewed the Draft Environmental Impact Statement for the Proposed Conrail Acquisition. The statements in Volume 3A of the report regarding cultural resources in Illinois are accurate. We look forward to further consultation regarding the interlocking tower at 75th Street in Chicago and the archaeological investigations at Exermont. If you have any questions, please contact either Ms. Tracey Sculle, Cultural Resources Manager, 217/785-3977 or Mr. Joseph Phillippe, Staff Archaeologist, 217/785-1279.

Sincerely,

Anne E. Haaker  
Deputy State Historic  
Preservation Officer

AEH:TAS

c: Paul McGinley



# ENVIRONMENTAL DOCUMENT

INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation  
and Archaeology  
402 W. Washington St., Room W274  
Indianapolis, Indiana 46204  
E-mail: dhpa\_at\_dnrlna@ina.isd.state.in.us  
(317) 232-1646  
(317)232-0693 FAX

CENTRAL ADMINISTRATIVE UNIT

REC'D: 1/8/98

DOCUMENT # 1/9/98 3:12:36



January 2, 1998

Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, NW, Suite 700  
Washington, D.C. 20423

Dear Mr. Williams:

We have reviewed the Environmental Assessment for the proposed acquisition and control of Conrail at Willow Creek and Alexandria in Madison and Porter counties, Indiana [FINANCE DOCKET #33388]. This review has been conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

As long as the project remains within areas disturbed by previous construction, no known historic buildings, structures, districts, objects, or archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project. However, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. Additionally, in the event that artifacts or features are discovered during the implementation of the federally assisted project, activity, or program and a plan has not been developed, it is the federal agency's responsibility to contact the Advisory Council on Historic Preservation in accordance with 36 C.F.R. Section 800.11(b)(2). Thank you for your cooperation.

Very truly yours,

for Larry D. Macklin  
State Historic Preservation Officer

LDM:SLW:RSW:smg

"EQUAL OPPORTUNITY EMPLOYER"

D-36



PRINTED ON RECYCLED PAPER





INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation  
and Archaeology  
402 W. Washington St., Room W274  
Indianapolis, Indiana 46204  
E-mail: [dhp\\_a\\_at\\_dnrlan@ima.isd.state.in.us](mailto:dhp_a_at_dnrlan@ima.isd.state.in.us)  
(317) 232-1646  
(317) 232-0693 FAX

February 6, 1998



Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
Washington, DC 20423

Dear Ms. Kaiser:

We have reviewed the proposed Finance Docket No. 33388--CSX and Norfolk Southern--Control and Acquisition--Conrail; Compliance with Section 106 of the NHPA (request for SHPO review of all acquisition activities in Indiana other than the construction at Willow Creek [CSX] and Alexandria [NS]) County, Indiana. This review has been conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

In regards to the architectural aspects of the project, the North Liberty Combination Depot is considered to be eligible for inclusion in the National Register of Historic Places because of its architectural and historical significance. It is an outstanding example of a board and batten depot. It is also an important historical resource, because it illustrates the development of the railroad in St. Joseph County. Please refer to the enclosed map for your reference.

Because the North Liberty Combination Depot is within the area of potential effect, it is our responsibility to determine the effect of the proposed rail line abandonment project on the depot. However, we need more information to enable us to evaluate the effect. How will the abandonment affect the use of the depot? Will the depot continue to be used for storage? Will the depot be sold or abandoned? Please explain in detail the proposed future plans for the depot. Once the above requested information is received by our office, the review process will continue. If you have any further questions about the above material, please call Michelle M. Daleiden or Ralph S. Wilcox at (317) 232-1646.

In regards to the archaeological aspects of the project, as long as the South Bend to Dillon Junction rail line abandonment project remains within areas disturbed by previous construction, no known

D-37

"EQUAL OPPORTUNITY EMPLOYER"



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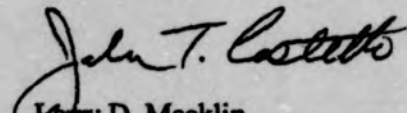
Elaine K. Kaiser  
February 6, 1998  
Page 2

archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project. However, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. Additionally, in the event that artifacts or features are discovered during the implementation of the federally assisted project, activity, or program and a plan has not been developed, it is the federal agency's responsibility to contact the Advisory Council on Historic Preservation in accordance with 36 C.F.R. Section 800.11(b)(2).

We concur with the findings of the report for both the Butler and Tolleston projects. Given the results of the archaeological overviews (Wharton and Skinner, 10/24/97), neither project area is likely to contain significant archaeological resources. As such, no known archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project.

If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and, additionally, state law (Indiana Code 14-21-1), require that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. If you have any questions about the archaeological aspects of the project, please call Jim Mohow or Dr. Rick Jones at (317) 232-1646. Thank you for your cooperation.

Very truly yours,

  
Larry D. Macklin  
State Historic Preservation Officer

LDM:SLW:JAM:MMD:RSW:rsw

cc: Richard Starzak, Myra L. Frank & Associates, Inc.



CENTRAL ADMINISTRATIVE UNIT

RECD:

2/5/98

DOCUMENT # 2/5/98 5 08:43 PM



February 2, 1998

**Maryland  
Department of  
Housing and  
Community  
Development**

Division of Historical and  
Cultural Programs

100 Community Place  
Crownsville, Maryland 21032

1-800-514-7600

1-800-756-0119

fax: 410-987-4071

Maryland Relay for the Deaf:

1-800-735-2258

<http://www.dhcd.state.md.us>

Parris N. Glendening  
Governor

Patricia J. Payne  
Secretary

Raymond A. Skinner  
Deputy Secretary

Ms. Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street NW  
Washington, D.C. 20423-0001

Re: Draft EIS - Proposed Conrail Acquisition  
CSX Corporation and CSX Transportation, Inc.  
Norfolk Southern Corporation and Norfolk Southern Railway Company  
State Clearinghouse No. MD971222-1116

Dear Ms. Kaiser:

Thank you for providing us with a copy of the above-referenced DEIS, for review and comment. The Maryland Historical Trust has reviewed the proposed actions for Maryland to assess their effects on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Maryland components of the undertaking include increased train operations on 13 rail line segments, construction of one rail line connection in Hagerstown, and construction of one intermodal facility in Baltimore. Based on the documentation presented in the DEIS, we concur that implementation of the Maryland actions will have no effect on historic properties, including historic structures and archeological sites, eligible for inclusion in the National Register of Historic Places. Further consultation with the Trust for Section 106 purposes is not needed unless the project scope changes.

If you have questions or require further assistance, please call me at (410) 514-7631.

Sincerely,

Elizabeth J. Cole

Administrator, Archeological Services

EJC/9800040

cc: Ms. La Verne Gray (MOP)  
Mr. Paul McGinley (MHA)



CENTRAL ADMINISTRATIVE UNIT

REC'D: 1/23/98

DOCUMENT # 1/26/98 12:06:17PM



**The Commonwealth of Massachusetts**

William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

January 13, 1998

Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423-0001

RE: Proposed Conrail Acquisition by CSX Corporation and Norfolk Southern (NS) Railroads,  
Statewide, MA Financial Pocket No. 33388 (MHC# 19523)

Dear Ms Kaiser:

Thank you for submitting the Draft Environmental Impact Statement (DEIS) (dated December 12, 1997) concerning the proposed Conrail acquisition which was received by the Massachusetts Historical Commission on December 19, 1997. It is understood that the proposed acquisition will involve the operation of various Conrail lines, properties, rail yards and other intermodal facilities. It is also understood that the acquisition will likely result in operating changes including increased freight traffic over rail lines, construction of new rail lines, and abandonments of rail lines.

MHC staff have reviewed the submitted DEIS. At this time the MHC concurs with the preliminary recommendations of the DEIS which established that to date there are no significant impacts identified in the state of Massachusetts. The MHC will expect that as the acquisition project evolves there may be additional changes which will require our continued involvement.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800).

If you have questions, please contact Paul Holtz at this office. Thank you for your cooperation.

Sincerely,

Judith B. McDonough  
Executive Director  
Massachusetts Historical Commission  
State Historic Preservation Officer

STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

McL Canahan, Governor • Stephen M. Mahood, Director

DIVISION OF STATE PARKS

P.O. Box 176 Jefferson City, 65102-0176 (573) 751-2479

573/751-8656

11 February 1998

Paul McGinley  
McGinley, Hart & Associates LLP  
77 North Washington Street  
Boston, Massachusetts 02114



Re: CSX and Norfolk Southern Acquisition (STP) Finance Docket No. 33388 , Missouri

Dear Mr. McGinley:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended).

Staff of the Historic Preservation Program, Missouri Department of Natural Resources have reviewed the information provided concerning the above referenced project. We have determined that portions of the railroad systems under consideration may be eligible for inclusion in the National Register of Historic Places. However, as the proposed acquisition should have "no effect" on any buildings, structures or objects which may be eligible, we have no objections to the proposed acquisition.

Please be advised that, should future project plans require alteration or demolition, information documenting the proposed projects and photographs and descriptive histories of the affected rail line, should be submitted to this office for further review pursuant to the National Historic Preservation Act (P.L. 89-665, as amended). Based on review of submitted materials, we will determine effect of proposed projects on any eligible properties.

If you have any questions, please write or call Lee Gilleard at 573/751-5367 for information appropriate documentation for railroad systems, or Judith Deel at 573/751-7862.

Sincerely,

HISTORIC PRESERVATION PROGRAM

A handwritten signature in dark ink, appearing to read "Claire F. Blackwell".

Claire F. Blackwell  
Director and Deputy State  
Historic Preservation Officer

CFB:jd

c Elaine K. Kaiser  
Tom McCulloch





CENTRAL ADMINISTRATIVE UNIT

REC'D: 12/12/97

DOCUMENT # 1212247 9:40:09 AM

State of New Jersey

Department of Environmental Protection

Robert C. Shinn, Jr.  
Commissioner

Christine Todd Whitman  
Governor

December 9, 1997

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



RE: Finance Docket No. 33388 (Sub-No, 38)  
CSX Corp. and CSX Transportation, Inc., Norfolk Southern Corp. and Norfolk Southern  
Railway Company -- Control and Operating Leases/Agreements -- Conrail Inc. and  
Consolidated Rail Corporation  
New Jersey Transit Corporation -- Operating Rights

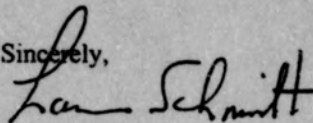
To Whom It May Concern:

The Office of Program Coordination of the New Jersey Department of Environmental Protection has completed its review of the "Responsive Environmental Report of New Jersey Transit Corporation" (RER; dated November 3, 1997) prepared for the above referenced action. The RER was prepared and filed by New Jersey Transit Corporation to evaluate the potential environmental impacts of the use of the Conrail Bordentown Secondary railroad line between Trenton and Camden, New Jersey for a proposed Light Rail Transit (LRT) system.

The Department has been involved in a number of preapplication meetings with New Jersey Transit Corporation concerning the proposed LRT system. As of the present date, the Department has not participated in "effects consultations" (pursuant to Section 106 of the National Historic Preservation Act) to evaluate potential impacts to historic and cultural resources (see Section VI-I, page 21 of the RER). Given the information currently available to it and that provided in the RER, the Department cannot make a determination that the proposed LRT system will or will not result in significant adverse impacts to the environment. However, as noted in Section I - Executive Summary (pages 4-5) of the RER, a number of State permits will be required for the proposed LRT system. In addition, the proposed project will be subject to a comprehensive environmental assessment process pursuant to the requirements of New Jersey Executive Order No. 215 (copy attached). Any potential significant adverse environmental impacts identified during the regulatory and Executive Order No. 215 review processes must be addressed (i.e. avoided, minimized, or mitigated) by New Jersey Transit Corporation. Therefore, at the present time, the Department does not object to a finding in favor of New Jersey Transit Corporation in the above referenced action.

If you have any questions, I may be contacted at (609) 292-2662.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lawrence Schmidt". The signature is fluid and cursive, with the first name "Lawrence" written in a more compact, stylized manner and the last name "Schmidt" written more fully.

Lawrence Schmidt  
Director  
Office of Program Coordination

c. Dorothy Guzzo, Historic Preservation  
Michael Hogan, Commissioner's Office  
Kevin M. Sheys, Oppenheimer Wolf & Donnelly

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# **Executive Order No.215**

## **Environmental Assessment**

**New Jersey Department of Environmental Protection**



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## State of New Jersey

Christine Todd Whitman  
Governor

Department of Environmental Protection

Robert C. Shinn, Jr.  
Commissioner

### Office of Program Coordination

PO Box 418

Trenton, NJ 08625-0418

Phone 609-292-2662

Fax 609-777-0942

### EXECUTIVE ORDER NO. 215

### ENVIRONMENTAL ASSESSMENT

Governor Thomas H. Kean signed the attached Executive Order No. 215 (EO #215) on September 11, 1989. The Executive Order rescinds Governor Cahill's Executive Order No. 53 (1973). EO #215 requires departments, agencies and authorities of the State to prepare and submit to the New Jersey Department of Environmental Protection (NJDEP) an environmental assessment (EA) or environmental impact statement (EIS) (as specified in the Order) in support of major construction projects. Guidelines for the preparation of the EA/EIS are also attached. The objective of this Order is to reduce or eliminate any potential adverse environmental impacts of projects initiated or funded by the State.

Lawrence Schmidt, Director of the NJDEP's Office of Program Coordination (609-292-2662) is responsible for the administration of EO #215. Please contact him or his staff (Ken Koschek or Joel Pecchio) if you have any questions regarding the Order. The Office of Program Coordination stands ready to meet with agencies to discuss potential projects, determine the scope of an EA/EIS, or to discuss the requirements of EO #215.

All required EA/EIS submissions should be made to Lawrence Schmidt (NJDEP, Office of Program Coordination, PO Box 418, Trenton, NJ 08625-0418) by the agency undertaking or funding the project. Six copies of the document are required. Please note, the review schedule is included in the Order.

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STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

EXECUTIVE ORDER NO. 215

WHEREAS, the protection of the environment, which is the subject of a public trust administered by government for the benefit of all citizens, is a primary responsibility of State government; and

WHEREAS, government must not only regulate but also must provide an example in the effort to protect the human environment and the natural resources of the State; and

WHEREAS, the design and location of projects initiated or funded by departments, agencies or authorities of State government may have significant primary and consequential effects on the environment; and

WHEREAS, the protection of the environment, the management of development, and the prudent use of the State's limited land and other resources will be fostered by the proper location and design of projects initiated or funded by departments, agencies or authorities of State government; and

WHEREAS, the potentially adverse environmental impact of projects initiated or funded by departments, agencies or authorities of State government can be substantially reduced or eliminated if that impact is assessed before the approval of such project and agreement reached on the ways and means to ensure environmental compatibility;

NOW, THEREFORE, I, THOMAS H. KEAN, Governor of the State of New Jersey, by virtue of the authority vested in me by the Constitution and by the Statutes of this State, do hereby ORDER AND DIRECT:

1. All departments, agencies and authorities of the State shall prepare and submit to the Department of Environmental Protection an environmental assessment or environmental impact statement, as specified below, in support of major construction projects. Projects directly initiated by departments, agencies, or authorities of the State, as well as projects in which the State departments, agencies or authorities are granting at least 20 percent financial assistance, shall comply with this Order.

For the purpose of determining an appropriate level of review, projects shall be categorized as follows:

a) Level 1 - projects with anticipated construction costs in excess of \$1 million shall be subject to the preparation of an environmental assessment. The assessment shall follow guidelines prepared by the Department of Environmental Protection, attached herewith to this Order. Alternatively,



STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

environmental assessments prepared to support a "Finding of No Significant Impact" under the National Environmental Policy Act may be substituted for an assessment otherwise required pursuant to the attached Department of Environmental Protection guidelines; or

b) Level 2 - projects with both construction costs in excess of \$5 million and land disturbance in excess of five acres shall be subject to the preparation of an environmental impact statement. The statement shall follow guidelines prepared by the Department of Environmental Protection, attached herewith to this Order.

2. The assessment or impact statement shall be submitted by the proposing or granting department, agency or authority and reviewed by the Department of Environmental Protection as early in the project planning and design process as possible, but in all cases such submission and the review process which follows must be completed prior to commencing site preparation and/or construction activity on the project. In the case of any project to be funded by a department, agency, or authority of the State, review of the assessment or impact statement must be completed by the Department of Environmental Protection prior to awarding any financial assistance for the commencement of site preparation and/or construction activity.

3. Upon receipt of an environmental assessment or impact statement the Department of Environmental Protection shall undertake a review to determine whether the documents submitted are administratively complete. Within 20 days of receipt, the Department of Environmental Protection shall either certify that the environmental assessment or impact statement is administratively complete and conforms to the guidelines attached herewith to this Order, or specify in writing to the proposing or granting department, agency, or authority that the environmental assessment or impact statement is administratively deficient. If deemed deficient, the proposing or granting department, agency or authority shall correct such deficiency or deficiencies as specified by the Department of Environmental Protection and may resubmit the environmental assessment or impact statement at any time thereafter for review by the Department. Within sixty (60) days of the Department of Environmental Protection's receipt of an environmental assessment or impact statement determined to be administratively complete, the Department shall conclude its review of such

STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

assessment or impact statement. If the Department of Environmental Protection has not concluded its review of the assessment or impact statement within this sixty-day period, the project shall be deemed approved.

4. Upon concluding its review, the Department of Environmental Protection shall provide a written response to the proposing or granting department, agency or authority. The response shall include the following:

- a) identification of any probable adverse environmental impacts that could be expected from project implementation;
- b) an identification of any Department of Environmental Protection permits or regulatory requirements which will be applicable to the proposed project; and
- c) recommendations including, but not limited to:
  - i) approval based on the representations made in the assessment or impact statement;
  - ii) conditional approval, including receipt of permits and/or measures to reduce and/or mitigate the anticipated impacts to an acceptable level;
  - iii) an additional impact assessment on one or more specific environmental consequences;
  - iv) project modification to avoid adverse environmental impacts; and
  - v) major restructuring of the project.

5. Within thirty (30) days of receiving the Department of Environmental Protection's recommendation(s), the proposing or granting department, agency or authority shall provide the Department of Environmental Protection with a written response either indicating acceptance of the Department of Environmental Protection's recommendation(s) or setting forth those issues remaining in dispute.

6. Any dispute regarding implementation of the Department of Environmental Protection's recommendation(s) shall be resolved in good faith through meetings between the Commissioner of Environmental Protection and the Commissioner, Chairman or agency head of the proposing or granting department, agency or authority.

STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

7. Notwithstanding the anticipated construction costs or land disturbance involved, the provisions of this Order shall not apply to the following types of projects:

- a) maintenance or repair projects;
- b) facilities or equipment replaced in kind at the same location;
- c) renovations or rehabilitation of existing buildings;
- d) expansions or additions of existing buildings provided that the expansion or addition does not increase the building's capacity by more than 25 percent;
- e) projects subject to review pursuant to the provisions of the Coastal Area Facility Review Act or the Municipal Wastewater Treatment Financing Program;
- f) projects which will require a full environmental impact statement pursuant to the National Environmental Policy Act;
- g) projects classified as categorical exclusions pursuant to regulations promulgated in accordance with the National Environmental Policy Act; or
- h) projects involving loans or tax exempt financing to private sector applicants by departments, agencies or authorities of the State of New Jersey.

8. This Order shall not apply to authorities or commissions created pursuant to interstate agreements.

9. This Order shall not apply to projects previously exempt from Governor Cahill's Executive Order No. 53 (1973) where final plans and specifications have been completed on such projects prior to this Order taking effect.

10. Governor Cahill's Executive Order No. 53 (1973) is hereby rescinded.

11. This Order shall take effect immediately.

GIVEN, under my hand and seal, this  
11<sup>th</sup> day of September  
in the Year of Our Lord, one  
thousand nine hundred and  
eighty-nine, and of the  
Independence of the United  
States, the two hundred and  
fourteenth.

/s/ Thomas H. Kean

GOVERNOR

[seal]

Attest:

D-52



ATTACHMENT TO  
EXECUTIVE ORDER NO. 215  
GUIDELINES FOR THE PREPARATION OF AN  
ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL ASSESSMENT

An environmental impact statement/environmental assessment shall provide all information needed to evaluate the effects of the proposed project upon the environment. The scope of the environmental impact statement (EIS) or environmental assessment (EA) may be jointly agreed upon by the proposing or granting department, agency or authority and the Department of Environmental Protection. In the event mutual agreement is not reached, the form and content of the EIS or EA shall follow these guidelines. If any section is clearly inappropriate to the proposed undertaking, so state as "not applicable."

The EA is a less comprehensive and less rigorous version of the EIS. The level of project description and graphics (site locations, maps, site plans, etc.) should be similar to that which is required in the EIS. However, the description of the existing environment and the level of impact analysis in an EA should be comparatively brief as opposed to the comprehensive descriptions contained in an EIS. Further, all items referenced in a particular category may not be applicable; when such items are not applicable and hence not addressed, the EA should so indicate. The items to be covered in the EA are designated with an asterisk (\*) in the left-hand margin.

The environmental impact statement/environmental assessment shall be prepared by the project sponsor or consultant(s) through a systematic interdisciplinary approach that will insure the integrated use of the natural and social sciences and the environmental design arts. The information provided in the statement should clearly identify the authors and their qualifications.

**I. A DESCRIPTION OF THE PROPOSED PROJECT**

Included in this section will be a comprehensive (\*brief) description of the project as outlined in the following categories:

- \* A. Identity of the project sponsor.
- \* B. Explain the purpose of the proposed project, including a description of the constituency to be served by the project, the services being provided, and the extent of benefits realized by the department, agency or authority and the community within which the project is to be located.
- \* C. Describe the regional, municipal and/or neighborhood setting of the project.



\* D. Describe the project design and operational features including:

\*1. a site plan of the project.

2. a description of the construction phase that identifies:

- a. the development schedule and construction phasing;
- b. the work force required;
- c. construction traffic;
- d. site preparation, including clearing, excavating, filling and cutting, burning, and blasting; and
- e. precautions taken (noise control, dust control, erosion and sedimentation control, temporary sedimentation control, or temporary sanitation).

3. a description of the operation phase including:

- a. the capacity of the facility;
- b. the work force required;
- c. discharges and emissions (both point sources and non-point sources);
- d. traffic and access; and
- e. use of resources.

\*4. the availability of infrastructure for public sewerage, water, roads, and utilities.

\* E. whenever possible, a listing of licenses, permits and certifications necessary for approval of the project and a description of the status of each.

II. A DESCRIPTION OF THE ENVIRONMENT PRIOR TO THE IMPLEMENTATION OF THE PROJECT

Include a comprehensive (\*brief) description of existing environmental conditions in each of the following areas:

- \* A. Natural resources of the site and surrounding area - describe geological character, soil characteristics, land form (i.e. wetlands, mountains, etc.), hydrological features, and biological resources of the area including endangered species.
- \* B. Man-made resources - present site land use, adjacent land uses, access and transportation patterns, zoning, population density, and demographics.
- \* C. Human resources - cultural and social factors; park and recreational facilities; aesthetic features; historical, archeological, and architectural aspects of the environment.

### III. THE PROBABLE ENVIRONMENTAL IMPACT OF THE PROJECT IF IMPLEMENTED

Identify and describe both primary and secondary environmental impacts, beneficial and adverse, anticipated from the proposed project on all natural, man-made, human, and economic resources during all aspects of site preparation, construction, and operation.

Using the existing environment without the project as a basis for analyzing anticipated impacts, provide the following information:

\* A. Land:

- \*1. discuss the consistency of the proposed action with approved federal, State, regional and local land use plans. Identify instances where land use practices, even though accepted, would pose an environmental problem;
- \*2. discuss how the area is currently zoned and the relationship of such zoning to the proposed action;
- \*3. discuss how the proposal will encourage or discourage residential, commercial or industrial growth to the extent that it will change the character and economy of the area; and
- \*4. discuss whether the proposed action will result in the loss or alteration of any ecologically sensitive lands such as flood plains, steep slopes, and wetlands.

\* B. Water:

- \*1. identify and discuss any potential instance of non-compliance with approved State water quality standards arising from the proposed project, with particular attention to low flow periods;
- \*2. discuss whether or not the proposed project will result in increased pollution or turbidity levels within the receiving waterway and, if so, what the effects will be downstream and upstream;
- \*3. discuss the beneficial and adverse effects of the proposed action on aquatic biota and habitats;
- \*4. discuss the effects that the proposed action will have on ground water quality and quantity and the basis of the determination;
- \*5. discuss whether there will be any depletion of water as a result of the proposed action;
- \*6. discuss whether there will be any increased incidence of flooding caused by structural obstructions or increased flow due to the proposed project. Include the probable effects in terms of flood levels, channel erosion, velocity, and siltation of stream channels; and
- \*7. discuss any cumulative effects.

C. Air:

1. as appropriate, perform diffusion modeling of the effect of the proposed action on local and regional air quality. All aspects of the project (including mobile sources) should be given consideration in terms of possible receptor sites of air pollutants directly or indirectly generated from the proposed project. Include a discussion of the cumulative aspects. Discuss present and projected ambient air quality data so that direct comparisons may be made among present air quality, projected air quality, and governing air quality standards;
2. discuss whether the project will meet applicable emission standards and regulations contained in the State Air Pollution Control Code;
3. if appropriate, discuss precautions taken to prevent odor problems;
4. if applicable, discuss precautions taken to prevent the airborne transmission of pathogenic organisms;
5. discuss the possible influence of the proposed action on immediate area local receptors; and
6. base the evaluation of air quality on complete diffusion climatology, providing adequate references.

\* D. Aquatic and Terrestrial Wildlife:

- \* 1. discuss any loss (or gain) in habitat and its anticipated effect;
- \* 2. discuss the gain/loss of food chain on the aquatic and terrestrial wildlife;
- \* 3. discuss the effect of noise, dust, lighting, turbidity, and siltation upon aquatic and terrestrial wildlife from commencement of construction through and including post-construction; and
- \* 4. discuss any impacts on endangered plants or animal species.

\* E. Social and Economic:

- \* 1. discuss the socio-economic effects on the community due to any other development projects attributable to, but not part of, the proposed action. Will adequate public services be available to serve this development such as schools, parks, fire, and police protection?; and
- \* 2. discuss how the project could affect historic, archaeological, or cultural resources on or eligible for the State Register of Historic Places.



- F. Solid Waste - discuss methods for solid waste handling both during construction and subsequent operation.
- G. Aesthetics - discuss how the natural or present character of the area will be changed as a result of the proposed action.

#### IV. METHODS OF MITIGATING ADVERSE ENVIRONMENTAL IMPACTS

- A. Discuss the remedial, protective, and mitigative measures to be taken as part of the proposed project in response to adverse environmental impacts. Mitigating measures refer to those methods used to ensure that the project is brought into compliance with all governing regulations including, but not limited to, air, water quality, noise control, solid waste, radiation, and land-use regulations. The discussion of mitigative measures may include, but not be limited to, the following considerations:

1. site location;
2. air quality through control apparatus and/or controlled combustion process;
3. water quality through treatment of wastewater and/or eutrophication control;
4. erosion and sedimentation control measures;
5. storm water runoff control measures from paved areas;
6. dust control measures;
7. noise control measures;
8. traffic control measures;
9. recycling potential;
10. establishment of buffer zones, selective clearing, and/or landscaping;
11. protective measures for aquatic and terrestrial plants and animals;
12. architectural techniques to blend structures with the surrounding area;
13. monitoring programs for emissions and discharges;
14. contingency plans and emergency procedures;
15. employee education and on-going inspection program.

#### V. AVOIDANCE OF ADVERSE ENVIRONMENTAL IMPACTS

- \* A. Describe in detail those impacts which cannot be reduced to acceptable levels, their implications, and the reasons why the action is being proposed notwithstanding their effect.
- \* B. Where abatement measures can reduce adverse impacts to acceptable levels, discuss the effectiveness, costs of the abatement measures, and the basis for considering the adequacy of the determination.

#### VI. ALTERNATIVES TO THE PROPOSED PROJECT

The analysis of alternatives should be sufficiently detailed and rigorous to permit independent and comparative evaluation of the benefits, costs, and environmental risks of the proposed project and each reasonable alternative.



- A. Include the alternative of taking no action. Also include the alternative of other sites, designs, and operations considered and rejected.
- B. Include alternatives capable of substantially reducing or eliminating any adverse impacts, even at the expense of reducing project objectives.
- C. For each alternative discussed, include reasons why each was not as acceptable as the proposed action.

# ENVIRONMENTAL DOCUMENT



State of New Jersey

Department of Environmental Protection

Division of Parks and Forestry  
Historic Preservation Office  
PO Box 404

Trenton, N.J. 08625-0404

TEL: (609)292-2023

FAX: (609)984-0578



Robert C. Shinn, Jr.  
Commissioner

Christine Todd Whitman  
Governor

CENTRAL ADMINISTRATIVE UNIT

REC- 2/4/98

DOCUMENT # 2/4/98 5:00:39 PM

January 29, 1998

HPO-A98-137

Ms. Elaine K. Kaiser, Chief  
Environmental Analysis Section  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

**RE: Finance Docket No. 33388  
Draft Environmental Impact Statement  
CSX and Norfolk Southern  
Control and Acquisition of Conrail  
National Historic Preservation Act Consultation**

Dear Ms. Kaiser:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic properties, as published in the Federal Register on September 2, 1986 (51 FR 31115-31125), I am providing consultation comments for the above referenced Draft Environmental Impact Statement.

**SUMMARY:** The initial activities proposed by Norfolk Southern Railroad and CSX Railroad as part of the proposed acquisition of Conrail will not have an effect on historic properties. Proposed projects at Elizabeth (Union County) and Flemington Junction (Hunterdon County) may have an effect upon historic resources listed in or eligible for listing in the National Register of Historic Places (NRHP). Additional information regarding the scope of these two proposed projects is needed before an assessment of effect can be completed. Abandonment of right of way and modification or replacement of railroad structures, such as bridges, tunnels, stations, signal and interlocking towers, are the types of activities that have, in the past, effected historic railroad properties in New Jersey and have been the subject of Section 106 consultation.

These comments are in response to your initial letter of October 23, 1997 to Mr. Robert Shinn, Commissioner, Department of Environmental Protection, and the Draft Environmental

Ms. Elaine K. Kaiser  
HPO-A98-137  
January 29, 1998  
Page 2 of 3

Impact Statement (DEIS), Finance Docket No. 33388, Proposed Conrail Acquisition, dated December 12, 1997.

Based upon the information in your letter and the DEIS, I concur that, with the possible exception of projects at Elizabeth (Union County) and Flemington Junction (Hunterdon County), the proposed Conrail acquisition will not have an effect on historic properties. My concurrence with this assessment of no effect is based upon the DEIS conclusion that no abandonment of railroad right of way is proposed for within New Jersey and that construction activities associated with changes to existing Conrail New Jersey operations are currently limited to construction of track connections in Ridgely and Little Ferry (Bergen County).

The Historic Preservation Office is pleased to know that the Environmental Analysis Section has requested additional information regarding the proposed projects at Elizabeth and Flemington Junction and looks forward to participating in further consultation in accordance with Section 106 requirements. Although the shops of the former Central Railroad of New Jersey (CRRNJ) in Elizabeth (Union County) have been demolished, the right of way, yard trackage, and shop site are part of the NRHP eligible CRRNJ Main Line Historic District.

Although the proposed Conrail acquisition, with the two potential exceptions noted above, will not effect historic resources, the historic significance and NRHP eligibility of numerous resources being acquired from Conrail should be acknowledged. Over the past few years the Historic Preservation Office has participated in Section 106 consultation that has identified railroad rights of way eligible for listing in the National Register of Historic Places as linear historic districts. Although not all NRHP eligible or potentially eligible railroad rights of way have been identified, a number of the rights of way evaluated by the SHPO as eligible for the NRHP are among the assets to be transferred from Conrail to Norfolk Southern and CSX. The former Central Railroad of New Jersey right of way from Elizabeth (Union County) to Phillipsburg (Warren County) cited above received a Determination of Eligibility (DOE) from the Keeper of the NRHP on November 30, 1995. Consequently, future activities resulting in substantial alteration or abandonment, either partial or complete, of these rights of way would have an effect on historic properties.

Additionally, as part of survey and planning activity, Section 106 consultation, and the processing of National Register of Historic Places nominations, numerous railroad and related resources have received SHPO opinions of NRHP eligibility or have been listed in the National Register of Historic Places. These historic resources include bridges (overhead and undergrade), stations (passenger and freight), and other structures associated with railroad operations (signal and interlocking towers, tunnels, and civil engineering features such as cuts and fills). Although many of these historic resources are owned by New Jersey Transit or other public agencies, NRHP eligible bridges and other structures are among the assets being acquired



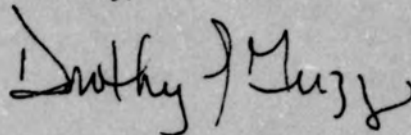
Ms. Elaine K. Kaiser  
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January 29, 1998  
Page 3 of 3

from Conrail. Here also, future activities, such as the substantial alteration or demolition of these bridges, structures or buildings, would have an effect on historic properties.

The Historic Preservation Office hopes that, after recognizing the historic significance and NRHP eligibility of particular railroad resources, continued use and operation will ensure appropriate preservation.

The Historic Preservation Office appreciates having an opportunity to offer these comments on the Draft Environmental Impact Statement as part of the Section 106 consultation process. If you have any questions regarding these comments or the identification and evaluation of railroad related historic resources, please contact HPO staff Charles Scott at (609) 633-2396.

Sincerely,



Dorothy P. Guzzo  
Deputy State Historic  
Preservation Officer

DG/CS  
Log #98-394 - A98-137  
C: NJDEP, Office of Program Coordination



**Ohio Historical Center**

1982 Velma Avenue  
Columbus, Ohio 43211-2497  
614/297-2300  
Fax: 297-2411



**ENVIRONMENTAL  
DOCUMENT**

December 17, 1997

**OHIO  
HISTORICAL  
SOCIETY**  
SINCE 1885

Chief, Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition --  
CSX Crestline Connector Project, Crawford County, Ohio

Dear Ms. Kaiser,

This is in response to correspondence from your office dated November 26, 1997, providing the additional requested information concerning the Crest Tower. The comments of the Ohio Historic Preservation Office (OHPO) are submitted in accordance with provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 [36 CFR 800]); the Surface Transportation Board (STB) serves as the lead federal agency.

The November 26, 1997, correspondence provides a detailed discussion of vibration factors caused by changes from the proposed project. Based on the information presented in the documentation, we concur with your assessment that the proposed Crestline connector project will have no effect on the Crest Tower, a property determined eligible for inclusion in the National Register of Historic Places. We feel that the correspondence makes an important distinction between cosmetic damage and the more serious issues of architectural and structural damage. If there is any cosmetic damage, the data presented in the correspondence supports the conclusion that it will be a long term development that is much more manageable than the effects of any architectural or structural damage. Therefore, this office doesn't object to the proposed construction of the Crestline connector as described in your October 15, 1997, correspondence.

Any questions concerning this matter should be addressed to David Snyder at (614) 297-2470, between the hours of 8 am. to 5 pm. Thank you for your cooperation.

Sincerely,

Mark J. Epstein, Department Head  
Resource Protection and Review

CENTRAL ADMINISTRATIVE UNIT

REC'D: 12/30/97

DOCUMENT # 12/30/97 2:54:27 PM

MJE:DMS/ds

xc: Carole W. Peter, Dames and Moore  
Barbara J. Harris, CSX  
Barry Wharton, HDR Engineering, Inc.  
Richard Starzak, Myra L. Frank & Associates, Inc.  
Laura Henley Dean, ACHP

Ohio Historical Center

1982 Velma Avenue  
Columbus, Ohio 43211-2497  
614/297-2300  
Fax: 297-2411



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

CENTRAL ADMINISTRATIVE UNIT

REC'D: 12/30/97

DOCUMENT # 123197 9.06.08 AM

December 19, 1997

ENVIRONMENTAL  
DOCUMENT

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

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition --  
Conrail, Ohio

Dear Ms. Kaiser,

This purpose of this letter is to transmit to your office letters from four interested parties submitted to the OHPO in response to the request for public input regarding the above referenced Conrail acquisition project. The correspondence from the interested parties provides information, comments and concerns for historic preservation issues and is submitted under provisions of the National Historic Preservation Act. The comments of the Ohio Historic Preservation Office (OHPO) are submitted in accordance with provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 [36 CFR 800]); the Surface Transportation Board (STB) serves as the lead federal agency.

We feel that the comments are helpful and useful, and in several cases provide the important function of extending the range of options for preservation for your consideration. Letters were received for the Norfolk Southern connector, Bucyrus, Crawford County, construction and changes in the Cleveland area, and construction and changes in the Columbus area. We have also received telephone calls regarding this project as a result of requests for public input. I believe that we were able to resolve the questions raised thus far from telephone inquiries.

The letter from the Bucyrus Historical Society has been instrumental in developing the basis for a Memorandum of Agreement for the demolition of the TOC Freight House. It is our expectation that this agreement will be drafted in the near future and submitted to this office for review.

The letter from the Cleveland Landmarks Commission raises preservation concerns for several areas including the Collinwood Yard. It is our opinion that the information and concerns help in establishing a broader context to interpret historic properties and evaluate effects in the Cleveland area. We recommend that additional consideration should be given to this part of the project. The extent of changes in the Collinwood Yard pose problems for resolving preservation concerns, and we feel that working with the Cleveland Landmarks Commission could help in framing the approaches along a broader background.

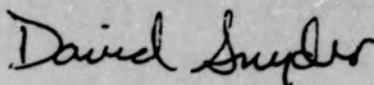
Ms. Elaine K. Kaiser  
December 19, 1997  
Page 2

The letter regarding the Buckeye Intermodal Terminal Yard makes a request for clarification of the Area of Potential Effects for the project. We recommend revisiting this part of the project to ensure that the area considered encompasses the full range of work and modifications.

Finally, the letter from the Glen Echo resident expresses concern for the preservation of a contributing element to the Glen Echo Historic District. We recommend that specific conditions be imposed to control construction in this area to avoid any impacts to this feature. We also recommend that the construction people contact this office when construction reaches this area so that personnel from this office can have an opportunity to monitor the construction.

Any questions concerning this matter should be addressed to David Snyder at (614) 297-2470, between the hours of 8 am. to 5 pm. Thank you for your cooperation.

Sincerely,



David Snyder, Archaeology Reviews Manager  
Resource Protection and Review

DMS/ds

Attachment

xc (without attachment):

Dan Shinn, Burns and McDonnell  
Bruno Maestri, NS  
Carole Peter, Dames and Moore  
Barbara J. Harris, CSXT  
Barry Wharton, HDR Engineering, Inc.  
Richard Starzak, Myra L. Frank & Associates, Inc.  
Laura Henley Dean, ACHP