

STB FD 33388 5-22-98 K 29206V6B



Mid-Ohio Regional Planning Commission

An association of local governments providing planning, programs and services for the region.

November 14, 1997

REC'D BY OHPD NOV 17 1997

Mr. David Snyder
Review and Compliance Department
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, OH 43211-1030

Judith W. Stillwell
Chair

Gary Panek
Vice Chair

Richard A. Browning
Secretary

Bill Habig
Executive Director

Dear Mr. Snyder:

Our agency has had an opportunity to review your letter dated October 30, 1997, concerning the CSX Corporation (CSX) and Norfolk Southern (NS) merger application with regard to the Section 106 Process of the National Historic Preservation Act. We offer the following comments for consideration.

While reviewing these documents, we noticed that there were discrepancies between the project description section and the supporting documentation and analysis. These discrepancies concern references to a new CSX fueling facility that would require acquisition of new right-of-way and construction of a new CSX intermodal facility. These construction projects, although outlined in the project description section of the report, were not discussed further in the analysis that follows.

It was our understanding that CSX would be assuming operations of the Buckeye Intermodal Terminal Yard from Conrail, providing them with a facility previously unavailable in this region. If this is the "new" intermodal yard referenced in the project description, it needs to be clarified. Furthermore, the new right-of-way, its location, historical impacts and other pertinent information need to be expressly addressed.

We look forward to having the above issues incorporated in the National Historic Preservation Act Process. Thank you for the opportunity to comment and participate in the merger proceedings.

Very truly yours,

William C. Habig

William C. Habig
Executive Director

WCH:jrh



City of Cleveland

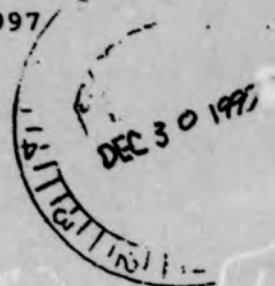
Michael R. White, Mayor

Cleveland Landmarks Commission

Robert Keiser, Secretary
601 Lakeside Avenue, Room 519
Cleveland, Ohio 44114
216/664-2531

RECEIVED NOV 4 1997

November 20, 1997



Mr. David Snyder
Review and Compliance Department
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211-1030

Dear Mr. Snyder:

The staff of the Landmarks Commission of the City of Cleveland has reviewed the letter dated October 30, 1997, from the Surface Transportation Board regarding the proposed acquisition of Conrail by CSX Corporation (CSX) and Norfolk and Southern Corporation (NS). Attached to the letter was a portion of a draft study prepared by the Board's Section of Environmental Analysis (SEA) purportedly describing the possible effects of the proposed acquisition on historic properties in the Cleveland area.

The SEA's study looked exclusively at the effect of the proposed rail line acquisition on the area surrounding the Collinwood Rail Yards. The Landmarks Commission staff has concluded that the study should have considered the effect of the merger on several additional existing - potential historic districts and individual landmarks within the City of Cleveland along portions of the rail lines routes which are experiencing significant increases in freight rail traffic.

On the basis of data provided by NS and CSX, the City estimates that rail traffic will increase from 114% to 1188% in certain neighborhoods of Cleveland. The rail lines targeted for these increases run through or near seven (7) nationally or locally designated historic districts.

I am enclosing a map that delineates these existing or potential districts as well as individual landmarks within the City of Cleveland that may be affected by the proposed acquisition. I am also enclosing a summary of findings prepared by Cleveland's City Planning Commission which further elaborates the proposed impacts on historic sites within the

Mr. David Snyder
Page Two

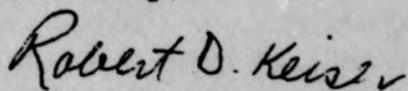
City. This data was included in the comments on the railroads' application filed by the City of Cleveland with the Surface Transportation Board on October 21, 1997.

There may be additional potential districts affected by the rail line acquisition, particularly in the Forest Hills neighborhood of Cleveland and in adjoining neighborhoods in East Cleveland and Cleveland Heights.

The potential impact of the proposed rail line acquisition on historic areas of Cleveland could be significant and can only be understood with a thorough analysis of all of the affected areas of historic value in Cleveland, not just the area surrounding the Collinwood Rail Yards. We would urge the Ohio Historic Preservation Office to join with us in requesting that the Surface Transportation Board expand the SEA's study to assess the possible effects of the proposed acquisition on all of the existing and potential historic districts and landmarks in the City of Cleveland and adjoining communities which are near the affected rail lines.

Thank you for your consideration of this matter.

Sincerely,



Robert D. Keiser, Secretary
Cleveland Landmarks Commission

cc: Sharon Sobol Jordan
Hunter Morrison
Christopher Warren

IMPACTS OF PROPOSED FREIGHT RAIL CHANGES ON CLEVELAND NEIGHBORHOODS

City Planning Commission

LAND USE AND DEMOGRAPHIC ISSUES

Summary of Findings

The proposed increases in freight rail traffic by Norfolk Southern and CSX would impact residential areas in approximately 13 neighborhoods in the City of Cleveland. Over 60,000 residents live within 1,000 feet of these rail lines. Collectively, the additional trains proposed on two Norfolk Southern lines and one CSX line will increase traffic on these lines from an average of approximately 33 trains per day to approximately 108 trains per day, for an increase of approximately 227% – or a 3-fold increase.

For purposes of the following analysis, the impacted areas have been grouped into 8 clusters of neighborhoods. In 7 of these 8 neighborhood areas, the population within 1,000 feet of the rail lines is characterized by *poverty rates* above the citywide average and *median household incomes* below the citywide average. In addition, in 4 of the 8 neighborhood clusters, the proportion of non-whites in the population is over 70%. Therefore, it can be concluded that the proposed increases in freight rail traffic in the City of Cleveland disproportionately impact poor and minority residents.

The CSX line proposed for an increase in freight traffic begins on the east side of Cleveland in the South Collinwood neighborhood, south of the I-90 near East 131st Street, and continues in a southerly and southwesterly direction through the Little Italy, University, Fairfax, Kinsman and South Broadway neighborhoods, before crossing the Cuyahoga River and paralleling I-480 to West 150th Street. The typical increase in traffic proposed for this line is from approximately 7 trains per day to 44 trains per day – for an over 6-fold increase.

One Norfolk Southern line crosses Cleveland in an east-west direction, entering from the west in the Edgewater and Cudell neighborhoods, continuing through the Detroit-Shoreway and Ohio City neighborhoods, crossing the Cuyahoga River through the Industrial Valley, and continuing east through the Kinsman, University/Fairfax and Little Italy neighborhoods, passing through East Cleveland, and then exiting Cleveland through the Euclid-Green and South Collinwood/Nottingham neighborhoods. This line is proposed to increase from approximately 14 trains to 38 trains per day – for a nearly 3-fold increase.

The second Norfolk Southern line proposed for an increase in traffic begins near downtown Cleveland (off of the former Conrail Lakeshore Line) and continues in a southerly and southeasterly direction through the Goodrich (Payne-Sterling), Central, Fairfax, Kinsman, and South Broadway neighborhoods before exiting into Garfield Heights. This line is proposed to increase from approximately 13 trains to 27 trains per day – for a more than 2-fold increase.

NOTE: This analysis is limited to consideration of those rail lines for which a significant increase in traffic is proposed and to those areas in which residential uses are located in close proximity to the rail line. Therefore, the old Conrail Lakeshore Line and the Norfolk Southern line which runs in a southwesterly direction between Cleveland and the City of Brooklyn are excluded from the analysis, because traffic on these lines is not proposed to increase. Similarly, the CSX line running along I-480 is excluded, because it traverses mostly industrial areas or areas that are buffered by I-480.

Historic Districts. The NS and CSX lines targeted for significant increases in freight rail traffic run through or close to 7 nationally or locally designated historic districts in the City of Cleveland. The affected districts include the following:

- *Franklin - West Clinton Historic District*, designated nationally, located in the vicinity of West 74th Street, just north of the NS line through northwest Cleveland.
- *Lorain Avenue and Market Square Historic Districts*, designated locally and nationally, located generally between West 25th and West 58th Streets, just north of the NS line traversing northwest Cleveland.
- *Tremont Historic District*, designated locally and nationally, located south of the NS line as it passes to the south of downtown Cleveland.
- *Little Italy Historic District*, designated locally, located on either side of Mayfield Road, just east of the NS and CSX lines which traverse the University Circle area on Cleveland's central east side.
- *Miles Park Historic District*, designated locally and nationally, located just east of the CSX and NS lines in the vicinity of East 91st Street, between Harvard and Miles Avenues, near Cleveland's southern boundary with the City of Garfield Heights.
- *Prospect Avenue Historic District*, designated locally (with individual buildings designated nationally), located just west of the NS line in the vicinity of East 55th Street on Cleveland's near east side.

It should be noted that expenditures of federal funds and certain other federal actions which may affect National Register Historic Districts must be preceded by a Section 106 review. This also applies to areas which have been identified as "potential" historic districts. The Cleveland Landmarks Commission has formally identified a number of potential historic districts, including one large district which directly abuts the NS line in northwest Cleveland. This is the potential *Edgewater Historic District*, located north of the NS line in the northwest corner of Cleveland, bordering the City of Lakewood.

In many cases, these historic districts are the focal points which establish the character and identity of larger neighborhoods. Anything which lessens the desirability of a historic district, thereby lowering property values, works against the goal of preserving the districts and their architectural assets. Consequently, the proposed increases in freight rail traffic – with the associated increases in noise, vibration and safety hazards – threaten the viability of these valued and protected urban districts.

REC'D BY OHPO NOV 20 1997



Kathy Mast Kane
2595 Summit Street
Columbus OH 43202

November 20, 1997

Mr. David Snyder
Review and Compliance Department
Ohio Historic Preservation Office
567 East Hudson Street
Columbus OH 43211-1030

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition of Conrail: Section 106 of the National Historic Preservation Act Process in Ohio

Dear Mr. Snyder:

I am writing in response to the October 30, 1997 letter soliciting comments from the community. I am a resident of the Glen Echo neighborhood which runs adjacent to the railroad where the proposed construction is to take place. This neighborhood was listed in the National Register of Historic Places on October 24, 1997. The historic district is bounded by the Glen Echo Ravine on the north, Indianola Ave. on the west, Hudson Street on the south and the alley running parallel to the western edge of the railroad tracks on the east. If construction is to occur between the existing tracks, as stated, the only resource directly impacted by the work may be a c. 1860? coursed stone round-arched culvert which spans Slate Run in the ravine. It is located on the western edge of the tracks' embankment where it crosses the creek. (See pages 7-2, 7-15, 7-21 in "Glen Echo Historic District" National Register nomination.) Furthermore, because the ravine, city park and many outbuildings are contributing features in the historic district, and because the construction site abuts the eastern boundary of the district, I am concerned about the deposit of any debris or sedimentation created by the construction into the area. Please consider these issues as the project is reviewed.

Thank you for the opportunity to comment.

Sincerely,

Kathy Mast Kane
Kathy Mast Kane
Glen Echo Historic District resident

xc: Chairperson, University Area Commission

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

ENTERED
10/27/97

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name GLEN ECHO HISTORIC DISTRICT

other names/site number Glen Echo Parcels (partial), Indianola Park View Addition (partial)
and Indianola Park View Addition 2

2. Location

street & number Roughly bounded by Glen Echo Ravine, Big Four Railroad, not for publication
Indianola Avenue and Hudson Street

city or town Columbus N/A
 vicinity

state Ohio code OH county Franklin code 049 zip code 43202

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination
 request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
 meets does not meet the National Register criteria. I recommend that this property be considered significant:
 nationally statewide locally. (See continuation sheet for additional comments.)

Barbara Tiven Dept. Head
Signature of certifying official>Title Planning, Inventory Sept. 17, 1997
7 legs. Date

Ohio Historic Preservation Office -- OH SHPO
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official>Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain) _____

Signature of the Keeper

Date of Action

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

GLEN ECHO HISTORIC DISTRICT
Columbus, Franklin County, OH

district. Bridges for cars span the ravine in two locations within the district and a coursed stone culvert for the railroad spans the creek at the tracks. Use at the southwest corner of the district was converted from residential to commercial in 1916, with the existing commercial structure dating from 1926 (Photo #10, noncontributing). "Developers realized the commercial potential of land bordering major streets or streetcar lines,... and sometimes permitted commercial or apartment buildings on the major streets while reserving the interior lots for single family use..." (Burgess, p.48).

THE RAVINE

The Glen Echo Run (formerly Slate Run), is one of several major streams running westerly into the Olentangy River, creating scenic natural ravines on Columbus' north side. The ravine's cliffs are shale and its banks are wooded. The Glen Echo Ravine extends east of the district to just east of I-71 and west of the district to the Olentangy River. The stream serves as a major stormwater drainage way for the area channeling the flow to the river. The ravine is "composed of Ohio and Olentangy shale bedrock.... The shales are covered by a thin mantle of glacial till. The ravine soils which are derived from this material are subject to severe erosion without vegetative or other controls." (The Ravine Quarterly, pp.1,4.) Because of this serious erosion problem, gabions (wire mesh filled with stone) were installed c.1975, primarily along the creek bed. They are compatible with the original stone retaining walls (Photo #102).

THE PARK

A part of the Glen Echo ravine was delineated as a park "reserved for future disposition" in the original plats for the subdivision recorded July, 1909. The park was dedicated to the City in July, 1912. The 3.9 acre park is minimally improved. The Indianola Avenue Bridge, built in 1914, spans Parkview Drive and the Glen Echo Run (Photos #15,16). It anchors the west end of the park and its Classical Revival style contributes to the aesthetics of the district. Other remnants of early 20th century improvements in the park include stone retaining walls along the creek bed, and stone wall "traffic barriers" along the east end of

National Register of Historic Places Continuation Sheet

Section number 7 Page 15

GLEN ECHO HISTORIC DISTRICT
Columbus, Franklin County, OH

Glen Echo Ravine Culvert - A coursed stone, round arched culvert over Glen Echo Ravine at west side of Conrail Railroad crossing and eastern edge of district boundary. Date unknown, but railroad was extended north from Columbus in 1851. (Photo #120)

NONCONTRIBUTING BUILDINGS

There are 59 noncontributing buildings/structures in the Glen Echo Historic District. There are five noncontributing houses, one noncontributing apartment building, one noncontributing commercial building, one noncontributing bridge, and 51 noncontributing garages.

The following buildings are considered noncontributing to the Glen Echo Historic District due to construction dates outside of the period of significance, the use of modern construction materials, incompatible styling and/or degree of alteration. These buildings do not detract from the overall integrity of the district.

1. 350 Hudson Street: A 1 story "modern broad front" commercial building constructed in 1926 as an A & P grocery store. The building has brick bearing wall construction covered in stucco with a corbeled parapet. Storefront entries on Indianola Avenue and Hudson Street have been altered with blue glazed brick c.1960. This building is at the southwest corner of the district. (Photo #10)
2. 2636 Indianola Ave.: A 2 story L-shaped brick eight-unit apartment building (1957). These lots were undeveloped from the time they were platted until construction of these apartments. (See Photo #14)
3. 2546 Glen Echo Drive: A 1 story residence (c.1960). A house built on this lot c.1911-12 was torn down c.1951. (Photo #115)
4. 2593 Glen Echo Drive: A 1 1/2 story residence (c.1951). A house built on this lot c.1914 was torn down c.1951. (Photo #119)
5. 2650 Glen Echo Drive: A 2-story residence (c.1970). This lot was undeveloped from the time it was platted until construction of this house.

National Register of Historic Places
Continuation Sheet

Section number 7 Page 22

GLEN ECHO HISTORIC DISTRICT
Columbus, Franklin County, OH

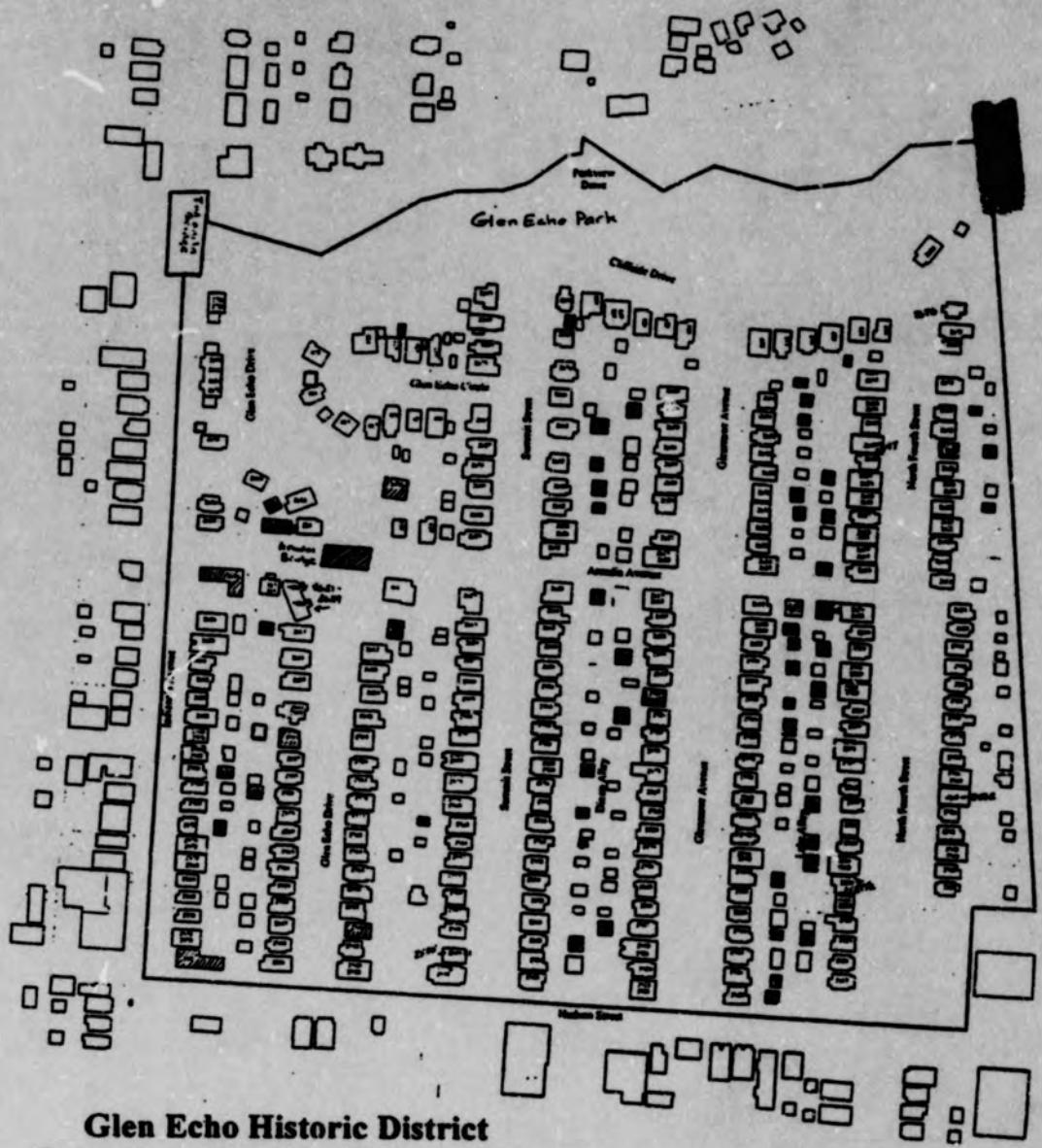
Photo #	Address	Former Address	Circa Date	Notes	Non-Cont.	Garage (C/NC)
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GLEN ECHO DRIVE Continued

	2578		1912-13			C
112	2581		1913			NC
	2582		1915			C
	2583		1915			C
	2586		1911-12			
	2587		1914			
	2592		1915		NC	C
	2593		1951			C
	2597-2599		1916			
	2598		1916			C
	2604		1915			
114	2607		1913-1916			C
	2608		1914			
	2611		1923			C
	2612		1918			NC
	2617		1917			
	2621-2629		1926	4-unit Apts.	NC	
	2650		1970			
	2653		1915			
21	2663		1917			NC

GLEN ECHO RAVINE

120	Culvert	1860	Structure
17	City Park	1912	Site



Glen Echo Historic District
Columbus, Franklin County, Ohio
(Contributing & Non contributing)



 = Non contributing - Primary Building/Block
 = Non contributing - Debris



BUSI
S/7
R. 19 W. R. 18 W. 2'30" 326 2.9 MI. 10 U.S. 40
INTERIOR—GEOLOGICAL SURVEY, WESTON, VIRGINIA—1953
3280000E STATE CAPITOL 2.7 MI.
CIRCLEVILLE 2.9 MI.
83° 00' 3 MI. TO INTERSTATE 70

1 MILE
100 5000 6000 7000 FEET
1 KILOMETER

3 FEET
TUM OF 1929



QUADRANGLE LOCATION

ACCURACY STANDARDS
WESTON, VIRGINIA 22092
BOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled in cooperation with State of Ohio agencies from aerial photographs taken 1980 and other sources. This information not field checked. Map edited 1982

Purple tint indicates extension of urban area

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	

() Interstate Route { } U.S. Route ○ State Route

NORTHWEST COLUMBUS, OHIO

N4000—W8300/7.5

1965
PHOTOREVISED 1982
DMA 4364 II SE-SERIES V852

Mapped, edited, and published by the
Revised in cooperation with State of Ohio
Control by USGS, NOS/NOAA, USCE, and City of
Topography by photogrammetric methods from air
photographs taken 1953. Field checked 1954.
Polyconic projection. 10,000-foot grid ticks base
system, south zone. 1000-meter Universal Trans
Mercator grid ticks, zone 17, shown in blue. 19
American Datum. To place on the predicted North
Datum 1983 move the projection lines 3 meters east
and 10 meters west as shown by dashed corner ticks.
Fine red dashed lines indicate selected fence lines
generally visible on serial photographs. This info
Red tint indicates areas in which only landmarks
Entire area lies within the United States Military
Land lines based on the Base Line of the United States
There may be private inholdings within the bounds
of the National or State reservations shown on this



D-77



BUCYRUS HISTORICAL SOCIETY

202 S. WALNUT ST. - BUCYRUS, OHIO 44820

Oct. 18, 1987

?

Mr. David Snyder
Review and Compliance Dept.
Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211-1031

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition of Conrail: Section 106 of the National Preservation Act Process in Ohio

Dear Mr. Snyder:

We are in receipt of correspondence from Ms. Elaine K. Kaiser, Chief, Section of Environmental Analysis of the SURFACE TRANSPORTATION BOARD, Washington, D.C. The subject is the National Register structure known as the T. & O.C. Railroad Depot, located at 715 E. Rensselaer St. here in Bucyrus. We, the Bucyrus Historical Society, are owners of the building, while the ground beneath is currently owned by Conrail.

We are writing to you at the suggestion of Ms. Kaiser, since we are intensely interested in rehabilitation and possible restoration of this historic structure, which we understand boasts unique construction as far as R.R. stations are concerned. We have established a special BUCYRUS HISTORICAL SOCIETY STATION FUND to help launch our efforts toward stabilization of the structure (now in deplorable condition) and to further resurrect it for the appreciation of the public. We have no plans for commercialization of the building.

We estimate the stabilization effort (i.e. roof, spouting and drainage restoration) will require approx. \$25,000. Some estimates for meaningful (total?) restoration run from \$250,000 to \$500,000, but we feel these figures are based on complete work by restoration experts and, at least at this time, we do not feel this is a realistic goal.

We do, however, have numerous offers of assistance, both from professional people and local "do-it-yourselfers", all of whom are eager to get inside and do their thing. After a review of the qualifications of those involved, I believe we can actually rehabilitate the building and make it available for Historical Society and community use ... after we get the basic roof/gutter/drainage stabilization completed ... for well under the high-end restoration estimates. I believe \$100,000 (above the initial \$25,000), along with our volunteer force, would go a long way toward

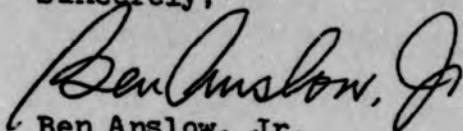
bringing this historic building back to a condition of respectability. And since the station is located in a rather neglected area of our community, we feel an added advantage connected with restoration would be an automatic upgrading of the area, to our entire community's benefit. Some people in the area have already expressed enthusiastic approval of our announced efforts.

We are enclosing a copy of a rather lengthy proposal we have just submitted to our local Bucyrus Area Community Foundation, on the possibility they might be able to financially support our efforts. We have also contacted local industries and financial institutions, as well as private individuals. In the face of numerous fund drives now going on in Bucyrus, our efforts have not met with great success.

A verbal discussion with a representative of Norfolk & Southern, here in Bucyrus for survey work regarding the proposed spur line from the north-south N&S to the east-west line nearby, made it clear that they, too, appreciated the historic value of the depot building, and assured us their tentative plans for the spur would not affect our property. They also indicated a possibility that grading and landscape work for the building might be included in their activities, and even a further possibility that the firm might make some restoration funds available.

We are soliciting your attention to this project, and offer our assistance in bringing you up-to-date on any information we might have.

Sincerely,



Ben Anslow, Jr.
Chrmn, BUCYRUS HISTORICAL SOCIETY STATION FUND

enc. (3 pgs.)

cc: Elaine K. Kaiser, SURFACE TRANSPORTATION BOARD
Dr. John Kurtz, Pres., BUCYRUS HISTORICAL SOCIETY
Atty. Richard Cory, Treas., BUCYRUS HISTORICAL SOCIETY

Please direct any reply to: Ben Anslow, Jr.
1090 Mary Ann Lane
Bucyrus, Ohio 44820
Tel. (419) 562-8057



BUCYRUS HISTORICAL SOCIETY
202 S. WALNUT ST. - BUCYRUS, OHIO 44820

Oct. 17, 1997

BUCYRUS AREA COMMUNITY FOUNDATION
231 S. Poplar St., P.O. Box 387
Bucyrus, Ohio 44820

Att: Mr. John Bridges, Exec. Secy.

This is in response to your letter of March 14, 1997, with which you enclosed guidelines and miscellaneous details regarding application for a grant in 1998.

Following is a recap of our project, present status, short-term and long-term needs, as best we can ascertain at the present:

PROJECT: Restoration of the Bucyrus T.& O.C. Railroad Depot on E. Rensselaer St. Built in 1892, the building is of brick-and-stone construction, and stands on ground currently owned by Conrail. We are assuming the surviving owner will be Norfolk and Southern, not CSX. The Historical Society owns the building, and we have just received real estate tax exempt status from the State of Ohio. The building is on the National Register of Historic Places, and we believe it merits the sincere efforts, not only by our Society, but the Bucyrus community as a whole, to stabilize the property and work toward rehabilitation of this historic landmark.

FINANCE: Estimates for complete restoration (in our minds not a practical aim) run between \$250,000 and \$500,000. Our immediate aim is for stabilization as quickly as possible. This means repair of the slate roof (not replacement) and complete replacement of the spouting and drainage arrangement. Our estimate for this necessary work is \$20,000 to \$25,000.

We currently have a bank account of \$1,800. We have written to a number of local industries and the five financial institutions for help to achieve this immediate goal, and any assistance from the Community Foundation, however small, would be of great help. We hope to make this a local effort if at all possible, at least in our immediate stabilization program, since we feel immediacy is extremely important.

BUILDING STATUS:

The structure is in admittedly deplorable condition, not having been meaningfully maintained since having been acquired by the Telegraph Forum in approx. 1952. It was donated to the Historical Society by Richard Hord, who took possession in the 1960's

We have been advised by a restoration expert from Marion, Ohio however, that the building is definitely restorable and, in his words, "should be restored."

We have also received great encouragement from the Bucyrus City Council, the Ohio Historical Society, Congressman Michael Oxle and, just this week, the United States Surface Transportation Board.

The latter, incidentally, has acknowledged the historic significance of the building. A planned spur line from the north-south Norfolk and Southern Line to the east-west (CSX?) line would deliberately bypass the depot building while taking out the T. & O.C. freight depot across Rensselaer St. There is even a good possibility N&S will supply landscape and grading to enhance the property, and have even suggested the possibility of some funds for the restoration project.

We would be happy to share with you our correspondence from these various sources, and walk you through the facility if you like.

The building once contained a number of fine stained glass windows, three of which remain. Five additional ones have been promised, and we feel some others will be available.

WORK STATUS:

We have been offered assistance by a number of individuals and groups, including the Bucyrus Jaycees, garden clubs, railroad clubs, several artisans (stained glass and wood restoration), an electrician and several others experienced in building repair.

Until the building is stabilized, however (roof and spouting/drainage), we are reluctant to turn anyone loose inside regardless of their enthusiasm for the project. Quite frankly, unless we can reach our stabilization goal (\$25,000), we will not proceed on the project. Much to the loss of our community we believe. The stabilization work would be done on a contract basis with qualified builders.

We are confident that, once these important preliminary repairs are accomplished, we can successfully follow through with rehabilitation of both the exterior and interior with our volunteer work force and a figure well under the high-end estimate for total restoration. While a qualified quotation would be hard to obtain, our "qualified guess" would be under \$100,000, to make the structure habitable and useful for the community.

USES:

We find it difficult to put a finger on specific uses for a rehabilitated T. & O.C. Railroad Station. We have no intention to put it to a commercial use (i.e. restaurant, shops, etc.). We see it as an ideal place for community involvement, historical events and activities, railroad club headquarters (there are two such clubs in Bucyrus), garden club functions, youth meetings and activities, etc.

The important thing now, as we see it, is to "stop the rot" as quickly as possible and to make this community prize something we will be able to point to with pride, both to our own citizens

and to visitors as well.

MISC.

Be advised that, although the Bucyrus Historical Society now owns this building, funds for restoration will not be taken from society funds, since the society itself is barely self-supporting. All restoration monies must be raised from outside efforts.

The Bucyrus Historical Society was founded in 1969, and operates in the Scroggs House at 202 S. Walnut St., Bucyrus, Ohio 44820. The telephone number is (419) 562-6386.

Below is a listing of current officers and some board members:

Dr. John Kurtz, Pres., 714 S. Walnut St., Bucyrus, Ohio 44820
Atty. Richard Cory, Treas., 1080 Mary Ann La., " " "
Richard Zahn, V. Pres., 811 Rogers St., " " "
Martha Ann Lown, 1006 Woodlawn Ave. (Secy.) " " "
Ben Anslow, Jr., 1090 Mary Ann La. (Committee Chairman, Bucyrus Historical Society STATION FUND)
James Starner, Board Mmbr., 4338 Stetzer Rd., " " "
Joan Carver, 1100 Mary Ann La. (Board Mmbr.), " " "

The Bucyrus Historical Society board is made up of approx. 24 local men and women.

Society

NOTE:

The Bucyrus Historical Station Fund is a separately established committee with responsibility for funding and direction of the rehabilitation efforts connected to the T.& G.C. Depot. No funds may come directly from the society itself, since the Bucy Historical Society is itself barely self supporting. The socie does, however, hold ownership of the depot building, and it is covered on the society's all-inclusive liability insurance poli

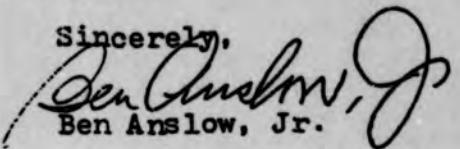
The Station Fund Committee is, of course, responsible to the Historical Society, and society board members vote on any major decisions regarding the depot project.

The BUCYRUS HISTORICAL SOCIETY STATION FUND carries a separate deposit and checking account at First Federal Savings & Loan in Bucyrus, Acct. No. 241270233 - 016023969400 - 9996. It is administered by Richard Cory, Treas. and Ben Anslow, Jr., Station Fund Committee Chairman. Present balance is approx. \$1,800.

The Bucyrus Historical Society, a tax-exempt organization, carries a Federal I.D. No. 23-7032428.

We will be most happy to supply you with any additional information you may require to aid you in making a favorable decision regarding this most worthwhile community project. We can also walk any of your representatives through the facility, if you so desire.

Sincerely,


Ben Anslow, Jr.

cc: Richard Cory, Treas.
John Kurtz, Pres.

ENVIRONMENTAL DOCUMENT



1982 Veima Avenue
Columbus, Ohio 43211-2497
(614) 297-2300
Fax : 297-2411



CENTRAL ADMINISTRATIVE UNIT

REC'D: 12/30/97

DOCUMENT # 12/30/97 4:03 53PM

December 24, 1997

OHIO
HISTORICAL
SOCIETY
SINCE 1885

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,

The purpose of this letter is to provide additional comments in response to correspondence from your office dated October 15, 1997 (received October 20) regarding the above referenced Conrail acquisition project, with additional information provided during a meeting on October 17, 1997. The correspondence provides a compilation of information and reports of identification level survey, evaluation, and assessment of effects for the Conrail acquisition project. 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.

This letter provides comments on project components not specifically addressed in our comments of October 28, October 30, October 31, December 17, and December 19, 1997. Correspondence from your office includes preliminary reporting of identification survey efforts including the four documents titled: (1) "Results of the Ongoing Phase I Archaeological Survey of Proposed Railroad Construction of Connections between Conrail and Norfolk Southern Lines in Erie, Franklin, and Ottawa Counties, Ohio, and two Proposed Railroad Yard Expansions in Cuyahoga, Huron, and Seneca Counties, Ohio" by Dawn Herr, John F. Schweikart, and Jeffrey Darbee, October 10, 1997; (2) "Historic Property Report for Proposed Construction for CSX/Conrail Railroad Consolidation in Sidney, Shelby County, Ohio" by Janet L. Friedman and Geoffrey Henry, October 4, 1997; (3) "Historic Property Report for Proposed Construction for CSX/Conrail Railroad Consolidation in Greenwich, Huron County, Ohio" by Janet L. Friedman and Geoffrey Henry, October 9, 1997; and (4) "Historic Property Report for Proposed Construction for CSX/Conrail Railroad Consolidation in Crestline, Jackson Township, Crawford County, Ohio" by Janet L. Friedman and Geoffrey Henry, October 8, 1997. The correspondence also includes extensive documentation on the Toledo Pivot Bridge, and the Bucyrus T&OC Depot and Freight House properties. The comprehensive coverage and the detailed information presented, including completed inventory forms with supporting documentation and photographs, have been very helpful in completing our review of this information.

Ms. Elaine K. Kaiser
December 24, 1997
Page 2

The discussion of the Area of Potential Effects (APE) for the different classes of construction in this project was helpful. We feel that the usage was thorough and helped to organize identification efforts. We note that many of the concerns presented to this office reflect public views of more extensive impacts than considered under the APE. We recommend that at least in the Cleveland area you should consider expanding the area encompassed under the APE. Expansions might also be considered in the Toledo and Columbus areas. In these metropolitan areas the project extends past several historic districts, and the increases in rail traffic and other changes resulting from this project could have impacts on the setting and other defining characteristics of these historic districts.

Based on the information presented in the report, we concur with the recommendations to complete the work at the Willard Yard. It is our understanding that the work includes wetland mitigation that might include construction of a wetland in another area. Coordination with this office is recommended to determine if survey is needed in the wetland mitigation area.

Based on the information presented in the report on the Collinwood Yard, we concur that the yard is eligible for inclusion in the National Register of Historic Places. We note that there have been several significant changes in this yard that are not directly under jurisdiction of this project. We are concerned about the demolition of structures that offer unusual opportunities for adaptive reuse. It is our understanding that at least two contributing elements to the Collinwood Yard property are still intact, the Quaker Tower and the Fueling Tower. We concur with your recommendations for recordation of significant structures in the Collinwood Yard. We strongly recommend that the Cleveland Landmarks Society be involved in reviewing the recordation plans and results for the Collinwood Yard. We also recommend that you consider concerns expressed by the Cleveland Landmarks Society and discuss possible treatment alternatives with this organization.

Based on the information presented, we concur with your recommendations that the four properties (three bridges and 1 culvert) along the Toledo-Maumee Rail Line abandonment are not eligible for inclusion in the National Register of Historic Places.

We concur that the Toledo Pivot bridge is eligible for inclusion in the National Register of Historic Places. Documentation should include detailed recordation of the engineering components, and we recommend further consultation with this office concerning documentation requirements for this adverse effect.

We concur that the section proposed for work between Weber and Hudson streets in Columbus has been extensively disturbed and no additional archaeological investigations are needed. However, as noted in our December 19, 1997, letter, this project area appears to

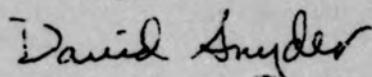
Ms. Elaine K. Kaiser
December 24, 1997
Page 3

include a contributing element to the Glen Echo Historic District and care is needed to avoid impacts. We strongly recommend further review of the proposed work in Columbus to ensure that eligible or listed properties are not impacted.

Based on the information presented in the report, we concur with the recommendations to complete the work at Oak Harbor. Also, we concur with your findings that no property eligible for inclusion or included in the National Register of Historic Places will be affected by the proposed construction at Vermilion.

Additional coordination for some components of this project is recommended, however coordination with this office has been completed for several components and we don't object to construction being initiated in these areas. Please don't hesitate to contact this office if you have any questions about coordination needs for any of the components or if you feel that clarification or specific comments on a particular component would be helpful. 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

xc: 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



CENTRAL ADMINISTRATIVE

REC'D:

DOCUMENT # 3/27/98 11:55:03 AM

Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026



March 19, 1998

Elaine Kaiser
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0776-042-Q
Proposed Conrail Acquisition
STB Docket No. 33388
Evaluation of Conrail Yards

Dear Ms. Kaiser:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We disagree with the findings of the consultant concerning the National Register eligibility of the following railroad yards. It is the opinion of the State Historic Preservation Officer that the following properties are eligible for listing in the National Register of Historic Places:

1. Greenwich Yard, 6, 44 and 138 Pattison, Philadelphia: Although there are few buildings left at the Greenwich Yard, it appears that the function of this yard focused on switching and sorting of rail traffic. Therefore, since most of the pre 1960 trackage remains, this yard appears to possess sufficient integrity to reflect its historical significance as the link between the Pennsylvania Railroad, the Philadelphia Naval Shipyard and the port facilities. This resource meets National Register criterion A and C for transportation and engineering. We agree with the boundaries selected for this resource.
2. Morrisville Yard, Lower Morrisville Road, Morrisville, Bucks County: This yard is significant for its association with the Trenton Cut-Off and meets National Register criteria A and C for transportation and engineering. Although there are few buildings left at the yard, those that remain have sufficient integrity to reflect the

Page 2
E. Kaiser
March 19, 1998

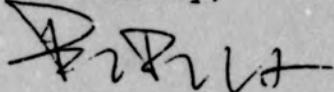
function of the yard. We agree with the boundaries identified for this resource.

We concur with the findings of the consultant that the following resources are not eligible for the National Register of Historic Places due to a loss of integrity.

3. Allentown Yard, River Drive and Lehigh Canal, Allentown, Lehigh County
4. Harrisburg Yard, N. 7th and Industrial Road, Harrisburg, Dauphin County
5. Pitcairn Yard, Wall & Turtle Creek, Monroeville and Lower Versailles Township, Allegheny County
6. Rutherford Railroad Yards, Swatara Township, Dauphin County
7. Snyder Avenue Yard, 12 East Snyder Avenue, Philadelphia

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,



Brenda Barrett
Director

cc: Thomas Lingel, McGinley, Mark & Associates
BB/smz

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APPENDIX E

Safety: Highway/Rail At-grade Crossing Safety Analysis

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APPENDIX E

SAFETY: HIGHWAY/RAIL AT-GRADE CROSSING SAFETY ANALYSIS

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) revised its analysis of highway/rail at-grade crossing safety based on refined data that SEA obtained after preparing the Draft Environmental Impact Statement (Draft EIS). In the Draft EIS, SEA recommended mitigation measures to upgrade warning devices at highway/rail at-grade crossings according to crossing descriptions in the Federal Railroad Administration's database. For the Final Environmental Impact Statement (Final EIS), SEA obtained refined data on roadway descriptions, roadway traffic volumes, warning device types, train speeds, and accident histories from the Federal Railroad Administration, state and local departments of transportation, and persons commenting on the Draft EIS, and by making site visits.

SEA's revised analysis of highway/rail at-grade crossing safety for the Final EIS relied on the same methods presented in the Draft EIS, Appendix B, "Safety," Section B.4.3, "Analysis Methods for Safety Effects at Highway/Rail At-grade Crossings."

In some instances, SEA obtained refined data for the Final EIS indicating that the state or local jurisdiction had upgraded the warning device at a highway/rail at-grade crossing from what SEA had reported in the Draft EIS. In such instances, SEA performed revised analysis using accident data from the time of installation through 1995 for warning devices installed between 1991 and 1995. For warning devices installed after 1995 or on undetermined dates, SEA used accident data from 1991 through 1995 and analyzed these highway/rail at-grade crossings based on the warning devices reported in the Draft EIS. If SEA determined that a warning or safety device it recommended in the Draft EIS was already in place or no longer needed, SEA rescinded the proposed mitigation measures.

Attachments E-1 through E-9 provide the results of SEA's revised analysis, including descriptions of the refined data for specific highway/rail at-grade crossings.

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ATTACHMENT E-1

Illinois Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-1
ILLINOIS HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CHAMPAIGN	N-033	479895X	MAPLE	Gate	150	2	60	22.7	39.0	1	0.0503	0.0562	
CHAMPAIGN	N-033	479896E	MAIN	Gate	3,900	4	60	22.7	39.0	0	0.0364	0.0435	
CHAMPAIGN	N-033	479897L	ELLEN ST	Flasher	275	2	60	22.7	39.0	0	0.0241	0.0303	
CHAMPAIGN	N-033	479898T	TR 312	Passive	109	2	60	22.7	39.0	0	0.0394	0.0489	
CHAMPAIGN	N-033	479900S	CH 13	Flasher	250	2	60	22.7	39.0	0	0.0234	0.0294	
CHAMPAIGN	N-033	479902F	TR 304	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
CHAMPAIGN	N-033	479903M	TR 286	Flasher	59	2	60	22.7	39.0	0	0.0190	0.0252	
CHAMPAIGN	N-033	479905B	TR 274	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
CHAMPAIGN	N-033	479910X	DAVID ST/SR 522	Gate	600	2	60	22.7	39.0	0	0.0186	0.0231	
CHAMPAIGN	N-033	479911E	DAVID ST/S. DODD St.	Flasher	950	2	60	22.7	39.0	0	0.0360	0.0440	
CHAMPAIGN	N-033	479913T	TR 236	Flasher	59	2	60	22.7	39.0	0	0.0140	0.0179	
CHAMPAIGN	N-033	479915G	TR 230	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
CHAMPAIGN	N-033	479916N	TWP RD. 220	Flasher	100	2	60	22.7	39.0	0	0.0169	0.0216	
CHAMPAIGN	N-033	479917V	HARRISON	Gate	750	2	60	22.7	39.0	1	0.0624	0.0708	
CHAMPAIGN	N-033	479919J	ILL 130/ SR 130	Gate	6,400	2	60	22.7	39.0	1	0.0859	0.0980	
CHAMPAIGN	N-033	479920D	TR 198	Passive	109	2	60	22.7	39.0	0	0.0394	0.0489	
CHAMPAIGN	N-033	479921K	TR 182	Passive	109	2	60	22.7	39.0	0	0.0394	0.0489	
CHAMPAIGN	N-033	479923Y	TR 255	Passive	89	2	60	22.7	39.0	0	0.0372	0.0463	
CHAMPAIGN	N-033	479925M	TR 154	Gate	375	2	60	22.7	39.0	0	0.0165	0.0206	
CHAMPAIGN	N-033	479927B	BOURNE ST	Gate	1,550	2	40	22.7	39.0	0	0.0260	0.0318	
CHAMPAIGN	N-033	479930J	TR 134D	Gate	100	2	60	22.7	39.0	0	0.0157	0.0202	
CHAMPAIGN	N-033	479933E	TR 126H	Gate	159	2	60	22.7	39.0	1	0.0506	0.0567	
CHAMPAIGN	N-033	479935T	TR112-A	Passive	50	2	60	22.7	39.0	0	0.0314	0.0396	
CHAMPAIGN	N-033	479937G	TR 94	Gate	89	2	60	22.7	39.0	0	0.0139	0.0178	
CHAMPAIGN	N-033	479938N	CENTER	Gate	125	2	60	22.7	39.0	0	0.0124	0.0156	
CHAMPAIGN	N-033	479940P	MILLS	Gate	800	2	60	22.7	39.0	0	0.0200	0.0248	
CHAMPAIGN	N-033	479945Y	TR 58	Passive	89	2	60	22.7	39.0	0	0.0372	0.0463	
CHAMPAIGN	N-033	479946F	TR 44A	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
CHAMPAIGN	N-033	479949B	TR34A	Passive	59	2	60	22.7	39.0	1	0.0923	0.1075	
CHAMPAIGN	N-033	479950V	FAS532	Flasher	300	2	60	22.7	39.0	0	0.0249	0.0311	
CHAMPAIGN	N-033	479951C	TR267A	Gate	125	2	60	22.7	39.0	0	0.0167	0.0215	
CHAMPAIGN	N-033	479952J	SANDFORD	Gate	150	2	60	22.7	39.0	0	0.0130	0.0163	
COOK	C-010	163412M	ROLL	Passive	500	2	15	17.0	32.9	0	0.0645	0.0791	
COOK	C-010	163413U	CHATHAM	Gate	500	2	30	17.0	32.9	2	0.1032	0.1179	

ATTACHMENT E-1
ILLINOIS HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
COOK	C-010	163415H	DIXIE HWY/WESTERN	Gate	15,400	4	30	17.0	32.9	1	0.1176	0.1358	
COOK	C-010	163416P	BROADWAY-135TH ST	Gate	7,250	2	30	17.0	32.9	0	0.0446	0.0543	
MACON	N-033	479171C	TR 95	Flasher	100	2	60	22.7	39.0	1	0.0639	0.0735	
MACON	N-033	479173R	CR 52	Flasher	700	2	60	22.7	39.0	0	0.0379	0.0462	
MACON	N-033	479174X	CEN TER ST.	Flasher	50	2	60	22.7	39.0	0	0.0157	0.0200	
MACON	N-033	479176L	SANGAMON RD	Flasher	550	2	60	22.7	39.0	2	0.1471	0.1677	0.009 (a)
PIATT	N-033	479156A	TR 60	Passive	79	2	60	22.7	39.0	0	0.0359	0.0449	
PIATT	N-033	479157G	SR 7	Gate	600	2	60	22.7	39.0	0	0.0213	0.0263	
PIATT	N-033	479160P	TR 28	Passive	59	2	60	22.7	39.0	0	0.0332	0.0417	
PIATT	N-033	479162D	TR 20	Passive	59	2	60	22.7	39.0	1	0.0926	0.1079	
PIATT	N-033	479164S	TR 14	Passive	59	2	60	22.7	39.0	0	0.0332	0.0417	
PIATT	N-033	479165Y	JACKSON ST	Gate	1,600	2	60	22.7	39.0	0	0.0270	0.0329	
PIATT	N-033	479166F	MONROE	Flasher	659	2	60	22.7	39.0	1	0.0948	0.1095	
PIATT	N-033	479168U	JEFFERSON	Flasher	809	2	60	22.7	39.0	0	0.0396	0.0480	
PIATT	N-033	479169B	LINCOLN	Flasher	859	2	60	22.7	39.0	0	0.0403	0.0488	
PIATT	N-033	479956L	TR 178	Passive	100	2	60	22.7	39.0	0	0.0384	0.0478	
PIATT	N-033	479957T	TR 145	Passive	59	2	60	22.7	39.0	2	0.1516	0.1736	0.0250
PIATT	N-033	479958A	FAS1530	Passive	50	2	60	22.7	39.0	0	0.0314	0.0396	
PIATT	N-033	479960B	TR 124A	Flasher	50	2	60	22.7	39.0	0	0.0131	0.0169	
PIATT	N-033	479962P	TR 104	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
PIATT	N-033	479964D	TR 92	Passive	59	2	60	22.7	39.0	1	0.0923	0.1075	
PIATT	N-033	479965K	CHAMPAIGN	Flasher	409	2	60	22.7	39.0	0	0.0320	0.0395	
PIATT	N-033	479966S	PIATT	Flasher	759	2	60	22.7	39.0	0	0.0387	0.0471	
PIATT	N-033	479967Y	MACON	Gate	5,800	2	60	22.7	39.0	0	0.0359	0.0430	
PIATT	N-033	479969M	SANGAMON/MORGAN	Flasher	900	2	45	22.7	39.0	0	0.0407	0.0493	
VERMILION	N-033	479872R	ROSS LANE	Passive	100	2	60	22.7	39.0	1	0.1021	0.1189	
VERMILION	N-033	479874E	VERMILION	Gate	400	2	60	22.7	39.0	0	0.0170	0.0211	
VERMILION	N-033	479875L	PARIS	Gate	2,250	2	60	22.7	39.0	0	0.0258	0.0315	
VERMILION	N-033	479876T	SANDUSKY	Gate	1,259	2	60	22.7	39.0	0	0.0224	0.0276	
VERMILION	N-033	479879N	TR 218	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-033	479880H	TR 158	Passive	79	2	60	22.7	39.0	0	0.0359	0.0449	
VERMILION	N-033	479882W	TR 126	Gate	450	2	60	22.7	39.0	0	0.0247	0.0318	
VERMILION	N-033	479883D	TR108-A	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-033	479884K	TR 84-A	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	

ATTACHMENT E-1
ILLINOIS HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
VERMILION	N-033	479886Y	MAIN ST.	Gate	4,050	2	60	22.7	39.0	1	0.0801	0.0914	
VERMILION	N-033	479889U	TR 54	Passive	150	2	60	22.7	39.0	0	0.0430	0.0530	
VERMILION	N-033	479891V	TR 32	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-033	479892C	TR 24	Passive	50	2	60	22.7	39.0	0	0.0314	0.0396	
VERMILION	N-033	479893J	TR 12	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-045	479843F	ST LINE	Flasher	509	2	60	23.6	41.0	0	0.0301	0.0374	
VERMILION	N-045	479844M	POLAND	Flasher	225	2	60	23.6	41.0	0	0.0229	0.0290	
VERMILION	N-045	479847H	TR448	Passive	159	2	60	23.6	41.0	0	0.0444	0.0548	
VERMILION	N-045	479848P	CAMPBELL XING/TR 45C	Passive	100	2	60	23.6	41.0	2	0.1674	0.1925	0.0305 (a)
VERMILION	N-045	479854T	VOORHEES	Gate	11,100	2	60	23.6	41.0	1	0.1019	0.1160	
VERMILION	N-045	479855A	PRIES ST	Gate	59	2	60	23.6	41.0	0	0.0118	0.0149	
VERMILION	N-045	479856G	BOWMAN ST.	Gate	8,800	2	60	23.6	41.0	0	0.0592	0.0743	
VERMILION	N-045	479857N	MARTIN ST	Flasher	559	2	60	23.6	41.0	0	0.0358	0.0440	
VERMILION	N-045	479859C	WMS/WILLIAM ST.	Gate	4,900	2	30	23.6	41.0	1	0.0501	0.1029	
VERMILION	N-045	479861D	VAN BUREN	Gate	1,150	2	30	23.6	41.0	0	0.0252	0.0310	
VERMILION	N-045	479862K	MAIN	Gate	15,600	4	30	23.6	41.0	?	0.1231	0.1384	
VERMILION	N-045	479863S	S.ST.	Gate	5,600	4	30	23.6	41.0	1	0.1063	0.1207	
VERMILION	N-045	479864Y	THIRD	Gate	1,100	2	30	23.6	41.0	0	0.0250	0.0307	
VERMILION	N-045	479867U	14TH	Gate	2,550	2	30	23.6	41.0	0	0.0304	0.0369	

(a) Mitigation already in place

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ATTACHMENT E-2

Indiana Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ALLEN	C-020	532833T	ADAMS CENTER RD.	Gate	4,000	2	60	5.9	13.9	1	0.0656	0.0804	
ALLEN	C-020	532834A	LINKER CR-MEYR RD	Gate	3,300	2	60	5.9	13.9	0	0.0205	0.0285	
ALLEN	C-022	532855T	THOMAS ROAD	Gate	5,500	2	60	2.4	6.4	0	0.0141	0.0209	
ALLEN	C-062	532805P	STATE LINE RD	Flasher	750	2	60	5.9	13.9	0	0.0193	0.0280	
ALLEN	C-062	532806W	MORGAN RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532809S	LORTIE RD.	Passive	250	2	60	5.9	13.9	0	0.0461	0.0629	
ALLEN	C-062	532810L	OHIO ST.	Gate	300	2	60	5.9	13.9	0	0.0091	0.0132	
ALLEN	C-062	532811T	MAIN ST. SR 101	Gate	2,600	2	60	5.9	13.9	0	0.0163	0.0229	
ALLEN	C-062	532812A	WASHINGTON ST.	Flasher	1,350	2	60	5.9	13.9	0	0.0237	0.0337	
ALLEN	C-062	532813G	SNYDER RD.	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532814N	HOFFMAN RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532815V	GROTRIAN RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532816C	WILSON RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532817J	FACKLER RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532818R	GARADOT RD	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532819X	HOUK RD.	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532820S	WASHINGTON ST.	Passive	250	2	60	5.9	13.9	0	0.0290	0.0418	
ALLEN	C-062	532821Y	FRANKE RD.	Gate	750	2	60	5.9	13.9	0	0.0117	0.0167	
ALLEN	C-062	532824U	TILLMAN RD	Gate	750	2	60	5.9	13.9	0	0.0117	0.0167	
ALLEN	C-062	532825B	MINNICH RD.	Gate	2,000	2	60	5.9	13.9	0	0.0152	0.0214	
ALLEN	C-062	532829D	PAULDING RD	Passive	300	2	60	5.9	13.9	0	0.0307	0.0439	
ALLEN	C-062	532830X	HARTZELL RD.	Gate	2,250	2	60	5.9	13.9	0	0.0157	0.0221	
ALLEN	N-041	478176H	LEO RD	Gate	2,900	2	60	13.6	27.3	0	0.0223	0.0291	
ALLEN	N-041	478180X	HURSHITOWN RD	Flasher	250	2	60	13.6	27.3	0	0.0185	0.0251	
ALLEN	N-041	478182L	SPRINGFIELD CENTER	Passive	250	2	60	13.6	27.3	1	0.1048	0.1273	
ALLEN	N-041	478183T	ROTH RD	Gate	1,700	2	60	13.6	27.3	1	0.0621	0.0730	
ALLEN	N-041	478185G	STATE ST	Gate	4,400	2	60	13.6	27.3	0	0.0247	0.0320	
ALLEN	N-041	478186N	ANTWERP RD	Passive	250	2	60	13.6	27.3	1	0.1048	0.1273	
ALLEN	N-041	478188C	NOTESENTE RD	Passive	800	2	60	13.6	27.3	2	0.2679	0.3083	0.0286
ALLEN	N-041	478192S	RICKER RD	Passive	250	2	60	13.6	27.3	0	0.0399	0.0524	
ALLEN	N-041	478196U	MAYSVILLE RD	Gate	5,100	2	60	13.6	27.3	0	0.0256	0.0330	
ALLEN	N-041	478197B	DOTY RD	Flasher	500	2	60	13.6	27.3	0	0.0308	0.0431	
ALLEN	N-041	478200G	IRVING RD	Passive	250	2	60	13.6	27.3	0	0.0399	0.0524	
ALLEN	N-041	478202V	STELLIHORN ROAD	Gate	2,800	2	60	13.6	27.3	0	0.0221	0.0288	
ALLEN	N-041	478203C	SCHWARTZ ROAD	Passive	250	2	60	13.6	27.3	0	0.0605	0.0756	
ALLEN	N-041	478205R	PARENT ROAD	Passive	250	2	60	13.6	27.3	0	0.0605	0.0756	

ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ALLEN	N-041	478208L	NORTH RIVER ROAD	Passive	300	2	60	13.6	27.3	0	0.0631	0.0783	
ALLEN	N-041	478210M	LANDIN ROAD	Flasher	12,950	4	60	13.6	27.3	0	0.0734	0.0856	
ALLEN	N-041	478211U	PARROT RD/ROSE AVE.	Flasher	3,745	2	60	13.6	27.3	0	0.0442	0.0558	
ALLEN	N-041	478212B	WEST STREET	Passive	360	2	50	13.6	27.3	0	0.0627	0.0779	
ALLEN	N-041	478213H	CLEMENT ST MAIN	Passive	575	2	50	13.6	27.3	1	0.1125	0.1339	
ALLEN	N-041	478214P	HARTZELL ROAD	Flasher	4,710	2	50	13.6	27.3	2	0.1738	0.2042	0.0393
ALLEN	N-041	478216D	ESTELLA AVE	Flasher	2,600	2	50	13.6	27.3	1	0.0746	0.0884	
ALLEN	N-041	478218S	MEYER ROAD	Gate	3,000	2	60	13.6	27.3	0	0.0243	0.0315	
ALLEN	N-041	478223N	LUMBAR ST	Gate	2,080	2	30	13.6	27.3	0	0.0315	0.0412	
ALLEN	N-041	478224V	WABASH AVE	Flasher	700	2	30	13.6	27.3	0	0.0190	0.0249	
ALLEN	N-041	478225C	FLETCHER AVE	Gate	760	2	30	13.6	27.3	2	0.1544	0.1793	(b)
ALLEN	N-041	478226J	ANTHONY BLVD	Gate	16,330	2	30	13.6	27.3	0	0.0186	0.0245	
ALLEN	N-041	478227R	WINTER ST	Gate	710	2	30	13.6	27.3	1	0.1001	0.1155	
ALLEN	N-044	478237W	BROOKLYN AVE	Gate	12,200	2	30	19.0	34.9	0	0.0338	0.0415	
ALLEN	N-044	478238D	NUTTMAN AVE	Gate	5,070	2	30	19.0	34.9	1	0.1457	0.1654	0.0739
ALLEN	N-044	478240E	ENGLE ROAD	Flasher	11,000	2	30	19.0	34.9	0	0.0352	0.0431	
ALLEN	N-044	478241L	ARDMORE AVE	Gate	10,290	2	30	19.0	34.9	1	0.1173	0.1362	
ALLEN	N-044	478243A	SMITH ROAD	Flasher	3,500	2	60	19.0	34.9	0	0.0248	0.0310	
ALLEN	N-044	478248J	ELLISON RD	Gate	2,200	2	60	19.0	34.9	0	0.0210	0.0269	
ALLEN	N-044	478249R	HOMESTEAD ROAD	Gate	750	2	60	19.0	34.9	0	0.0473	0.0592	
ALLEN	N-044	478250K	AMBER ROAD	Passive	250	2	60	19.0	34.9	0	0.0171	0.0219	
ALLEN	N-044	478251S	ABOITE ROAD	Gate	500	2	60	19.0	34.9	1	0.0508	0.0600	
CARROLL	N-046	342069P	MARKET ST	Gate	200	2	25	18.4	40.2	0	0.0169	0.0231	
CARROLL	N-046	342072X	WASHINGTON STREET	Gate	500	2	25	18.4	40.2	0	0.0111	0.0154	
CARROLL	N-046	342074L	UNION ST	Gate	100	2	25	18.4	40.2	0	0.0111	0.0154	
CARROLL	N-046	342077G	INDIANA STREET	Gate	100	2	25	18.4	40.2	1	0.0594	0.0712	
CARROLL	N-046	342080P	WILSON STREET	Gate	650	2	25	18.4	40.2	0	0.0673	0.0847	
CARROLL	N-046	484245C	CR 150E	Passive	250	2	60	18.4	40.2	1	0.1308	0.1604	0.0645
CARROLL	N-046	484246J	WASHINGTON ST/ CR 100E	Passive	100	2	60	18.4	40.2	1	0.0554	0.0671	
CARROLL	N-046	484247R	MADISON	Flasher	100	2	60	18.4	40.2	1	0.1308	0.1604	0.0100
CARROLL	N-046	484248X	MERIDIAN LINE 900	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484249E	CR 100W	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484250Y	OAK ST.	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484251F	WALNUT ST	Passive	100	2	60	18.4	40.2	0	0.0673	0.0847	
CARROLL	N-046	484252M	CR 600 N	Passive	250	2	60	18.4	40.2	0	0.0454	0.0607	
CARROLL	N-046	484253U	CR 400 W	Passive	250	2	60	18.4	40.2	0	0.0454	0.0607	

ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CARROLL	N-046	484254B	CR 500 N	Passive	250	2	60	18.4	40.2	0	0.0673	0.0847	
CARROLL	N-046	484256P	CR 550 W	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484258D	SR 218	Gate	1,760	2	60	18.4	40.2	0	0.0224	0.0301	
CARROLL	N-046	484263A	MONROE & WABASH	Gate	350	2	35	18.4	40.2	0	0.0149	0.0205	
CARROLL	N-046	484264G	FRANKLIN ST	Gate	500	2	35	18.4	40.2	1	0.0563	0.0671	
CARROLL	N-046	484265N	MAIN ST	Gate	5,780	2	35	18.4	40.2	0	0.0297	0.0391	
CARROLL	N-046	484266V	FALLEN SPRINGS	Passive	250	2	60	18.4	40.2	0	0.0454	0.0607	
CASS	N-046	484215K	CO.RD. 1100E.	Passive	74	2	60	18.4	40.2	0	0.0504	0.0664	
CASS	N-046	484216S	CEDAR ST.	Passive	351	2	60	18.4	40.2	1	0.1633	0.1947	0.0413
CASS	N-046	484217Y	CO.RD. 950E.	Passive	62	2	60	18.4	40.2	0	0.0481	0.0638	
CASS	N-046	484219M	CO.RD. 800E.	Passive	50	2	60	18.4	40.2	0	0.0455	0.0607	
CASS	N-046	484223C	CO.RD.600E	Gate	1,445	2	60	18.4	40.2	0	0.0214	0.0288	
CASS	N-046	484227E	POTTAWATOMIE RD.	Gate	164	2	60	18.4	40.2	0	0.0122	0.0169	
CASS	N-046	484229T	18TH ST	Flasher	3,000	2	60	18.4	40.2	2	0.1763	0.2109	0.0240
CASS	N-046	484237K	CR 175 WEST	Passive	68	2	60	18.4	40.2	0	0.0493	0.0651	
CASS	N-046	484238S	CO.RD.300S	Passive	58	2	60	18.4	40.2	0	0.0299	0.0417	
CASS	N-046	484239Y	CO.RD.325W	Passive	50	2	60	18.4	40.2	0	0.0286	0.0401	
CASS	N-046	484241A	CLYMERSMAINST400W	Passive	50	2	60	18.4	40.2	0	0.0455	0.0607	
CASS	N-046	484242G	CO.RD.400S	Passive	50	2	60	18.4	40.2	0	0.0455	0.0617	
CASS	N-046	484243N	CO.RD.500W	Passive	50	2	60	18.4	40.2	0	0.0417	0.0561	
CASS	N-046	484244V	CORD 500S/CR 1000N	Passive	50	2	60	18.4	40.2	0	0.0455	0.0607	
CASS	N-046	534061S	KING ST.	Passive	50	2	25	18.4	40.2	0	0.0383	0.0522	
DE KALB	C-066	155285T	STATE LINE ROAD	Flasher	192	2	60	21.4	47.7	0	0.0212	0.0299	
DE KALB	C-066	155288N	CR 75	Passive	93	2	60	21.4	47.7	0	0.0378	0.0520	
DE KALB	C-066	155289V	CENTER RD - CR 60	Passive	97	2	60	21.4	47.7	1	0.1019	0.1276	
DE KALB	C-066	155290P	SR 101	Gate	450	2	60	21.4	47.7	0	0.0199	0.0272	
DE KALB	C-066	155292D	CR 218	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
DE KALB	C-066	155295Y	CR 63	Gate	297	2	60	21.4	47.7	0	0.0157	0.0217	
DE KALB	C-066	155297M	FIRST ST	Gate	1,068	2	60	21.4	47.7	0	0.0217	0.0295	
DE KALB	C-066	155298U	THIRD ST.	Passive	250	2	60	21.4	47.7	0	0.0722	0.0902	
DE KALB	C-066	155299B	SPENCERVILLE ROAD	Flasher	300	2	60	21.4	47.7	0	0.0247	0.0344	
DE KALB	C-066	155301A	C.R.58	Passive	73	2	60	21.4	47.7	0	0.0353	0.0489	
DE KALB	C-066	155302G	CO. RD. 55	Passive	89	2	60	21.4	47.7	0	0.0374	0.0515	
DE KALB	C-066	155304V	LANCASTER RD	Flasher	135	2	60	21.4	47.7	0	0.0188	0.0266	
DE KALB	C-066	155305C	CR 179	Passive	50	2	60	21.4	47.7	0	0.0316	0.0442	
DE KALB	C-066	155306J	CR 49	Passive	81	2	60	21.4	47.7	1	0.0984	0.1234	

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ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
DE KALB	C-066	155311F	PROSSER RD	Passive	74	2	60	21.4	47.7	0	0.0354	0.0491	
DE KALB	C-066	155314B	CR 149	Passive	50	2	60	21.4	47.7	0	0.0316	0.0442	
DE KALB	C-066	155315H	HOOK ROAD	Gate	650	2	60	21.4	47.7	0	0.0192	0.0263	
DE KALB	C-066	155318D	MAGGINS ROAD	Gate	182	2	60	21.4	47.7	0	0.0165	0.0234	
DE KALB	C-066	155319K	(CEMETERYRD)CR29	Flasher	230	2	60	21.4	47.7	0	0.0226	0.0317	
DE KALB	C-066	155320E	SOUTH WAYNE	Gate	6,000	2	60	21.4	47.7	0	0.0326	0.0428	
DE KALB	C-066	155322T	AUBURN DR	Flasher	1,721	2	50	21.4	47.7	1	0.1046	0.1284	
DE KALB	C-066	155323A	WEST ST.	Passive	50	2	50	21.4	47.7	1	0.1174	0.1461	
DE KALB	C-066	155326V	CR 19	Gate	370	2	60	21.4	47.7	0	0.0190	0.0260	
DE KALB	C-066	155329R	TAYLOR ROAD	Flasher	2,500	2	60	21.4	47.7	0	0.0535	0.0677	
DE KALB	C-066	155330K	RANDOLPH	Gate	5,023	2	20	21.4	47.7	0	0.0358	0.0465	
DE KALB	C-066	533179D	FIFTH ST	Passive	750	2	10	21.4	47.7	0	0.0731	0.0910	
DE KALB	N-041	478149L	BROADWAY	Gate	1,782	2	60	13.6	27.3	0	0.0198	0.0259	
DE KALB	N-041	478150F	CORD221	Flasher	64	2	60	13.6	27.3	0	0.0150	0.0215	
DE KALB	N-041	478152U	CORD 46	Passive	89	2	60	13.6	27.3	0	0.0295	0.0398	
DE KALB	N-041	478153B	C.R. 36	Passive	52	2	60	13.6	27.3	0	0.0250	0.0341	
DE KALB	N-041	478154H	C.R. 63	Gate	176	2	60	13.6	27.3	0	0.0108	0.0145	
DE KALB	N-041	478157D	CR 40	Gate	520	2	60	13.6	27.3	0	0.0144	0.0192	
DE KALB	N-041	478159S	CR 36	Passive	164	2	60	13.6	27.3	0	0.0354	0.0470	
DE KALB	N-041	478160L	ST HWY8	Gate	501	2	60	13.6	27.3	0	0.0143	0.0190	
DE KALB	N-041	478161T	CR59	Gate	340	2	60	13.6	27.3	0	0.0129	0.0172	
DE KALB	N-041	478164N	CR 32	Passive	126	2	60	13.6	27.3	0	0.0327	0.0438	
DE KALB	N-041	478170S	CORD 98	Passive	64	2	60	13.6	27.3	0	0.0267	0.0362	
DE KALB	N-041	478171Y	CR 60	Gate	320	2	60	13.6	27.3	0	0.0127	0.0169	
DE KALB	N-041	478173M	CR 10	Passive	84	2	60	13.6	27.3	0	0.0290	0.0391	
DE KALB	N-041	478174U	AUBURN ST.	Gate	630	2	60	13.6	27.3	0	0.0152	0.0201	
DE KALB	N-041	478175B	COUNTYLINEROAD	Gate	148	2	60	13.6	27.3	0	0.0103	0.0139	
DELAWARE	N-040	474547C	COUNCIL ST.	Gate	550	2	20	2.6	11.8	0	0.0076	0.0144	
DELAWARE	N-040	474549R	ELLIOTT ST.	Gate	3,064	2	20	2.6	11.8	0	0.0115	0.0172	
DELAWARE	N-040	474550K	KILGORE	Flasher	10,481	2	20	2.6	11.8	1	0.0777	0.1070	
DELAWARE	N-040	474552Y	WHITERIVER BLVD.	Gate	6,870	4	30	2.6	11.8	0	0.0193	0.0338	
DELAWARE	N-040	474553F	NICKOLS	Flasher	6,733	2	30	2.6	11.8	0	0.0288	0.0504	
DELAWARE	N-040	474561X	GODMAN AVE.	Flasher	550	2	30	2.6	11.8	0	0.0119	0.0235	
DELAWARE	N-040	474562E	HUTCHINSON ST.	Flasher	550	2	30	2.6	11.8	0	0.0119	0.0235	
DELAWARE	N-040	474563L	CELIA AVE.	Passive	550	2	30	2.6	11.8	0	0.0347	0.0618	
DELAWARE	N-040	474564T	MANNING AVE	Passive	550	2	30	2.6	11.8	1	0.0955	0.1442	

ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
DELWARE	N-u40	474565A	TILLOTSON	Gate	19,025	4	30	2.6	11.8	0	0.0248	0.0419	
DELWARE	N-040	474566G	JACKSON ST.	Gate	5,007	2	30	2.6	11.8	0	0.0138	0.0251	
DELWARE	N-040	474567N	JACKSON ST.	Flasher	2,492	2	30	2.6	11.8	0	0.0206	0.0382	
DELWARE	N-040	474568V	CORD300W MORRISON	Gate	4,800	2	30	2.6	11.8	0	0.0137	0.0249	
DELWARE	N-040	474569C	SHERWOOD DR.	Passive	105	2	30	2.6	11.3	1	0.0705	0.1057	
DELWARE	N-040	474572K	CO RD 500 W	Gate	2,077	2	60	2.6	11.8	0	0.0109	0.0203	
DELWARE	N-040	474573S	JACKSON PIKE	Gate	1,030	2	60	2.6	11.8	0	0.0090	0.0170	
DELWARE	N-040	474575F	WEST ST.	Passive	80	2	60	2.6	11.8	0	0.0233	0.0445	
DELWARE	N-040	474576M	CO RD 600 W	Gate	1,617	2	60	2.6	11.8	0	0.0102	0.0190	
DELWARE	N-040	474577U	CO RD 150 N	Flasher	250	2	60	2.6	11.8	0	0.0088	0.0178	
DELWARE	N-040	474578B	CO RD 700 W	Passive	121	2	60	2.6	11.8	0	0.0266	0.0497	
DELWARE	N-040	474580C	CO RD 800 W	Passive	50	2	60	2.6	11.8	1	0.0691	0.1034	
DELWARE	N-040	474581J	CO RD 850 W	Passive	196	2	60	2.6	11.8	0	0.0308	0.0561	
DELWARE	N-040	474584E	CO RD 925 W	Passive	56	2	6	2.6	11.8	0	0.0208	0.0404	
DELWARE	N-040	474585L	CO RD 950 W	Passive	63	2	49	2.6	11.8	0	0.0201	0.0391	
ELKHART	C-066	155417B	C.R. 11	Passive	259	2	60	21.4	47.7	0	0.0727	0.0907	
ELKHART	C-066	155419P	CR 9	Passive	431	2	60	21.4	47.7	1	0.1778	0.2099	0.0746
ELKHART	C-066	155420J	CR 7	Flasher	5,314	2	60	21.4	47.7	0	0.0574	0.0718	
ELKHART	C-066	155421R	JACKSON ST	Flasher	1,750	2	60	21.4	47.7	0	0.0429	0.0562	
ELKHART	C-066	155424L	MADISON	Gate	804	2	60	21.4	47.7	0	0.0203	0.0276	
ELKHART	C-066	155426A	NAPPANEE ST	Flasher	1,305	2	60	21.4	47.7	0	0.0394	0.0522	
ELKHART	C-066	155427G	WILLIAMS ST	Gate	207	2	60	21.4	47.7	0	0.0173	0.0246	
ELKHART	C-066	155431W	TOMAHAWK	Passive	661	2	60	21.4	47.7	0	0.0870	0.1044	
FOUNTAIN	N-045	484327J	CR 900 E	Passive	65	2	60	23.6	41.0	1	0.0950	0.1111	
FOUNTAIN	N-045	484328R	CR 1500 N.	Gate	50	2	60	23.6	41.0	0	0.0098	0.0125	
FOUNTAIN	N-045	484332F	650 E	Flasher	50	2	60	23.6	41.0	0	0.0134	0.0173	
FOUNTAIN	N-045	484334U	CR 1400 N.	Gate	300	2	60	23.6	41.0	0	0.0159	0.0199	
FOUNTAIN	N-045	484337P	MARKET ST 500 E	Gate	230	2	60	23.6	41.0	0	0.0148	0.0186	
FOUNTAIN	N-045	484341E	CR 375 E.	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484342L	CR 325 E.	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484344A	250 E	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484346N	PERRY ST	Gate	620	2	35	23.6	41.0	0	0.0191	0.0237	
HUNTINGTON	N-044	478252Y	CR 100 N	Passive	95	2	60	19.0	34.9	0	0.0557	0.0685	
HUNTINGTON	N-044	478256B	L A YETTE CENTER RD	Gate	1,250	2	60	19.0	34.9	0	0.0216	0.0273	
HUNTINGTON	N-044	478257H	STATION RD	Gate	448	2	60	19.0	34.9	0	0.0166	0.0213	
HUNTINGTON	N-044	478259W	N MAYHON RD/ C.R. 158	Gate	337	2	60	19.0	34.9	0	0.0155	0.0198	

ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
HUNTINGTON	N-044	478262E	CR 66	Passive	250	2	60	19.0	34.9	0	0.0473	0.0592	
HUNTINGTON	N-044	478263L	SIMPSON ROAD	Flasher	452	2	60	19.0	34.9	0	0.0270	0.0345	
HUNTINGTON	N-044	478264T	OLD FT. WAYNE RD	Passive	50	2	60	19.0	34.9	0	0.0473	0.0593	
HUNTINGTON	N-044	478265A	MERIDIAN ROAD	Gate	550	2	60	19.0	34.9	0	0.0175	0.0224	
HUNTINGTON	N-044	478266G	BROADWAY	Gate	2,000	2	60	19.0	34.9	1	0.0704	0.0815	
HUNTINGTON	N-044	478267N	GRAYSTONE AVE	Gate	1,375	2	60	19.0	34.9	0	0.0221	0.0279	
HUNTINGTON	N-044	478269C	CONDIT ST	Gate	2,150	2	60	19.0	34.9	0	0.0246	0.0309	
HUNTINGTON	N-044	478270W	BRIANT ST	Flasher	5,500	2	60	19.0	34.9	2	0.1851	0.2120	0.0495
HUNTINGTON	N-044	478271D	BYRON ST.	Flasher	2,300	2	60	19.0	34.9	1	0.1077	0.1258	
HUNTINGTON	N-044	478272K	WARREN ST	Gate	2,225	2	60	19.0	34.9	0	0.0248	0.0311	
HUNTINGTON	N-044	478273S	JEFFERSON ST	Gate	19,900	2	60	19.0	34.9	0	0.0405	0.0490	
HUNTINGTON	N-14	478274Y	LAFONTAIN ST	Flasher	8,600	2	60	19.0	34.9	0	0.0620	0.0730	
HUNTINGTON	N-044	478275F	HITZFIELD ST	Passive	75	2	60	19.0	34.9	0	0.0338	0.0436	
HUNTINGTON	N-044	478278B	RANGELWE RD (CR 17)	Passive	156	2	60	19.0	34.9	0	0.0627	0.0760	
HUNTINGTON	N-044	478280C	C.R. 700W	Passive	95	2	60	19.0	34.9	0	0.0557	0.0685	
HUNTINGTON	N-044	478281J	MARKET ST	Flasher	750	2	60	19.0	34.9	0	0.0318	0.0402	
HUNTINGTON	N-044	478282R	MAIN ST	Gate	1,551	2	60	19.0	34.9	0	0.0227	0.0287	
HUNTINGTON	N-044	478283X	SN DWDEN ST	Flasher	250	2	60	19.0	34.9	0	0.0221	0.0286	
KOSCIUSKO	C-066	155385X	CR 1000	Gate	789	2	60	21.4	47.7	0	0.0253	0.0357	
KOSCIUSKO	C-066	155387L	CR 900E	Gate	346	2	60	21.4	47.7	0	0.0185	0.0259	
KOSCIUSKO	C-066	155388T	775 E	Passive	1,010	2	60	21.4	47.7	0	0.0934	0.1103	
KOSCIUSKO	C-056	155389A	WARNER ROAD	Flasher	250	2	60	21.4	47.7	0	0.0272	0.0375	
KOSCIUSKO	C-066	155390U	EAST SHORE DRIVE	Gate	873	2	60	21.4	47.7	0	0.0235	0.0317	
KOSCIUSKO	C-066	155391B	SEVENTH ST-FRONT	Flasher	250	2	60	21.4	47.7	2	0.1262	0.1530	0.0512
KOSCIUSKO	C-066	155392H	HUNTINGTON STREET	Gate	2,763	2	60	21.4	47.7	2	0.1337	0.1592	(b)
KOSCIUSKO	C-066	155394W	MAIN/SYR-WEB	Flasher	2,215	2	60	21.4	47.7	2	0.1904	0.2271	0.0716
KOSCIUSKO	C-066	155395D	OAK ST	Passive	250	2	60	21.4	47.7	1	0.1629	0.1952	0.0482
KOSCIUSKO	C-066	155400X	300E	Passive	50	2	60	21.4	47.7	1	0.0898	0.1126	
KOSCIUSKO	C-066	155404A	150 E	Passive	50	2	60	21.4	47.7	0	0.0316	0.0442	
KOSCIUSKO	C-066	155406N	OLD SR 15	Gate	1,156	2	60	21.4	47.7	0	0.0315	0.0440	
KOSCIUSKO	C-066	155408C	50W	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
KOSCIUSKO	C-066	155410D	75W	Passive	50	2	60	21.4	47.7	0	0.0316	0.0442	
KOSCIUSKO	C-066	155411K	200 W	Passive	150	2	60	21.4	47.7	0	0.0432	0.0585	
KOSCIUSKO	C-066	155414F	300 W	Passive	82	2	60	21.4	47.7	0	0.0561	0.0732	
KOSCIUSKO	C-066	155415M	GRAVELTON	Passive	285	2	60	21.4	47.7	0	0.0512	0.0678	
KOSCIUSKO	C-066	155416U	CR 400W	Flasher	143	2	60	21.4	47.7	0	0.0191	0.0271	

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INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
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LA PORTE	C-066	155484V	CR 875 E	Passive	137	2	60	21.4	47.7	1	0.1443	0.1759	0.0130
LA PORTE	C-066	155485C	750 E	Passive	50	2	60	21.4	47.7	0	0.0306	0.0430	
LA PORTE	C-066	155487R	KANKAKEE	Passive	174	2	60	21.4	47.7	0	0.0653	0.0830	
LA PORTE	C-066	155490Y	RANGE RD.	Flasher	300	2	60	21.4	47.7	1	0.0787	0.0978	
LA PORTE	C-066	155492M	SR 39	Gate	1,770	2	60	21.4	47.7	0	0.0269	0.0359	
LA PORTE	C-066	155494B	LONG LANE	Flasher	533	2	60	21.4	47.7	0	0.0340	0.0458	
LA PORTE	C-066	155495H	WATER ST.	Gate	606	2	60	21.4	47.7	0	0.0206	0.0280	
LA PORTE	C-066	155496P	500W	Passive	152	2	60	21.4	47.7	1	0.1462	0.1779	0.0437
LA PORTE	C-066	155497W	600 W	Gate	593	2	60	21.4	47.7	0	0.0205	0.0279	
LA PORTE	C-066	155498D	700 W	Passive	121	2	60	21.4	47.7	0	0.0596	0.0770	
LA PORTE	C-066	155499K	800W	Passive	118	2	60	21.4	47.7	0	0.0593	0.0767	
LA PORTE	C-066	155600G	900 W	Passive	133	2	60	21.4	47.7	0	0.0610	0.0785	
LA PORTE	C-066	155601N	US 421	Gate	4,470	2	60	21.4	47.7	0	0.0294	0.0389	
LA PORTE	C-066	155603C	CR 1100W	Passive	292	2	60	21.4	47.7	0	0.0725	0.0904	
LAKE	C-027	155632M	COUNTYLINE RD.	Flasher	7,500	2	60	20.1	34.6	1	0.1358	0.1534	0.0741
LAKE	C-027	155633U	HOBART RD	Flasher	3,000	2	60	20.1	34.6	4	0.3112	0.3499	0.0537
LAKE	C-027	155636P	HOWARD ST	Flasher	750	2	60	20.1	34.6	1	0.0848	0.0982	
LAKE	C-027	155637W	LAKE STREET	Gate	1,184	4	60	20.1	34.6	4	0.2182	0.2426	(b)
LAKE	C-027	155645N	CLARK RD.	Flasher	7,250	2	60	20.1	34.6	1			
MADISON	N-040	474586T	CO LINE RD 1000	Gate	271	2	49	2.6	11.8	0	0.1489	0.1656	0.0522
MADISON	N-040	474587A	CO RD 900 N	Passive	86	2	49	2.6	11.8	0	0.0054	0.0119	
MADISON	N-040	474588G	MAJN ST	Passive	82	2	49	2.6	11.8	0	0.0222	0.0427	
MADISON	N-040	474592W	CO RD 400 E	Passive	124	2	49	2.6	11.8	0	0.0219	0.0421	
MADISON	N-040	474594K	CO RD 300 E	Passive	107	2	49	2.6	11.8	0	0.0249	0.0471	
MADISON	N-040	474596Y	CO RD 1000 N	Gate	461	2	60	2.6	11.8	0	0.0238	0.0453	
MADISON	N-040	474597F	CO RD 200E	Flasher	417	2	60	2.6	11.8	0	0.0087	0.0171	
MADISON	N-040	474598M	CO RD 100 E	Passive	619	2	60	2.6	11.8	0	0.0107	0.0214	
MADISON	N-040	474599U	CLARK AVE	Gate	921	2	49	2.6	11.8	1	0.1101	0.1638	0.0097
MADISON	N-040	474600L	S. R. 9	Gate	14,351	2	49	2.6	11.8	0	0.0100	0.0193	
MADISON	N-040	474601T	HARRISON ST.	Flasher	5,899	2	49	2.6	11.8	0	0.0182	0.0321	
MARSHALL	C-066	155435Y	BEECH ST	Passive	245	2	60	21.4	47.7	0	0.0276	0.0487	
MARSHALL	C-066	155440V	DOGWOOD RD.	Gate	605	2	60	21.4	47.7	0	0.0703	0.0882	
MARSHALL	C-066	155443R	CENTER ST.	Flasher	250	2	60	21.4	47.7	0	0.0305	0.0443	
MARSHALL	C-066	155446L	BOWEN ST	Gate	2,580	2	60	21.4	47.7	0	0.0294	0.0389	
MARSHALL	C-066	155449G	MIAMI ROAD	Gate	400	2	60	21.4	47.7	0	0.0164	0.0226	
MARSHALL	C-066	155454D	JARRAH RD	Passive	50	2	60	21.4	47.7	0	0.0306	0.0430	

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MARSHALL	C-066	155455K	KING RD.	Passive	250	2	60	21.4	47.7	0	0.0706	0.0885	
MARSHALL	C-066	155456S	LINDEN RD	Passive	200	2	60	21.4	47.7	0	0.0454	0.0611	
MARSHALL	C-066	155458F	MAPLE RD	Passive	100	2	60	21.4	47.7	0	0.0375	0.0516	
MARSHALL	C-066	155464J	PINE RD	Passive	200	2	60	21.4	47.7	0	0.0673	0.0852	
MARSHALL	C-066	155465R	FIRST RD. SMITH	Passive	300	2	60	21.4	47.7	1	0.1650	0.1973	0.0652
MARSHALL	C-066	155466X	QUINCE RD	Passive	200	2	60	21.4	47.7	0	0.0454	0.0611	
MARSHALL	C-066	155471U	REDWOOD RD.	Passive	200	2	60	21.4	47.7	1	0.1147	0.1429	
MARSHALL	C-066	155473H	SYCAMORE RD.	Passive	250	2	60	21.4	47.7	0	0.0706	0.0885	
MARSHALL	C-066	155476D	THORN RD	Passive	200	2	60	21.4	47.7	1	0.1541	0.1862	0.0708
MARSHALL	C-066	155477K	ULE RD.	Passive	200	2	60	21.4	47.7	0	0.0673	0.0852	
MIAMI	N-044	478323T	CR 75	Passive	50	2	60	19.0	34.9	0	0.0473	0.0593	
MIAMI	N-044	478325G	CR 203	Passive	70	2	60	19.0	34.9	0	0.0517	0.0641	
MIAMI	N-044	478327V	PAW PAW PIKE	Passive	860	2	60	19.0	34.9	0	0.0883	0.1016	
MIAMI	N-044	478329J	COUNTRY CLUB RD	Passive	150	2	60	19.0	34.9	0	0.0621	0.0754	
MIAMI	N-044	478330D	CO RD 240 E	Passive	420	2	60	19.0	34.9	0	0.0774	0.0910	
MIAMI	N-044	478334F	CHILI ST	Gate	4,342	2	60	19.0	34.9	0	0.0331	0.0407	
MIAMI	N-044	478335M	WATER ST	Gate	3,000	2	60	19.0	34.9	0	0.0300	0.0372	
MIAMI	N-044	478336U	TIPPECANOE ST	Passive	3,000	2	60	19.0	34.9	0	0.1066	0.1184	
MIAMI	N-046	484209G	CO RD 250W	Passive	165	2	60	18.4	40.2	1	0.1423	0.1730	0.1541
NOBLE	C-066	155341X	C.R. 1100E	Passive	155	2	60	21.4	47.7	0	0.0436	0.0590	
NOBLE	C-066	155345A	900 E	Passive	250	2	60	21.4	47.7	0	0.0722	0.0902	
NOBLE	C-066	155349C	700E	Passive	125	2	60	21.4	47.7	0	0.0620	0.0796	
NOBLE	C-066	155350W	100N	Flasher	333	2	60	21.4	47.7	0	0.0256	0.0355	
NOBLE	C-066	155353S	600 E	Passive	75	2	60	21.4	47.7	0	0.0549	0.0719	
NOBLE	C-066	155355F	500E	Flasher	442	2	60	21.4	47.7	0	0.0281	0.0387	
NOBLE	C-066	155362R	75 E & SEVENTH ST	Gate	670	2	60	21.4	47.7	0	0.0220	0.0298	
NOBLE	C-066	155363X	ORANGE ST.	Gate	2,066	2	60	21.4	47.7	1	0.0787	0.0956	
NOBLE	C-066	155365L	YORK ST.	Passive	200	2	60	21.4	47.7	0	0.0689	0.0868	
NOBLE	C-066	155371P	450 W	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
NOBLE	C-066	155372W	CR 500W	Passive	98	2	60	21.4	47.7	1	0.1384	0.1696	0.0408
NOBLE	C-066	155374K	600 W & 300N	Passive	437	2	60	21.4	47.7	0	0.0807	0.0985	
NOBLE	C-066	155375S	CLARK	Flasher	353	2	60	21.4	47.7	0	0.0261	0.0362	
NOBLE	C-066	155378M	SPARTA LAKE RD	Passive	117	2	60	21.4	47.7	0	0.0611	0.0786	
NOBLE	C-066	155380N	900 W	Passive	523	2	60	21.4	47.7	1	0.1831	0.2149	0.0557
NOBLE	C-066	155381V	MAIN ST-JEFFERSON	Gate	1,654	2	60	21.4	47.7	0	0.0242	0.0326	
NOBLE	C-066	155383J	1025 W	Passive	222	2	60	21.4	47.7	0	0.0727	0.0907	

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INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
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NOBLE	C-066	155384R	1075 W	Passive	50	2	60	21.4	47.7	0	0.0316	0.0442	
PORTER	C-066	155605R	600 EAST	Flasher	69	2	60	21.4	47.7	0	0.0143	0.0206	
PORTER	C-066	155608L	400 E	Gate	560	2	60	21.4	47.7	1	0.0587	0.0707	
PORTER	C-066	155609T	700 NORTH	Passive	50	2	60	21.4	47.7	0	0.0303	0.0426	
PORTER	C-066	155610M	SUMAN RD	Passive	355	2	60	21.4	47.7	0	0.0755	0.0934	
PORTER	C-066	155612B	MANDER RD.	Gate	226	2	60	21.4	47.7	0	0.0196	0.0278	
PORTER	C-066	155613H	TRATEBAS RD.	Passive	254	2	60	21.4	47.7	0	0.0704	0.0883	
PORTER	C-066	155615W	900 N.	Gate	480	2	60	21.4	47.7	3	0.1465	0.1707	(b)
PORTER	C-066	155617K	MERIDAN RD	Gate	3,600	2	60	21.4	47.7	0	0.0314	0.0414	
PORTER	C-066	155619Y	100W	Passive	266	2	60	21.4	47.7	0	0.0711	0.0890	
PORTER	C-066	155620T	150 W	Gate	513	2	60	21.4	47.7	0	0.0197	0.0269	
PORTER	C-066	155621A	200 W	Gate	1,626	2	60	21.4	47.7	0	0.0262	0.0350	
PORTER	C-066	155623N	CROCKER	Gate	6,800	2	60	21.4	47.7	0	0.0362	0.0469	
PORTER	C-066	155624V	MCCOOL RD.	Gate	2,000	2	60	21.4	47.7	0	0.0275	0.0366	
PORTER	C-066	155626J	HAMSTROM	Flasher	750	2	60	21.4	47.7	0	0.0325	0.0440	
PORTER	C-066	155627R	PORTAGE AVE	Flasher	3,000	2	60	21.4	47.7	1	0.1154	0.1404	
PORTER	C-066	155628X	WILLOW CREEK RD	Gate	6,477	2	40	21.4	47.7	1	0.0844	0.1024	
ST JOSEPH	C-066	155478S	LIBERTY-MICHIGAN	Gate	5,942	2	60	21.4	47.7	0	0.0354	0.0460	
ST JOSEPH	C-066	155479Y	ADAMS ST	Gate	963	2	60	21.4	47.7	0	0.0249	0.0350	
ST JOSEPH	C-066	155481A	SR 104	Gate	1,330	2	60	21.4	47.7	0	0.0222	0.0301	
ST JOSEPH	C-066	155483N	POPLAR RD	Passive	50	2	60	21.4	47.7	0	0.0306	0.0430	
TIPPECANOE	N-046	484295F	FERRY ST	Gate	6,121	2	25	18.4	40.2	0	0.0338	0.0439	
TIPPECANOE	N-046	484296M	MAIN ST	Gate	7,654	2	25	18.4	40.2	0	0.0355	0.0459	
TIPPECANOE	N-046	484297U	11TH ST	Flasher	730	2	25	18.4	40.2	1	0.0913	0.1124	
TIPPECANOE	N-046	484298B	COLUMBIA ST	Gate	8,546	3	25	18.4	40.2	0	0.0402	0.0513	
TIPPECANOE	N-046	484299H	10TH ST	Flasher	2,622	2	25	18.4	40.2	1	0.1191	0.1437	
TIPPECANOE	N-046	484300A	SOUTH ST S.R. 26	Gate	7,890	3	25	18.4	40.2	0	0.0396	0.0505	
TIPPECANOE	N-046	484301G	9TH ST	Gate	8,565	2	25	18.4	40.2	1	0.0923	0.1112	
TIPPECANOE	N-046	484302N	8TH ST.	Passive	289	2	25	18.4	40.2	3	0.2993	0.3567	0.0884
TIPPECANOE	N-046	484303V	7TH ST.	Flasher	1,375	2	25	18.4	40.2	3	0.2280	0.2717	0.0296
TIPPECANOE	N-046	484304C	NEW YORK ST.	Flasher	252	2	25	18.4	40.2	0	0.0251	0.0346	
TIPPECANOE	N-046	484306R	ROMIG ST	Flasher	982	2	25	18.4	40.2	3	0.2145	0.2563	0.0177
TIPPECANOE	N-046	484307X	LINGLE AVE	Flasher	1,471	2	25	18.4	40.2	1	0.1059	0.1292	
TIPPECANOE	N-046	484308E	5TH ST	Passive	209	2	25	18.4	40.2	2	0.2076	0.2504	0.0364
TIPPECANOE	N-046	484309L	4TH ST U.S. 231	Gate	12,060	2	25	18.4	40.2	2	0.1554	0.1837	(b)
TIPPECANOE	N-046	484310F	3RD ST	Flasher	3,823	2	25	18.4	40.2	0	0.0558	0.0698	

ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
TIPPECANOE	N-046	484311M	SMITH ST	Flasher	966	2	25	18.4	40.2	2	0.1554	0.1873	0.0538
TIPPECANOE	N-045	484318K	CR 500 W.	Passive	108	2	50	23.6	41.0	0	0.0376	0.0471	
TIPPECANOE	N-045	484319S	CR 400 S	Passive	264	2	50	23.6	41.0	1	0.1598	0.1820	0.0245
TIPPECANOE	11-045	484320L	CR 575 W.	Passive	97	2	50	23.6	41.0	0	0.0561	0.0677	
TIPPECANOE	N-045	484322A	CR 700 W (MAIN ST.)	Gate	1,433	2	50	23.6	41.0	0	0.0235	0.0290	
TIPPECANOE	N-045	484323G	CO 172	Passive	127	2	50	23.6	41.0	2	0.2215	0.2524	0.0456
TIPPECANOE	N-045	484324N	CR 900W	Passive	50	2	50	23.6	41.0	1	0.0869	0.1015	
TIPPECANOE	N-046	484267C	CR 900 N.	Passive	1,188	2	50	18.4	40.2	2	0.2941	0.3382	0.0184
TIPPECANOE	N-046	484276J	CR 800 N.	Passive	50	2	50	18.4	40.2	0	0.0268	0.0378	
TIPPECANOE	N-046	484279R	CR 700 N.	Passive	237	2	50	18.4	40.2	1	0.1473	0.1783	0.0182
TIPPECANOE	N-046	484270K	CR 1000 E.	Passive	52	2	50	18.4	40.2	0	0.0271	0.0382	
TIPPECANOE	N-046	484271S	CR 600 N	Passive	61	2	50	18.4	40.2	1	0.0843	0.1049	
TIPPECANOE	N-046	484272Y	CR 900 E.	Flasher	486	2	50	18.4	40.2	0	0.0267	0.0366	
TIPPECANOE	N-046	484275U	MAIN ST CR 750 E.	Flasher	523	2	50	18.4	40.2	0	0.0274	0.0374	
TIPPECANOE	N-046	484278P	CR 625 E	Passive	72	2	50	18.4	40.2	0	0.0300	0.0418	
TIPPECANOE	N-046	484279W	CR 400 N	Passive	80	2	50	18.4	40.2	0	0.0309	0.0431	
TIPPECANOE	N-046	484282E	CR 500 E	Passive	427	2	50	18.4	40.2	1	0.1629	0.1944	0.0217
TIPPECANOE	N-046	484284T	HEATH RD CR 300N	Flasher	2,463	2	50	18.4	40.2	0	0.0440	0.0570	
TIPPECANOE	N-046	484285A	CR 400 E	Gate	1,939	2	50	18.4	40.2	0	0.0338	0.0485	
TIPPECANOE	N-046	484290W	UNDERWOOD ST	Flasher	5,557	2	25	18.4	40.2	0	0.0610	0.0751	
TIPPECANOE	N-046	484291D	GREENBUSH ST	Flasher	2,000	2	25	18.4	40.2	4	0.3094	0.3656	0.0626
TIPPECANOE	N-046	484292K	18TH	Flasher	5,430	2	25	18.4	40.2	8	0.6712	0.7754	0.0413
TIPPECANOE	N-046	484293S	17TH & SALEM ST	Flasher	6,323	2	25	18.4	40.2	6	0.5310	0.6127	0.0620
TIPPECANOE	N-046	484294Y	UNION ST	Gate	9,955	2	25	18.4	40.2	3	0.2083	0.2445	(b)
WABASH	N-044	478286T	CR 250	Passive	200	2	60	19.0	34.9	0	0.0663	0.0797	
WABASH	N-044	478288G	CR 167	Passive	200	2	60	19.0	34.9	0	0.0446	0.0561	
WABASH	N-044	478289N	CR 500 E	Passive	200	2	60	19.0	34.9	0	0.0663	0.0797	
WABASH	N-044	478292W	DAVIS ST	Gate	5,369	2	60	19.0	34.9	0	0.0307	0.0380	
WABASH	N-044	478301T	EAST ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478302A	SPRING ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478303G	ALLEN ST	Gate	1,000	2	40	19.0	34.9	0	0.0204	0.0259	
WABASH	N-044	478304N	HUNTINGTON ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478305V	WABASH ST	Gate	9,840	2	40	19.0	34.9	0	0.0349	0.0428	
WABASH	N-044	478306C	MIAMI ST	Flasher	1,000	2	40	19.0	34.9	0	0.0348	0.0437	
WABASH	N-044	478307J	CASS ST	Gate	4,459	2	40	19.0	34.9	0	0.0292	0.0363	
WABASH	N-044	478308R	CARROLL ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	

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ATTACHMENT E-2
INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
WABASH	N-044	478309X	FISHER ST	Flasher	750	2	40	19.0	34.9	0	0.0318	0.0402	
WABASH	N-044	478310S	COMSTOCK ST	Flasher	750	2	40	19.0	34.9	0	0.0318	0.0402	
WABASH	N-044	478311Y	THORNE ST	Flasher	750	2	40	19.0	34.9	0	0.0318	0.0402	
WABASH	N-044	478312F	BOND ST	Flasher	750	2	40	19.0	34.9	1	0.0849	0.1001	
WABASH	N-044	478313F	OLIVE ST	Passive	250	2	60	19.0	34.9	2	0.2469	0.2821	0.0218
WABASH	N-044	478314U	WOLF ROAD	Flasher	1,800	2	60	19.0	34.9	4	0.2849	0.3259	0.0353 (a)
WABASH	N-044	478316H	CR 500W	Passive	500	2	60	19.0	34.9	0	0.0564	0.0693	
WABASH	N-044	478319D	BRIDGE ST	Flasher	454	2	60	19.0	34.9	0	0.0270	0.0346	
WARREN	N-045	484347V	RIVER RD (CR 165)	Passive	50	2	40	23.6	41.0	0	0.0449	0.0553	
WARREN	N-045	484351K	FOURTH ST EX. (CR 88)	Flasher	553	2	60	23.6	41.0	0	0.0309	0.0383	
WARREN	N-045	484352S	MONROE ST.	Gate	3,780	2	35	23.6	41.0	0	0.0478	0.0616	
WARREN	N-045	484355M	CR 100 W	Passive	345	2	60	23.6	41.0	0	0.0543	0.0657	
WARREN	N-045	484356U	CR 175 W	Passive	109	2	60	23.6	41.0	1	0.1050	0.1226	
WARREN	N-045	484357B	TOWER RD (CR 84)	Passive	120	2	60	23.6	41.0	0	0.0411	0.0510	
WARREN	N-045	484358H	HIGH ST IND 263	Gate	4,699	2	60	23.6	41.0	0	0.0311	0.0377	
WARREN	N-045	484362X	CR 450 S	Flasher	413	2	60	23.6	41.0	0	0.0281	0.0351	
WARREN	N-045	484363E	CR 775 W	Passive	112	2	60	23.6	41.0	1	0.1055	0.1232	
WARREN	N-045	484364L	CR 600 S	Passive	128	2	60	23.6	41.0	0	0.0418	0.0519	
WARREN	N-045	484365T	CR 875 W(JACKSONVILLE RD.)	Gate	291	2	60	23.6	41.0	0	0.0157	0.0197	
WARREN	N-045	484367G	CR 1000 W	Passive	79	2	60	23.6	41.0	1	0.0987	0.1153	
WARREN	N-045	484420R	WASHINGTON ST	Flasher	866	2	60	23.6	41.0	1	0.0917	0.1063	

(a) Mitigation already in place

(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable

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ATTACHMENT E-3

Maryland Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-3
MARYLAND HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year			Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition	
FREDERICK	C-036	140608S	MAPLE AVE	Gate	900	2	60	33.3	41.6	0	0.0273	0.0296		
WASHINGTON	N-091	469316J	RENCH RD	Flasher	675	2	50	11.1	19.6	0	0.0249	0.0315		
WASHINGTON	N-091	469320Y	COLLEGE RD	Flasher	475	2	50	11.1	19.6	0	0.0220	0.0281		
WASHINGTON	N-091	469321F	LAPPANS RD.	Flasher	3,375	2	50	11.1	19.6	1	0.1012	0.1174	0.0136 (a)	
WASHINGTON	N-091	469323U	JORDAN RD	Flasher	400	2	50	11.1	19.6	0	0.0208	0.0266		
WASHINGTON	N-091	469324B	SPIELMAN RD	Flasher	575	2	45	11.1	19.6	0	0.0233	0.0296		
WASHINGTON	N-091	469327W	TOMMY TOWN RD	Flasher	75	2	35	11.1	19.6	0	0.0113	0.0148		
WASHINGTON	N-091	469329K	TAYLORS LANDING	Flasher	175	2	45	11.1	19.6	0	0.0155	0.0200		
WASHINGTON	N-091	469332T	MONDEL RD	Flasher	125	2	45	11.1	19.6	0	0.0135	0.0175		
WASHINGTON	N-091	534883D	REIFF CHURCH RD	Passive	325	2	30	11.1	19.6	2	0.2044	0.2348	0.0077	
WASHINGTON	N-091	534884K	NORTH ST	Gate	850	2	30	11.1	19.6	0	0.0162	0.0204		
WASHINGTON	N-091	534886Y	MAIN ST	Gate	1,143	2	30	11.1	19.6	0	0.0175	0.0219		
WASHINGTON	N-091	534887F	SHAWLEY L.P.	Passive	200	2	30	11.1	19.6	0	0.0470	0.0580	0.0325	

(a) Mitigation already in place

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ATTACHMENT E-4

Michigan Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-4
MICHIGAN HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year			Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition	
MONROE	C-040	232123C	LAVOY	Flasher	1,446	2	45	21.9	33.1	0	0.0492	0.0565		
MONROE	C-040	232124J	STERNS RD.	Gate	2,047	2	45	21.9	33.1	0	0.0301	0.0348		
MONROE	C-040	232126X	WASHINGTON-ERIE	Gate	2,130	2	45	21.9	33.1	0	0.0303	0.0351		
MONROE	C-040	232129T	LAKWOOD-LUNAPIER	Gate	8,761	2	45	21.9	33.1	0	0.0412	0.0469		
MONROE	C-040	232131U	RAUCH RD	Gate	480	2	45	21.9	33.1	0	0.0263	0.0314		
MONROE	C-040	232132B	WOOD RD	Passive	96	2	45	21.9	33.1	0	0.0366	0.0434		
MONROE	C-040	232133H	STEIN RD	Gate	141	2	45	21.9	33.1	0	0.0156	0.0185		
MONROE	C-040	232134P	SWARTZ	Gate	700	2	45	21.9	33.1	0	0.0233	0.0273		
MONROE	C-040	232135W	S OTTER CREEK RD	Gate	3,600	2	45	21.9	33.1	0	0.0341	0.0393		
MONROE	C-040	232136D	N OTTER CREEK RD	Gate	524	2	45	21.9	33.1	0	0.0217	0.0255		
MONROE	C-040	232139Y	ALBAIN RD.	Gate	3,168	2	45	21.9	33.1	0	0.0332	0.0382		
MONROE	C-040	232140T	DUNBAR RD.	Gate	8,510	2	45	21.9	33.1	1	0.1005	0.1108		
MONROE	C-040	232142G	SEVENTH ST.	Gate	3,950	2	45	21.9	33.1	1	0.0895	0.0989		
MONROE	C-040	232146J	FRONT ST	Gate	16,237	2	35	21.9	33.1	0	0.0465	0.0526		
MONROE	C-040	232147R	ELM	Gate	13,000	2	45	21.9	33.1	0	0.0446	0.0505		
MONROE	C-040	232148X	STEWART RD	Gate	12,330	4	45	21.9	33.1	0	0.0529	0.0592		
MONROE	C-040	232151F	HURD RD	Passive	132	2	45	21.9	33.1	0	0.0386	0.0457		
MONROE	C-040	232152M	HEISS RD	Gate	631	2	45	21.9	33.1	0	0.0227	0.0267		
MONROE	C-040	232153U	STOMPMIER RD	Passive	477	2	45	21.9	33.1	0	0.0797	0.0890		
MONROE	C-040	232154B	STEINER RD	Passive	246	2	45	21.9	33.1	0	0.0697	0.0789		
MONROE	C-040	232155H	S STONEY CREEK RD	Gate	1,561	2	45	21.9	33.1	0	0.0282	0.0328		
MONROE	C-040	232156P	N STONEY CREEK RD	Passive	256	2	45	21.9	33.1	0	0.0479	0.0559		
MONROE	C-040	232157W	LABO RD	Gate	942	2	45	21.9	33.1	0	0.0251	0.0293		
MONROE	C-040	232158D	SIGLER RD	Gate	380	2	45	21.9	33.1	0	0.0201	0.0236		
MONROE	C-040	232161L	ASH ST	Gate	90	2	45	21.9	33.1	0	0.0177	0.0213		
MONROE	S-020	511813Y	MATLIN	Passive	50	2	25	2.0	11.2	0	0.0080	0.0186		
MONROE	S-020	511814F	GRAFTON	Flasher	2,047	2	25	2.0	11.2	0	0.0171	0.0353		
MONROE	S-020	511815M	NEWBURG	Passive	226	2	25	2.0	11.2	0	0.0229	0.0474		
WAYNE	S-020	511011Y	PARK ST.	Flasher	500	2	25	2.0	11.2	0	0.0101	0.0223		
WAYNE	S-020	511013M	N. HURON RIVER DR	Flasher	4,119	2	25	2.0	11.2	0	0.0219	0.0433		
WAYNE	S-020	511015B	VAN HORN RD	Flasher	690	2	25	2.0	11.2	0	0.0114	0.0248		
WAYNE	S-020	511016H	MIDDLEBELT RD	Flasher	2,926	2	25	2.0	11.2	0	0.0194	0.0393		
WAYNE	S-020	511017P	GRIX RD	Passive	200	2	25	2.0	11.2	0	0.0129	0.0289		
WAYNE	S-020	511018W	WEST RD	Flasher	827	2	25	2.0	11.2	0	0.0123	0.0264		
WAYNE	S-020	511020X	INKSTER RD	Flasher	5,742	2	25	2.0	11.2	0	0.0245	0.0475		
WAYNE	S-020	511021E		Passive	2,500	2	25	2.0	11.2	0	0.0293	0.0578		

ATTACHMENT E-4
MICHIGAN HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
WAYNE	S-020	511022L	KING RD	Flasher	837	2	25	2.0	11.2	0	0.0123	0.0265	
WAYNE	S-020	511024A	SIBLEY	Flasher	8,663	2	25	2.0	11.2	0	0.0281	0.0529	
WAYNE	S-020	511026N	BAILEY RD	Passive	50	2	25	2.0	11.2	0	0.0080	0.0186	
WAYNE	S-020	511027V	PENNSYLVANIA RD	Flasher	9,649	2	25	2.0	11.2	2	0.1312	0.1968	0.0078
WAYNE	S-020	511029J	RACHO RD	Flasher	4,000	2	25	2.0	11.2	0	0.0217	0.0430	
WAYNE	S-020	511031K	SUPERIOR RD	Passive	3,224	2	25	2.0	11.2	0	0.0316	0.0614	
WAYNE	S-020	511032S	NORTHLINE RD	Flasher	23,050	4	25	2.0	11.2	0	0.0491	0.0791	
WAYNE	S-020	511033Y	ALLEN RD	Flasher	28,033	4	25	2.0	11.2	0	0.0516	0.0818	
WAYNE	S-020	511035M	REECK RD.	Passive	1,000	2	25	2.0	11.2	0	0.0360	0.0678	
WAYNE	S-020	511037B	LONDON RD	Flasher	7,240	2	25	2.0	11.2	0	0.0265	0.0505	
WAYNE	S-020	511039P	CHAMPAIGNE	Flasher	7,676	4	25	2.0	11.2	1	0.0923	0.1421	
WAYNE	S-020	511816U	WILL CARLETON DR	Flasher	5,789	2	25	2.0	11.2	0	0.0246	0.0476	

ATTACHMENT E-5

New York Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-5
NEW YORK HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CHAUTAUQUA	N-070	471743Y	ALLEGHENY ROAD	Gate	1,575	2	60	13.0	25.1	0	0.0194	0.0251	
CHAUTAUQUA	N-070	471744F	HANFORD	Gate	644	2	60	13.0	25.1	0	0.0155	0.0202	
CHAUTAUQUA	N-070	471750J	CENTER RD/E. SHERIDAN RD.	Gate	431	2	60	13.0	25.1	0	0.0139	0.0182	
CHAUTAUQUA	N-070	471755T	NEWELL ROAD	Gate	2,000	2	60	13.0	25.1	0	0.0206	0.0266	
CHAUTAUQUA	N-070	471756A	WERLE ROAD	Gate	169	2	60	13.0	25.1	0	0.0108	0.0143	
CHAUTAUQUA	N-070	471757G	MIDDLE ROAD	Gate	1,765	2	60	13.0	25.1	0	0.0200	0.0258	
CHAUTAUQUA	N-070	471758N	ROBERT ROAD	Gate	4,757	2	40	13.0	25.1	0	0.0255	0.0324	
CHAUTAUQUA	N-070	471759V	TOWNSEND STREET	Gate	294	2	40	13.0	25.1	0	0.0126	0.0165	
CHAUTAUQUA	N-070	471760P	NEVINS STREET	Gate	338	2	40	13.0	25.1	1	0.0503	0.0577	
CHAUTAUQUA	N-070	471761W	HOYT STREET	Gate	192	2	40	13.0	25.1	0	0.0112	0.0148	
CHAUTAUQUA	N-070	471762D	LORD STREET	Gate	290	2	40	13.0	25.1	0	0.0125	0.0165	
CHAUTAUQUA	N-070	471763K	FRANKLIN STREET	Gate	1,572	2	40	13.0	25.1	0	0.0194	0.0251	
CHAUTAUQUA	N-070	471764S	LINCOLN STREET	Gate	793	2	40	13.0	25.1	0	0.0163	0.0213	
CHAUTAUQUA	N-070	471765Y	KING STREET	Gate	695	2	40	13.0	25.1	0	0.0158	0.0206	
CHAUTAUQUA	N-070	471766F	LAMPERE STREET	Gate	9,300	2	40	13.0	25.1	0	0.0298	0.0375	
CHAUTAUQUA	N-070	471767M	MAIN STREET	Gate	2,778	2	40	13.0	25.1	0	0.0224	0.0287	
CHAUTAUQUA	N-070	471772J	TEMPLE ROAD	Gate	416	2	60	13.0	25.1	0	0.0138	0.0181	
CHAUTAUQUA	N-070	471774X	VAN BUREN ROAD	Gate	509	2	60	13.0	25.1	0	0.0145	0.0190	
CHAUTAUQUA	N-070	471775E	BERRY RD.	Gate	589	2	60	13.0	25.1	0	0.0151	0.0197	
CHAUTAUQUA	N-070	471776L	LAKE ROAD	Gate	212	2	60	13.0	25.1	0	0.0115	0.0152	
CHAUTAUQUA	N-070	471778A	MARTIN ROAD	Gate	57	2	60	13.0	25.1	0	0.0098	0.0132	
CHAUTAUQUA	N-070	471782P	CENTRAL AVENUE	Gate	509	2	40	13.0	25.1	0	0.0145	0.0190	
CHAUTAUQUA	N-070	471783W	MATHEWS ROAD	Gate	197	2	60	13.0	25.1	0	0.0113	0.0149	
CHAUTAUQUA	N-070	471784D	PECOR STREET	Gate	339	2	60	13.0	25.1	1	0.0503	0.0577	
CHAUTAUQUA	N-070	471785K	ONTHANK ROAD	Passive	134	2	60	13.0	25.1	0	0.0524	0.0659	
CHAUTAUQUA	N-070	471786S	WALKER ROAD	Gate	259	2	60	13.0	25.1	0	0.0121	0.0160	
CHAUTAUQUA	N-070	471788F	EAST FOREST ROAD	Passive	50	2	60	13.0	25.1	0	0.0249	0.0335	
CHAUTAUQUA	N-070	471791N	PRATT ROAD	Gate	268	2	60	13.0	25.1	0	0.0123	0.0161	
CHAUTAUQUA	N-070	471794J	MCKINLEY ROAD	Gate	655	2	60	13.0	25.1	0	0.0155	0.0203	
CHAUTAUQUA	N-070	471796X	EAST PEARL STREET	Gate	425	2	60	13.0	25.1	0	0.0139	0.0182	
CHAUTAUQUA	N-070	471797E	WEST PEARL STREET	Gate	240	2	60	13.0	25.1	0	0.0119	0.0157	
CHAUTAUQUA	N-070	471799T	FRANKLIN STREET	Flasher	250	2	50	13.0	25.1	0	0.0185	0.0247	
CHAUTAUQUA	N-070	471802Y	NORTH GALE STREET	Gate	750	2	60	13.0	25.1	0	0.0161	0.0210	
CHAUTAUQUA	N-070	471803F	WALKER ROAD	Gate	117	2	60	13.0	25.1	0	0.0403	0.0521	
CHAUTAUQUA	N-070	471804M	LIGHT ROAD	Passive	50	2	60	13.0	25.1	0	0.0093	0.0124	
CHAUTAUQUA	N-070	471805U	ROGERVILLE ROAD	Gate	97	2	60	13.0	25.1	0			

ATTACHMENT E-5
NEW YORK HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
CHAUTAUQUA	N-070	471814T	CEMETARY RD.	Gate	250	2	60	13.0	25.1	0	0.0120	0.0159	
CHAUTAUQUA	N-070	471815A	KLONDYKE ROAD	Flasher	88	2	60	13.0	25.1	0	0.0126	0.0172	
CHAUTAUQUA	N-070	471813V	SO. BROCKWAY ROAD	Gate	304	2	60	13.0	25.1	0	0.0127	0.0167	
CHAUTAUQUA	N-070	471821D	SHAVER STREET	Gate	361	2	60	13.0	25.1	1	0.0507	0.0582	
CHAUTAUQUA	N-070	471822K	STATE STREET	Gate	520	2	60	13.0	25.1	0	0.0146	0.0191	
CHAUTAUQUA	N-070	471823S	GOODRICK STREET	Flasher	328	2	60	13.0	25.1	1	0.0644	0.0765	
CHAUTAUQUA	N-070	471824Y	MAPLE AVENUE	Flasher	378	2	60	13.0	25.1	0	0.0214	0.0284	
CHAUTAUQUA	N-070	471825F	LOOMIS STREET	Passive	154	2	60	13.0	25.1	1	0.0960	0.1156	0.0137
CHAUTAUQUA	N-070	471833J	PHILLIPS ROAD	Gate	82	2	60	13.0	25.1	0	0.0089	0.0118	
CHAUTAUQUA	N-070	471838T	STATION ROAD	Flasher	231	2	60	13.0	25.1	1	0.0601	0.0711	
ERIE	N-061	519388C	MEYER RD.	Passive	50	2	10	0.0	11.4	0	0.0010	0.0313	
ERIE	N-061	519511Y	WILLETT ROAD	Flasher	269	2	10	0.0	11.4	0	0.0003	0.0193	
ERIE	N-070	471711T	LAKE AVENUE	Gate	7,363	2	60	13.0	25.1	1	0.0777	0.0911	
ERIE	N-070	471713G	BAYVIEW ROAD	Gate	1,023	2	60	13.0	25.1	0	0.0174	0.0226	
ERIE	N-070	471716C	ROGERS ROAD	Gate	3,398	2	60	13.0	25.1	1	0.0202	0.0810	
ERIE	N-070	471717J	CLOVERBANK ROAD	Gate	1,791	2	60	13.0	25.1	0	0.0201	0.0259	
ERIE	N-070	471719X	PLEASANT AVENUE	Gate	1,193	2	60	13.0	25.1	0	0.0181	0.0235	
ERIE	N-070	471721Y	LAKE VIEW ROAD	Gate	3,265	2	60	13.0	25.1	0	0.0233	0.0298	
ERIE	N-070	471722F	NORTH CREEK ROAD	Gate	648	2	60	13.0	25.1	0	0.0155	0.0202	
ERIE	N-070	471726H	STURGEON PT. RD.	Gate	3,000	2	60	13.0	25.1	0	0.0228	0.0292	
ERIE	N-070	471727P	BURNS ROAD	Gate	750	2	60	13.0	25.1	0	0.0161	0.0210	
ERIE	N-070	471728W	EVAN CTR EDEN RD	Gate	3,283	2	60	13.0	25.1	0	0.0233	0.0298	
ERIE	N-070	471729D	GOWANS ROAD	Gate	406	2	60	13.0	25.1	0	0.0137	0.0180	
ERIE	N-070	471733T	CAIN ROAD	Gate	358	2	60	13.0	25.1	0	0.0132	0.0174	
ERIE	N-070	471739J	ERIE ROAD	Flasher	750	2	60	13.0	25.1	0	0.0270	0.0352	

ATTACHMENT E-6

Ohio Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ALLEN	C-062	532685B	BENTLEY ROAD	Passive	160	2	50	5.9	13.9	0	0.0385	0.0538	
ALLEN	C-062	532686H	PEVEE ROAD	Passive	160	2	50	5.9	13.9	0	0.0385	0.0538	
ALLEN	C-062	532688W	LAFAYETTE ROAD	Passive	570	2	50	5.9	13.9	2	0.2064	0.2530	0.0346(a)
ALLEN	C-062	532689D	SRIIDER ROAD	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
ALLEN	C-062	532690X	VINT RD	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
ALLEN	C-062	532691E	PHLLPS RD	Passive	360	2	50	5.9	13.9	0	0.0480	0.0651	
ALLEN	C-062	532692L	S.HIGH ST	Flasher	920	2	50	5.9	13.9	0	0.0208	0.0299	
ALLEN	C-062	532693T	CHURCH ST	Flasher	50	2	50	5.9	13.9	0	0.0070	0.0106	
ALLEN	C-062	532694A	WASHINGTON ST.	Flasher	1,150	2	50	5.9	13.9	0	0.0224	0.0321	
ALLEN	C-062	532695G	RUMBAUGH ROAD	Passive	450	2	50	5.9	13.9	0	0.0509	0.0684	
ALLEN	C-062	532696N	FISHER ROAD	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
ALLEN	C-062	532697V	MCCCLURE CROSSING	Gate	280	2	50	5.9	13.9	0	0.0119	0.0178	
ALLEN	C-062	532698C	COOL ROAD	Passive	520	2	50	5.9	13.9	0	0.0528	0.0706	
ALLEN	C-062	532699J	THAYER ROAD	Passive	460	2	50	5.9	13.9	0	0.0512	0.0687	
ALLEN	C-062	532700B	FETTER RD	Gate	950	2	50	5.9	13.9	0	0.0125	0.0178	
ALLEN	C-062	532701H	METZGER ROAD	Passive	150	2	50	5.9	13.9	0	0.0378	0.0529	
ALLEN	C-062	532703W	ROUSH CROSSING	Gate	7,260	2	50	5.9	13.9	0	0.0211	0.0292	
ALLEN	C-062	532706S	N. PINE ST.	Flasher	2,720	2	35	5.9	13.9	0	0.0299	0.0416	
ALLEN	C-062	532707Y	N. JACKSON ST	Gate	6,200	2	35	5.9	13.9	0	0.0236	0.0324	
ALLEN	C-062	532710G	MAIN ST.	Gate	8,860	4	35	5.9	13.9	0	0.0279	0.0377	
ALLEN	C-062	532711N	N ELIZABETH ST	Flasher	3,390	2	35	5.9	13.9	0	0.0321	0.0443	
ALLEN	C-062	532712V	N. WEST ST.	Flasher	3,450	2	35	5.9	13.9	0	0.0322	0.0445	
ALLEN	C-062	532713C	N McDONEL ST.	Flasher	2,790	2	35	5.9	13.9	0	0.0349	0.0477	
ALLEN	C-062	532714J	N. METCALF ST.	Gate	7,850	2	35	5.9	13.9	0	0.0215	0.0297	
ALLEN	C-062	532715R	N. BAXTER ST	Flasher	2,420	2	35	5.9	13.9	0	0.0288	0.0402	
ALLEN	C-062	532719T	COLE ST	Gate	7,300	2	35	5.9	13.9	0	0.0211	0.0292	
ALLEN	C-062	532720M	CABLE ROAD	Gate	18,680	4	50	5.9	13.9	0	0.0331	0.0440	
ALLEN	C-062	532721U	HARTZLER RD	Passive	240	2	50	5.9	13.9	0	0.0431	0.0593	
ALLEN	C-062	532722B	EASTTOWN ROAD	Gate	12,300	2	60	5.9	13.9	1	0.0757	0.0930	
ALLEN	C-062	532723H	EAST ROAD	Gate	3,810	2	50	5.9	13.9	0	0.0179	0.0251	
ALLEN	C-062	532724P	BATY ROAD	Gate	2,140	2	50	5.9	13.9	0	0.0155	0.0218	
ALLEN	C-062	532726D	DUTCH HOLLOW	Flasher	4,810	2	50	5.9	13.9	0	0.0357	0.0487	
ALLEN	C-062	532727K	PIQUAD RD	Flasher	2,420	2	50	5.9	13.9	0	0.0288	0.0402	
ALLEN	C-062	532728S	OLD WAPAK ROAD	Gate	240	2	50	5.9	13.9	2	0.0937	0.1082	
ALLEN	C-062	532730T	KEMP ROAD	Gate	500	2	50	5.9	13.9	1	0.0457	0.0540	
ALLEN	C-062	532733N	GRUBB RD.	Passive	330	2	50	5.9	13.9	1	0.1175	0.1479	
ALLEN	C-062	532735C	REDD ROAD	Passive	110	2	50	5.9	13.9	0	0.0346	0.0489	
ALLEN	C-062	532736J	STATE RD	Passive	700	2	50	5.9	13.9	0	0.0568	0.0750	
ALLEN	C-062	532737R	OLD DELPHOS RD	Flasher	530	2	50	5.9	13.9	0	0.0171	0.0249	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
ALLEN	C-062	532738X	DEFIANCE TRAIL	Passive	320	2	50	5.9	13.9	0	0.0466	0.0634	
ALLEN	C-062	532739F	BAUGH RD	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
ALLEN	C-062	532740Y	PELTIER RD	Passive	80	2	50	5.9	13.9	0	0.0314	0.0449	
ALLEN	C-062	532741F	LEHMAN RD.	Passive	1,400	2	50	5.9	13.9	0	0.0667	0.0856	
ALLEN	C-062	532743U	PIERCE ST.	Flasher	2,900	2	50	5.9	13.9	0	0.0305	0.0424	
ALLEN	C-062	532744B	FRANKLIN ST	Flasher	3,520	2	40	5.9	13.9	0	0.0325	0.0448	
ALLEN	C-062	532745H	S MAIN ST	Gate	3,240	4	40	5.9	13.9	0	0.0219	0.0302	
ASHTABULA	N-070	471951A	THOMPSON ROAD	Passive	50	2	60	13.0	25.1	0	0.0244	0.0328	
ASHTABULA	N-070	471952G	WOODWORTH ROAD	Passive	320	2	60	13.0	25.1	0	0.0635	0.0779	
ASHTABULA	N-070	471953N	HARBOR STREET	Gate	2,970	2	60	13.0	25.1	0	0.0223	0.0286	
ASHTABULA	N-070	471956J	SANDUSKY STREET	Gate	820	2	60	13.0	25.1	0	0.0167	0.0217	
ASHTABULA	N-070	471957R	MILL STREET	Gate	4,270	2	20	13.0	25.1	0	0.0243	0.0311	
ASHTABULA	N-070	471958X	CHESTNUT STREET	Gate	2,290	2	20	13.0	25.1	0	0.0209	0.0269	
ASHTABULA	N-070	471960Y	PARISH BOULEVARD	Gate	2,590	2	60	13.0	25.1	0	0.0222	0.0288	
ASHTABULA	N-070	471961F	GORE ROAD	Gate	810	2	60	13.0	25.1	0	0.0160	0.0209	
ASHTABULA	N-070	471964B	NO AMBOY RD	Gate	740	2	60	13.0	25.1	2	0.0981	0.1114	
ASHTABULA	N-070	471968D	REED ROAD	Gate	390	2	60	13.0	25.1	0	0.0183	0.0248	
ASHTABULA	N-070	471972T	LAKE STREET	Gate	5,500	2	60	13.0	25.1	0	0.0259	0.0329	
ASHTABULA	N-070	471973A	INIRMARY ROAD	Gate	390	2	60	13.0	25.1	0	0.0132	0.0174	
ASHTABULA	N-070	471975N	BLAKE ROAD	Gate	1,480	2	60	13.0	25.1	0	0.0187	0.0243	
ASHTABULA	N-070	471979R	STATE AVENUE	Gate	380	2	35	13.0	25.1	0	0.0133	0.0175	
ASHTABULA	N-070	471980K	DWIGHT AVENUE	Flasher	180	2	35	13.0	25.1	0	0.0162	0.0218	
ASHTABULA	N-070	471983Y	MAIN ST.	Gate	5,350	4	35	13.0	25.1	0	0.0522	0.0768	
ASHTABULA	N-070	471984F	PARK ST.	Gate	4,290	2	35	13.0	25.1	0	0.0244	0.0311	
ASHTABULA	N-075	471985U	GARY AVENUE	Gate	810	2	35	13.0	36.6	0	0.0226	0.0367	
ASHTABULA	N-075	471986B	JEFFERSON AVENUE	Flasher	1,180	2	35	13.0	36.6	0	0.0309	0.0457	
ASHTABULA	N-075	471988P	WEST 52ND STREET	Flasher	2,590	2	35	13.0	36.6	1	0.0985	0.1287	
ASHTABULA	N-075	471989W	WEST AVENUE	Gate	8,000	2	35	13.0	36.6	0	0.0286	0.0411	
ASHTABULA	N-075	471990R	NATHAN AVENUE	Flasher	1,310	2	35	13.0	36.6	1	0.0852	0.1124	
ASHTABULA	N-075	471991X	SAMUEL AVENUE	Flasher	300	2	60	13.0	36.6	0	0.0195	0.0304	
ASHTABULA	N-075	471992E	WOODMAN AVENUE	Gate	4,330	2	60	13.0	36.6	1	0.0708	0.0909	
ASHTABULA	N-075	471993L	SANBORNE ROAD	Flasher	960	2	60	13.0	36.6	1	0.0798	0.1054	
ASHTABULA	N-075	471997N	STATE ROUTE 45	Gate	4,930	2	60	13.0	36.6	0	0.0252	0.0366	
ASHTABULA	N-075	471998V	DEPOT ROAD	Flasher	340	2	60	13.0	36.6	1	0.0644	0.0846	
ASHTABULA	N-075	472001J	BROWN ROAD	Passive	170	2	60	13.0	36.6	0	0.0547	0.0767	
ASHTABULA	N-075	472004E	MYERS ROAD	Gate	740	2	60	13.0	36.6	0	0.0157	0.0237	
ASHTABULA	N-075	472005L	CENTENNIAL ROAD	Gate	2,020	2	60	13.0	36.6	0	0.0202	0.0301	
ASHTABULA	N-075	472007A	SHERMAN STREET	Gate	2,110	2	60	13.0	36.6	0	0.0300	0.0485	
ASHTABULA	N-075	472008G	BROADWAY AVENUE	Gate	7,320	2	60	13.0	36.6	0	0.0277	0.0398	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
ASHTABULA	N-075	472009N	EAGLE AVENUE	Flasher	1,400	2	60	13.0	36.6	0	0.0326	0.0479	
ASHTABULA	N-075	472010H	CHESTNUT STREET	Gate	120	2	60	13.0	36.6	1	0.0442	0.0538	
ASHTABULA	N-075	472011P	WEST STREET	Gate	260	2	60	13.0	36.6	0	0.0162	0.0263	
ASHTABULA	N-075	472012W	WALTER MAIN RD	Passive	230	2	60	13.0	36.6	1	0.1388	0.1794	0.0329(a)
ASHTABULA	N-082	502651A	STATE	Gate	1,380	2	30	11.7	23.8	0	0.0203	0.0267	
ASHTABULA	N-082	503107J	PLYMOUTH	Flasher	290	2	30	11.7	23.8	0	0.0218	0.0294	
ASHTABULA	N-082	503108A	CARSON RD	Gate	250	2	40	11.7	23.8	0	0.0130	0.0175	
ASHTABULA	N-082	503110B	MEANEY RD/MORGAN ROAD	Passive	240	2	40	11.7	23.8	0	0.0530	0.0677	
ASHTABULA	N-082	503113W	SR167	Flasher	1,050	2	40	11.7	23.8	0	0.0267	0.0380	
ASHTABULA	N-082	503114D	MARCH RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503115K	NETCHER	Passive	70	2	40	11.7	23.8	0	0.0229	0.0316	
ASHTABULA	N-082	503116S	CLAY RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503117Y	S. DENMARK RD	Passive	400	2	40	11.7	23.8	0	0.0590	0.0743	
ASHTABULA	N-082	503118F	TOWER RD	Passive	250	2	40	11.7	23.8	0	0.0526	0.0673	
ASHTABULA	N-082	503119M	FOOTVILLE RI	Flasher	820	2	40	11.7	23.8	0	0.0264	0.0353	
ASHTABULA	N-082	503120G	SR 193	Flasher	930	2	40	11.7	23.8	0	0.0276	0.0366	
ASHTABULA	N-082	503121N	MARRIAN RD	Passive	60	2	40	11.7	23.8	0	0.0357	0.0477	
ASHTABULA	N-082	503122V	AYERS RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503124J	US 6	Flasher	810	2	40	11.7	23.8	0	0.0263	0.0351	
ASHTABULA	N-082	503125R	DODGEVILLE RD/MANN RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503126X	WOODWORTH RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503127E	MEADVILLE RD (US 322)	Gate	1,260	2	40	11.7	23.8	0	0.0174	0.0231	
ASHTABULA	N-082	503128L	UNDERWOOD RD	Passive	60	2	40	11.7	23.8	0	0.0357	0.0477	
ASHTABULA	N-082	544582K	W 54TH ST.	Gate	1,460	2	20	11.7	23.8	0	0.0206	0.0270	
ASHTABULA	N-082	544595L	W 52ND ST	Gate	1,810	2	25	11.7	23.8	0	0.0232	0.0307	
ASHTABULA	N-082	544908Y	WEST 32ND ST	Flasher	2,397	2	25	11.7	23.8	0	0.0467	0.0626	
CRAWFORD	C-062	532580M	LANE ST	Gate	3,250	2	40	5.9	13.9	0	0.0217	0.0300	
CRAWFORD	C-062	532581U	WALNUT ST.	Flasher	3,960	2	40	5.9	13.9	0	0.0388	0.0523	
CRAWFORD	C-062	532582B	ALLEY	Flasher	160	1	40	5.9	13.9	0	0.0111	0.0165	
CRAWFORD	C-062	532583H	N SANDUSKY AVE	Flasher	9,710	2	40	5.9	13.9	0	0.0499	0.0647	
CRAWFORD	C-062	532584P	ALLEY	Flasher	120	1	40	5.9	13.9	0	0.0099	0.0149	
CRAWFORD	C-062	532585W	POPLAR ST	Flasher	3,770	2	40	5.9	13.9	1	0.0966	0.1207	
CRAWFORD	C-062	532586D	SPRING ST	Flasher	2,990	2	40	5.9	13.9	0	0.0357	0.0486	
CRAWFORD	C-062	532587K	SEARS ST	Flasher	570	2	60	5.9	13.9	1	0.0650	0.0813	
CRAWFORD	C-062	532588S	MANSFIELD ST	Flasher	8,480	2	40	5.9	13.9	0	0.0481	0.0628	
CRAWFORD	C-062	532590T	MCCRACKEN	Gate	350	2	60	5.9	13.9	0	0.0101	0.0147	
CRAWFORD	C-062	532591A	SIMMS CR.	Passive	70	2	60	5.9	13.9	0	0.0322	0.0458	
CRAWFORD	C-062	532594V	GLENVILLE CR	Passive	160	2	60	5.9	13.9	0	0.0408	0.0566	
CRAWFORD	C-062	532596J	STRIEB CR-KNAUSS	Passive	70	2	60	5.9	13.9	0	0.0322	0.0458	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year			Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition	
CRAWFORD	C-062	532597R	MARION-MELMORE RD	Flasher	440	2	60	5.9	13.9	0	0.0189	0.0274		
CRAWFORD	C-064	502674G	WHETSTONE ST	Gate	3,840	2	60	6.5	14.5	0	0.0245	0.0329		
CRAWFORD	C-064	502676V	ALBRIGHT	Passive	180	2	60	6.5	14.5	0	0.0445	0.0600		
CRAWFORD	C-064	502677C	LOWER LEESVILLE	Flasher	970	2	60	6.5	14.5	0	0.0262	0.0362		
CRAWFORD	C-064	502679R	OLENTANGY RD	Passive	70	2	60	6.5	14.5	0	0.0341	0.0474		
CRAWFORD	C-064	502680K	MAIN ST	Flasher	1,890	2	60	6.5	14.5	0	0.0325	0.0439		
CRAWFORD	C-064	502681S	BECK RD	Passive	80	2	60	6.5	14.5	0	0.0349	0.0483		
CRAWFORD	C-064	502682Y	BIDDLE RD	Passive	170	2	60	6.5	14.5	2	0.1781	0.2175	0.0105(a)	
CRAWFORD	C-064	502683F	CRESTLINE RD	Gate	740	2	60	6.5	14.5	0	0.0139	0.0193		
CRAWFORD	C-064	502684M	SR 598	Gate	3,030	2	60	6.5	14.5	0	0.0176	0.0241		
CRAWFORD	C-064	502685U	WILEY ST	Flasher	1,440	2	30	6.5	14.5	0	0.0341	0.0459		
CRAWFORD	C-064	502686B	THOMAN ST	Flasher	3,520	2	30	6.5	14.5	0	0.0397	0.0525		
CRAWFORD	C-064	502852R	WESTERN AVE.	Flasher	150	2	60	6.5	14.5	0	0.0135	0.0195		
CRAWFORD	C-067	518441H	BUCYRUS ST.	Gate	1,670	2	50	14.5	30.1	0	0.0229	0.0301		
CRAWFORD	C-067	518443W	MAIN ST	Gate	12,030	2	50	14.5	30.1	0	0.0371	0.0470		
CRAWFORD	C-067	518445K	WASHINGTON	Gate	480	2	60	14.5	30.1	2	0.0972	0.1120		
CRAWFORD	N-071	481570N	PLYMOUTH	Flasher	2,770	2	60	26.0	34.5	1	0.1212	0.1300		
CRAWFORD	N-071	481572C	ANDREWS	Passive	90	2	60	26.0	34.5	1	0.1421	0.1529	0.0130	
CRAWFORD	N-071	481573J	CARRELL	Passive	70	2	60	26.0	34.5	0	0.0571	0.0630		
CRAWFORD	N-071	481574R	T-81	Passive	50	2	60	26.0	34.5	0	0.0338	0.0381		
CRAWFORD	N-071	481575X	BRANDYWINE	Passive	220	2	60	26.0	34.5	0	0.0738	0.0801		
CRAWFORD	N-071	481576E	HIEBER	Passive	60	2	60	26.0	34.5	0	0.0356	0.0401		
CRAWFORD	N-071	481578T	LEMERT	Passive	50	2	60	26.0	34.5	0	0.0338	0.0381		
CRAWFORD	N-071	481579A	RIDGETON	Gate	270	2	60	26.0	34.5	0	0.0235	0.0269		
CRAWFORD	N-071	481580U	BROKEN SWORD	Passive	50	2	60	26.0	34.5	0	0.0338	0.0381		
CRAWFORD	N-071	481581B	CAREY	Passive	100	2	60	26.0	34.5	0	0.0621	0.0682		
CRAWFORD	N-071	481582H	ORR	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582		
CRAWFORD	N-071	481584W	CHATFIELD	Passive	300	2	50	26.0	34.5	1	0.1685	0.1799	0.0331(a)	
CRAWFORD	N-071	481585D	WASHINGTON/GLADY RD	Passive	70	2	50	26.0	34.5	0	0.0543	0.0600		
CRAWFORD	N-071	481587S	NEW WASHINGTON	Flasher	540	2	60	26.0	34.5	0	0.0371	0.0413		
CRAWFORD	N-071	481590A	ALBAUGH	Passive	510	2	60	26.0	34.5	0	0.0865	0.0928		
CRAWFORD	N-071	481592N	CRWFRD-SNECA COU	Passive	160	2	60	26.0	34.5	0	0.0690	0.0753		
CRAWFORD	N-073	481551J	MONNETTE	Gate	470	2	60	26.0	34.3	0	0.0188	0.0210		
CRAWFORD	N-073	481552K	DALLAS TWP 115	Passive	70	2	60	26.0	34.3	1	0.1358	0.1461		
CRAWFORD	N-073	481553X	DALLAS TWP 96	Passive	50	2	60	26.0	34.3	0	0.0526	0.0581		
CRAWFORD	N-073	481554E	CALDWELL	Passive	90	2	60	26.0	34.3	1	0.1421	0.1527	0.013(a)	
CRAWFORD	N-073	481556T	MT ZION	Gate	360	2	60	26.0	34.3	0	0.0247	0.0281		
CRAWFORD	N-073	481557A	SR 98	Gate	2,360	2	60	26.0	34.3	0	0.0435	0.0495		
CRAWFORD	N-073	481558G	BEAL	Gate	220	2	60	26.0	34.3	1	0.0613	0.0654		

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CRAWFORD	N-073	481559N	CHARLOTTE	Gate	3,890	2	60	26.0	34.3	0	0.0364	0.0405	
CRAWFORD	N-073	481560H	SOUTHERN	Gate	4,300	2	60	26.0	34.3	0	0.0362	0.0402	
CRAWFORD	N-073	481561P	HOPLEY	Gate	6,030	2	60	26.0	34.3	1	0.1513	0.1675	(b)
CRAWFORD	N-073	481562W	OAKWOOD	Flasher	290	2	60	26.0	34.3	0	0.0263	0.0295	
CRAWFORD	N-073	481563D	WOODLAWN	Flasher	1,851	2	60	26.0	34.3	1	0.1110	0.1192	
CRAWFORD	N-073	481564K	WARREN	Flasher	1,059	2	60	26.0	34.3	0	0.0395	0.0437	
CRAWFORD	N-073	481565B	RENNSLAER	Flasher	287	2	60	26.0	34.3	0	0.0262	0.0294	
CUYAHOGA	C-061	524363B	BAGLEY RD.	Gate	17,135	4	60	14.5	53.0	0	0.0489	0.0689	
CUYAHOGA	C-061	524364Y	WEST RD	Gate	1,480	2	60	14.5	53.0	0	0.0233	0.0374	
CUYAHOGA	C-061	524367U	COLUMBIA RD	Gate	9,500	2	60	14.5	53.0	1	0.0889	0.1206	
CUYAHOGA	C-061	524368B	SPRAGUE	Flasher	996	2	60	14.5	53.0	0	0.0369	0.0578	
CUYAHOGA	C-074	523971H	HUMMEL ROAD	Gate	5,560	2	40	13.4	45.3	0	0.0312	0.0469	
CUYAHOGA	C-074	523973W	ENGLE ROAD	Gate	15,100	4	40	13.4	45.3	0	0.0471	0.0656	
CUYAHOGA	C-074	523975K	HOLI AND ROAD	Gate	4,340	2	30	13.4	45.3	0	0.0288	0.0437	
CUYAHOGA	C-074	523977Y	FRONT ST	Gate	10,613	2	30	13.4	45.3	0	0.0401	0.0578	
CUYAHOGA	N-075	472089J	CHARDON ROAD	Gate	4,770	4	60	13.0	36.6	0	0.0369	0.0512	
CUYAHOGA	N-075	472093Y	DILLE ROAD	Gate	5,430	2	60	13.0	36.6	0	0.0386	0.0531	
CUYAHOGA	N-075	472097B	WAYSIDE ROAD	Gate	3,770	2	35	13.0	36.6	0	0.0282	0.0406	
CUYAHOGA	N-075	472098H	LONDON ROAD	Gate	5,310	2	35	13.0	36.6	0	0.0305	0.0435	
CUYAHOGA	N-080	472187A	WEST 110 STREET	Gate	5,970	2	35	13.5	34.1	0	0.0310	0.0426	
CUYAHOGA	N-080	472188G	WEST 111 STREET	Flasher	1,520	2	35	13.5	34.1	0	0.0398	0.0548	
CUYAHOGA	N-080	472189N	WEST 112 ST	Gate	750	2	35	13.5	34.1	0	0.0268	0.0411	
CUYAHOGA	N-080	472190H	WEST 114 STREET	Flasher	370	2	35	13.5	34.1	0	0.0255	0.0371	
CUYAHOGA	N-080	472191P	WEST 116 STREET	Flasher	2,570	2	35	13.5	34.1	0	0.0462	0.0621	
CUYAHOGA	N-080	472192W	WEST 117 STREET	Gate	15,610	4	35	13.5	34.1	1	0.1106	0.1356	
CUYAHOGA	N-080	472194K	HIRD AVE	Gate	2,180	2	35	13.5	34.1	1	0.0658	0.0821	
CUYAHOGA	N-080	472195S	FRY	Flasher	770	2	35	13.5	34.1	0	0.0324	0.0458	
CUYAHOGA	N-080	472196Y	BEACH AVENUE	Flasher	700	2	35	13.5	34.1	1	0.0843	0.1081	
CUYAHOGA	N-080	472197F	COVE AVENUE	Gate	2,920	2	35	13.5	34.1	0	0.0232	0.0328	
CUYAHOGA	N-080	472198M	THOREAU AVENUE	Flasher	480	2	35	13.5	34.1	0	0.0278	0.0401	
CUYAHOGA	N-080	472199U	NICHOLSON AVENUE	Gate	4,080	2	35	13.5	34.1	0	0.0307	0.0431	
CUYAHOGA	N-080	472200L	GIEL AVENUE	Gate	1,990	2	35	13.5	34.1	0	0.0240	0.0338	
CUYAHOGA	N-080	472201T	BUNTS RD	Gate	5,300	2	35	13.5	34.1	0	0.0302	0.0416	
CUYAHOGA	N-080	472202A	MANOR PARK	Flasher	1,930	2	35	13.5	34.1	0	0.0427	0.0581	
CUYAHOGA	N-080	472203G	MARLOWE AVENUE	Flasher	1,460	2	35	13.5	34.1	0	0.0393	0.0542	
CUYAHOGA	N-080	472204N	BELLE AVENUE	Gate	4,030	2	35	13.5	34.1	1	0.0779	0.0976	
CUYAHOGA	N-080	472205V	ST.CHARLES AVENUE	Flasher	1,090	2	35	13.5	34.1	0	0.0361	0.0503	
CUYAHOGA	N-080	472206C	WARREN ROAD	Gate	3,000	2	35	13.5	34.1	0	0.0265	0.0369	
CUYAHOGA	N-080	472207J	COOK AVENUE	Flasher	2,440	2	35	13.5	34.1	2	0.1739	0.2150	0.0421(a)

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post
CUYAHOGA	N-080	472208R	GLADYS AVENUE	Flasher	900	2	35	13.5	34.1	0	0.0340	0.0478	
CUYAHOGA	N-080	472209X	ANDREWS AVENUE	Gate	1,040	2	35	13.5	34.1	2	0.1069	0.1296	
CUYAHOGA	N-080	472210S	LAKELAND AVENUE	Flasher	1,380	2	35	13.5	34.1	0	0.0387	0.0535	
CUYAHOGA	N-080	472212F	BROCKLEY AVENUE	Flasher	1,120	2	35	13.5	34.1	0	0.0364	0.0507	
CUYAHOGA	N-080	472213M	CRANFORD AVENUE	Flasher	1,070	2	35	13.5	34.1	0	0.0359	0.0501	
CUYAHOGA	N-080	472214U	WESTLAKE AVE	Flasher	720	2	35	13.5	34.1	1	0.0848	0.1087	
CUYAHOGA	N-080	472215B	HALL AVENUE	Flasher	670	2	35	13.5	34.1	0	0.0310	0.0441	
CUYAHOGA	N-080	472216H	ETHEL AVENUE	Flasher	960	2	35	13.5	34.1	1	0.0902	0.1153	
CUYAHOGA	N-080	472217P	EDWARDS AVENUE	Flasher	1,150	2	35	13.5	34.1	1	0.0937	0.1196	
CUYAHOGA	N-080	472218W	BONNIEVIEW AVENUE	Flasher	1,330	2	35	13.5	34.1	1	0.0966	0.1231	
CUYAHOGA	N-080	472219D	GRANGER AVENUE	Flasher	1,880	2	35	13.5	34.1	0	0.0423	0.0577	
CUYAHOGA	N-080	472230D	WEBB ROAD	Flasher	2,350	2	35	13.5	34.1	0	0.0451	0.0608	
CUYAHOGA	N-080	472237B	LINDA STREET	Gate	2,090	2	35	13.5	34.1	0	0.0243	0.0341	
CUYAHOGA	N-080	472239P	MORRWOOD STREET	Gate	960	2	35	13.5	34.1	0	0.0209	0.0298	
CUYAHOGA	N-080	472240J	WAGER ROAD	Gate	4,520	2	35	13.5	34.1	0	0.0303	0.0417	
CUYAHOGA	N-080	472241R	ELMWOOD ROAD	Gate	2,340	2	35	13.5	34.1	0	0.0260	0.0363	
CUYAHOGA	N-080	472245T	COLUMBIA ROAD	Gate	11,320	2	60	13.5	34.1	1	0.0936	0.1165	
CUYAHOGA	N-080	472248N	DOVER CENTER ROAD	Gate	7,630	2	60	13.5	34.1	0	0.0340	0.0462	
CUYAHOGA	N-080	472249V	CAHOON ROAD	Flasher	3,110	2	60	13.5	34.1	1	0.1171	0.1463	
CUYAHOGA	N-080	472250P	BASSETT ROAD	Gate	240	2	60	13.5	34.1	0	0.0147	0.0214	
CUYAHOGA	N-080	472252D	BRADLEY ROAD	Gate	5,670	2	60	13.5	34.1	0	0.0319	0.0436	
CUYAHOGA	N-081	524190E	EAST 26TH ST	Gate	3,500	2	40	12.5	29.7	0	0.0271	0.0369	
CUYAHOGA	N-081	524223P	BESSEMER	Gate	2,680	2	40	12.5	29.7	1	0.0739	0.0912	
CUYAHOGA	N-081	524226K	AETNA	Gate	2,560	2	40	12.5	29.7	0	0.0259	0.0354	
DEFIANCE	C-066	142343Y	SNYDER	Passive	110	2	60	21.4	47.7	0	0.0592	0.0766	
DEFIANCE	C-066	142345M	HARRIS	Passive	230	2	60	21.4	47.7	0	0.0699	0.0878	
DEFIANCE	C-066	142348H	HIRE	Gate	2,920	2	60	21.4	47.7	0	0.0305	0.0403	
DEFIANCE	C-066	142352X	SQUIER ST	Flasher	1,280	2	60	21.4	47.7	0	0.0443	0.0577	
DEFIANCE	C-066	142356A	OTTAWA AVE	Gate	10,120	2	60	21.4	47.7	0	0.0503	0.0671	
DEFIANCE	C-066	142366F	JACKSON ST	Flasher	700	2	60	21.4	47.7	2	0.1392	0.1690	0.0245(a)
DEFIANCE	C-066	142367M	DEATRICK ST	Gate	4,460	2	35	21.4	47.7	0	0.0299	0.0395	
DEFIANCE	C-066	142368U	ATLANTIC DR	Gate	1,110	2	35	21.4	47.7	0	0.0232	0.0319	
DEFIANCE	C-066	142370V	KROUSE RD	Passive	422	2	60	21.4	47.7	0	0.0790	0.0969	
DEFIANCE	C-066	142374X	ASHWOOD RD	Passive	100	2	60	21.4	47.7	0	0.0579	0.0751	
DEFIANCE	C-066	142375E	US 24	Gate	8,434	2	79	21.4	47.7	0	0.0555	0.0798	
DEFIANCE	C-066	142377T	TITTLE RD	Passive	50	2	60	21.4	47.7	0	0.0309	0.0433	
DEFIANCE	C-066	142379G	JACOBS RD	Passive	50	2	60	21.4	47.7	0	0.0309	0.0433	
DEFIANCE	C-066	142381H	THE BEND RD	Flasher	480	2	60	21.4	47.7	0	0.0331	0.0448	
DEFIANCE	C-066	142382P	DELAWARE ST	Flasher	530	2	60	21.4	47.7	0	0.0294	0.0403	

ATTACHMENT E-6
OHIO HIC.IWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
DEFIANCE	C-066	142385K	COY RD	Passive	50	2	60	21.4	47.7	0	0.0309	0.0433	
DEFIANCE	C-066	142386S	HARRISON AVENUE	Gate	3,090	2	35	21.4	47.7	0	0.0383	0.0523	
DEFIANCE	C-066	142387Y	BEHNFEDT RD	Passive	60	2	60	21.4	47.7	0	0.0510	0.0675	
DEFIANCE	C-066	142388F	OPENLANDER RD	Gate	120	2	60	21.4	47.7	0	0.0191	0.0277	
DEFIANCE	C-066	142389M	WILLIAMS CNTR RD	Passive	51	2	60	21.4	47.7	0	0.0826	0.1256	
DEFIANCE	C-066	142390G	FARMER MARK RD	Flasher	480	2	60	21.4	47.7	0	0.0331	0.0448	
DEFIANCE	C-066	142392V	WONDERLY RD	Passive	60	2	60	21.4	47.7	0	0.0535	0.0703	
DEFIANCE	C-066	142394J	BREININER	Passive	110	2	60	21.4	47.7	0	0.0592	0.0766	
DEFIANCE	C-066	142396X	ROSEDALE RD	Passive	110	2	60	21.4	47.7	0	0.0592	0.0766	
DEFIANCE	C-066	142398L	CICERO	Passive	50	2	60	21.4	47.7	0	0.0486	0.0648	
DEFIANCE	C-066	142402Y	LAKE RD	Passive	70	2	60	21.4	47.7	0	0.0530	0.0698	
DEFIANCE	N-080	472211Y	SUMMIT AVENUE	Flasher	1,570	2	35	13.5	34.1	0	0.0402	0.0552	
DELAWARE	N-073	481481W	ORANGE ROAD	Gate	290	2	60	26.0	34.3	0	0.0210	0.0238	
DELAWARE	N-073	481482D	FRANKLJN	Passive	50	2	60	26.0	34.3	0	0.0526	0.0581	
DELAWARE	N-073	481483K	LEWIS CENTER	Flasher	744	2	60	26.0	34.3	0	0.0355	0.0395	
DELAWARE	N-073	481485Y	SHANNON ROAD	Gate	460	2	60	26.0	34.3	0	0.0187	0.0209	
DELAWARE	N-073	481487M	PEACHBLOW ROAD	Passive	460	2	60	26.0	34.3	0	0.0850	0.0912	
DELAWARE	N-073	481488U	CHESIRE ROAD	Gate	590	2	60	26.0	34.3	0	0.0206	0.0230	
DELAWARE	N-073	481490V	BERLIN ROAD	Passive	330	2	60	26.0	34.3	1	0.1768	0.1880	0.0369(a)
DELAWARE	N-073	481498A	HORSESHOE ROAD	Gate	1,290	2	60	26.0	34.3	0	0.0241	0.0268	
DELAWARE	N-073	481503U	PENRY	Passive	100	2	60	26.0	34.3	0	0.0621	0.0681	
DELAWARE	N-073	481504B	WILLEY	Passive	60	2	60	26.0	34.3	0	0.0550	0.0607	
DELAWARE	N-073	481505H	TROUTMAN	Passive	70	2	60	26.0	34.3	0	0.0571	0.0629	
DELAWARE	N-073	481505P	RADNOR	Flasher	380	2	60	26.0	34.3	0	0.0287	0.0322	
DELAWARE	N-073	481512T	NORTON	Gate	420	2	60	26.0	34.3	0	0.0263	0.0299	
ERIE	N-072	472313S	RISDEN ROAD	Gate	390	2	60	15.6	27.0	1	0.0546	0.0616	
ERIE	N-072	472315F	BARNES ROAD	Passive	340	2	60	15.6	27.0	0	0.0717	0.0840	
ERIE	N-072	472316M	STANLEY ROAD	Passive	110	2	60	15.6	27.0	0	0.0555	0.0670	
ERIE	N-072	472318B	JOPPA ROAD	Gate	270	2	60	15.6	27.0	0	0.0140	0.0176	
ERIE	N-072	472320C	FRAILEY RD	Gate	290	2	60	15.6	27.0	0	0.0195	0.0252	
ERIE	N-072	472321J	DARROW RD	Gate	570	2	60	15.6	27.0	0	0.0238	0.0307	
ERIE	N-072	472322R	SMOKEY ROAD/ TR80	Gate	100	2	60	15.6	27.0	2	0.0816	0.0890	
ERIE	N-072	472323X	STATE ROUTE 61	Flasher	2,430	2	60	15.6	27.0	0	0.0429	0.0518	
ERIE	N-072	472325L	BARROWS ROAD	Flasher	760	2	60	15.6	27.0	0	0.0301	0.0374	
ERIE	N-072	472328G	JEFFRIES ROAD	Gate	270	2	60	15.6	27.0	0	0.0140	0.0175	
ERIE	N-072	472329N	WEIKEL ROAD	Passive	110	2	60	15.6	27.0	0	0.0553	0.0668	
ERIE	N-072	472334K	HOOVER ROAD	Passive	140	2	60	15.6	27.0	0	0.0587	0.0704	
ERIE	N-072	472341V	STRECKER ROAD	Flasher	420	2	60	15.6	27.0	0	0.0247	0.0311	
ERIE	N-072	472344R	THOMAS ROAD	Passive	130	2	60	15.6	27.0	0	0.0576	0.0693	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ERIE	N-072	472345X	RANSOM RD	Gate	250	2	60	15.6	27.0	0	0.0187	0.0242	
ERIE	N-072	472348T	PATTEN TRACT ROAD	Gate	540	2	60	15.6	27.0	1	0.0612	0.0695	
ERIE	N-072	472351B	STATE ROUTE 99	Gate	2,300	2	25	15.6	27.0	1	0.0750	0.0857	
ERIE	N-080	472306G	WATER STREET	Gate	6,260	2	60	13.5	34.1	0	0.0289	0.0400	
ERIE	N-080	472308V	STATE STREET	Gate	5,330	2	60	13.5	34.1	1	0.0770	0.0964	
ERIE	N-080	472312K	COEN ROAD/ 147	Gate	420	2	60	13.5	34.1	1	0.0575	0.0657	
ERIE	N-080	876686J	DOUGLAS ST	Gate	100	2	60	13.5	34.1	0	0.0101	0.0150	
ERIE	N-085	481642P	POTTER	Passive	310	2	35	1.4	12.9	0	0.0239	0.0589	
ERIE	N-085	481643W	KNAUS	Passive	80	2	35	1.4	12.9	0	0.0154	0.0415	
ERIE	N-085	481646S	BRAGG	Passive	50	2	35	1.4	12.9	1	0.0566	0.0984	
ERIE	N-085	481647Y	STRECKER RD	Passive	170	2	35	1.4	12.9	2	0.1172	0.1979	0.0151(a)
ERIE	N-085	481649M	BILLINGS	Passive	160	2	35	1.4	12.9	0	0.0193	0.0500	
ERIE	N-085	481651N	PORTLAND RD	Gate	510	2	35	1.4	12.9	0	0.0071	0.0192	
ERIE	N-085	481653C	MAPLE AVE.	Passive	80	2	35	1.4	12.9	0	0.0154	0.0415	
ERIE	N-085	481657E	MASON	Passive	760	2	35	1.4	12.9	0	0.0315	0.0720	
ERIE	N-085	481659T	BRADSHAR	Passive	130	2	35	1.4	12.9	1	0.0643	0.1152	0.0130
ERIE	N-085	481660M	SKADDEN/ CR 42	Passive	800	2	35	1.4	12.9	1	0.0887	0.1602	0.0254
ERIE	N-085	481665W	BCCART	Flasher	3,900	2	15	1.4	12.9	0	0.0184	0.0449	
ERIE	N-085	481668S	SR 101 TIFFIN	Gate	5,950	2	15	1.4	12.9	0	0.0135	0.0317	
ERIE	N-085	481669Y	VENICE	Gate	4,400	2	15	1.4	12.9	0	0.0126	0.0299	
ERIE	N-085	481670T	OLDS	Gate	1,140	2	15	1.4	12.9	1	0.0425	0.0658	
ERIE	N-085	481671A	MONROE	Gate	3,630	2	15	1.4	12.9	0	0.0119	0.0286	
FRANKLIN	N-073	481467B	WEBER	Gate	8,678	2	45	26.0	34.3	0	0.0415	0.0453	
FRANKLIN	N-073	481470J	COOK	Flasher	11,424	2	45	26.0	34.3	1	0.1679	0.1767	
FRANKLIN	N-073	481472X	LINCOLN	Gate	9,810	2	45	26.0	34.3	0	0.0425	0.0464	
FRANKLIN	N-073	481474L	SHROCK	Gate	1,856	2	60	26.0	34.3	0	0.0304	0.0336	
FRANKLIN	N-073	481475T	GALENA-WRTHINGTON	Gate	1,255	2	60	26.0	34.3	1	0.0769	0.0822	
FRANKLIN	N-073	481476A	WILSON BRIDGE	Gate	1,950	2	60	26.0	34.3	0	0.0320	0.0354	
FRANKLIN	N-073	481478N	PARK	Gate	399	2	60	26.0	34.3	0	0.0211	0.0235	
HARDIN	C-062	532646K	COUNTY LINE RD.	Passive	250	2	40	5.9	13.9	0	0.0412	0.0570	
HARDIN	C-062	532647S	LOUISA ST	Passive	100	2	40	5.9	13.9	0	0.0316	0.0451	
HARDIN	C-062	532648Y	MARY ST.	Gate	550	2	40	5.9	13.9	0	0.0108	0.0154	
HARDIN	C-062	532649F	GORMLY ST.	Gate	1,370	2	40	5.9	13.9	0	0.0137	0.0195	
HARDIN	C-062	532650A	DAVIS ST	Passive	310	2	40	5.9	13.9	0	0.0437	0.0600	
HARDIN	C-062	532651G	MARTIN ST SR 37	Flasher	2,190	2	40	5.9	13.9	0	0.0283	0.0396	
HARDIN	C-062	532652N	CAMPBELL ST.	Passive	240	2	40	5.9	13.9	0	0.0407	0.0564	
HARDIN	C-062	532653V	BERLIN CR	Passive	110	2	40	5.9	13.9	0	0.0315	0.0450	
HARDIN	C-062	532655J	PATTERSON RD	Passive	100	2	40	5.9	13.9	0	0.0316	0.0451	
HARDIN	C-062	532658E	GROAT CR.	Passive	70	2	40	5.9	13.9	0	0.0284	0.0409	

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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
HARDIN	C-062	532659L	WYKES CR.	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
HARDIN	C-062	532662U	WALNUT ST.	Flasher	580	2	40	5.9	13.9	0	0.0176	0.0257	
HARDIN	C-062	532663B	MAIN ST-US #68	Gate	4,730	2	40	5.9	13.9	0	0.0189	0.0264	
HARDIN	C-062	532664H	CHERRY ST.	Flasher	210	2	40	5.9	13.9	0	0.0121	0.0181	
HARDIN	C-062	532665P	TOWNSHIP ROAD	Passive	280	2	40	5.9	13.9	0	0.0425	0.0586	
HARDIN	C-062	532667D	HOPPS RD.	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
HARDIN	C-062	532669S	WAYNE ST.	Flasher	80	2	40	5.9	13.9	0	0.0084	0.0127	
HARDIN	C-062	532670L	MAIN ST.	Gate	390	2	40	5.9	13.9	0	0.0098	0.0141	
HARDIN	C-062	532671T	CROZIER CR.	Passive	80	2	50	5.9	13.9	0	0.0314	0.0449	
HARDIN	C-062	532673G	TRAVERSE PIKE	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
HARDIN	C-062	532675V	PETERSON CR.-SR81	Gate	610	2	50	5.9	13.9	0	0.0111	0.0159	
HARDIN	C-062	532676C	SCOTT CROSSING	Passive	310	2	50	5.9	13.9	0	0.0462	0.0630	
HARDIN	C-062	532677J	VAN ATTARD	Passive	200	2	50	5.9	13.9	0	0.0410	0.0568	
HARDIN	C-062	532678R	JOHNSON ST	Gate	1,630	2	50	5.9	13.9	0	0.0144	0.0204	
HARDIN	C-062	532679X	MAIN ST.	Gate	6,310	2	50	5.9	13.9	1	0.0635	0.0777	
HARDIN	C-062	532680S	GILBERT ST	Gate	1,050	2	50	5.9	13.9	0	0.0128	0.0182	
HARDIN	C-062	532681Y	KLINGLER ROAD	Passive	420	2	50	5.9	13.9	0	0.0500	0.0674	
HARDIN	C-062	532682F	ST. PAUL ROAD	Passive	150	2	50	5.9	13.9	1	0.1010	0.1282	
HARDIN	C-062	532684U	COUNTY LINE ROAD	Passive	290	2	50	5.9	13.9	0	0.0454	0.0620	
HARDIN	C-071	518370N	MAIN ST.	Gate	1,080	2	60	16.1	31.8	0	0.0218	0.0283	
HARDIN	C-071	518371V	TR 179	Passive	50	2	60	16.1	31.8	0	0.0438	0.0567	
HARDIN	C-071	518372C	TR 197	Passive	160	2	60	16.1	31.8	0	0.0589	0.0735	
HARDIN	C-071	518373J	W MANSFIELD RD	Gate	260	2	60	16.1	31.8	0	0.0191	0.0258	
HARDIN	C-071	518376E	MAJN ST	Gate	4,610	2	60	16.1	31.8	0	0.0305	0.0387	
HARDIN	C-071	518379A	WHEELER-MT VCTRY	Gate	270	2	60	16.1	31.8	0	0.0191	0.0259	
HARDIN	C-071	518381B	BORDAN ROAD	Passive	50	2	60	16.1	31.8	0	0.0438	0.0567	
HARDIN	C-071	518382H	MARSH ROAD	Passive	270	2	60	16.1	31.8	1	0.1525	0.1796	0.0330
HARDIN	C-071	518384W	MITCHELL RD/ TR 217	Passive	60	2	60	16.1	31.8	0	0.0460	0.0592	
HENRY	C-065	155755Y	MAIN ST.	Flasher	3,010	2	50	0.6	14.2	1	0.0486	0.1054	0.0241
HENRY	C-065	155757M	MAPLE ST.	Flasher	1,120	2	50	0.6	14.2	0	0.0079	0.0321	
HENRY	C-065	155759B	ELM ST.	Passive	400	2	50	0.6	14.2	0	0.0193	0.0671	
HENRY	C-065	155760V	NORTH ST.	Passive	1,150	2	50	0.6	14.2	0	0.0270	0.0831	0.0195
HENRY	C-065	155761C	CR E	Passive	60	2	50	0.6	14.2	0	0.0102	0.0419	
HENRY	C-065	155762J	HNRY-WOOD CO LNRD	Passive	220	2	50	0.6	14.2	0	0.0158	0.0586	
HENRY	C-066	142303B	N KEYSER AVE	Gate	1,000	2	60	21.4	47.7	0	0.0260	0.0354	
HENRY	C-066	142304H	TOWNSHIP ROAD 3 (CR 3)	Flasher	200	2	60	21.4	47.7	1	0.0732	0.0909	
HENRY	C-066	142305P	TWP D	Passive	70	2	60	21.4	47.7	0	0.0540	0.0709	
HENRY	C-066	142306W	SR 65/18	Gate	870	2	60	21.4	47.7	0	0.0286	0.0399	
HENRY	C-066	142307D	CR 5	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	

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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
HENRY	C-066	142308K	CR 6	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142309S	CR 7	Passive	220	2	60	21.4	47.7	0	0.0703	0.0882	
HENRY	C-066	142310L	CR E	Gate	70	2	60	21.4	47.7	0	0.0158	0.0228	
HENRY	C-066	142311T	TWNSHP HWY.	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142312A	TWHSHP 8B	Passive	110	2	60	21.4	47.7	0	0.0602	0.0777	
HENRY	C-066	142313G	MAIN ST.	Flasher	1,133	2	60	21.4	47.7	0	0.0378	0.0503	
HENRY	C-066	142314N	MARION ST.	Flasher	1,828	2	60	21.4	47.7	0	0.0434	0.0568	
HENRY	C-066	142315V	FIRST ST.	Flasher	1,860	2	60	21.4	47.7	1	0.1063	0.1303	
HENRY	C-066	142316C	CR 10	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142320S	CR 11	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142321Y	TWP F	Passive	130	2	60	21.4	47.7	0	0.0626	0.0802	
HENRY	C-066	142323M	CR 12	Gate	280	2	60	21.4	47.7	1	0.0547	0.0654	
HENRY	C-066	142325B	CR 13	Flasher	130	2	60	21.4	47.7	0	0.0216	0.0315	
HENRY	C-066	142326H	KEYSER ST	Flasher	1,980	2	60	21.4	47.7	1	0.1077	0.1319	
HENRY	C-066	142328W	WILHELM	Flasher	2,130	2	60	21.4	47.7	0	0.0453	0.0589	
HENRY	C-066	142329D	BAYER ST.	Passive	230	2	60	21.4	47.7	1	0.1607	0.1930	0.0224(a)
HENRY	C-066	142334A	CR 16	Passive	80	2	60	21.4	47.7	0	0.0558	0.0729	
HENRY	C-066	142335G	CR 17	Passive	160	2	60	21.4	47.7	0	0.0656	0.0834	
HENRY	C-066	142338C	CR 18	Passive	90	2	60	21.4	47.7	0	0.0574	0.0746	
HENRY	C-066	142340D	CR 19	Flasher	230	2	60	21.4	47.7	0	0.0226	0.0317	
HURON	C-061	518483U	KNIFFEN RD	Flasher	200	2	60	14.5	53.0	0	0.0181	0.0316	
HURON	C-061	518484B	ALPHA RD	Passive	80	2	60	14.5	53.0	0	0.0483	0.0752	
HURON	C-061	518485H	SR 13	Gate	790	2	60	14.5	53.0	0	0.0172	0.0286	
HURON	C-061	518486P	OMEGA	Passive	50	2	60	14.5	53.0	0	0.0425	0.0682	
HURON	C-061	518487W	US 250	Gate	3,720	2	60	14.5	53.0	0	0.0258	0.0411	
HURON	C-061	518488D	TOWNLINE	Passive	130	2	60	14.5	53.0	1	0.1312	0.1816	0.0192
HURON	C-061	518489K	GREENWICH TWNLN	Passive	60	2	60	14.5	53.0	0	0.0447	0.0709	
HURON	C-061	518491L	W. MAIN ST	Gate	3,610	2	60	14.5	53.0	0	0.0305	0.0511	
HURON	C-061	518492T	N. MAIN ST (SR 60)	Gate	3,870	2	60	14.5	53.0	0	0.0310	0.0520	
HURON	C-061	518493A	W. WALNUT ST	Flasher	510	2	60	14.5	53.0	0	0.0250	0.0419	
HURON	C-061	518495N	CHENANGO RD	Passive	140	2	60	14.5	53.0	0	0.0556	0.0837	
HURON	C-061	518496V	NEW LONDON SEC RD	Passive	220	2	60	14.5	53.0	0	0.0619	0.0906	
HURON	C-061	518497C	BUTLER RD	Passive	150	2	60	14.5	53.0	0	0.0366	0.0848	
HURON	C-067	518477R	EDWARDS RD	Passive	70	2	60	14.5	30.1	0	0.0466	0.0609	
HURON	C-067	518479E	PLYMOUTH EAST RD	Flasher	80	2	60	14.5	30.1	0	0.0130	0.0182	
HURON	C-067	518480Y	GREENWICH-MILAN	Passive	100	2	60	14.5	30.1	0	0.0511	0.0661	
HURON	C-067	518481F	MAIN ST	Gate	5,100	2	60	14.5	30.1	0	0.0273	0.0355	
HURON	C-067	518482M	TOWNSEND ST.	Gate	1,390	2	60	14.5	30.1	0	0.0213	0.0285	
HURON	C-068	142119N	KNIFFIN ST	Flasher	200	2	60	32.5	55.2	0	0.0299	0.0369	

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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
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HURON	C-068	142120H	UNION ST	Flasher	80	2	40	32.5	55.2	0	0.0220	0.0276	
HURON	C-068	142123D	MILAN-GREENWCH RD	Passive	660	2	60	32.5	55.2	1	0.2053	0.2255	0.0354(a)
HURON	C-068	142124K	LANE	Passive	50	2	60	32.5	55.2	0	0.0374	0.0464	
HURON	C-068	142125S	EDWARDS	Passive	140	2	60	32.5	55.2	0	0.0723	0.0841	
HURON	C-068	142126Y	OLD STATE RD.	Passive	150	2	60	32.5	55.2	0	0.0733	0.0852	
HURON	C-068	142127F	BOUGHTONVILLE RD	Passive	250	2	60	32.5	55.2	0	0.0810	0.0929	
HURON	C-068	142129U	NEW STATE RD.	Passive	440	2	60	32.5	55.2	0	0.0896	0.1012	
HURON	C-068	142135X	PERU CENTER	Gate	710	2	60	32.5	55.2	0	0.0260	0.0316	
HURON	C-068	142137L	THIRD ST.	Gate	220	2	60	32.5	55.2	0	0.0262	0.0333	
HURON	C-068	142139A	FIRST ST.	Gate	1,280	2	60	32.5	55.2	0	0.0298	0.0359	
HURON	C-075	142142H	SECTION LINE ROAD	Gate	890	2	50	32.5	54.0	1	0.0754	0.0853	
HURON	C-075	142144W	DANIELS RD	Passive	60	2	60	32.5	54.0	0	0.0592	0.0700	
HURON	C-075	142145D	WULTZ	Passive	50	2	60	32.5	54.0	1	0.0993	0.1147	
HURON	N-079	473655B	SOUTHWEST ST.	Gate	2,250	2	20	7.7	27.2	0	0.0174	0.0285	
HURON	N-085	472356K	MONROE STREET	Passive	1,760	2	25	1.4	12.9	0	0.0367	0.0795	
HURON	N-085	481638A	S BUCKEYE(CENTER)	Gate	670	2	15	1.4	12.9	0	0.0085	0.0226	
HURON	N-085	481641H	GOODRICH	Gate	670	2	20	1.4	12.9	0	0.0077	0.0208	
LAKE	N-075	472013D	COUNTY LINE RD	Gate	2,810	2	60	13.0	36.6	0	0.0321	0.0517	
LAKE	N-075	472015S	BATES ROAD	Gate	510	2	60	13.0	36.6	0	0.0144	0.0219	
LAKE	N-075	472017F	LAKE STREET	Flasher	8,810	2	60	13.0	36.6	0	0.0549	0.0733	
LAKE	N-075	472018M	DAYTON ROAD	Flasher	890	2	60	13.0	36.6	0	0.0282	0.0422	
LAKE	N-075	472023J	WOOD ROAD	Gate	101	2	60	13.0	36.6	1	0.0434	0.0526	
LAKE	N-075	472024R	TOWNLINE ROAD	Gate	1,120	2	60	13.0	36.6	0	0.0174	0.0262	
LAKE	N-075	472025X	DAVIS ROAD	Gate	570	2	60	13.0	36.6	0	0.0146	0.0223	
LAKE	N-075	472026E	MAIN STREET	Flasher	1,190	2	60	13.0	36.6	1	0.0835	0.1102	
LAKE	N-075	472027L	MAPLE	Flasher	450	2	60	13.0	36.6	0	0.0224	0.0345	
LAKE	N-075	472028T	SHEPARD ROAD	Gate	1,360	2	60	13.0	36.6	0	0.0183	0.0274	
LAKE	N-075	472029A	BAKER ROAD	Passive	50	2	60	13.0	36.6	0	0.0132	0.0218	
LAKE	N-075	472030U	LANE ROAD	Gate	1,250	2	60	13.0	36.6	0	0.0179	0.0269	
LAKE	N-075	472031B	PARK ROAD	Flasher	1,090	2	60	13.0	36.6	0	0.0301	0.0447	
LAKE	N-075	472032H	MADISON AVENUE	Gate	3,590	2	60	13.0	36.6	0	0.0350	0.0567	
LAKE	N-075	472033P	RIVERSIDE DRIVE	Flasher	1,830	2	60	13.0	36.6	0	0.0354	0.0514	
LAKE	N-075	472035D	BANK ST	Gate	2,320	2	30	13.0	36.6	0	0.0308	0.0499	
LAKE	N-075	472036K	STATE STREET	Gate	2,990	2	30	13.0	36.6	0	0.0332	0.0537	
LAKE	N-075	472039F	LIBERTY ST	Gate	7,580	2	35	13.0	36.6	0	0.0279	0.0401	
LAKE	N-075	472040A	CHESTNUT STREET	Gate	5,980	2	35	13.0	36.6	0	0.0264	0.0381	
LAKE	N-075	472044C	MENTOR AVENUE	Gate	19,260	2	60	13.0	36.6	0	0.0344	0.0482	
LAKE	N-075	472045J	JACKSON STREET	Gate	5,230	2	60	13.0	36.6	0	0.0339	0.0526	
LAKE	N-075	472046R	HEISLEY ROAD	Gate	14,200	2	60	13.0	36.6	0	0.0328	0.0462	

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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
LAKE	N-075	472048E	HOPKINS ROAD	Gate	5,460	2	60	13.0	36.6	0	0.0263	0.0381	
LAKE	N-075	472050F	STATION ST	Gate	2,100	2	60	13.0	36.6	0	0.0302	0.0487	
LAKE	N-075	472051M	MAPLE STREET	Flasher	870	2	60	13.0	36.6	0	0.0284	0.0424	
LAKE	N-075	472052U	HART STREET	Gate	2,850	2	60	13.0	36.6	0	0.0294	0.0459	
LAKE	N-075	472055P	PELTON STREET	Gate	4,380	2	60	13.0	36.6	0	0.0250	0.0364	
LAKE	N-075	472056W	ERIE STREET	Gate	8,570	2	60	13.0	36.6	0	0.0292	0.0418	
LAKE	N-075	472060L	CHURCH STREET	Flasher	260	2	50	13.0	36.6	0	0.0188	0.0294	
LAKE	N-075	472062A	BEILDER ROAD	Flasher	2,965	2	60	13.0	36.6	0	0.0414	0.0585	
LAKE	N-075	472064N	RUSH ROAD	Gate	6,164	4	60	13.0	36.6	0	0.0312	0.0441	
LAKE	N-075	472068R	LLOYD ROAD	Gate	7,400	2	35	13.0	36.6	0	0.0283	0.0406	
LAKE	N-075	472070S	DEPOT ROAD	Flasher	50	2	35	13.0	36.6	1	0.0461	0.0577	
LAKE	N-075	472263R	PATTERSON DRIVE	Gate	250	2	60	13.0	36.6	1	0.0485	0.0602	
LORAIN	C-061	518498J	GORE-ORPHANAGE RD	Passive	50	2	60	14.5	53.0	0	0.0441	0.0702	
LORAIN	C-061	518499R	BURSLEY RD	Passive	110	2	60	14.5	53.0	0	0.0542	0.0821	
LORAIN	C-061	518501P	STATE ST	Gate	1,070	2	60	14.5	53.0	0	0.0221	0.0357	
LORAIN	C-061	518502W	GRIGGS RD	Gate	140	2	60	14.5	53.0	0	0.0181	0.0332	
LORAIN	C-061	518503D	ANDERSON RD	Passive	50	2	60	14.5	53.0	0	0.0276	0.0478	
LORAIN	C-061	518504K	QUARRY RD	Flasher	230	2	60	14.5	53.0	0	0.0230	0.0390	
LORAIN	C-061	518506Y	JONES RD	Flasher	230	2	60	14.5	53.0	0	0.0230	0.0390	
LORAIN	C-061	518507F	PITTS RD	Passive	220	2	60	14.5	53.0	2	0.2320	0.3068	0.0246(a)
LORAIN	C-061	518508M	MAGYAR	Flasher	300	2	60	14.5	53.0	0	0.0210	0.0418	
LORAIN	C-061	518509U	HERRICK AVE.	Gate	7,870	2	60	14.5	53.0	0	0.0347	0.0525	
LORAIN	C-061	518510N	NO. MAIN ST	Gate	8,120	2	60	14.5	53.0	0	0.0341	0.0517	
LORAIN	C-061	518511V	BARKER ST	Gate	660	2	60	14.5	53.0	0	0.0206	0.0347	
LORAIN	C-061	518512C	HAWEY RD	Flasher	140	2	60	14.5	53.0	1	0.0616	0.0866	
LORAIN	C-061	518513J	PECK-WADSWORTH RD	Flasher	80	2	60	14.5	53.0	0	0.0154	0.0273	
LORAIN	C-061	518514R	WEBSTER RD	Gate	310	2	60	14.5	53.0	1	0.0679	0.0963	
LORAIN	C-061	518515X	NICKLE PLATE RD	Gate	1,120	2	60	14.5	53.0	0	0.0188	0.0310	
LORAIN	C-061	518518T	WHITEHEAD ST	Gate	270	2	60	14.5	53.0	1	0.0621	0.0863	
LORAIN	C-061	518519A	WHITNEY	Flasher	70	2	60	14.5	53.0	1	0.0541	0.0748	
LORAIN	C-061	518520U	S. CENTER ST.	Gate	2,550	2	60	14.5	53.0	0	0.0262	0.0413	
LORAIN	C-061	518521B	E. MAIN ST	Gate	2,660	2	60	14.5	53.0	0	0.0264	0.0417	
LORAIN	C-061	518522H	WHEELER RD	Flasher	160	2	60	14.5	53.0	1	0.0632	0.0891	
LORAIN	C-061	518523P	BIGGS RD	Flasher	60	2	60	14.5	53.0	1	0.0527	0.0724	
LORAIN	C-061	518527S	INDIAN-HOLLOW RD	Gate	1,910	2	60	14.5	53.0	0	0.0244	0.0389	
LORAIN	C-061	518529F	CROOK RD	Flasher	170	2	60	14.5	53.0	0	0.0202	0.0348	
LORAIN	C-061	518530A	MAIN ST	Gate	5,750	2	50	14.5	53.0	0	0.0320	0.0490	
LORAIN	C-061	518531G	ELM ST	Flasher	1,050	2	60	14.5	53.0	0	0.0370	0.0578	
LORAIN	C-061	518532N	AVON-BELDEN	Gate	4,450	2	60	14.5	53.0	0	0.0264	0.0417	

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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Train		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
LORAIN	C-061	518533V	ISLAND RD	Gate	820	2	60	14.5	53.0	0	0.0225	0.0400	
LORAIN	C-061	518534C	REED RD	Flasher	420	2	60	14.5	53.0	0	0.0277	0.0456	
LORAIN	C-061	518535J	TWNSBRG-ELYRIA RD	Gate	6,020	2	60	14.5	53.0	0	0.0288	0.0448	
LORAIN	C-061	518536R	HAWKE RD	Gate	920	2	60	14.5	53.0	0	0.0206	0.0335	
LORAIN	C-061	518537X	ROOT RD	Gate	1,010	2	60	14.5	53.0	1	0.0648	0.0885	
LORAIN	C-061	518538E	STATION RD	Gate	1,420	2	60	14.5	53.0	0	0.0229	0.0368	
LORAIN	C-061	518539L	OSBORNE RD	Flasher	70	2	60	14.5	53.0	0	0.0147	0.0263	
LORAIN	C-061	518540F	JAQUAY	Flasher	230	2	60	14.5	53.0	0	0.0225	0.0383	
LORAIN	N-080	472256F	NAGLE RD	Gate	610	2	60	13.5	34.1	2	0.0963	0.1154	
LORAIN	N-080	472257M	JAYCOX ROAD	Gate	610	2	60	13.5	34.1	0	0.0164	0.0237	
LORAIN	N-080	472258U	AVON CENTER ROAD	Gate	6,700	2	60	13.5	34.1	0	0.0295	0.0407	
LORAIN	N-080	472268A	MOORE ROAD	Gate	4,410	2	60	13.5	34.1	1	0.0793	0.0992	
LORAIN	N-080	472269G	MILLER ROAD	Gate	5,110	2	60	13.5	34.1	0	0.0310	0.0426	
LORAIN	N-080	472277Y	HARRIS ROAD	Gate	2,490	2	60	13.5	34.1	0	0.0263	0.0367	
LORAIN	N-080	472278F	LAKE BREEZE ROAD	Gate	2,160	2	60	13.5	34.1	0	0.0254	0.0356	
LORAIN	N-080	472281N	ROOT ROAD	Gate	1,797	2	60	13.5	34.1	0	0.0251	0.0359	
LORAIN	N-080	472282V	EUCLID AVENUE	Gate	1,660	2	60	13.5	34.1	0	0.0210	0.0299	
LORAIN	N-080	472283C	MISSOURI AVENUE	Gate	3,520	2	60	13.5	34.1	0	0.0252	0.0354	
LORAIN	N-080	472284J	KANSAS AVENUE	Gate	3,483	4	60	13.5	34.1	0	0.0432	0.0635	
LORAIN	N-080	472286X	COLORADO AVENUE	Gate	6,270	2	35	13.5	34.1	1	0.0789	0.0988	
LORAIN	N-080	472289T	RIED STREET	Gate	3,700	2	35	13.5	34.1	0	0.0255	0.0358	
LORAIN	N-080	472290M	LONG STREET	Gate	650	2	35	13.5	34.1	0	0.0166	0.0240	
LORAIN	N-080	472291U	WASHINGTON STREET	Gate	3,670	2	35	13.5	34.1	0	0.0255	0.0357	
LORAIN	N-080	472292B	OBERLIN AVENUE	Gate	11,060	2	35	13.5	34.1	0	0.0329	0.0448	
LORAIN	N-080	472293H	LEAVITT ROAD	Gate	9,660	2	60	13.5	34.1	0	0.0319	0.0436	
LORAIN	N-080	472299Y	WOODSIDE DR	Gate	560	2	60	13.5	34.1	0	0.0182	0.0262	
LORAIN	N-080	472300R	OVERLOOK RD	Gate	3,230	2	60	13.5	34.1	0	0.0353	0.0536	
LUCAS	C-040	232121N	DIXIE (DETROIT)	Flasher	5,290	4	45	21.9	33.1	3	0.3519	0.3834	0.0198(a)
LUCAS	C-040	232122V	CONNEAU	Passive	460	2	30	21.9	33.1	0	0.0474	0.0510	
LUCAS	N-077	509436M	OAKDALE AVE	Gate	5,970	2	69	48.0	61.5	0	0.0304	0.0400	
MAHONING	N-082	544711X	VALLEY ST	Flasher	781	2	30	11.7	23.8	0	0.0821	0.0975	
MAHONING	N-082	544716G	HUBBARD RD	Gate	7,698	2	30	11.7	23.8	1	0.0317	0.0368	
MARION	C-070	228722R	SILVER STREET	Gate	4,380	2	30	17.8	27.4	0	0.0273	0.0319	
MARION	C-070	228723X	FAIRGROUNDS ST	Gate	2,270	2	30	17.8	27.4	0	0.0799	0.0896	
MARION	C-070	228726T	HILLMAN-FOFD RD.	Passive	690	2	50	17.8	27.4	0	0.0154	0.0184	
MARION	C-070	228729N	KENTON-GALION RD.	Gate	230	2	50	17.8	27.4	0	0.0641	0.0735	
MARION	C-070	228730H	IRVIN-SHOOTS ROAD	Passive	240	2	50	17.8	27.4	0	0.0639	0.0733	
MARION	C-070	228731P	MARSEILLES-GALION	Passive	230	2	50	17.8	27.4	0	0.0252	0.0302	
MARION	C-070	228732W	S. EAST ST.	Flasher	400	2	50	17.8	27.4	0			

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MARION	C-070	228733D	W. NEFF ST.	Flasher	930	2	50	17.8	27.4	0	0.0331	0.0391	
MARION	C-070	228734K	N. CENTER ST.	Passive	60	2	50	17.8	27.4	0	0.0458	0.0540	
MARION	C-070	228735S	WEST	Passive	50	2	50	17.8	27.4	0	0.0436	0.0516	
MARION	C-070	228736Y	COUNTY LINE ROAD	Passive	120	2	50	17.8	27.4	0	0.0548	0.0637	
MARION	C-071	518385D	MARION-HARDIN RD	Passive	50	2	60	16.1	31.3	0	0.0454	0.0586	
MARION	C-071	518387S	LARUE-MT. VICTORY	Flasher	570	2	60	16.1	31.8	0	0.0269	0.0354	
MARION	C-071	518388Y	WINNEMAC RD	Passive	50	2	60	16.1	31.8	0	0.0258	0.0340	
MARION	C-071	518389F	FRONT ST	Flasher	500	2	60	16.1	31.8	0	0.0380	0.0485	
MARION	C-071	518390A	HIGH ST	Flasher	1,700	2	60	16.1	31.8	4	0.2346	0.2727	0.0113(a)
MARION	C-071	518391G	SECTION ST.	Flasher	750	2	60	16.1	31.8	0	0.0538	0.0679	
MARION	C-071	518392N	DRY LANE RD	Passive	110	2	60	16.1	31.8	0	0.0570	0.0715	
MARION	C-071	518393V	DECLIFF RD	Passive	140	2	60	16.1	31.8	0	0.0296	0.0387	
MARION	C-071	518396R	MAIN ST	Flasher	760	2	60	16.1	31.8	0	0.0771	0.0923	
MARION	C-071	518397X	SO. CAREY	Passive	550	2	60	16.1	31.8	0	0.0223	0.0289	
MARION	C-071	518398E	SR 25	Gate	2,000	2	60	16.1	31.8	0	0.0511	0.0650	
MARION	C-071	518407B	ESFYVILLE RD	Passive	90	2	60	16.1	31.8	1	0.1855	0.2125	0.0516(a)
MARION	C-071	518410J	UPR SANDSKY PRSPT	Passive	910	2	60	16.1	31.8	1	0.0806	0.0952	
MARION	C-071	518413E	CAMPBELL	Gate	4,070	2	60	16.1	31.8	0	0.0333	0.0419	
MARION	C-071	518415T	CENTER ST	Gate	5,550	2	50	16.1	31.8	0	0.1046	0.1125	
MARION	N-073	481515N	SR 47	Flasher	390	2	60	26.0	34.3	1	0.0347	0.0386	
MARION	N-073	481516V	MAIN	Flasher	690	2	60	26.0	34.3	0	0.0659	0.0720	
MARION	N-073	481518J	KLINGLE	Passive	130	2	60	26.0	34.3	1	0.0827	0.0895	
MARION	N-073	481520K	BETHLEHEM	Gate	340	2	60	26.0	34.3	0	0.0659	0.0720	
MARION	N-073	481521S	WOLFINGER	Passive	130	2	60	26.0	34.3	0	0.0744	0.0806	
MARION	N-073	481522Y	NEWMAN CRDNGTN	Passive	230	2	60	26.0	34.3	1	0.0529	0.0561	
MARION	N-073	481524M	BENZLER LUST	Gate	170	2	60	26.0	34.3	0	0.0233	0.0260	
MARION	N-073	481525U	OWENS	Gate	990	2	60	26.0	34.3	0	0.0246	0.0273	
MARION	N-073	481526B	SUMMERLOT HFFMAN	Gate	1,390	2	60	26.0	34.3	0	0.0233	0.0259	
MARION	N-073	481529W	MARION CARDINGTON	Gate	1,110	2	60	26.0	34.3	0	0.0398	0.0436	
MARION	N-073	481530R	BARKS	Gate	7,120	2	35	26.0	34.3	0	0.0417	0.0455	
MARION	N-073	481531X	PROSPECT	Gate	8,880	2	35	26.0	34.3	1	0.1139	0.1213	
MARION	N-073	481532E	BELLEFOUNTAINE	Gate	11,740	3	30	26.0	34.3	0	0.0265	0.0294	
MARION	N-073	481533L	DARIUS	Gate	1,140	2	30	26.0	34.3	0	0.0174	0.0198	
MARION	N-073	481535A	COLUMBIA	Gate	75	2	30	26.0	34.3	0	0.0504	0.0547	
MARION	N-073	481536G	CENTER	Gate	8,290	4	30	26.0	34.3	0	0.0389	0.0426	
MARION	N-073	481538V	SILVER	Gate	6,380	2	30	26.0	34.3	0	0.0297	0.0328	
MARION	N-073	481539C	FAIRGROUND	Gate	1,850	2	30	26.0	34.3	0	0.0236	0.0262	
MARION	N-073	481540W	WILLIAMSPT	Gate	700	2	60	26.0	34.3	1	0.1017	0.1085	
MARION	N-073	481541D	N. MAIN SR 4	Gate	8,770	2	60	26.0	34.3				

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OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
MARION	N-073	481542K	LICKENS	Gate	970	2	60	26.0	34.3	2	0.1236	0.1313	
MARION	N-073	481544Y	LINN-HIPSHER	Gate	320	2	60	26.0	34.3	0	0.0249	0.0282	
MARION	N-073	481545F	LUCAS	Passive	100	2	60	26.0	34.3	0	0.0621	0.0681	
MARION	N-073	481546M	GALION-MARSEILLES	Passive	140	2	60	26.0	34.3	1	0.1536	0.1646	0.0269
MARION	N-073	481547U	SCOTT TWP RD-190	Passive	130	2	60	26.0	34.3	1	0.1516	0.1625	0.0262
MARION	N-073	481548B	MORRAL KIRKPATRCK	Passive	210	2	60	26.0	34.3	0	0.0731	0.0793	
MARION	N-073	481550C	COUNTY LINE	Passive	50	2	60	26.0	34.3	0	0.0526	0.0581	
OTTAWA	N-077	509390B	BENTON ROAD	Passive	190	2	60	48.0	61.5	0	0.0861	0.0917	
OTTAWA	N-077	509391H	PORTAGE RD	Gate	280	2	60	48.0	61.5	0	0.0324	0.0361	
OTTAWA	N-077	509392P	VOGEL RD	Passive	60	2	60	48.0	61.5	0	0.0466	0.0512	
OTTAWA	N-077	509393W	BENTON-TARRO RD	Gate	740	2	60	48.0	61.5	0	0.0331	0.0363	
OTTAWA	N-077	509394D	LICKERT	Gate	360	2	60	48.0	61.5	1	0.0734	0.0780	
OTTAWA	N-077	509395K	ROCKY RIDGE	Gate	760	2	60	48.0	61.5	1	0.0822	0.0874	
OTTAWA	N-077	509396S	WEST	Passive	90	2	60	48.0	61.5	0	0.0748	0.0803	
OTTAWA	N-077	509397Y	SR 590 LIMESTONE	Gate	670	2	60	48.0	61.5	2	0.1314	0.1387	
OTTAWA	N-077	509400E	TRUE RD	Gate	190	2	60	48.0	61.5	0	0.0319	0.0358	
OTTAWA	N-077	509401L	TWP 21 STANGE	Gate	200	2	60	48.0	61.5	1	0.0673	0.0713	
OTTAWA	N-077	509402T	GRAYTOWN(WALKER)	Gate	810	2	60	48.0	61.5	0	0.0323	0.0353	
OTTAWA	N-077	509403A	TOUSSIANT NORTH	Gate	50	2	60	48.0	61.5	0	0.0214	0.0240	
OTTAWA	N-077	509404Q	JAMES	Passive	130	2	60	48.0	61.5	0	0.0804	0.0859	
OTTAWA	N-077	509405N	ELLISTON-BENTON	Flasher	400	2	60	48.0	61.5	0	0.0341	0.0379	
OTTAWA	N-077	509406V	NISSFN RD	Gate	370	2	60	48.0	61.5	0	0.0804	0.0859	
OTTAWA	N-077	509407C	LENTZ-OFFER	Passive	130	2	60	48.0	61.5	0	0.0271	0.0297	
OTTAWA	N-077	509408J	MARTIN (FOURTH)	Gate	440	2	60	48.0	61.5	0	0.0448	0.0489	
OTTAWA	N-077	509409R	WILLISTON RD	Flasher	460	2	60	48.0	61.5	0	0.0400	0.0434	
OTTAWA	N-077	509410K	GENOA-CLAY RD	Gate	2,560	2	60	48.0	61.5	0	0.0322	0.0351	
OTTAWA	N-077	509411S	(TROWBRDG)BOLANDR	Gate	930	2	60	48.0	61.5	0	0.0853	0.0909	
OTTAWA	N-077	509412Y	REEDIAN	Passive	180	2	60	48.0	61.5	0	0.0293	0.0326	
OTTAWA	N-077	509413F	BILLMAN RD	Gate	210	2	60	48.0	61.5	0	0.0357	0.0389	
OTTAWA	N-077	509415U	FOSTORIA RD	Gate	1,490	2	60	48.0	61.5	0	0.0387	0.0624	
OTTAWA	N-079	473745U	BLOOM RD.	Passive	100	2	55	7.7	27.2	0	0.0468	0.0726	
OTTAWA	N-079	473747H	ELMORE EAST RD	Passive	200	2	55	7.7	27.2	0	0.0387	0.0624	
OTTAWA	N-079	473750R	CULLMAN (TWP 107)	Passive	100	2	55	7.7	27.2	0	0.0679	0.0959	
OTTAWA	N-079	473752E	PORTAGE RIVER RD	Passive	930	2	55	7.7	27.2	0	0.0236	0.0373	
OTTAWA	N-079	473754T	WATER ST	Gate	7,530	2	35	7.7	27.2	0	0.0453	0.0594	
RICHLAND	C-067	518446S	BEAM RD	Passive	720	2	60	14.5	30.1	1	0.1733	0.2026	0.0256(a)
RICHLAND	C-067	518448F	THRUSH RD	Passive	50	2	60	14.5	30.1	0	0.0413	0.0548	
RICHLAND	C-067	518449.4	HOOK RD	Passive	100	2	60	14.5	30.1	0	0.0498	0.0645	
RICHLAND	C-067	518450G	FINNEGAN RD	Passive	70	2	60	14.5	30.1	0	0.0453	0.0594	

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RICHLAND	C-067	518451N	SETTLEMENT RD	Passive	350	2	60	14.5	30.1	0	0.0672	0.0833	
RICHLAND	C-067	518452V	GERMAN-STTLMNT RD	Flasher	700	2	60	14.5	30.1	0	0.0323	0.0427	
RICHLAND	C-067	518454J	STENTZ RD	Passive	120	2	60	14.5	30.1	0	0.0535	0.0688	
RICHLAND	C-067	518455R	HUMMEL RD	Passive	600	2	60	14.5	30.1	0	0.0768	0.0931	
RICHLAND	C-067	518456X	MAIN ST	Flasher	8,700	2	60	14.5	30.1	1	0.1428	0.1665	0.0663(a)
RICHLAND	C-067	518458L	NO. GAMBLE	Gate	7,630	2	60	14.5	30.1	0	0.0300	0.0387	
RICHLAND	C-067	518459T	SMILEY	Flasher	3,420	2	60	14.5	30.1	1	0.0784	0.0936	
RICHLAND	C-067	518460M	NO.BROADWAY	Gate	3,520	2	60	14.5	30.1	0	0.0211	0.0292	
RICHLAND	C-067	518461U	SHELBY-GANGES RD	Gate	680	2	60	14.5	30.1	0	0.0735	0.0899	
RICHLAND	C-067	518462B	LONDON WEST RD	Passive	460	2	60	14.5	30.1	0	0.0489	0.0636	
RICHLAND	C-067	518464P	BISTLINE	Passive	80	2	60	14.5	30.1	2	0.2877	0.3295	0.0538(a)
RICHLAND	C-067	518465W	SPRGMILL-PLYMTH RD	Passive	1,000	2	60	14.5	30.1	0	0.0322	0.0437	
RICHLAND	C-067	518466D	HAZEL-BRUSH RD	Passive	90	2	60	14.5	30.1	0	0.0406	0.0523	
RICHLAND	C-067	518468S	BOWMAN RD	Flasher	1,440	2	60	14.5	30.1	0	0.0265	0.0345	
RICHLAND	C-067	518472G	MAIN ST	Gate	2,530	2	60	14.5	30.1	0	0.0350	0.0472	
RICHLAND	C-067	518473N	NOBLE RD	Passive	120	2	60	14.5	30.1	0	0.0269	0.0371	
RICHLAND	C-067	518474V	MALONE RD	Passive	50	2	60	14.5	30.1	0	0.0651	0.0812	
RICHLAND	C-067	518475C	PLANTOWN	Passive	260	2	60	14.5	30.1	1	0.1432	0.1719	0.0297(a)
RICHLAND	C-067	518476J	BASE LINE RD	Passive	200	2	60	14.5	30.1	0	0.0456	0.0509	
SANDUSKY	N-071	481635E	SANDUSKY CO. 305	Passive	70	2	15	26.0	34.5	0	0.0479	0.0738	
SANDUSKY	N-079	473667P	YORK ST	Passive	450	2	20	7.7	27.2	2	0.1183	0.1551	(b)
SANDUSKY	N-079	473668W	KILBOURNE	Gate	9,330	2	15	7.7	27.2	0	0.0177	0.0290	
SANDUSKY	N-079	473669D	MT. PLEASANT RD.	Gate	1,870	2	20	7.7	27.2	0	0.0489	0.0752	
SANDUSKY	N-079	473671E	CR. 302	Passive	400	2	20	7.7	27.2	1	0.0760	0.1066	
SANDUSKY	N-079	473672L	CR.177	Flasher	1,390	2	50	7.7	27.2	1	0.1264	0.1745	0.0308
SANDUSKY	N-079	473673T	CR 292	Passive	330	2	50	7.7	27.2	0	0.0413	0.0658	
SANDUSKY	N-079	473678C	CR 270	Passive	140	2	50	7.7	27.2	0	0.0396	0.0635	
SANDUSKY	N-079	473679J	COBLEY RD	Passive	120	2	50	7.7	27.2	0	0.0170	0.0302	
SANDUSKY	N-079	473680D	CR175	Gate	710	2	50	7.7	27.2	0	0.0483	0.0744	
SANDUSKY	N-079	473681K	CR 260	Passive	250	2	50	7.7	27.2	0	0.0493	0.0756	
SANDUSKY	N-079	473683Y	EAST ST	Passive	410	2	30	7.7	27.2	0	0.0292	0.0470	
SANDUSKY	N-079	473684F	DUANE ST	Flasher	1,800	2	30	7.7	27.2	0	0.0207	0.0344	
SANDUSKY	N-079	473685M	CHURCH ST	Flasher	610	2	30	7.7	27.2	0	0.0349	0.0546	
SANDUSKY	N-079	473686U	MAPLE ST.	Flasher	3,180	2	30	7.7	27.2	0	0.0444	0.0660	
SANDUSKY	N-079	473687B	MAIN ST.	Flasher	7,230	2	30	7.7	27.2	0	0.0225	0.0377	
SANDUSKY	N-079	473688H	VINE ST.	Flasher	830	2	30	7.7	27.2	1	0.0502	0.0659	
SANDUSKY	N-079	473690J	GEORGE ST.	Gate	720	2	30	7.7	27.2	0	0.0432	0.0682	
SANDUSKY	N-079	473691R	NELSON ST	Passive	250	2	30	7.7	27.2	0	0.0257	0.0423	
SANDUSKY	N-079	473692X	AMANDA ST	Flasher	1,230	2	30	7.7	27.2	0			

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SANDUSKY	N-079	473693E	SPRING ST.	Gate	1,280	2	30	7.7	27.2	0	0.0151	0.0249	
SANDUSKY	N-079	473696A	WOODLAND	Flasher	4,220	2	50	7.7	27.2	0	0.0380	0.0585	
SANDUSKY	N-079	473697G	CR 236	Passive	740	2	50	7.7	27.2	0	0.0631	0.0909	
SANDUSKY	N-079	473698N	CR 224	Passive	50	2	50	7.7	27.2	0	0.0307	0.0514	
SANDUSKY	N-079	473700M	CR 220	Passive	90	2	50	7.7	27.2	0	0.0365	0.0594	
SANDUSKY	N-079	473702B	CR 212	Passive	250	2	50	7.7	27.2	0	0.0483	0.0744	
SANDUSKY	N-079	473703H	E STATE ST	Flasher	1,350	2	50	7.7	27.2	0	0.0265	0.0434	
SANDUSKY	N-079	473704P	CR 198	Gate	740	2	50	7.7	27.2	1	0.0503	0.0661	
SANDUSKY	N-079	473705W	FINEFROCK RD	Gate	670	2	50	7.7	27.2	2	0.0868	0.1091	
SANDUSKY	N-079	473706D	SMITH RD	Gate	1,240	2	50	7.7	27.2	0	0.0149	0.0247	
SANDUSKY	N-079	473707K	BUCHANAN ST	Flasher	2,140	2	40	7.7	27.2	0	0.0308	0.0493	
SANDUSKY	N-079	473709Y	HAYES AVE	Gate	2,743	4	30	7.7	27.2	0	0.0233	0.0369	
SANDUSKY	N-079	473711A	STATE	Gate	19,380	4	30	7.7	27.2	0	0.0365	0.0541	
SANDUSKY	N-079	473716J	NORTH ST	Passive	80	2	35	7.7	27.2	1	0.0908	0.1293	
SANDUSKY	N-079	473717R	SAND ST	Passive	70	2	35	7.7	27.2	0	0.0309	0.0518	
SANDUSKY	N-079	473719E	PORT CLINTON (SR 53)	Gate	2,710	2	35	7.7	27.2	0	0.0183	0.0297	
SANDUSKY	N-079	473726P	FANGBONER ROAD	Passive	210	2	50	7.7	27.2	1	0.1160	0.1622	0.0260
SANDUSKY	N-079	473728D	CR. 89	Passive	540	2	50	7.7	27.2	0	0.0586	0.0861	
SANDUSKY	N-079	473730E	LINDSEY RD	Passive	50	2	50	7.7	27.2	0	0.0184	0.0329	
SANDUSKY	N-079	473731L	SR. 19	Flasher	3,470	2	50	7.7	27.2	0	0.0358	0.0558	
SANDUSKY	N-079	473734G	CR127	Passive	170	2	50	7.7	27.2	0	0.0436	0.0686	
SANDUSKY	N-079	473739R	CR 143	Passive	80	2	50	7.7	27.2	0	0.0353	0.0578	
SANDUSKY	N-079	473740K	CR 153	Passive	130	2	50	7.7	27.2	0	0.0405	0.0647	
SANDUSKY	N-079	473742Y	CR 89	Passive	50	2	50	7.7	27.2	0	0.0184	0.0329	
SENECA	C-070	228770F	TR 240	Passive	90	2	50	17.8	27.4	0	0.0510	0.0596	
SENECA	C-070	228772U	C000600	Passive	310	2	50	17.8	27.4	0	0.0683	0.0778	
SENECA	C-070	228773B	TWP 0560	Passive	50	2	50	17.8	27.4	1	0.1136	0.1281	
SENECA	C-070	228774I	MAIN STREET	Passive	180	2	50	17.8	27.4	1	0.1442	0.1609	0.0256
SENECA	C-070	228775P	TWP 0960	Passive	50	2	50	17.8	27.4	0	0.0448	0.0529	
SENECA	C-070	228776W	TWP 0100	Passive	50	2	50	17.8	27.4	0	0.0448	0.0529	
SENECA	C-070	228778K	050 2240	Gate	3,530	2	50	17.8	27.4	1	0.0769	0.0854	
SENECA	C-070	228779S	TWP 0108	Passive	80	2	50	17.8	27.4	0	0.0507	0.0593	
SENECA	C-070	228780I	TWP 0180	Passive	200	2	50	17.8	27.4	1	0.1469	0.1638	0.0151
SENECA	C-070	228781T	TWP 0112	Passive	350	2	50	17.8	27.4	0	0.0701	0.0797	
SENECA	C-070	228784N	COLUMBUS AVE	Gate	1,270	2	35	17.8	27.4	0	0.0240	0.0283	
SENECA	C-070	228786C	NORTH STREET	Gate	1,070	2	35	17.8	27.4	0	0.0274	0.0327	
SENECA	C-070	228787J	FREMONT STREET	Gate	1,900	2	35	17.8	27.4	0	0.0265	0.0310	
SENECA	C-070	228788R	SANDUSKY STREET	Gate	1,610	2	35	17.8	27.4	0	0.0254	0.0299	
SENECA	C-070	228789X	HIGH STREET	Gate	820	2	35	17.8	27.4	1	0.0657	0.0728	

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SENECA	C-075	142149F	TR 1046	Passive	100	2	60	32.5	54.0	0	0.0682	0.0795	
SENECA	C-075	142154C	SANDUSKY COLUMBIA	Gate	3,360	2	60	32.5	54.0	1	0.0944	0.1066	
SENECA	C-075	142155J	TR 81G	Passive	250	2	60	32.5	54.0	0	0.0820	0.0934	
SENECA	C-075	142160F	TR 106	Passive	70	2	60	32.5	54.0	0	0.0630	0.0741	
SENECA	C-075	142161M	TR 79N	Passive	70	2	60	32.5	54.0	0	0.0630	0.0741	
SENECA	C-075	142164H	TR 181	Passive	60	2	60	32.5	54.0	0	0.0598	0.0718	
SENECA	C-075	142165P	MUD ROAD	Passive	50	2	60	32.5	54.0	0	0.0381	0.0468	
SENECA	C-075	142166W	LIBERTY ST. (TR 181D)	Gate	160	2	60	32.5	54.0	1	0.0599	0.0673	
SENECA	C-075	142169S	BROADWAY STREET	Passive	50	2	60	32.5	54.0	0	0.0582	0.0690	
SENECA	C-075	142170L	KILBOURN STREET	Gate	1,190	2	60	32.5	54.0	0	0.0298	0.0357	
SENECA	C-075	142172A	CR 43	Passive	150	2	60	32.5	54.0	0	0.0743	0.0857	
SENECA	C-075	142177J	CR 17	Passive	80	2	60	32.5	54.0	0	0.0649	0.0761	
SENECA	C-075	142178R	GILLICK ROAD	Passive	110	2	60	32.5	54.0	1	0.1582	0.1786	0.0185(a)
SENECA	C-075	142179X	MORRISON ROAD	Passive	300	2	60	32.5	54.0	1	0.1856	0.2059	0.0268(a)
SENECA	C-075	142180S	TR 153	Gate	1,050	2	60	32.5	54.0	0	0.0290	0.0348	
SENECA	C-075	142181Y	HOLMES ST	Passive	540	2	60	32.5	54.0	1	0.2016	0.2213	0.0332(a)
SENECA	C-075	142183M	PERRY ST	Gate	3,249	2	60	32.5	54.0	0	0.0372	0.0440	
SENECA	C-075	142184U	MARKET ST	Gate	3,899	2	60	32.5	54.0	0	0.0387	0.0456	
SENECA	C-075	142185B	CLINTON AVENUE	Flasher	437	4	35	32.5	54.0	0	0.0494	0.0582	
SENECA	C-075	142189D	NORTH MONROE	Gate	418	2	35	32.5	54.0	0	0.0233	0.0283	
SENECA	C-075	142193T	NELSON ST	Gate	1,710	2	60	32.5	54.0	0	0.0324	0.0386	
SENECA	C-075	142195G	TR 121A	Passive	260	2	60	32.5	54.0	0	0.0826	0.0940	
SENECA	C-075	142198C	TR 31	Passive	50	2	60	32.5	54.0	0	0.0582	0.0690	
SENECA	C-075	142200B	TR 109Q	Gate	280	2	60	32.5	54.0	0	0.0288	0.0361	
SENECA	C-075	142206S	BEECH ST	Gate	1,630	2	60	32.5	54.0	0	0.0320	0.0382	
SENECA	C-075	142210G	CR 101	Passive	120	2	60	32.5	54.0	0	0.0709	0.0823	
SENECA	C-075	142213C	CR 5	Passive	110	2	60	32.5	54.0	0	0.0696	0.0809	
SENECA	C-075	142215R	TR 57	Passive	50	2	60	32.5	54.0	0	0.0582	0.0690	
SENECA	C-075	142216X	TR 57	Passive	60	2	60	32.5	54.0	0	0.0608	0.0718	
SENECA	C-075	142230T	TR 43	Passive	70	2	60	32.5	54.0	0	0.0630	0.0741	
SENECA	C-075	142232G	COLUMBUS AVENUE	Gate	2,750	2	60	32.5	54.0	0	0.0359	0.0426	
SENECA	C-075	142233N	LEWIS ST	Passive	100	2	60	32.5	54.0	0	0.0682	0.0795	
SENECA	C-075	142234V	POPLAR ST	Gate	1,900	2	60	32.5	54.0	1	0.0860	0.0973	
SENECA	C-075	142235C	MAIN ST	Gate	2,290	2	60	32.5	54.0	0	0.0342	0.0407	
SENECA	N-071	481595J	T WP 44	Passive	90	2	60	26.0	34.5	0	0.0606	0.0667	
SENECA	N-071	481599L	C 8	Passive	120	2	60	26.0	34.5	0	0.0648	0.0709	
SENECA	N-071	481602S	CENTER SCHOOL	Passive	100	2	60	26.0	34.5	0	0.0621	0.0682	
SENECA	N-071	481603Y	TIFFIN	Gate	770	2	60	26.0	34.5	0	0.0276	0.0312	
SENECA	N-071	481604F	TWP 88	Passive	110	2	60	26.0	34.5	0	0.0635	0.0696	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
SENECA	N-071	481606U	US 224	Gate	5,270	2	60	26.0	34.5	0	0.0464	0.0522	
SENECA	N-071	481607B	LEMON ST.	Gate	470	2	60	26.0	34.5	0	0.0267	0.0305	
SENECA	N-071	481610J	TWP 104	Passive	160	2	60	26.0	34.5	0	0.0690	0.0753	
SENECA	N-071	481614L	4 & SENECA CO 36	Flasher	3,330	2	60	26.0	34.5	0	0.0540	0.0589	
SENECA	N-071	481616A	TWP 8	Passive	110	2	60	26.0	34.5	0	0.0635	0.0696	
SENECA	N-071	481617G	SR162	Gate	700	2	60	26.0	34.5	0	0.0300	0.0342	
SENECA	N-071	481618N	TWP 122	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481619V	TWP 124	Passive	50	2	60	26.0	34.5	1	0.1276	0.1378	
SENECA	N-071	481620P	T-126	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481621W	SENECA CO 24	Passive	90	2	60	26.0	34.5	0	0.0606	0.0667	
SENECA	N-071	481622D	T-136	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481623K	CO-46	Passive	270	2	60	26.0	34.5	0	0.0769	0.0832	
SENECA	N-071	481624S	CO 32	Passive	100	2	60	26.0	34.5	0	0.0621	0.0682	
SENECA	N-071	481626F	T-178	Passive	330	2	60	26.0	34.5	0	0.0799	0.0863	
SENECA	N-071	481627M	T-199	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481630V	MAIN	Flasher	950	2	60	26.0	34.5	1	0.0966	0.1042	
SENECA	N-071	481631C	CO-34	Passive	710	2	60	26.0	34.5	0	0.0916	0.0978	
SENECA	N-071	481634X	COUNTY LINE ROAD	Gate	230	2	60	26.0	34.5	0	0.0197	0.0224	
TRUMBULL	N-082	503129T	WAKEFIELD CRK RD	Passive	90	2	40	11.7	23.8	0	0.0402	0.0530	
TRUMBULL	N-082	503130M	SR 87	Gate	1,180	2	40	11.7	23.8	0	0.0172	0.0228	
TRUMBULL	N-082	503131U	GARDNER BARCLAY	Passive	220	2	40	11.7	23.8	0	0.0511	0.0655	
TRUMBULL	N-082	503132B	SR 88	Gate	2,050	2	40	11.7	23.8	0	0.0198	0.0260	
TRUMBULL	N-082	503133H	BRADLEY-BROWNLEE	Gate	530	2	40	11.7	23.8	0	0.0174	0.0239	
TRUMBULL	N-082	503134P	CORLAND HULL RD	Passive	120	2	40	11.7	23.8	1	0.1113	0.1334	
TRUMBULL	N-082	503135W	DAVIS PECK RD	Passive	280	2	40	11.7	23.8	0	0.0543	0.0691	
TRUMBULL	N-082	503136D	FISHER CORINTH RD	Passive	120	2	40	11.7	23.8	0	0.0435	0.0569	
TRUMBULL	N-082	503138S	SR 305	Gate	2,150	2	40	11.7	23.8	0	0.0200	0.0263	
TRUMBULL	N-082	544717N	LOGAN GATE RD	Flasher	2,165	2	40	11.7	23.8	0	0.0414	0.0529	
TRUMBULL	N-082	544718V	SR 304	Gate	3,438	2	40	11.7	23.8	0	0.0225	0.0294	
TRUMBULL	N-082	544719C	LEWIS-SEIFERT	Flasher	960	2	40	11.7	23.8	0	0.0279	0.0370	
TRUMBULL	N-082	544720W	BELL WICK RD	Flasher	1,012	2	40	11.7	23.8	0	0.0284	0.0376	
TRUMBULL	N-082	544721D	MT. EVERET	Gate	690	2	40	11.7	23.8	0	0.0171	0.0227	
TRUMBULL	N-082	544729H	WARREN SHARON RD	Flasher	2,923	2	40	11.7	23.8	2	0.1581	0.1873	0.0307(a)
TRUMBULL	N-082	544731J	AMY BOIL RD	Passive	50	2	40	11.7	23.8	1	0.0700	0.0845	
TRUMBULL	N-082	544732R	KINGS GRAVE RD	Gate	550	2	40	11.7	23.8	0	0.0141	0.0188	
VAN WERT	C-062	532746P	CANAL ST.	Flasher	820	2	40	5.9	13.9	0	0.0234	0.0334	
VAN WERT	C-062	532747W	JEFFERSON ST	Flasher	1,200	2	40	5.9	13.9	0	0.0228	0.0325	
VAN WERT	C-062	532748D	S. CLAY ST	Gate	1,050	2	40	5.9	13.9	0	0.0128	0.0182	
VAN WERT	C-062	532749K	S BREDICK ST.	Flasher	1,490	2	40	5.9	13.9	0	0.0245	0.0348	

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ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
VAN WERT	C-062	532750E	STATE ST	Gate	2,530	2	60	5.9	13.9	0	0.0161	0.0227	
VAN WERT	C-062	532751L	BRICKNER RD.	Passive	180	2	40	5.9	13.9	0	0.0375	0.0526	
VAN WERT	C-062	532754G	BOCKEY RD.	Passive	200	2	40	5.9	13.9	0	0.0387	0.0540	
VAN WERT	C-062	532755N	CONVERSE RD.	Passive	130	2	40	5.9	13.9	0	0.0341	0.0483	
VAN WERT	C-062	532756V	MIDDLEPOINT RD.	Passive	280	2	40	5.9	13.9	0	0.0425	0.0586	
VAN WERT	C-062	532757C	MAIN ST	Flasher	170	2	40	5.9	13.9	0	0.0112	0.0167	
VAN WERT	C-062	532758J	ADAMS ST	Flasher	980	2	40	5.9	13.9	0	0.0212	0.0305	
VAN WERT	C-062	532759R	MASON ST	Flasher	340	2	40	5.9	13.9	0	0.0145	0.0214	
VAN WERT	C-062	532760K	DOG CREEK RD	Passive	410	2	40	5.9	13.9	0	0.0471	0.0640	
VAN WERT	C-062	532761S	RINGWALD RD.	Passive	160	2	40	5.9	13.9	0	0.0363	0.0510	
VAN WERT	C-062	532762Y	CHENOWITH RD.	Passive	90	2	40	5.9	13.9	0	0.0306	0.0438	
VAN WERT	C-062	532763F	GAMBLE RD.	Passive	80	2	40	5.9	13.9	0	0.0295	0.0424	
VAN WERT	C-062	532764M	HOAGLIN CENTER RD	Passive	260	2	40	5.9	13.9	0	0.0416	0.0575	
VAN WERT	C-062	532766B	GILLAND RD	Passive	60	2	40	5.9	13.9	0	0.0270	0.0392	
VAN WERT	C-062	532767H	MENDON RD.	Passive	410	2	40	5.9	13.9	0	0.0471	0.0640	
VAN WERT	C-062	532768P	WAYNE ST	Gate	3,510	2	40	5.9	13.9	0	0.0176	0.0246	
VAN WERT	C-062	532769W	VINE ST	Flasher	230	2	40	5.9	13.9	0	0.0120	0.0187	
VAN WERT	C-062	532770R	FRANKLIN ST	Flasher	1,050	2	40	5.9	13.9	0	0.0217	0.0312	
VAN WERT	C-062	532771X	CHESTNUT ST.	Flasher	420	2	40	5.9	13.9	0	0.0157	0.0210	
VAN WERT	C-062	532772E	RACE ST	Flasher	1,010	2	40	5.9	13.9	0	0.0214	0.0302	
VAN WERT	C-062	532773L	N. TYLER ST	Flasher	590	2	40	5.9	13.9	0	0.0177	0.0258	
VAN WERT	C-062	532774T	HARRISON ST.	Flasher	620	2	40	5.9	13.9	0	0.0181	0.0263	
VAN WERT	C-062	532775A	CHERRY ST	Passive	700	2	40	5.9	13.9	0	0.0540	0.0719	
VAN WERT	C-062	532776G	WALNUT ST	Flasher	1,150	2	40	5.9	13.9	0	0.0224	0.0321	
VAN WERT	C-062	532778V	MARKET ST.	Flasher	2,310	2	40	5.9	13.9	0	0.0441	0.0686	
VAN WERT	C-062	532779C	WASHINGTON	Gate	7,800	2	40	5.9	13.9	0	0.0215	0.0296	
VAN WERT	C-062	532780W	JEFFERSON ST	Flasher	1,710	2	40	5.9	13.9	0	0.0257	0.0363	
VAN WERT	C-062	532781D	N. SHANNON ST	Flasher	100	2	40	5.9	13.9	0	0.0092	0.0138	
VAN WERT	C-062	532782K	WALL ST	Flasher	1,030	2	40	5.9	13.9	0	0.0216	0.0310	
VAN WERT	C-062	532783S	BURT ST.	Flasher	2,450	2	40	5.9	13.9	1	0.0798	0.1004	
VAN WERT	C-062	532784Y	FISHER AVE	Flasher	670	2	40	5.9	13.9	0	0.0186	0.0269	
VAN WERT	C-062	532785F	JOHN BROWN RD.	Gate	1,980	2	40	5.9	13.9	0	0.0154	0.0218	
VAN WERT	C-062	532788B	LIBERTY UNION RD.	Passive	130	2	40	5.9	13.9	0	0.0341	0.0483	
VAN WERT	C-062	532789H	RICHEY CR	Passive	160	2	40	5.9	13.9	0	0.0363	0.0510	
VAN WERT	C-062	532790C	MACE CR-ROBNSN RD	Passive	60	2	40	5.9	13.9	0	0.0270	0.0392	
VAN WERT	C-062	532791J	ALT RT. US 30	Gate	1,590	2	40	5.9	13.9	0	0.0143	0.0202	
VAN WERT	C-062	532792R	BERGNER RD	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
VAN WERT	C-062	532794E	MAIN ST.-SR 49	Gate	1,650	2	40	5.9	13.9	0	0.0144	0.0204	
VAN WERT	C-062	532795L	TULLY ST.	Gate	1,070	2	40	5.9	13.9	0	0.0129	0.0183	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	# DT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
VAN WERT	C-062	532797A	PAYNE RD	Passive	130	2	40	5.9	13.9	0	0.0341	0.0483	
VAN WERT	C-062	532798G	SHANER CR	Passive	50	2	40	5.9	13.9	0	0.0151	0.0228	
VAN WERT	C-062	532799N	LARE CR	Passive	80	2	40	5.9	13.9	0	0.0295	0.0424	
VAN WERT	C-062	532800F	MENTZER ROAD	Passive	90	2	40	5.2	13.9	0	0.0306	0.0438	
VAN WERT	C-062	532802U	MENTZER CURCH CR.	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
VAN WERT	C-062	532803B	CLEM CR-SPONSELLR	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
VAN WERT	C-062	532804H	DIXON CAVETT	Passive	110	2	40	5.9	13.9	0	0.0325	0.0463	
WOOD	C-065	155763R	CYGNET RD	Passive	50	2	50	0.6	14.2	0	0.0096	0.0403	
WOOD	C-065	155764X	JERRY CITY RD	Passive	50	2	50	0.6	14.2	0	0.0096	0.0403	
WOOD	C-065	155766L	BAYS RD.	Passive	88	2	50	0.6	14.2	0	0.0117	0.0470	
WOOD	C-065	155767T	CUSTAR RD.	Flasher	230	2	50	0.6	14.2	0	0.0043	0.0190	
WOOD	C-065	155768A	MAIN ST.	Flasher	1,380	2	50	0.6	14.2	0	0.0086	0.0345	
WOOD	C-065	155770T	DEFIANCE	Flasher	360	2	50	0.6	14.2	0	0.0051	0.0222	
WOOD	C-065	155771H	RAILROAD ST.	Passive	100	2	50	0.6	14.2	0	0.0122	0.0486	
WOOD	C-065	155772P	SOUTH ST.	Passive	50	2	50	0.6	14.2	0	0.0096	0.0403	
WOOD	C-065	155773W	SUGAR ST.	Passive	110	2	50	0.6	14.2	0	0.0126	0.0498	
WOOD	C-065	155774D	MILTON RD	Passive	110	2	50	0.6	14.2	0	0.0126	0.0498	
WOOD	C-065	155775K	MAPLEWOOD RD.	Passive	50	2	50	0.6	14.2	0	0.0096	0.0403	
WOOD	C-065	155776S	PORTEGE RD.	Passive	120	2	50	0.6	14.2	0	0.0130	0.0509	
WOOD	C-065	155778F	WESTON RD.	Passive	268	2	50	0.6	14.2	0	0.0170	0.0619	
WOOD	C-065	155779M	TAYLOR	Flasher	570	2	50	0.6	14.2	0	0.0061	0.0260	
WOOD	C-065	155780G	MAIN	Flasher	1,260	2	50	0.6	14.2	0	0.0083	0.0335	
WOOD	C-065	155781N	WALNUT ST.	Flasher	650	2	50	0.6	14.2	0	0.0065	0.0271	
WOOD	C-065	155782V	OAK ST	Passive	710	2	50	0.6	14.2	0	0.0201	0.0510	
WOOD	C-065	155784J	EULER RD.	Flasher	130	2	50	0.6	14.2	0	0.0034	0.0155	
WOOD	C-065	155785R	OTSEGO RD	Gate	1,660	2	50	0.6	14.2	0	0.0058	0.0209	
WOOD	C-065	155788L	WILLOW RD	Passive	50	2	50	0.6	14.2	0	0.0096	0.0403	
WOOD	C-065	155789T	RANGE LINE RD.	Passive	623	2	50	0.6	14.2	0	0.0224	0.0744	0.0278
WOOD	C-065	155790M	POE RD.	Passive	240	2	50	0.6	14.2	0	0.0164	0.0603	
WOOD	C-065	155791U	LONG JUDSON RD.	Passive	80	2	50	0.6	14.2	0	0.0113	0.0458	
WOOD	C-065	155792B	TULLE RD.	Passive	160	2	50	0.6	14.2	0	0.0143	0.0547	
WOOD	C-065	155793H	TULLER RD.	Passive	60	2	50	0.6	14.2	0	0.0103	0.0424	
WOOD	C-065	155794P	KELLOGG RD	Passive	1,510	2	50	0.6	14.2	0	0.0295	0.0878	0.0218
WOOD	C-065	155795W	LINCOLN ST.	Passive	126	2	50	0.6	14.2	0	0.0132	0.0516	
WOOD	C-065	155796D	WALL ST. & BROAD	Flasher	280	2	50	0.6	14.2	0	0.0046	0.0204	
WOOD	C-065	155797K	MAIN	Flasher	480	2	50	0.6	14.2	0	0.0057	0.0245	
WOOD	C-065	155798S	WASHINGTON ST	Passive	540	2	50	0.6	14.2	0	0.0214	0.0722	0.0263
WOOD	C-065	155799Y	TONTOGANY RD	Passive	1,612	2	50	0.6	14.2	0	0.0301	0.0888	0.0394
WOOD	C-065	155800R	HANNAH	Passive	70	2	50	0.6	14.2	0	0.0108	0.0442	

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

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								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post	Post Acquisition With Mitigation
WOOD	C-065	155801X	CROSS CREEK	Passive	110	2	50	0.6	14.2	0	0.0126	0.0498		
WOOD	C-065	155804T	MIDDLETOWN PIKE	Passive	690	2	50	0.6	14.2	1	0.0746	0.1696	0.0288	
WOOD	C-065	155805A	FINDLAY ST.	Flasher	2,010	2	50	0.6	14.2	0	0.0100	0.0387		
WOOD	C-065	155806G	MAIN ST.	Flasher	240	2	50	0.6	14.2	0	0.0044	0.0193		
WOOD	C-065	155807N	CHURCH RD.	Passive	130	2	50	0.6	14.2	0	0.0134	0.0520		
WOOD	C-065	155808V	KINGS RD	Passive	220	2	50	0.6	14.2	0	0.0159	0.0591		
WOOD	C-065	155809C	OVITT RD	Passive	150	2	50	0.6	14.2	0	0.0140	0.0539		
WOOD	C-065	155810W	REITZ RD	Passive	310	2	50	0.6	14.2	0	0.0179	0.0640		
WOOD	C-065	155811D	HULL PRAIRIE RD	Passive	120	2	50	0.6	14.2	0	0.0130	0.0509		
WOOD	C-065	155812K	FIRE POINT RD.	Passive	670	2	50	0.6	14.2	0	0.0229	0.0755	0.0285	
WOOD	C-065	155814Y	ROACHTON RD.	Passive	2,239	2	50	0.6	14.2	0	0.0332	0.0938	0.0445	
WOOD	C-065	155815F	FORT MEIGS RD	Passive	430	2	50	0.6	14.2	0	0.0192	0.0688		
WOOD	C-065	155818B	ECKEL JCT RD	Passive	1,160	2	50	0.6	14.2	0	0.0272	0.0838	0.0349	
WOOD	C-065	155819H	ECKEL RD	Passive	570	2	50	0.6	14.2	0	0.0218	0.0730	0.0269	
WOOD	C-065	155820C	ECKEL RD	Passive	760	2	50	0.6	14.2	0	0.0239	0.0774	0.0299	
WOOD	C-065	155821J	W. BOUNDARY ST.	Gate	12,870	4	25	0.6	14.2	1	0.0506	0.1015	(b)	
WOOD	C-065	155822R	MULBERRY ST.	Passive	340	2	25	0.6	14.2	0	0.0155	0.0579		
WOOD	C-065	155823X	INDIANA ST.	Gate	6,288	2	25	0.6	14.2	0	0.0084	0.0288		
WOOD	C-065	155825L	CHERRY ST	Passive	360	2	25	0.6	14.2	0	0.0158	0.0587		
WOOD	C-065	155827A	WALNUT ST	Flasher	1,690	2	25	0.6	14.2	0	0.0093	0.0367		
WOOD	C-065	155829N	LOUISIANA AVE.	Gate	7,170	4	25	0.6	14.2	0	0.0119	0.0401		
WOOD	C-065	155830H	ELM ST.	Flasher	3,750	2	25	0.6	14.2	0	0.0126	0.0462		
WOOD	C-065	155831P	LOCUST ST	Flasher	1,200	2	25	0.6	14.2	0	0.0082	0.0330		
WOOD	C-065	155832W	MAPLE ST.	Passive	370	2	25	0.6	14.2	0	0.0159	0.0591		
WOOD	C-065	155833D	HICKORY ST	Passive	580	2	25	0.6	14.2	0	0.0185	0.0656		
WOOD	C-065	155834K	E.BOUNDARY ST.	Flasher	4,420	2	25	0.6	14.2	0	0.0134	0.0483		
WOOD	C-065	155835S	HUFFORD RD	Passive	690	2	30	0.6	14.2	0	0.0203	0.0697		
WOOD	C-065	155837F	WHITE RD	Passive	630	2	30	0.6	14.2	0	0.0197	0.0683		
WOOD	C-065	155838M	FORD RD.	Passive	1,960	2	30	0.6	14.2	0	0.0282	0.0855	0.0206	
WOOD	C-065	155839U	BATES RD	Passive	940	2	30	0.6	14.2	0	0.0224	0.0743	0.0157	
WOOD	C-065	155840N	SCHRICK RD.	Passive	1,370	2	20	0.6	14.2	0	0.0236	0.0768	0.0295	
WOOD	C-065	155841V	LIME CITY RD	Gate	4,060	2	20	0.6	14.2	0	0.0074	0.0260		
WOOD	C-065	155842C	GLENWOOD RD.	Flasher	1,460	2	20	0.6	14.2	0	0.0088	0.0349		
WOOD	N-077	509417H	MAIN	Gate	1,110	2	60	48.0	61.5	0	0.0507	0.0566		
WOOD	N-077	509418P	CHERRY	Gate	310	2	60	48.0	61.5	0	0.0335	0.0374		
WOOD	N-077	509419W	BRADNER	Flasher	830	2	60	48.0	61.5	0	0.0525	0.0568		
WOOD	N-077	509420R	AYRES	Passive	366	2	60	48.0	61.5	0	0.0960	0.1014		
WOOD	N-077	509421X	MATTHEWS RD	Passive	77	2	60	48.0	61.5	0	0.0724	0.0780		
WOOD	N-077	509422E	PEMBERVILLE	Gate	1,141	2	60	48.0	61.5	0	0.0337	0.0367		

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
WOOD	N-077	509423L	WALBRIDGE	Gate	3,549	2	60	48.0	61.5	0	0.0428	0.0463	
WOOD	N-077	509424T	LAMOYNE RD	Gate	2,650	2	60	48.0	61.5	0	0.0403	0.0437	
WOOD	N-077	509854D	WALES	Gate	2,890	2	60	48.0	61.5	0	0.0409	0.0443	
WOOD	N-077	509855K	DROUILARD	Gate	5,770	2	60	48.0	61.5	0	0.0469	0.0505	
WYANDOT	C-062	532599E	COUNTY LINE ROAD	Passive	80	2	50	5.9	13.9	0	0.0314	0.0449	
WYANDOT	C-062	532601D	AYERS ST	Flasher	200	2	50	5.9	13.9	0	0.0119	0.0178	
WYANDOT	C-062	532602K	MAIN ST	Flasher	1,720	4	50	5.9	13.9	0	0.0343	0.0469	
WYANDOT	C-062	532603S	ALLEY-MORRISON	Passive	50	2	50	5.9	13.9	0	0.0273	0.0395	
WYANDOT	C-062	532605F	GOODBREAD ST.	Passive	250	2	50	5.9	13.9	0	0.0436	0.0599	
WYANDOT	C-062	532606M	EDENVILLE ROAD	Passive	90	2	50	5.9	13.9	0	0.0326	0.0464	
WYANDOT	C-062	532608B	DOUGLAS RD.	Passive	90	2	50	5.9	13.9	0	0.0314	0.0449	
WYANDOT	C-062	532610C	ROCK RUN CROSSING	Passive	80	2	50	5.9	13.9	0	0.0404	0.0561	
WYANDOT	C-062	532613X	WILLIAMS CR.	Passive	190	2	50	5.9	13.9	0	0.0448	0.0613	
WYANDOT	C-062	532617A	RESERVIOR RD	Passive	340	2	40	5.9	13.9	0	0.0182	0.0264	
WYANDOT	C-062	532618G	S. FIFTH ST	Flasher	630	2	40	5.9	13.9	0	0.0182	0.0255	
WYANDOT	C-062	532619N	S. SANDUSKY ST	Gate	4,080	2	40	5.9	13.9	1	0.0734	0.0923	
WYANDOT	C-062	532620H	SEVENTH ST	Flasher	1,650	2	40	5.9	13.9	0	0.0185	0.0259	
WYANDOT	C-062	532622W	EIGHTH ST	Gate	4,350	2	40	5.9	13.9	0	0.0194	0.0281	
WYANDOT	C-062	532623D	HAZEL ST.	Flasher	760	2	40	5.9	13.9	0	0.0280	0.0393	
WYANDOT	C-062	532624K	S. WARPOLE ST	Flasher	2,230	2	40	5.9	13.9	0	0.0392	0.0546	
WYANDOT	C-062	532625S	TOWNSHIP ROAD	Passive	210	2	40	5.9	13.9	0	0.0397	0.0553	
WYANDOT	C-062	532626Y	WHITE RD	Passive	220	2	40	5.9	13.9	0	0.0284	0.0409	
WYANDOT	C-062	532629U	WILL RD	Passive	70	2	40	5.9	13.9	0	0.0341	0.0483	
WYANDOT	C-062	532630N	MIGRET RD (CR 53)	Passive	130	2	40	5.9	13.9	0	0.0295	0.0424	
WYANDOT	C-062	532633J	GAMBER RD.	Passive	80	2	40	5.9	13.9	0	0.0306	0.0438	
WYANDOT	C-062	532635X	KRAUS RD.	Passive	90	2	40	5.9	13.9	0	0.0210	0.0302	
WYANDOT	C-062	532638T	MAIN ST.	Flasher	950	2	40	5.9	13.9	0	0.0256	0.0372	
WYANDOT	C-062	532639A	PUBLIC ALLEY	Passive	50	2	40	5.9	13.9	0	0.0270	0.0392	
WYANDOT	C-062	532640U	LILES CR.	Passive	60	2	40	5.9	13.9	0	0.0270	0.0392	
WYANDOT	C-062	532641B	HELLER RD	Passive	60	2	40	5.9	13.9	0	0.0256	0.0372	
WYANDOT	C-062	532645D	ANGLING RD	Passive	50	2	40	5.9	13.9	0	0.0587	0.0679	
WYANDOT	C-070	228737F	TWPO 125	Passive	160	2	50	17.8	27.4	0	0.0340	0.0401	
WYANDOT	C-070	228739U	WYANDOT STREET	Flasher	970	2	50	17.8	27.4	0	0.0199	0.0236	
WYANDOT	C-070	228740N	FEARS	Gate	1,000	2	50	17.8	27.4	0	0.0436	0.0516	
WYANDOT	C-070	228741V	CR 65	Passive	50	2	50	17.8	27.4	0	0.0273	0.0331	
WYANDOT	C-070	228742C	IR 62	Passive	50	2	50	17.8	27.4	0	0.0510	0.0596	
WYANDOT	C-070	228743J	CR 58	Passive	90	2	50	17.8	27.4	0	0.0406	0.0473	
WYANDOT	C-070	228744R	SR67	Flasher	1,820	2	50	17.8	27.4	0	0.0651	0.0746	
WYANDOT	C-070	228745X	CR 57	Passive	250	2	50	17.8	27.4	0			

ATTACHMENT E-6
OHIO HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
WYANDOT	C-070	228747L	O'DONNEL ST.	Flasher	50	2	50	17.8	27.4	0	0.0162	0.0202	
WYANDOT	C-070	228748T	W. HICKS ST.	Passive	50	2	50	17.8	27.4	1	0.1115	0.1258	
WYANDOT	C-070	228749A	W. JOHNSON ST.	Flasher	750	2	50	17.8	27.4	0	0.0309	0.0367	
WYANDOT	C-070	228750U	W. WYANDOT ST.	Passive	160	2	50	17.8	27.4	3	0.2986	0.3297	0.0134(a)
WYANDOT	C-070	228751B	W. WALKER ST.	Passive	140	2	50	17.8	27.4	0	0.0569	0.0659	
WYANDOT	C-070	228752H	US 30	Gate	5,600	2	50	17.8	27.4	0	0.0301	0.0351	
WYANDOT	C-070	228754W	CR 49	Passive	440	2	50	17.8	27.4	0	0.0735	0.0832	
WYANDOT	C-070	228756K	C004700	Passive	290	2	50	17.8	27.4	0	0.0673	0.0768	
WYANDOT	C-070	228757S	TWP 0440	Passive	300	2	50	17.8	27.4	0	0.0678	0.0773	
WYANDOT	C-070	228759F	TR 42	Passive	280	2	50	17.8	27.4	1	0.1532	0.1703	0.0291(a)
WYANDOT	C-070	228761G	C000400	Passive	140	2	50	17.8	27.4	0	0.0569	0.0659	
WYANDOT	C-070	228762N	TWP0103	Passive	640	2	50	17.8	27.4	0	0.0792	0.0889	
WYANDOT	C-070	228763V	TWP0980	Passive	680	2	50	17.8	27.4	0	0.0801	0.0898	
WYANDOT	C-070	228764C	FINDLAY STREET	Gate	4,090	2	50	17.8	27.4	0	0.0315	0.0366	
WYANDOT	C-070	228765J	PATTERSON STREET	Flasher	1,450	2	50	17.8	27.4	0	0.0434	0.0504	
WYANDOT	C-070	228766R	US02300	Gate	4,490	2	50	17.8	27.4	0	0.0321	0.0373	
WYANDOT	C-070	228769I	C000300	Passive	170	2	50	17.8	27.4	0	0.0606	0.0699	

(a) Mitigation already in place

(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable

ATTACHMENT E-7

Pennsylvania Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-7
PENNSYLVANIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ALLEGHENY	C-082	584831X	LENORA ST	Passive	590	2	30	28.9	38.3	0	0.0838	0.0901	
ALLEGHENY	C-082	584834T	BROADWAY ST	Gate	480	2	30	28.9	38.3	1	0.0690	0.0738	
ALLEGHENY	C-082	584835A	MULBERRY	Gate	480	2	30	28.9	38.3	0	0.0234	0.0261	
ALLEGHENY	C-082	584836G	MILL ST	Gate	940	2	30	28.9	38.3	0	0.0275	0.0305	
ALLEGHENY	C-082	584837N	MAIN STREET	Gate	720	2	30	28.9	38.3	0	0.0258	0.0287	
ALLEGHENY	C-082	584838V	WATT ST	Gate	480	2	30	28.9	38.3	0	0.0234	0.0261	
ALLEGHENY	C-082	584839C	THORN ST	Gate	480	2	30	28.9	38.3	0	0.0234	0.0261	
ALLEGHENY	C-085	584753T	HARRISON ST.	Flasher	590	2	35	1.5	10.8	0	0.0117	0.0281	
ALLEGHENY	C-085	584761K	LONG ST	Passive	1,180	2	35	1.5	10.8	0	0.0374	0.0755	
ALLEGHENY	C-085	584763Y	LOCUST STREET	Passive	100	2	10	1.5	10.8	0	0.0084	0.0220	
ALLEGHENY	C-085	584764F	CHURCH ST	Passive	940	2	10	1.5	10.8	0	0.0300	0.0644	
ALLEGHENY	C-085	584767B	PARK ALLEY	Passive	240	2	10	1.5	10.8	0	0.0195	0.0460	
ALLEGHENY	C-085	584769P	MILL STREET	Passive	1,410	2	10	1.5	10.8	0	0.0339	0.0703	
ALLEGHENY	C-085	584770J	MARKET ST	Passive	1,180	2	10	1.5	10.8	0	0.0321	0.0677	
ALLEGHENY	C-085	584771R	PLUM STREET	Passive	1,300	2	10	1.5	10.8	0	0.0331	0.0691	
ALLEGHENY	C-085	584772X	STRAWBERRY ALLEY	Passive	1,070	2	10	1.5	10.8	0	0.0312	0.0663	
ALLEGHENY	C-085	584774L	BAYARD STREET	Passive	1,070	2	10	1.5	10.8	0	0.0312	0.0663	
ALLEGHENY	C-085	584775T	MULBERRY ALLEY	Passive	860	2	10	1.5	10.8	0	0.0292	0.0631	
ALLEGHENY	C-085	584786F	KERR STREET	Passive	50	2	35	1.5	10.8	0	0.0138	0.0343	
ALLEGHENY	C-085	584791C	MAIN STREET	Passive	230	2	35	1.5	10.8	0	0.0134	0.0334	
ALLEGHENY	C-086	584654V	1ST STREET	Flasher	240	2	35	30.8	40.2	1	0.0858	0.0922	
ALLEGHENY	C-086	584655C	2ND STREET	Passive	240	2	35	30.8	40.2	0	0.0746	0.0806	
ALLEGHENY	C-086	584659E	CLARA STREET	Passive	240	2	30	30.8	40.2	0	0.0731	0.0790	
ALLEGHENY	C-086	584664B	3RD STREET	Passive	590	2	35	30.8	40.2	0	0.0883	0.0942	
ALLEGHENY	C-086	584667W	GTH STREET	Gate	30	2	35	30.8	40.2	0	0.0247	0.0274	
ALLEGHENY	C-086	584668D	7TH STREET	Gate	820	2	35	30.8	40.2	0	0.0281	0.0309	
ALLEGHENY	C-086	584669K	8TH STREET	Gate	480	2	35	30.8	40.2	0	0.0247	0.0274	
ALLEGHENY	C-086	584671L	11TH STREET	Flasher	590	2	35	30.8	40.2	1	0.1038	0.1114	
ALLEGHENY	C-086	584674G	LOCUST STREET	Gate	100	2	25	30.8	40.2	0	0.0167	0.0186	
ALLEGHENY	C-086	584679R	HAMILTON STREET	Passive	2,360	2	25	30.8	40.2	0	0.1056	0.1110	
ALLEGHENY	C-086	584681S	RIVER ST	Gate	250	2	25	30.8	40.2	1	0.0648	0.0690	
BEAVER	C-082	584865S	14TH STREET	Gate	7,144	2	40	28.9	38.3	1	0.1038	0.1110	
BEAVER	C-082	584879A	6TH AVE	Flasher	100	2	40	28.9	38.3	0	0.0231	0.0261	
CUMBERLAND	N-091	592199A	TENTH ST	Gate	7,700	2	40	11.1	19.6	0	0.0318	0.0387	
CUMBERLAND	N-091	592200S	18TH ST.	Gate	7,501	2	40	11.1	19.6	0	0.0316	0.0385	
CUMBERLAND	N-091	592204U	SLATE HILL	Flasher	7,123	2	40	11.1	19.6	0	0.0568	0.0669	
CUMBERLAND	N-091	592207P	ROSSMOYNE ROAD	Gate	2,356	2	40	11.1	19.6	0	0.0235	0.0291	
CUMBERLAND	N-091	592272V	WINDING HILL RD	Gate	384	2	40	11.1	19.6	0	0.0149	0.0188	
CUMBERLAND	N-091	592279T	MILL	Gate	580	2	40	11.1	19.6	0	0.0166	0.0208	

ATTACHMENT E-7
PENNSYLVANIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CUMBERLAND	N-091	592288S	WILLIAMS GROVE	Gate	496	2	40	11.1	19.6	0	0.0159	0.0200	
CUMBERLAND	N-091	592289Y	SHEAFFER	Passive	70	2	40	11.1	19.6	0	0.0378	0.0475	
CUMBERLAND	N-091	592290T	YORK ROAD/SR 74	Gate	3,684	2	40	11.1	19.6	2	0.1218	0.1376	(b)
CUMBERLAND	N-091	592292G	CREEK ROAD	Gate	770	2	40	11.1	19.6	0	0.0178	0.0223	
CUMBERLAND	N-091	592293N	LEIDIGS DR	Gate	350	2	50	11.1	19.6	0	0.0149	0.0189	
CUMBERLAND	N-091	592295C	CRISWALL	Passive	1,070	2	40	11.1	19.6	1	0.1663	0.1831	0.0213
CUMBERLAND	N-091	592296J	RACE	Flasher	1,070	2	35	11.1	19.6	0	0.0335	0.0416	
CUMBERLAND	N-091	592298X	TANGER	Passive	50	2	35	11.1	19.6	0	0.0333	0.0422	
CUMBERLAND	N-091	592309H	CHESTNUT	Flasher	720	2	40	11.1	19.6	1	0.0815	0.0950	
CUMBERLAND	N-091	592311J	MT VIEW	Gate	50	2	40	11.1	19.6	0	0.0088	0.0112	
CUMBERLAND	N-091	592313X	PINE ROAD	Gate	1,154	2	40	11.1	19.6	0	0.0176	0.0221	
CUMBERLAND	N-091	592317A	STUARTS	Passive	110	2	40	11.1	19.6	0	0.0435	0.0541	
CUMBERLAND	N-091	592319N	MOORS MILL ROAD	Gate	250	2	40	11.1	19.6	0	0.0118	0.0150	
CUMBERLAND	N-091	592320H	MILL	Passive	190	2	40	11.1	19.6	1	0.1235	0.1441	0.0115
CUMBERLAND	N-091	592321P	SHEAFFER	Passive	70	2	40	11.1	19.6	0	0.0236	0.0306	
CUMBERLAND	N-091	592524U	HUNTSDALE	Gate	236	2	40	11.1	19.6	0	0.0136	0.0172	
CUMBERLAND	N-091	592526H	PINE GROVE RD	Gate	1,270	2	40	11.1	19.6	0	0.0206	0.0256	
CUMBERLAND	N-091	592528W	LONGSDORF ROAD	Gate	218	2	40	11.1	19.6	0	0.0114	0.0145	
CUMBERLAND	N-091	592532L	HAYS GROVE	Gate	128	2	40	11.1	19.6	0	0.0113	0.0144	
CUMBERLAND	N-091	592533T	QUARRY HILL	Passive	50	2	40	11.1	19.6	0	0.0212	0.0276	
CUMBERLAND	N-091	592538C	HIGH MOUNTAIN	Flasher	240	2	40	11.1	19.6	0	0.0206	0.0264	
CUMBERLAND	N-091	592540D	FURNACE HOLLOW RD	Gate	256	2	40	11.1	19.6	0	0.0119	0.0151	
CUMBERLAND	N-091	592541K	HAMMOND	Gate	256	2	40	11.1	19.6	0	0.0136	0.0172	
CUMBERLAND	N-091	592542S	KELSO	Flasher	110	2	40	11.1	19.6	0	0.0153	0.0198	
CUMBERLAND	N-091	592544F	LEES CROSS ROADS	Gate	641	2	40	11.1	19.6	0	0.0167	0.0210	
CUMBERLAND	N-091	592546U	REESE/GOODHEART RD	Passive	50	2	40	11.1	19.6	0	0.0360	0.0455	
ERIE	N-070	471859A	GULF ROAD	Gate	650	2	50	13.0	25.1	0	0.0156	0.0205	
ERIE	N-070	471861B	BORT ROAD	Flasher	100	2	50	13.0	25.1	0	0.0164	0.0228	
ERIE	N-070	471863P	REMINGTON ROAD	Gate	160	2	60	13.0	25.1	0	0.0132	0.0177	
ERIE	N-070	471867S	LOOMIS STREET	Gate	540	2	60	13.0	25.1	0	0.0148	0.0193	
ERIE	N-070	471868Y	WASHINGTON STREET	Gate	740	2	60	13.0	25.1	0	0.0160	0.0209	
ERIE	N-070	471869F	SMEDLEY STREET	Gate	540	2	60	13.0	25.1	0	0.0148	0.0193	
ERIE	N-070	471872N	CEMETERY ROAD	Gate	140	2	60	13.0	25.1	1	0.0454	0.0514	
ERIE	N-070	471874C	WILLIAMS ROAD	Gate	1,043	2	60	13.0	25.1	0	0.0175	0.0228	
ERIE	N-070	471875J	SPENCER ROAD	Gate	180	2	60	13.0	25.1	0	0.0110	0.0146	
ERIE	N-070	471876R	STATION ROAD	Gate	686	2	60	13.0	25.1	0	0.0157	0.0205	
ERIE	N-070	471877X	KING ROAD	Gate	220	2	60	13.0	25.1	0	0.0144	0.0194	
ERIE	N-070	471878E	DAVIDSON ROAD	Flasher	220	2	60	13.0	25.1	0	0.0177	0.0237	
ERIE	N-070	471881M	WALBRIDGE ROAD	Gate	3,180	2	60	13.0	25.1	0	0.0232	0.0297	

ATTACHMENT E-7
PENNSYLVANIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

E-65

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ERIE	N-070	471886W	DOWNING AVENUE	Gate	1,220	2	60	13.0	25.1	0	0.0182	0.0237	
ERIE	N-070	471893G	ASH STREET	Flasher	5,290	2	35	13.0	25.1	0	0.0486	0.0599	
ERIE	N-070	471894N	PARADE STREET	Gate	15,000	4	35	13.0	25.1	0	0.0408	0.0501	
ERIE	N-070	471896C	GERMAN STREET	Flasher	740	2	35	13.0	25.1	0	0.0269	0.0351	
ERIE	N-070	471898R	HOLLAND STREET	Flasher	4,299	2	35	13.0	25.1	0	0.0460	0.0570	
ERIE	N-070	471901W	PEACH STREET	Gate	11,110	2	15	13.0	25.1	2	0.1345	0.1552	(b)
ERIE	N-070	471902D	SASSAFRAS STREET	Gate	11,110	2	15	13.0	25.1	1	0.0828	0.0971	
ERIE	N-070	471903K	MYRTLE STREET	Flasher	740	2	15	13.0	25.1	0	0.0269	0.0351	
ERIE	N-070	471904S	CHESTNUT STREET	Flasher	1,380	2	15	13.0	25.1	0	0.0329	0.0422	
ERIE	N-070	471905Y	WALNUT STREET	Gate	320	2	15	13.0	25.1	0	0.0129	0.0169	
ERIE	N-070	471906F	CHERRY STREET	Flasher	9,220	2	15	13.0	25.1	3	0.2738	0.3136	0.0507
ERIE	N-070	471907M	POPLAR STREET	Flasher	370	2	15	13.0	25.1	1	0.0660	0.0785	
ERIE	N-070	471908U	LIBERTY STREET	Gate	18,284	4	15	13.0	25.1	0	0.0425	0.0519	
ERIE	N-070	471909B	PLUM STREET	Flasher	580	2	15	13.0	25.1	0	0.0248	0.0326	
ERIE	N-070	471910V	CASCADE STREET	Flasher	1,580	2	15	13.0	25.1	1	0.0895	0.1068	
ERIE	N-070	471911C	RASPBERRY STREET	Flasher	5,400	2	15	13.0	25.1	2	0.1826	0.2120	0.0408
ERIE	N-070	471912J	CRANBERRY STREET	Flasher	840	2	15	13.0	25.1	1	0.0782	0.0935	
ERIE	N-070	471913R	GREEN GARDEN ROAD	Gate	7,940	2	60	13.0	25.1	1	0.0787	0.0923	
ERIE	N-070	471915E	PITTSBURG ROAD	Gate	7,004	2	60	13.0	25.1	0	0.0280	0.0354	
ERIE	N-070	471920B	TOWNLINE ROAD	Gate	580	2	60	13.0	25.1	0	0.0151	0.0197	
ERIE	N-070	471921H	MANCHESTER ROAD	Gate	1,060	2	60	13.0	25.1	0	0.0224	0.0299	
ERIE	N-070	471922P	OLD DUTCH ROAD	Flasher	450	2	60	13.0	25.1	0	0.0332	0.0465	
ERIE	N-070	471923W	EATON ROAD	Flasher	220	2	60	13.0	25.1	0	0.0248	0.0348	
ERIE	N-070	471925K	BLAIR ROAD	Gate	80	2	60	13.0	25.1	0	0.0107	0.0145	
ERIE	N-070	471926S	FAIRPLAIN ROAD	Passive	50	2	60	13.0	25.1	0	0.0403	0.0522	
ERIE	N-070	471930G	HAGERTY ROAD	Gate	320	2	60	13.0	25.1	0	0.0143	0.0190	
ERIE	N-070	471931N	MECHANIC ROAD	Gate	320	2	60	13.0	25.1	0	0.0129	0.0169	
ERIE	N-070	471937E	TANNERY ROAD	Flasher	80	2	60	13.0	25.1	0	0.0122	0.0166	
ERIE	N-070	471939T	MIDDLE RD/TOWLINE RD	Flasher	80	2	60	13.0	25.1	0	0.0152	0.0211	
ERIE	N-070	471940M	LUCAS ROAD	Passive	100	2	60	13.0	25.1	2	0.1462	0.1722	0.0202
ERIE	N-070	471941U	MILLS RD/HAPPY VALLEY	Flasher	160	2	60	13.0	25.1	0	0.0158	0.0212	
ERIE	N-070	471942B	DEPOT ROAD	Flasher	629	2	60	13.0	25.1	0	0.0255	0.0334	
ERIE	N-070	471943H	SCOTT ROAD	Passive	80	2	60	13.0	25.1	0	0.0459	0.0586	
ERIE	N-070	471944P	NASH ROAD	Gate	100	2	60	13.0	25.1	0	0.0124	0.0169	
ERIE	N-070	471948S	CRAYTON ROAD	Passive	343	2	60	13.0	25.1	0	0.0656	0.0801	
ERIE	N-070	471949Y	RUDO ROAD	Passive	80	2	60	13.0	25.1	0	0.0289	0.0384	
FAYETTE	C-085	584816V	MILLER ST.	Passive	330	2	10	1.5	10.8	0	0.0216	0.0500	
FAYETTE	C-085	584817C	MORGAN ST	Flasher	540	2	10	1.5	10.8	0	0.0094	0.0233	
FRANKLIN	N-091	534606U	CRESSLER	Passive	100	2	30	11.1	19.6	0	0.0404	0.0505	

ATTACHMENT E-7
PENNSYLVANIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		Post Acquisition With Mitigation
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	
FRANKLIN	N-091	534607B	POSSUM HOLLOW RD	Passive	160	2	30	11.1	19.6	0	0.0459	0.0568	
FRANKLIN	N-091	535145R	KRINER ROAD	Flasher	4,890	2	30	11.1	19.6	0	0.0453	0.0548	
FRANKLIN	N-091	535146X	GUILFRD SPRNGS RD	Passive	770	2	30	11.1	19.6	2	0.2358	0.2683	0.0302
FRANKLIN	N-091	535148L	LIGHT HOUSE RD.	Passive	160	2	30	11.1	19.6	0	0.0443	0.0550	
FRANKLIN	N-091	535150M	OVERTCASH ROAD	Passive	220	2	30	11.1	19.6	0	0.0482	0.0594	
FRANKLIN	N-091	535151U	ALLEMAN	Passive	390	2	30	11.1	19.6	1	0.1333	0.1547	0.0235
FRANKLIN	N-091	535152B	T 452	Passive	100	2	30	11.1	19.6	0	0.0389	0.0488	
FRANKLIN	N-091	535153H	LRA 230	Flasher	2,173	2	30	11.1	19.6	1	0.0921	0.1073	
FRANKLIN	N-091	535154P	COLORADO	Flasher	450	2	30	11.1	19.6	0	0.0214	0.0273	
FRANKLIN	N-091	535159Y	MASON ROAD	Passive	220	2	30	11.1	19.6	0	0.0482	0.0594	
FRANKLIN	N-091	535162G	MILNOR ROAD	Passive	427	2	30	11.1	19.6	0	0.0581	0.0702	
FRANKLIN	N-091	535163N	HAYES ROAD	Passive	160	2	30	11.1	19.6	4	0.3221	0.3676	0.0175
FRANKLIN	N-091	535178D	MASON DIXON RD	Flasher	1,345	2	30	11.1	19.6	0	0.0313	0.0390	
LAWRENCE	N-095	145826R	FOURTH ST	Gate	1,770	2	60	12.6	17.7	0	0.0292	0.0342	
LAWRENCE	N-095	145830F	ROCK POINT XING	Passive	110	2	60	12.6	17.7	0	0.0321	0.0372	
LAWRENCE	N-095	145833B	JOHNSON XING	Passive	50	2	60	12.6	17.7	0	0.0252	0.0294	
LAWRENCE	N-095	145835P	EDGEMORE XING	Flasher	580	2	60	12.6	17.7	0	0.0290	0.0333	
LAWRENCE	N-095	503738U	MONTGOMERY	Gate	6,400	2	40	12.6	17.7	0	0.0307	0.0347	

(a) Mitigation already in place

(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable

(c) Relocate to CSX corridor

ATTACHMENT E-8

Virginia Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-8
VIRGINIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
AUGUSTA	N-100	468075U	2ND ST/SR 256	Flasher	1,457	2	50	3.9	12.1	0	0.0203	0.0327	
AUGUSTA	N-100	468085A	SR 616	Flasher	55	2	50	3.9	12.1	0	0.0076	0.0137	
AUGUSTA	N-100	468086G	SR 628	Flasher	113	2	50	3.9	12.1	0	0.0079	0.0135	
AUGUSTA	N-100	468091D	SR 612	Gate	982	2	50	3.9	12.1	0	0.0106	0.0169	
AUGUSTA	N-100	468095F	SR 619	Flasher	50	2	50	3.9	12.1	0	0.0057	0.0100	
AUGUSTA	N-100	468101G	SR 611	Gate	706	2	50	3.9	12.1	0	0.0097	0.0156	
AUGUSTA	N-100	468115P	WINDSOR ROAD	Gate	2,570	2	50	3.9	12.1	0	0.0137	0.0216	
AUGUSTA	N-100	468118K	OAKLAND	Flasher	600	2	50	3.9	12.1	0	0.0148	0.0245	
AUGUSTA	N-100	468120L	SR 664	Gate	2,366	2	50	3.9	12.1	0	0.0134	0.0212	
AUGUSTA	N-100	468125V	SR 635	Flasher	133	2	50	3.9	12.1	0	0.0084	0.0144	
AUGUSTA	N-100	468127J	SR 634	Flasher	78	2	50	3.9	12.1	0	0.0068	0.0118	
AUGUSTA	N-100	468135B	SR 608	Gate	11,050	2	50	3.9	12.1	0	0.0199	0.0305	
AUGUSTA	N-100	468137P	SR 909	Flasher	1,441	2	50	3.9	12.1	0	0.0203	0.0326	
AUGUSTA	N-100	468139D	SR 656	Flasher	920	2	50	3.9	12.1	1	0.0588	0.0785	
AUGUSTA	N-100	468143T	WILDA RD	Gate	62	2	50	3.9	12.1	0	0.0049	0.0081	
AUGUSTA	N-100	468146N	SR 658	Flasher	50	2	50	3.9	12.1	0	0.0057	0.0100	
AUGUSTA	N-100	468149J	SR 652	Flasher	786	2	50	3.9	12.1	0	0.0163	0.0268	
AUGUSTA	N-100	468150D	FARM X-ING	Passive	327	2	45	3.9	12.1	0	0.0386	0.0594	
AUGUSTA	N-100	468153Y	SR 666	Flasher	434	2	45	3.9	12.1	0	0.0131	0.0219	
AUGUSTA	N-100	468159P	SR 1212	Passive	50	2	45	3.9	12.1	0	0.0128	0.0221	
AUGUSTA	N-100	468161R	SR 702	Passive	50	2	45	3.9	12.1	1	0.0560	0.0727	
BOTETOURT	N-100	468224T	SR 614	Flasher	387	2	35	3.9	12.1	0	0.0155	0.0272	
BOTETOURT	N-100	468230W	BRIDGE ST.	Flasher	325	2	35	3.9	12.1	0	0.0118	0.0198	
BOTETOURT	N-100	468232K	PINE ST.	Gate	325	2	40	3.9	12.1	0	0.0097	0.0162	
BOTETOURT	N-100	468233S	STATION RD. (SR 1313)	Gate	550	2	40	3.9	12.1	0	0.0119	0.0200	
BOTETOURT	N-100	468236M	SR 617	Gate	512	2	50	3.9	12.1	1	0.0428	0.0526	
BOTETOURT	N-100	468237U	SR 625	Flasher	444	2	40	3.9	12.1	0	0.0132	0.0221	
BOTETOURT	N-100	468239H	SR 640	Gate	801	2	50	3.9	12.1	0	0.0100	0.0161	
BOTETOURT	N-100	468244E	SR 640	Gate	211	2	40	3.9	12.1	0	0.0069	0.0113	
BOTETOURT	N-100	468248G	SR 784	Passive	51	2	30	3.9	12.1	0	0.0199	0.0332	
BOTETOURT	N-100	468250H	SR 640	Gate	181	2	30	3.9	12.1	0	0.0066	0.0108	
BOTETOURT	N-100	468253D	SR 645	Passive	50	2	30	3.9	12.1	0	0.0115	0.0200	
BOTETOURT	N-100	468256Y	SR 763	Passive	71	2	30	3.9	12.1	0	0.0221	0.0366	
BOTETOURT	N-100	468264R	SR 640	Gate	227	2	30	3.9	12.1	0	0.0071	0.0115	
BOTETOURT	N-100	468269A	SR 716	Gate	418	2	40	3.9	12.1	0	0.0084	0.0136	
BOTETOURT	N-100	468270U	MOUNTAIN AVENUE	Gate	321	2	40	3.9	12.1	0	0.0078	0.0126	
BOTETOURT	N-100	468271B	BOONE DR	Passive	150	2	40	3.9	12.1	0	0.0298	0.0476	
BOTETOURT	N-100	468272H	BLUE RIDGE ROAD	Flasher	521	2	40	3.9	12.1	0	0.0140	0.0233	
BOTETOURT	N-100	468281G	SR 654	Gate	4,930	2	50	3.9	12.1	0	0.0162	0.0253	

ATTACHMENT E-8
VIRGINIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
BUCHANAN	N-100	468247A	SR 640	Gate	307	2	30	3.9	12.1	0	0.0077	0.0125	
CLARKE	N-091	468598Y	BOOM RD (SR 615)	Gate	431	2	50	11.1	19.6	0	0.0170	0.0220	
CLARKE	N-091	468599F	SR 7	Gate	3,900	2	40	11.1	19.6	2	0.1154	0.1301	(b)
CLARKE	N-091	468600X	JOSEPHINE ST. (SR 614)	Gate	1,072	2	50	11.1	19.6	0	0.0171	0.0215	
CLARKE	N-091	468601E	SR 680	Passive	50	2	50	11.1	19.6	0	0.0367	0.0462	
CLARKE	N-091	468609J	BROWNTOWN RD (SR 620)	Gate	169	2	50	11.1	19.6	0	0.0105	0.0134	
CLARKE	N-091	468610D	OLD CHAPEL AVE (SR 617)	Gate	130	2	50	11.1	19.6	0	0.0098	0.0125	
CLARKE	N-091	468611K	MAIN ST	Gate	1,379	2	50	11.1	19.6	0	0.0189	0.0236	
CLARKE	N-091	468618H	DEPOT ROAD (SR 628)	Gate	216	2	50	11.1	19.6	1	0.0475	0.0531	
CLARKE	N-091	468621R	F.LOFTON RD (SR 627)	Gate	130	2	50	11.1	19.6	0	0.0100	0.0128	
CLARKE	N-091	468623E	SR 644	Gate	185	2	50	11.1	19.6	0	0.0110	0.0140	
PAGE	N-100	468670M	ST 664	Passive	58	2	30	3.9	12.1	0	0.0121	0.0210	
PAGE	N-100	468676D	SR 662	Flasher	381	2	45	3.9	12.1	0	0.0125	0.0209	
PAGE	N-100	468679Y	SR 661	Gate	150	2	40	3.9	12.1	0	0.0063	0.0103	
PAGE	N-100	468680T	SR 611	Gate	126	2	35	3.9	12.1	0	0.0060	0.0098	
PAGE	N-100	468684V	SR 611	Passive	77	2	40	3.9	12.1	0	0.0143	0.0245	
PAGE	N-100	468686J	SR 611	Passive	70	2	50	3.9	12.1	0	0.0149	0.0254	
PAGE	N-100	468689E	SR 658	Flasher	166	2	40	3.9	12.1	0	0.0091	0.0156	
PAGE	N-100	468696P	WALLACE AV	Flasher	904	2	50	3.9	12.1	0	0.0172	0.0281	
PAGE	N-100	468699K	EAST MAIN ST.	Flasher	12,660	2	50	3.9	12.1	0	0.0408	0.0594	
PAGE	N-100	468700C	CAVE ST/CAMPBELL	Flasher	800	2	50	3.9	12.1	0	0.0164	0.0270	
PAGE	N-100	468706T	SR 629	Passive	117	2	50	3.9	12.1	0	0.0176	0.0297	
PAGE	N-100	468708G	SR 633	Gate	169	2	50	3.9	12.1	0	0.0065	0.0106	
PAGE	N-100	468710H	SR 632	Passive	160	2	50	3.9	12.1	0	0.0324	0.0511	
PAGE	N-100	468711P	SR 631	Flasher	59	2	50	3.9	12.1	0	0.0061	0.0106	
PAGE	N-100	468714K	SR 624	Gate	183	2	50	3.9	12.1	0	0.0067	0.0109	
PAGE	N-100	468715S	MAIN ST. (US 24)	Gate	4,045	2	50	3.9	12.1	0	0.0154	0.0241	
PAGE	N-100	468716Y	SR 622	Gate	955	2	50	3.9	12.1	0	0.0105	0.0168	
PAGE	N-100	468717F	SR 723	Gate	858	2	50	3.9	12.1	0	0.0102	0.0164	
PAGE	N-100	468718M	SR 621	Flasher	463	2	50	3.9	12.1	0	0.0134	0.0224	
ROANOKE	N-100	468284C	SHADWELL DR.	Gate	2,101	2	40	3.9	12.1	0	0.0130	0.0205	
ROANOKE	N-100	468286R	CARLOS DR.	Passive	87	2	40	3.9	12.1	0	0.0252	0.0411	
ROCKBRIDGE	N-100	468166A	SR 56	Gate	175	2	45	3.9	12.1	0	0.0076	0.0123	
ROCKBRIDGE	N-100	468171W	SR 608	Flasher	361	2	45	3.9	12.1	0	0.0123	0.0206	
ROCKBRIDGE	N-100	468173K	SR 709	Passive	50	2	30	3.9	12.1	0	0.0198	0.0330	
ROCKBRIDGE	N-100	468175Y	SR 710	Flasher	301	2	45	3.9	12.1	0	0.0114	0.0193	
ROCKBRIDGE	N-100	468177M	SR 714	Passive	53	2	45	3.9	12.1	0	0.0223	0.0368	
ROCKBRIDGE	N-100	468190B	SR 805	Passive	67	2	40	3.9	12.1	0	0.0232	0.0382	
ROCKBRIDGE	N-100	468192P	SR 631	Gate	1,359	2	40	3.9	12.1	0	0.0116	0.0184	

ATTACHMENT E-8
VIRGINIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
ROCKBRIDGE	N-100	4681968	FACTORY ST	Flasher	1,060	2	40	3.9	12.1	0	0.0182	0.0296	
ROCKBRIDGE	N-100	468197Y	21ST STREET	Flasher	200	2	40	3.9	12.1	0	0.0098	0.0167	
ROCKBRIDGE	N-100	468198F	10TH ST	Gate	2,000	2	40	3.9	12.1	0	0.0128	0.0203	
ROCKBRIDGE	N-100	468205N	SR 1101	Gate	820	2	50	3.9	12.1	0	0.0101	0.0162	
ROCKBRIDGE	N-100	468206V	SR 684	Gate	1,308	2	50	3.9	12.1	0	0.0138	0.0227	
ROCKINGHAM	N-100	468067C	SR 708	Gate	214	2	50	3.9	12.1	0	0.0070	0.0113	
ROCKINGHAM	N-100	468070K	SR 955	Gate	58	2	50	3.9	12.1	0	0.0048	0.0079	
ROCKINGHAM	N-100	468072Y	SR 659	Gate	2,177	2	50	3.9	12.1	0	0.0134	0.0213	
ROCKINGHAM	N-100	468074M	SR 256	Gate	3,325	2	50	3.9	12.1	0	0.0147	0.0230	
ROCKINGHAM	N-100	468744C	COUNTY RD	Gate	237	2	40	3.9	12.1	0	0.0072	0.0117	
ROCKINGHAM	N-100	468745J	SR 884	Gate	203	2	40	3.9	12.1	0	0.0069	0.0112	
ROCKINGHAM	N-100	468750F	SR-1706	Gate	2,436	2	50	3.9	12.1	0	0.0143	0.0225	
ROCKINGHAM	N-100	468751M	ELK RUN	Gate	3,550	2	50	3.9	12.1	0	0.0149	0.0234	
ROCKINGHAM	N-100	468753B	MARSHALL AVE.	Gate	535	2	50	3.9	12.1	0	0.0090	0.0145	
ROCKINGHAM	N-100	468754H	SR 1709	Passive	84	2	50	3.9	12.1	0	0.0266	0.0431	
ROCKINGHAM	N-100	468757D	SR 642	Gate	225	2	50	3.9	12.1	0	0.0071	0.0115	
ROCKINGHAM	N-100	468767J	SR 649	Gate	1,353	2	50	3.9	12.1	0	0.0115	0.0184	
WARREN	N-091	468628N	ASHBY STN RD.	Gate	122	2	50	11.1	19.6	0	0.0098	0.0125	
WARREN	N-091	468631W	FAIRGROUNDS RD (SR	Flasher	1,313	2	50	11.1	19.6	0	0.0313	0.0391	
WARREN	N-091	468634S	ROCKLAND ROAD	Flasher	700	2	50	11.1	19.6	2	0.1222	0.1399	0.0163
WARREN	N-100	468656S	MAIN ST. (SR 622)	Flasher	58	2	35	3.9	12.1	0	0.0061	0.0105	
WARREN	N-100	468657Y	SPANGLER LANE	Flasher	50	2	35	3.9	12.1	0	0.0057	0.0100	
WARREN	N-100	468660G	SR 613	Gate	1,009	2	35	3.9	12.1	0	0.0107	0.0171	
WARREN	N-100	714417V		Passive	58	2	25	3.9	12.1	0	0.0130	0.0225	
WARREN	N-100	714419!		Gate	1,972	2	35	3.9	12.1	2	0.0869	0.1043	
WARREN	N-100	714423Y	MANASSAS AVE	Gate	815	2	35	3.9	12.1	1	0.0450	0.0559	
WARREN	N-100	714424F	MANASSAS AVE	Passive	50	2	35	3.9	12.1	0	0.0204	0.0340	
WAYNESBORO	N-100	468109L	7TH ST	Gate	2,500	2	25	3.9	12.1	0	0.0136	0.0214	

(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable

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ATTACHMENT F-9

West Virginia Highway/Rail At-grade Crossing Accident Frequency

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ATTACHMENT E-9
WEST VIRGINIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
JEFFERSON	N-091	469342Y	HIGH	Gate	1,700	2	45	11.1	19.6	0	0.0192	0.0240	
JEFFERSON	N-091	469343F	GERMAN	Gate	2,700	2	45	11.1	19.6	0	0.0215	0.0268	
JEFFERSON	N-091	469348P	MORGAN-GROVE	Gate	150	2	50	11.1	19.6	0	0.0101	0.0129	
JEFFERSON	N-091	469350R	GARDNER'S-LANE	Gate	100	2	50	11.1	19.6	1	0.0432	0.0477	
JEFFERSON	N-091	469354T	SR 16/3	Gate	50	2	50	11.1	19.6	0	0.0073	0.0094	
JEFFERSON	N-091	469355A	LUTHER JONES (SR 14)	Flasher	150	2	50	11.1	19.6	0	0.0144	0.0187	
JEFFERSON	N-091	469358V	SR 20	Gate	1,600	2	35	11.1	19.6	1	0.0602	0.0686	
JEFFERSON	N-091	469361D	SR 9	Gate	8,800	2	50	11.1	19.6	0	0.0431	0.0560	
JEFFERSON	N-091	469362K	CRANES-LANE	Gate	95	2	50	11.1	19.6	0	0.0089	0.0114	
JEFFERSON	N-091	469366M	SR 51	Gate	2,900	2	50	11.1	19.6	0	0.0287	0.0368	
JEFFERSON	N-091	469369H	SUMMIT-POINT-PIKE	Gate	2,700	2	50	11.1	19.6	0	0.0211	0.0263	
JEFFERSON	N-091	469373X	WHEATLAND RD.	Gate	300	2	50	11.1	19.6	0	0.0122	0.0155	
JEFFERSON	N-091	469375L	WITHER/LARLE (SR 19)	Gate	250	2	50	11.1	19.6	0	0.0116	0.0148	
JEFFERSON	N-091	469378G	PUBLIC XING	Passive	50	2	50	11.1	19.6	0	0.0224	0.0290	
JEFFERSON	N-091	469380H	DARK LANE W	Gate	250	2	50	11.1	19.6	0	0.0116	0.0148	

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APPENDIX F
Safety: Hazardous Materials Transport Analysis

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APPENDIX F

SAFETY: HAZARDOUS MATERIALS TRANSPORT ANALYSIS

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) revised its analysis of hazardous materials transport from the material presented in the Draft Environmental Impact Statement (Draft EIS) to reflect revised data provided by CSX Corporation and CSX Transportation, Inc. (CSX). This Final Environmental Impact Statement (Final EIS) presents the revised analysis. Attachment F-1 compares the data in the Draft EIS with the revised CSX data incorporated in the Final EIS and identifies the changes in proposed operation that meet the criteria of significance.

In its revised analysis, SEA determined that the amount of hazardous materials transported would increase on 247 rail line segments as a result of the proposed Conrail Acquisition. The results of this analysis indicate a system-wide increase in hazardous materials car-miles¹ of 1.9 percent. Attachment F-2 identifies the 247 rail line segments that would be subject to this increase.

Based on the new data provided by CSX, SEA revised its designations of key routes and major key routes for the proposed Conrail Acquisition. For purposes of this Final EIS, SEA defines key routes as those rail line segments that carry 10,000 or more carloads of hazardous materials annually. In addition, for the purposes of this Final EIS, SEA defines major key routes as those rail line segments where the volume of hazardous materials carried would at least double and would exceed an annual volume of 20,000 carloads of hazardous materials as a result of the proposed Conrail Acquisition. Attachment F-3 identifies the new key routes and major key routes that would result from the proposed Conrail Acquisition, as determined through SEA's revised analysis.

Attachment F-4 presents the data for the change in risk of hazardous materials release resulting from freight train accidents for those rail line segments that would have an increases in hazardous materials transported as a result of the proposed Conrail Acquisition.

¹ A car-mile is one rail car carried one mile. The system-wide value is calculated by adding the products of the annual numbers of carloads transported on each segment and the length of that segment for each segment in the system.

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ATTACHMENT F-1

**Comparison of CSX Hazardous Materials Transport Data
Used in the Draft EIS and Final EIS**

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ATTACHMENT F-1
COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Ownership		Rail Line Segment Description		Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance					
						Estimated Annual Cuts/cds of Hazardous Material			Increased in Hazardous Materials	New Key Route	New Major Key Route	Estimated Annual Cuts/cds of Hazardous Material			Increased in Hazardous Materials	New Key Route	New Major Key Route	No Longer an incr in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
	Pre Acq.	Post Acq.	Between	And		Pre Acq.	Post Acq.	Change				Pre Acq.	Post Acq.	Change									
C-001	CR	CSX	Anacostia	DC Virginia Ave	DC	3	21,000	26,000	24%	X			21,000	29,000	38%	X							
C-002	CR	CSX	Virginia Ave	DC Potomac Yard	VA	6	20,000	26,000	30%	X			21,000	29,000	38%	X							
C-003	CSX	CSX	Washington	DC Pt of Rocks	MD	43	11,000	12,000	9%	X			12,000	17,000	42%	X							
C-016	CSX	CSX	Barr Yd	IL Blue Island Jct	IL	3	21,000	20,000	-5%	X			23,000	21,000	-9%								
C-017	CSX	CSX	Blue Island Jct	IL 59th Street	IL	15	0	3,000	1000%	X			0	7,000	1000%	X							
C-021	CSX	CSX	Evansville	IN Anna	TN	137	22,000	31,000	41%	X			24,000	47,000	96%	X							
C-023	CSX	CSX	Pine Jct	IN Barr Yd	IL	11	20,000	20,000	0%				21,000	32,000	52%	X							
C-028	CSX	CSX	Vincennes	IN Evansville	IN	53	20,000	28,000	40%	X			21,000	44,000	110%	X							
C-027	CSX	CSX	Willow Creek	IN Pine Jct	IN	12	16,000	27,000	69%	X			17,000	40,000	135%	X							
C-030	CSX	CSX	Alexandria Jct	MD Benning	DC	6	20,000	22,000	10%	X			21,000	25,000	24%	X							
C-031	CSX	CSX	Alexandria Jct	MD Washington	DC	5	2,000	12,000	500%	X			3,000	17,000	467%	X							
C-032	CSX	CSX	Baltimore	MD Relay	MD	7	13,000	15,000	15%	X			14,000	18,000	29%	X							
C-033	CSX	CSX	Cumberland	MD Sins	PA	133	15,000	11,000	-27%				16,000	18,000	13%	A							
C-034	CSX	CSX	Jessup	MD Alexandria Jct	MD	17	9,000	19,000	111%	A			10,000	24,000	140%	X							
C-036	CSX	CSX	Pt of Rocks	MD Harpers Ferry	WV	13	16,000	12,000	-25%				17,000	17,000	0%								
C-037	CSX	CSX	Relay	MD Jessup	MD	7	9,000	17,000	89%	X			10,000	21,000	110%	X							
C-049	CSX	CSX	Carlisle	MI Toledo	OH	26	13,000	21,000	62%	X			14,000	31,000	121%	X							
C-051	CR	CSX	Chs	NY Frontier	NY	51	33,000	40,000	21%	X			33,000	41,000	24%	X							
C-052	CR	CSX	C P Sycamore	NY Black Rock	NY	6	20,000	17,000	-15%				7,000	20,000	186%	X	X	X					
C-053	CR	CSX	Hoffmanns	NY Ults	NY	66	33,000	40,000	21%	X			23,000	26,000	22%	X							
C-054	CR	CSX	Selkirk	NY Hoffmanns	NY	25	33,000	40,000	21%	X			34,000	41,000	21%	X							
C-056	CR	CSX	Ashlataba	OH Quaker	OH	47	39,000	45,000	15%	X			39,000	46,000	23%	X							
C-051	CR	CSX	Beres	OH Greenwich	OH	42	16,000	46,000	188%	X			16,000	51,000	219%	X							
C-063	CSX	CSX	Cincinnati	OH Hamilton	OH	21	22,000	29,000	32%	X			23,000	43,000	87%	X							
C-065	CSX	CSX	Deshler	OH Toledo	OH	36	0	14,000	1000%	X	X		10,000	28,000	180%	X							
C-066	CSX	CSX	Deshler	OH Willow Creek	IN	174	16,000	34,000	113%	X			17,000	50,000	194%	X							
C-067	CR	CSX	Greenwich	OH Crestline	OH	21	16,000	16,000	0%				16,000	21,000	31%	X							
C-068	CSX	CSX	Greenwich	OH Willard	OH	12	17,000	55,000	224%	X			18,000	69,000	283%	X							
C-069	CR	CSX	Mercy	OH Shori	OH	9	4,000	41,000	925%	X			5,000	44,000	780%	X	Z	X					
C-070	CSX	CSX	Marion	OH Fostoria	OH	40	3,000	23,000	667%	X			4,000	32,000	700%	X	Z	X					
C-071	CR	CSX	Marion	OH Ridgeway	OH	23	32,000	27,000	-18%				32,000	31,000	-3%								
C-072	CR	CSX	Mayfield	OH Mercy	OH	6	0	41,000	1000%	X	X		0	44,000	1000%	X	X	X					
C-073	CR	CSX	Quaker	OH Mayfield	OH	3	0	41,000	1000%	X	X		0	44,000	1000%	X	X	X					
C-074	CR	CSX	Short	OH Beres	OH	4	4,000	39,000	875%	X			5,000	44,000	780%	X	Z	X					
C-075	CSX	CSX	Willard	OH Fostoria	OH	37	18,000	43,000	139%	X			18,000	54,000	200%	R							
C-080	CR	CSX	Field	PA Belmont	PA	4	0	5,000	1000%	X			1,000	5,000	400%	R							
C-081	CSX	CSX	New Castle	PA Youngstown	OH	18	16,000	16,000	0%				8,000	12,000	50%	X							
C-082	CSX	CSX	Ranion Jct	PA New Castle	PA	51	16,000	12,000	-25%				17,000	20,000	18%	X							
C-084	CSX	CSX	RG	PA Wilmere	DE	26	11,000	16,000	45%	X			12,000	17,000	42%	X							
C-086	CSX	CSX	Sinns	PA Ranion Jct	PA	9	15,000	11,000	-27%				16,000	18,000	13%	X							
C-089	CSX	CSX	Angul	TN Nashville	TN	16	34,000	47,000	38%	X			16,000	71,000	97%	X							
C-101	CSX	CSX	Doswell	VA Fredericksburg	VA	37	21,000	22,000	5%	X			21,000	26,000	24%	Z							
C-101	CSX	CSX	Fredericksburg	VA Potomac Yard	VA	49	20,000	22,000	10%	X			21,000	26,000	24%	Z							
C-102	CSX	CSX	Richmond	VA Doswell	VA	24	21,000	22,000	5%	X			24,000	30,000	25%	X							
C-103	CSX	CSX	S. Richmond	VA Wedlon	NC	82	23,000	23,000	0%				16,000	13,000	-19%								
C-200	CSX	CSX	Park Jct	PA RG	PA	4	15,000	12,000	-20%				12,000	18,000	50%	X							
C-201	CSX	CSX	Wilmere	DE Baltimore	MD	68	11,000	16,000	45%	X			17,000	18,000	6%	X							
C-202	CSX	CSX	Harpers Ferry	WV Cherry Run	WV	32	16,000	12,000	-25%				19,000	18,000	-5%	X							
C-203	CSX	CSX	Cherry Run	WV Cumberland	MD	65	18,000	12,000	-33%				17,000	28,000	65%	X							
C-204	CSX	CSX	Youngstown	OH Sterling	OH	79	16,000	16,000	0%				18,000	35,000	94%	X							
C-205	CSX	CSX	Sterling	OH Greenwich	OH	37	17,000	21,000	24%	X			12,000	26,000	117%	X							
C-206	CSX	CSX	Fostoria	OH Deshler	OH	26	12,000	21,000	75%	X			1,000	1,000	0%								
C-212	CSX	CSX	Sterling	OH Lester	OH	16	0	0	-				5,000	13,000	63%	X							
C-214	CSX	CSX	Detroit	MI Plymouth	MI	25	8,000	7,000	-13%				5,000	2,000	-60%								
C-219	CSX	CSX	Plymouth	MI Grand Rapids	MI	124	5,000	0	-100%														

ATTACHMENT F-1

COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Ownership	Rail Line Segment Description			Length (mi.)	Data Used in Final EIS					Data Used in Draft EIS					Change in Operation Meeting Criteria for Significance						
						Estimated Annual Carloads of Hazardous Material			Increased in Hazardous Materials	New Key Route	New Major Key Route	Estimated Annual Carloads of Hazardous Material			Increased in Hazardous Materials	New Key Route	New Major Key Route	No Longer an incr in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route
		Pre Acq.	Post Acq.	Change		Pre Acq.	Post Acq.	Change				Pre Acq.	Post Acq.	Change								
C-216	CSX	CSX Saginaw	MI Flint	MI Flint	29	3,000	5,000	67%	X			4,000	7,000	75%	X							
C-218	CSX	CSX Flint	MI Holly	MI Holly	26	11,000	13,000	18%	X			12,000	21,000	75%	X							
C-220	CSX	CSX Holly	MI Wixom	MI Wixom	20	11,000	13,000	16%	X			12,000	21,000	75%	X							
C-221	CSX	CSX Wixom	MI Plymouth	MI Plymouth	12	12,000	13,000	8%	X			12,000	21,000	75%	X							
C-222	CSX	CSX Plymouth	MI Wayne	MI Wayne	8	14,000	20,000	43%	X			14,000	21,000	50%	X							
C-223	CSX	CSX Wayne	MI Carlton	MI Carlton	15	14,000	20,000	43%	X			14,000	21,000	50%	X							
C-224	CSX	CSX Hamilton	OH Dayton	OH Dayton	34	20,000	22,000	10%	X			20,000	32,000	60%	X							
C-225	CSX	CSX Dayton	OH Sidney	OH Sidney	37	20,000	21,000	5%	X			20,000	31,000	55%	X							
C-226	CSX	CSX Sidney	OH Lima	OH Lima	35	19,000	16,000	-16%	X			20,000	25,000	25%	X							
C-227	CSX	CSX Lima	OH Deshler	OH Deshler	33	20,000	16,000	-20%	X			21,000	27,000	29%	X							
C-228	CSX	CSX Fostoria	OH Toledo	OH Toledo	29	7,000	25,000	257%	X	X	X	7,000	29,000	314%	X	X	X					
C-229	CSX	CSX Columbus	OH Marion	OH Marion	20	4,000	12,000	200%	X	X	X	5,000	12,000	140%	X	X						
C-230	CSX	CSX NJ Cabin	KY Columbus	KY Columbus	53	4,000	10,000	150%	X	X		0	0	-								
C-231	CSX	CSX Cincinnati	OH Columbus	OH Columbus	112	2,000	0	-100%				2,000	2,000	0%								
C-232	CSX	CSX Hampton	VA Rhanna Jct	VA RA	80	0	0	-				1,000	1,000	0%								
C-233	CSX	CSX Rivanna Jct	VA Clifton Forge	VA Clifton Forge	229	2,000	2,000	0%				3,000	4,000	100%	X							
C-234	CSX	CSX Clifton Forge	VA St Albans	VA St Albans	195	3,000	4,000	33%	X			6,000	9,000	50%	X							
C-235	CSX	CSX St Albans	WV Barboursville	WV Barboursville	29	6,000	6,000	0%				6,000	9,000	50%	X							
C-236	CSX	CSX Barboursville	WV Huntington	WV Huntington	10	6,000	6,000	0%				16,000	20,000	25%	X							
C-237	CSX	CSX Huntington	WV Kenova	WV Kenova	6	16,000	17,000	6%	X			16,000	20,000	25%	X							
C-238	CSX	CSX Kanova	WV Big Sandy Jct	WV Big Sandy Jct	1	16,000	17,000	6%	X			27,000	31,000	15%	X							
C-239	CSX	CSX Big Sandy Jct	KY Ashland	KY Ashland	6	27,000	27,000	0%				27,000	30,000	11%	X							
C-240	CSX	CSX Ashland	KY Russell	KY Russell	4	27,000	27,000	0%				24,000	28,000	17%	X							
C-241	CSX	CSX Russell	KY NJ Cabin	KY Covington	19	23,000	24,000	4%	X			0	0	-								
C-242	CSX	CSX NJ Cabin	KY Covington	KY Covington	121	15,000	13,000	-13%	X			5,000	7,000	40%	X							
C-243	CSX	CSX Cumberland	MD W Virginia C	MD W Virginia C	28	5,000	4,000	-20%	X			0	0	-								
C-244	CSX	CSX W Virginia C	WV MK Jct	WV MK Jct	46	5,000	4,000	-20%	X			5,000	7,000	40%	X							
C-245	CSX	CSX MK Jct	WV Grafton	WV Grafton	26	5,000	4,000	-20%	X			5,000	7,000	40%	X							
C-246	CSX	CSX Grafton	WV Berkeley Jct	WV Berkeley Jct	2	5,000	3,000	-40%	X			5,000	7,000	40%	X							
C-247	CSX	CSX Berkeley Jct	WV Short Line Jct	WV Short Line Jct	21	5,000	3,000	-40%	X			12,000	15,000	25%	X							
C-248	CSX	CSX Brooklyn Jct	WV Brooklyn Jct	WV Brooklyn Jct	58	5,000	3,000	-40%	X			12,000	20,000	67%	X							
C-249	CSX	CSX Parkersburg	WV Huntington	WV Huntington	55	12,000	8,000	-33%	X			1,000	5,000	400%	X							
C-250	CSX	CSX Parkersburg	WV Huntington	WV Huntington	119	12,000	10,000	-17%	X			1,000	5,000	400%	X							
C-254	CSX	CSX Muncie	IN Monon	IN Monon	62	1,000	3,000	200%	X			1,000	5,000	400%	X							
C-255	CSX	CSX Monon	IN Lafayette	IN Lafayette	33	1,000	3,000	200%	X			1,000	5,000	400%	X							
C-256	CSX	CSX Lafayette	IN Crawfordsville	IN Crawfordsville	29	1,000	3,000	200%	X			1,000	5,000	400%	X							
C-258	CSX	CSX Hamilton	OH Indianapolis	OH Indianapolis	99	1,000	6,000	500%	X			16,000	1,000	94%								
C-261	CSX	CSX Mitchell	IN Vincennes	IN Vincennes	62	16,000	0	-100%	X			17,000	8,000	-53%								
C-262	CSX	CSX Vincennes	IN Salem	IN Salem	79	17,000	5,000	-71%	X			13,000	8,000	-38%								
C-263	CSX	CSX Dorton	IL Danville	IL Danville	68	13,000	5,000	-62%	X			18,000	31,000	72%	X							
C-264	CSX	CSX Danville	IL Terre Haute	IL Terre Haute	57	16,000	19,000	6%	X			20,000	32,000	60%	X							
C-265	CSX	CSX Terre Haute	IN Vincennes	IN Vincennes	54	18,000	22,000	22%	X			19,000	35,000	84%	X							
C-266	CSX	CSX Nashville	TN Decatur	TN Decatur	116	22,000	32,000	45%	X			0	0	-								
C-267	CSX	CSX Decatur	AL Black Creek	AL Black Creek	89	22,000	32,000	45%	X			22,000	47,000	114%	X							
C-268	CSX	CSX Black Creek	AL Birmingham	AL Birmingham	5	22,000	32,000	45%	X			22,000	47,000	114%	X							
C-269	CSX	CSX Birmingham	AL Parkwood	AL Parkwood	12	26,000	40,000	43%	X			15,000	59,000	293%	X							
C-270	CSX	CSX Parkwood	AL Montgomery	AL Montgomery	87	18,000	23,000	28%	X			5,000	39,000	580%	X	X	X					
C-271	CSX	CSX Montgomery	AL Flomaton	AL Flomaton	110	32,000	46,000	44%	X			3,000	64,000	2033%	X	X	X					
C-272	CSX	CSX Anchorage	KY Winchester	KY Winchester	95	0	1,000	1000%	X			0	2,000	1000%	X							
C-273	CSX	CSX N Hazard	KY Letcher	KY Letcher	2	1,000	1,000	0%				15,000	21,000	40%	X							
C-274	CSX	CSX Letona	KY Anchorage	KY Anchorage	86	10,000	16,000	60%	X			11,000	24,000	118%	X							
C-275	CSX	CSX Anchorage	KY Louisville	KY Louisville	13	11,000	17,000	55%	X			12,000	26,000	117%	X							
C-276	CSX	CSX Louisville	KY Amqui	KY Amqui	173	11,000	15,000	36%	X			11,000	25,000	127%	X							
C-277	CSX	CSX Cincinnati	OH Covington	OH Covington	6	33,000	37,000	12%	X			34,000	59,000	74%	X							

ATTACHMENT F-1
COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Ownership	Rail Line Segment Description	Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance					
				Estimated Annual Carloads of Hazardous Material			Increase in Hazardous Materials	New Key Route	New Major Key Route	Estimated Annual Carloads of Hazardous Material			Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an incr in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
				Pre Acq.	Post Acq.	Change				Pre Acq.	Post Acq.	Change									
C-291	CSX	CSX Covington	KY Latonia	KY	1	16,000	24,000	33%	X	18,000	37,000	106%	X	X		X					
C-292	CSX	CSX Latonia	KY Winchester	KY	93	8,000	7,000	-13%		8,000	13,000	63%	X	X		X					
C-293	CSX	CSX Winchester	KY Sinks	KY	56	5,000	7,000	40%	X	5,000	12,000	140%	X	X		X					
C-294	CSX	CSX Sinks	KY Corbin	KY	35	5,000	7,000	40%	X	5,000	12,000	140%	X	X		X					
C-295	CSX	CSX Corbin	KY Carterville	GA	263	5,000	7,000	40%	X	22,000	33,000	50%	X	X		X					
C-296	CSX	CSX Cartersville	GA Atlanta	GA	46	21,000	22,000	5%	X	6,000	9,000	50%	X	X		X					
C-297	CSX	CSX Atlanta	GA Manchester	GA	78	5,000	6,000	20%	X	14,000	28,000	100%	X	X		X					
C-298	CSX	CSX Manchester	GA Weycross	GA	203	13,000	20,000	54%	X	2,000	2,000	0%									
C-317	CSX	CSX Louisville	KY Long Branch	KY	18	2,000	1,000	-50%		2,000	2,000	0%									
C-318	CSX	CSX Long Branch	KY Stidman	KY	49	2,000	1,000	-50%		3,000	3,000	0%									
C-320	CSX	CSX Big Sandy Jct	KY Elkhorn City	KY	127	2,000	1,000	-50%		8,000	8,000	0%									
C-321	CSX	CSX Elkhorn City	KY Frisco	TN	89	2,000	1,000	-50%		8,000	9,000	13%	X	X		X					
C-322	CSX	CSX Frisco	NC Basic	NC	157	8,000	5,000	-38%		5,000	6,000	20%	X	X		X					
C-323	CSX	CSX Basic	NC Spartanburg	SC	32	8,000	0	-100%		7,000	8,000	14%	X	X		X					
C-324	CSX	CSX Laurens	SC Spartanburg	SC	38	5,000	1,000	-80%		10,000	11,000	10%	X	X		X					
C-326	CSX	CSX Charlotte	NC Basic	NC	73	6,000	8,000	33%	X	6,000	6,000	0%									
C-331	CSX	CSX Monroe	NC Charlotte	NC	24	10,000	8,000	-20%		24,000	31,000	29%	X	X		X					
C-333	CSX	CSX Greenwood	SC Laurens	SC	28	5,000	1,000	-80%		18,000	30,000	67%	X	X		X					
C-334	CSX	CSX Weldon	NC Rocky Mt	NC	37	23,000	24,000	4%	X	18,000	32,000	78%	X	X		X					
C-335	CSX	CSX Rocky Mt	NC Continenas	NC	19	17,000	21,000	24%	X	20,000	32,000	60%	X	X		X					
C-336	CSX	CSX Continenas	NC Selma	NC	22	17,000	21,000	24%	X	20,000	33,000	65%	X	X		X					
C-337	CSX	CSX Selma	NC Fayetteville	NC	49	19,000	21,000	11%	X	7,000	11,000	57%	X	X		X					
C-338	CSX	CSX Fayetteville	NC Pembroke	NC	31	19,000	24,000	26%	X	10,000	14,000	40%	X	X		X					
C-339	CSX	CSX Pembroke	NC Dillon	SC	21	6,000	7,000	17%	X	8,000	13,000	63%	X	X		X					
C-340	CSX	CSX Dillon	SC Florence	SC	31	9,000	8,000	-11%		9,000	13,000	44%	X	X		X					
C-341	CSX	CSX Florence	SC Lane	SC	49	8,000	7,000	-13%		10,000	13,000	30%	X	X		X					
C-342	CSX	CSX Lane	SC St Stephen	SC	8	9,000	7,000	-22%		9,000	13,000	44%	X	X		X					
C-343	CSX	CSX St Stephen	SC Ashley Jct	SC	39	9,000	7,000	-22%		8,000	16,000	78%	X	X		X					
C-344	CSX	CSX Ashley Jct	SC Yemassee	SC	54	8,000	10,000	25%	X	10,000	17,000	70%	X	X		X					
C-345	CSX	CSX Yemassee	SC Savannah	GA	47	7,000	6,000	-14%		6,000	10,000	67%	X	X		X					
C-347	CSX	CSX Jesup	GA Jesup	GA	52	9,000	9,000	0%		14,000	18,000	29%	X	X		X					
C-348	CSX	CSX Jesup	GA Weycross	GA	39	5,000	5,000	0%		27,000	39,000	44%	X	X		X					
C-349	CSX	CSX Pembroke	NC Wilmington	NC	81	14,000	13,000	-7%		26,000	60,000	131%	X	X		X					
C-350	CSX	CSX Hamlet	NC Hamlet	NC	34	26,000	25,000	-4%		14,000	49,000	250%	X	X		X					
C-351	CSX	CSX Monroe	NC Clinton	SC	92	14,000	27,000	93%	X	17,000	51,000	143%	X	X		X					
C-352	CSX	CSX Clinton	SC Greenwood	SC	28	16,000	27,000	69%	X	22,000	51,000	132%	X	X		X					
C-353	CSX	CSX Greenwood	SC Athens	GA	81	21,000	27,000	29%	X	3,000	46,000	1500%	X	X		X					
C-354	CSX	CSX Athens	GA Albany	GA	69	22,000	27,000	23%	X	2,000	43,000	2050%	X	X		X					
C-355	CSX	CSX Albany	GA Lagrange	GA	70	21,000	27,000	29%	X	4,000	12,000	200%	X	X		X					
C-356	CSX	CSX Lagrange	GA Montgomery	AL	100	22,000	24,000	9%	X	5,000	12,000	140%	X	X		X					
C-357	CSX	CSX Hamlet	NC McBee	SC	50	4,000	6,000	50%	X	6,000	12,000	100%	X	X		X					
C-358	CSX	CSX McBee	SC Columbia	SC	108	4,000	6,000	50%	X	5,000	6,000	20%	X	X		X					
C-359	CSX	CSX Columbia	SC Fairfax	SC	76	6,000	6,000	0%		5,000	9,000	80%	X	X		X					
C-360	CSX	CSX Fairfax	SC Savannah	GA	62	5,000	4,000	-20%		1,000	2,000	100%	X	X		X					
C-361	CSX	CSX Savannah	NC Dillon	SC	42	4,000	2,000	-50%		4,000	5,000	25%	X	X		X					
C-362	CSX	CSX Dillon	SC Andrews	SC	74	1,000	0	-100%		3,000	4,000	67%	X	X		X					
C-363	CSX	CSX Andrews	SC Remount	SC	10	4,000	4,000	0%		3,000	5,000	67%	X	X		X					
C-364	CSX	CSX Remount	SC Charleston	SC	126	3,000	2,000	-33%		6,000	6,000	0%									
C-365	CSX	CSX Charleston	GA Camak	GA	48	3,000	2,000	-33%		6,000	6,000	0%									
C-366	CSX	CSX Camak	GA Augusta	GA	28	6,000	4,000	-33%		6,000	6,000	0%									
C-367	CSX	CSX Augusta	GA Cernak	GA	46	3,000	2,000	-33%		6,000	6,000	0%									
C-368	CSX	CSX Robbins	SC Augusta	GA	29	6,000	4,000	-33%		6,000	6,000	0%									
C-369	CSX	CSX Fairfax	SC Robbins	SC	29	6,000	4,000	-33%		1,000	1,000	0%									
C-370	CSX	CSX Fairfax	SC Fairfax	SC	31	0	0	-		7,000	9,000	29%	X	X		X					
C-371	CSX	CSX Fairfax	TN Memphis	TN	116	6,000	5,000	-17%		1,000	1,000	0%									
C-372	CSX	CSX Nashville	TN McKenzie	TN	117	7,000	6,000	-14%													

ATTACHMENT F-1
COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Ownership		Rail Line Segment Description		Length (mi)	Data Used in Final EIS	Data Used in Draft EIS	Change in Operation Meeting Criteria for Significance													
						Estimated Annual Carloads of Hazardous Material	Increase in Hazardous Materials	New Key Route	New Major Key Route	Estimated Annual Carloads of Hazardous Material	Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route		
	Pre Acq.	Post Acq.	Between	And		Pre Acq.	Post Acq.	Change	New Key Route	New Major Key Route		New Key Route	New Major Key Route								
C-373	CSX	CSX	Nashville	TN Stevenson	AL	113	11,000	10,000	-9%			22,000	47,000	114%	X					X	
C-374	CSX	CSX	Savannah	AL Chattanooga	TN	39	11,000	10,000	-9%			12,000	16,000	33%	X					X	
C-375	CSX	CSX	Chattanooga	TN Cartersville	GA	87	11,000	10,000	-9%			12,000	16,000	33%	X					X	
C-376	CSX	CSX	Lagrange	GA Perkinston	AL	142	8,000	17,000	113%	X	X	9,000	20,000	122%	X	X	X	X		X	
C-377	CSX	CSX	Manchester	GA Lagrange	GA	45	7,000	14,000	100%	X	X	3,000	9,000	200%	X						
C-378	CSX	CSX	Waycross	GA Thomasville	GA	105	3,000	2,000	-33%			2,000	10,000	400%	X						
C-390	CSX	CSX	Thomasville	GA Montgomery	AL	210	2,000	3,000	50%	X		3,000	2,000	-33%							
C-381	CSX	CSX	Jesup	GA Folkston	GA	54	2,000	2,000	0%			5,000	0	-100%							
C-382	CSX	CSX	Jacksonville	FL Baldwin	FL	18	4,000	0	-100%			22,000	24,000	9%	X						
C-383	CSX	CSX	Baldwin	FL Chattahoochee	FL	189	21,000	17,000	-19%			18,000	24,000	33%	X						
C-384	CSX	CSX	Chattahoochee	FL Pensacola	FL	161	17,000	16,000	-6%			26,000	33,000	27%	X						
C-385	CSX	CSX	Pensacola	FL Flomaton	AL	43	26,000	22,000	-15%			46,000*	95,000*	109%	X					X	
C-386	CSX	CSX	Flomaton	AL Mobile	AL	59	45,000	61,000	36%	X		44,000	68,000*	103%	X					X	
C-387	CSX	CSX	Mobile	AL New Orleans	LA	143	45,000	54,000	20%	X		30,000	36,000	20%	X					X	
C-388	CSX	CSX	Waycross	GA Folkston	GA	35	29,000	23,000	-21%			33,000	37,000	12%	X						
C-389	CSX	CSX	Folkston	GA Calhoun	FL	22	32,000	25,000	-22%			25,000	28,000	12%	X						
C-390	CSX	CSX	Calhoun	FL Baldwin	FL	21	25,000	18,000	-28%			26,000	29,000	4%	X						
C-391	CSX	CSX	Baldwin	FL Sterke	FL	26	27,000	27,000	0%			8,000	8,000	0%	X						
C-392	CSX	CSX	Sterke	FL Viles	FL	126	27,000	27,000	0%			9,000	17,000	88%	X						
C-394	CSX	CSX	Plant City	FL Ucata Yard	FL	17	7,000	7,000	0%			16,000	17,000	6%	X						
C-395	CSX	CSX	Calhoun	FL Jacksonville	FL	16	8,000	8,000	0%			9,000	10,000	11%	X					X	
C-402	CSX	CSX	Lakeland	FL Winston	FL	4	16,000	16,000	0%			5,000	8,000	60%	X						
C-402	CSX	CSX	Winston	FL Plant City	FL	5	9,000	9,000	0%			15,000	16,000	7%	X						
C-417	CSX	CSX	Blue Island Jct	IL Clearing	IL	15	4,000	5,000	25%	X		0	1,000	1,000	0%	X					
C-418	CSX	CSX	Joliet	IL Ottawa	IL	45	14,000	14,000	0%			8,000	8,000	0%	X						
C-424	CSX	CSX	Waverly	MI Grand Haven	MI	20	0	0	-			7,000	8,000	14%	X						
C-425	CSX	CSX	Grand Haven	MI Muskegon	MI	13	0	0	-			6,000	7,000	17%	X						
C-432	CSX	CSX	Port Huron	MI Belle River	MI	15	7,000	7,000	0%			12,000	16,000	33%	X						
C-434	CSX	CSX	Chatham	ON Fargo	ON	7	7,000	7,000	0%			2,000	2,000	0%	X						
C-435	CSX	CSX	Chatham	ON Sarnia	ON	53	6,000	6,000	0%			1,000	2,000	100%	X						
C-438	CSX	CSX	Newark	OH Columbus	OH	35	0	0	-			6,000	7,000	17%	X						
C-440	CSX	CSX	S. Richmond	VA Bellwood	VA	8	1,000	1,000	0%			1,000	2,000	100%	X						
C-444	CSX	CSX	Weldon	NC Franklin	VA	41	1,000	1,000	0%			13,000	14,000	8%	X						
C-446	CSX	CSX	Rocky Mt	NC Parmele	NC	32	13,000	13,000	0%			13,000	14,000	8%	X						
C-447	CSX	CSX	Parmele	NC Elmer	NC	38	13,000	13,000	0%			3,000	2,000	0%	X						
C-454	CSX	CSX	Waycross	GA Brunswick	GA	63	1,000	1,000	0%			0	1,000	1,000	0%	X					
C-449	CSX	CSX	Montgomery	AL Western Jct	AL	51	0	0	-			6,000	7,000	17%	X						
C-474	CSX	CSX	Bainbridge	GA Tallassee	FL	43	6,000	6,000	0%			1,000	1,000	0%	X						
C-502	CSX	CSX	Seima	AL Myrtlewood	AL	61	0	0	-			3,000	3,000	0%	X						
C-517	CSX	CSX	Mitchell	IN Louisville	KY	67	6,000	1,000	-83%			5,000	7,000	40%	X						
C-518	CSX	CSX	Long Branch	KY Doe Run	KY	1	2,000	2,000	0%			1,000	1,000	0%	X						
C-525	CSX	CSX	W. Marietta	OH Refleet	OH	27	0	0	-			1,000	1,000	0%	X						
C-545	CSX	CSX	Sproul	WV Madison	WV	22	0	0	-			5,000	10,000	100%	X						
C-617	CSX	CSX	N. Hazard	KY Duane	KY	4	0	0	-			17,000	28,000	65%	X						
C-621	CSX	CSX	Newberry	FL Dunlop	FL	47	0	0	-			21,000	22,000	5%	X						
C-623	CSX	CSX	Viles	FL Lakeland	FL	19	21,000	21,000	0%			20,000	21,000	5%	X						
C-629	CSX	CSX	Winston	FL Mulberry	FL	12	19,000	19,000	0%			10,000	11,000	10%	X						
C-632	CSX	CSX	Achen	FL Green Bay	FL	4	10,000	10,000	0%			3,000	3,000	0%	X						
C-634	CSX	CSX	Agricola	FL Green Bay	FL	4	2,000	2,000	0%			3,000	3,000	0%	X						
C-635	CSX	CSX	Yeoman Yard	FL Sutton	FL	5	0	0	-			1,000	1,000	0%	X						
C-651	CSX	CSX	Agricola	FL Rockland Jct	FL	8	2,000	2,000	0%			3,000	3,000	0%	X						
C-657	CR	CSX	Columbus	OH Hocking	OH	1	0	0	-			1,000	1,000	0%	X						
C-659	CR	CSX	Crestline	OH Gallon	OH	3	50,000	16,000	-66%			50,000	21,000	-56%	X						
C-660	CR	CSX	Galon	OH Marion	OH	23	32,000	16,000	-50%			32,000	21,000	-34%	X						
C-661	CR	CSX	Ridgeway	OH Sidney	OH	38	44,000	27,000	-39%			43,000	33,000	-23%							

ATTACHMENT F-1
COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Pre Asq. (1991)	Post Asq.	Rail Line Segment Description	Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance											
					Estimated Annual Carloads < Hazardous Material						Estimated Annual Carloads of Hazardous Material																	
					Pre Asq.	Post Asq.	Change	Pre Asq.	Post Asq.	Change																		
C-662	CR	CSX	Sidney	OH So. Anderson	46	44,000	22,000	-50%			43,000	25,000	-42%															
C-663	CR	CSX	So. Anderson	IN Indianapolis	35	52,000	22,000	-58%			52,000	25,000	-52%															
C-664	CR	CSX	Indianapolis	IN Avon	13	52,000	29,000	-44%			52,000	35,000	-33%															
C-665	CR	CSX	Avon	IN Greencastle	26	54,000	23,000	-57%			54,000	28,000	-48%															
C-666	CR	CSX	Greencastle	IN Terre Haute	32	54,000	23,000	-57%			54,000	26,000	-48%															
C-667	CR	CSX	Terre Haute	IN Effingham	69	50,000	22,000	-56%			50,000	27,000	-46%															
C-668	CR	CSX	Effingham	IL St Elmo	14	44,000	20,000	-55%			44,000	24,000	-45%															
C-669	CR	CSX	St Elmo	IL E St Louis	83	27,000	4,000	-85%			27,000	6,000	-8%															
C-670	CR	CSX	Avon	IN Clermont	4	0	3,000	1000%	X		0	6,000	1000%	X														
C-671	CR	CSX	Clermont	IN Crawfordsville	34	0	3,000	1000%	X		0	6,000	1000%	X														
C-672	CR	CSX	Dunkirk	OH Ridgeway	21	4,000	0	-100%			5,000	0	-100%															
C-673	CR	CSX	Ridgeway	OH Marysville	22	14,000	0	-100%			14,000	1,000	-93%															
C-674	CR	CSX	Marysville	OH Derby	19	14,000	0	-100%			14,000	1,000	-93%															
C-675	CR	CSX	Derby	OH Mounds	3	0	0	-			0	1,000	1000%	X														
C-676	CR	CSX	Mounds	OH Scioto	6	0	0	-			0	1,000	1000%	X														
C-677	CR	CSX	Buffalo	NY Draw	2	40,000	44,000	10%	X		40,000	46,000	15%	X														
C-678	CR	CSX	Draw	NY Buff Crk Jct	1	40,000	44,000	10%	X		40,000	46,000	15%	X														
C-679	CR	CSX	Buff Crk Jct	NY Buff Seneca	3	43,000	47,000	9%	X		43,000	49,000	14%	X														
C-680	CR	CSX	Buff Seneca	NY Aftabula	123	40,000	44,000	10%	X		40,000	46,000	15%	X														
C-681	CR	CSX	Willow Creek	IN Ivanhoe	13	4,000	5,000	25%	X		4,000	10,000	150%	X	X	X												
C-682	CR	CSX	CP Maumee	OH Oak	1	13,000	0	-100%			8,000	20,000	233%	X	X	X												
C-683	CR	CSX	Boston Beacon Ps	MA Framingham	18	4,000	4,000	0%			4,000	5,000	25%	X														
C-684	CR	CSX	Framingham	MA Westboro	12	8,000	9,000	13%	X		9,000	9,000	0%															
C-685	CR	CSX	Westboro	MA Worcester	11	8,000	9,000	13%	X		10,000	11,000	10%	X														
C-686	CR	CSX	Worcester	MA Palmer	39	10,000	10,000	0%			15,000	16,000	7%	X														
C-687	CR	CSX	Springfield	MA Westfield	11	15,000	15,000	0%			13,000	14,000	8%	X														
C-688	CR	CSX	Westfield	MA Sellerk	85	12,000	10,000	-7%			31,000	42,000	35%	X														
C-689	CR	CSX	Utica	NY Syracuse	51	37,000	40,000	7%	X		31,000	40,000	29%	X														
C-690	CR	CSX	Syracuse	NY Syracuse Jct	6	31,000	40,000	29%	X		32,000	40,000	25%	X														
C-691	CR	CSX	Syracuse Jct	NY Solvay	2	31,000	39,000	26%	X		32,000	40,000	25%	X														
C-692	CR	CSX	Solvay	NY Lyons	42	32,000	39,000	22%	X		33,000	40,000	21%	X														
C-693	CR	CSX	Lyons	NY Farport	23	32,000	39,000	22%	X		34,000	40,000	18%	X														
C-694	CR	CSX	Farport	NY Rochester	11	29,000	36,000	24%	X		35,000	38,000	27%	X														
C-695	CR	CSX	Rochester	NY Chil	13	30,000	38,000	27%	X		36,000	52,000	44%	X														
C-696	CR	CSX	Frontier	NY Buffalo	4	43,000	44,000	2%	X		37,000	52,000	41%	X														
C-697	CR	CSX	CP 59	NY CP 22	12	0	0	-			38,000	52,000	36%	X														
C-698	CR	CSX	Black Rock	NY Niagara Falls	21	20,000	17,000	-15%			39,000	24,000	-10%															
C-699	CR	CSX	Fairport	NY Genesee Jct	14	1,000	1,000	0%			4,000	2,000	-100%															
C-700	CR	CSX	Genesee Jct	NY Chil	7	1,000	1,000	0%			5,000	2,000	-100%															
C-701	CR	CSX	Syracuse	NY Woodward	4	7,000	7,000	0%			6,000	3,000	-100%															
C-702	CR	CSX	Woodward	NY Philadelphia	84	5,000	8,000	60%			7,000	31,000	48%	X														
C-703	CR	CSX	Ridgefield Heights	NJ Newburgh	45	21,10	29,000	38%	X		21,000	31,000	48%	X														
C-704	CR	CSX	Newburgh	NY Sakak	80	21,10	29,000	38%	X		21,000	31,000	48%	X														
C-705	CR	CSX	Park Jct	PA Belmont	1	22,000	33,000	50%	X		22,000	35,000	59%	X														
C-706	CR	CSX	Belmont	PA West Falls	1	23,000	36,000	57%	X		23,000	37,000	61%	X														
C-707	CR	CSX	West Falls	PA CP Newtown Jct	4	5,000	19,000	280%	X	X	5,000	20,000	300%	X	X	X												
C-708	CR	CSX	CP Newtown Jct	PA CP Wood	21	6,000	19,200	211%	X	X	20,000	19,000	-5%															
C-709	CR	CSX	CP Wood	PA Trenton	6	6,000	18,000	200%	X	X	0	0	-															
C-710	CR	CSX	Trenton	NJ Port Reading	25	7,000	18,000	157%	X	X	7,000	20,000	186%	X	X	X												
N-040	NS	NS	Alexandria	IN Muncie	16	0	16,000	1000%	X	X	2,000	6,000	200%	X	X	X												
N-315	NS	NS	Alexandria	VA Manassas	22	2,000	6,000	200%	X		0	16,000	1000%	X	X	X												
S-010	AMTK	AMTK	Baltimore	MD Bowie	29	0	4,000	1000%	X		0	3,000	1000%	X														
S-011	AMTK	AMTK	Bowie	MD Landover	8	0	4,000	1000%	X		0	3,000	1000%	X														
S-207	CR	SHARED	Delray	MI Trenton	10	2,000	3,000	50%	X		3,000	3,000	0%															
S-311	CR	SHARED	Neave	NJ N Bergen	6	7,000	0	-100%			7,000	20,000	186%	X	X	X												

ATTACHMENT F-1
COMPARISON OF CSX HAZARDOUS MATERIALS TRANSPORT DATA USED IN THE DRAFT EIS AND FINAL EIS

Site ID	Ownership		Rail Line Segment Description		Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance					
						Estimated Annual Carloads of Hazardous Material			Increase in Hazardous Materials	New Key Route	No. Major Key Route	Estimated Annual Carloads of Hazardous Material			Increase in Hazardous Materials	New Key Route	No. Major Key Route	No Longer in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
	Pre Acq.	Post Acq.	Between	And		Pre Acq.	Post Acq.	Change				Pre Acq.	Post Acq.	Change									
S-212	CR	Shared	N Bergen	NJ Ridgefield Hts	NJ	6	21,000	29,000	38%	X		21,000	31,000	48%	X								
S-218	CR	Shared	PD	NJ Wood	NJ	3	0	2,000	100%	X		1,000	2,000	100%	X								
S-220	CR	Shared	None	NJ CP Green	NJ	4	14,000	24,000	71%	X		14,000	27,000	93%	X								
S-221	CR	Shared	None	NJ Croton	NJ	2	14,000	24,000	71%	X		14,000	25,000	79%	X								
S-222	CR	Shared	Green	NJ Oak Island	NJ	1	14,000	25,000	79%	X		14,000	26,000	86%	X								
S-223	CR	Shared	Hack	NJ Croton	NJ	1	2,000	5,000	150%	X		3,000	5,000	67%	X								
S-224	CR	Shared	Croton	NJ North Bergen	NJ	3	17,000	23,000	35%	X		17,000	20,000	16%	X								
S-225	CR	Shared	Pr Reading Jct	NJ Port Reading	NJ	16	4,000	5,000	25%	X		5,000	4,000	-20%									
S-226	CR	Shared	NK	NJ Bound Brook	NJ	22	25,000	30,000	20%	X		26,000	31,000	19%	X								
S-228	CR	Shared	Eastwick	PA Lester	PA	6	10,000	10,000	0%			10,000	11,000	10%	X								
S-229	CR	Shared	Woodbury	NJ Paulsboro	NJ	6	11,000	11,000	0%			11,000	12,000	9%	X								
S-231	CR	Shared	Cooper	NJ Woodbury	NJ	9	11,000	11,000	0%			12,000	12,000	0%									

ATTACHMENT F-2

**All Rail Line Segments with a Projected Increase in
Hazardous Materials Transported**

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ATTACHMENT F-2
ALL RAIL LINE SEGMENTS WITH A PROJECTED INCREASE IN
HAZARDOUS MATERIALS TRANSPORTED

Site ID	Ownership	Rail Line Segment Description (247 Segments Total)			Length (mi.)	Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data									
						Pre Acquisition			Annual Millions Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			Current Key Route Segments	128 Increases in Hazardous Materials	247 Segments	48 New Major Key Route	19 New Major Key Route			
		Pre Acq.	Post Acq.	Between	And	Pgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase in Hazardous Materials	247 Segments	48 New Major Key Route	19 New Major Key Route		
C-267	CSX	CSX	Decatur	AL	Black Creek	AL	89	0.0	22.5	23.8	1.3	38.4	59.5	55%	22,000	32,000	45%	X	X			
C-358	CSX	CSX	Black Crk	AL	Birmingham	AL	5	0.0	33.7	31.0	-2.7	48.9	67.2	37%	22,000	32,000	45%	X	X			
C-267	CSX	CSX	Birmingham	AL	Parkwood	AL	12	0.0	32.8	30.7	-2.1	48.8	67.2	38%	28,000	40,000	43%	X	X			
C-271	CSX	CSX	Parkwood	AL	Montgomery	AL	87	0.0	14.1	14.3	0.2	23.1	28.5	23%	18,000	23,000	28%	X	X			
C-271	CSX	CSX	Montgomery	AL	Flemont	AL	110	0.0	16.1	18.0	1.9	23.1	33.7	46%	32,000	46,000	44%	X	X			
C-786	CSX	CSX	Flemont	AL	Mobius	AL	59	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%	X	X			
N-301	NS	NS	Annals	AL	Norms Yrd	AL	48	0.0	7.4	12.5	5.1	21.9	25.2	15%	10,000	14,000	40%	X	X			
N-412	NS	NS	Demopolis	AL	Marion Jct	AL	38	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	1,000	-(-8)		X			
N-337	NS	NS	Norms Yd	AL	Austell	GA	142	2.0	19.1	14.5	-4.6	37.7	33.6	-11%	32,000	41,000	28%	X	X			
C-387	CSX	CSX	Mobile	AL	New Orleans	LA	143	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%	X	X			
N-343	NS	NS	Bunatal	AL	Nerdum	MS	140	2.0	16.2	16.2	0.0	21.7	36.0	14%	33,000	34,000	3%	X	X			
N-397	NS	NS	Wilson	AL	Memphis	TN	144	0.0	14.8	16.5	1.7	33.4	36.7	10%	19,000	20,000	5%	X	X			
			AL Total				1,017															
C-001	CR	CSX	Anacostia	DC	Virgina Ave	DC	3	0.0	19.3	28.6	9.3	40.3	45.2	12%	21,000	26,000	24%					
C-003	CSX	CSX	Washington	DC	Pt of Rocks	MD	43	20.0	23.8	30.8	7.0	37.8	56.0	48%	11,000	12,000	9%	X	X			
C-002	CR	CSX	Virginia Ave	DC	Potomac Yrd	VA	6	44.5	17.9	28.6	10.1	40.3	47.7	18%	20,000	26,000	30%	X				
			DC Total				52															
N-016	CR	NS	Bell	DE	Edgewater	DE	1	0.0	5.0	11.8	6.8	5.1	13.5	163%	4,000	6,000	50%					
C-201	CSX	CSX	Wilmer	DE	Baltimore	MD	68	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%	X				
S-001	MT	AMTK	Davis	DE	Perrville	MD	21	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%	X				
			DE Total				90															
C-356	CSX	CSX	Lagrange	GA	Montgomery	AL	100	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%	X	X			
C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%	X	X			
C-380	CSX	CSX	Thomasville	GA	Montgomery	AL	210	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%					
N-379	NS	NS	Violants	GA	Occidental	FL	42	0.0	5.4	3.8	-1.6	6.7	6.6	-1%	22,000	23,000	5%	X	X			
C-296	CSX	CSX	Cantonville	GA	Atlanta	GA	46	0.0	39.4	38.3	-1.1	81.8	79.3	-3%	21,000	22,000	5%	X	X			
C-297	CSX	CSX	Atlanta	GA	Buchanan	GA	78	0.0	19.2	16.6	-2.6	35.3	34.2	-3%	5,000	6,000	20%					
C-298	CSX	CSX	Manchester	GA	Waycross	GA	203	0.0	27.9	26.0	-1.9	52.6	57.3	9%	13,000	20,000	54%	X	X			
C-354	CSX	CSX	Athens	GA	Atlanta	GA	69	0.0	18.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%	X	X			
C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	70	0.0	15.3	16.5	1.2	22.0	25.3	16%	21,000	27,000	25%	X	X			
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%					
N-020	NS	NS	Howell	GA	Spring	GA	1	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X	X			
N-022	NS	NS	Spring	GA	Scherer Coal	GA	65	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X	X			
N-331	NS	NS	Cohutta	GA	Austell	GA	108	0.0	32.8	36.5	3.7	66.4	71.0	7%	17,000	20,000	18%	X	X			
N-332	NS	NS	Austell	GA	Howell	GA	16	2.0	49.7	50.4	0.7	97.7	101.4	4%	48,000	63,000	31%	X	X			
N-333	NS	NS	Scheres Coal	GA	Maccon Jct	GA	20	0.0	21.9	27.4	5.5	42.7	50.6	19%	31,000	39,000	26%	X	X			
N-334	NS	NS	Maccon	GA	Brownson Yd	GA	2	0.0	37.0	40.0	3.0	72.6	75.0	3%	34,000	47,000	38%					
N-335	NS	NS	C of G Jct	GA	Langdale Yd	GA	146	0.0	15.3	16.5	1.2	24.2	27.1	12%	25,000	27,000	8%	X	X			
			GA Total				1,363															
C-611	CSX	CSX	Blue Island Jct	IL	59th Street	IL	15	0.0	19.5	22.9	3.4	27.0	37.0	37%	0	3,000	-(-8)					
C-263	CSX	CSX	Dokon	IL	Denville	IL	196	0.0	20.2	21.6	1.4	31.3	40.3	29%	17,000	19,000	12%	X	X			
C-417	CSX	CSX	Blue Island Jct	IL	Cleaving	IL	15	0.0	17.0	17.4	0.4	35.2	36.9	3%	4,000	5,000	25%	X	X			
C-476	CSX	CSX	Christman	IL	Decatur	IL	65	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					
N-033	NS	NS	Tilton	IL	Decatur	IL	71	0.0	22.7	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X	X			
N-312	CR	NS	Kankakee	IL	Stinson	IL	49	0.0	4.9	5.0	0.1	8.3	9.2	11%	1,000	3,000	200%					
N-490	NS	NS	Gibson City	IL	Germans	IL	41	0.0	5.4	7.0	1.6	11.0	16.4	45%	4,000	7,000	75%					
N-492	NS	NS	Decatur	IL	Taylorville	IL	30	0.0	1.1	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%					
N-499	NS	NS	Cahuet	IL	Landers	IL	8	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%					
C-264	CSX	CSX	Danville	IL	Terre Haute	IN	57	0.0	2.6	23.9	1.3	40.3	51.6	28%	18,000	19,000	6%	X	X			
N-477	NS	NS	Decatur	IL	Moberly	MO	209	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%					
			IL Total				676															
C-475	CSX	CSX	Hilldale	IN	Christman	IL	16	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					
N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	49	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X	X			
C-025	CSX	CSX	Vincennes	IN	Evensville	IN	53	0.0	22.3	30.8	8.5	44.7	78.4	75%	20,000	28,000	40%	X	X			
C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	12	2.0	20.1	34.6	14.5	34.2	66.3	94%	16,000	27,000	69%	X	X			
C-254	CSX	CSX	Munster	IN	Monon	IN	62	1.4	2.5	2.5	0.0	3.0	3.5	15%	1,000	3,000	200%					
C-255	CSX	CSX	Monon	IN	Lafayette	IN	30	1.4	3.0	3.0	0.0	3.8	4.7	23%	1,000	3,000	200%					
C-256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	29	1.4	7.6	7.6	0.0	8.9	9.5	7%	1,000	3,000	200%					
U-265	CSX	CSX	Terre Haute	IN	Vincennes	IN	54	0.0	22.6	28.5	5.9	40.3	62.8	56%	18,000	22,000	22%	X	X			
C-676	CR	CSX	Avon	IN	Clemmons	IN	4	1.4	8.8	8.9	0.1	12.3	13.1	6%	0	3,000	-(-8)	X				
C-677	CR	CSX	Clemmons	IN	Crawfordsville	IN	34	1.4	7.4	7.5	0.1	11.8	12.0	1%	0	3,000	-(-8)	X				
C-693	CR	CSX	Willow Creek	IN	Ivyhoe	IN	13	0.0	-	13.4	3.8	21.3	26.5	24%	4,000	5,000	25%					
N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0.0	2.1	11.8	9.2	5.6	26.3	37%	0	16,000	-(-8)	X	X			
N-041	NS	NS	Boulder	IN	Ft Wayne	IN	28	0.0	13.4	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%	X	X			
N-042	NS	NS	Ft Wayne	IN	Paru	IN	53	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X	X			
N-046	NS	NS	Peru	IN	Lafayette Jct</																	

ATTACHMENT F-2
ALL RAIL LINE SEGMENTS WITH A PROJECTED INCREASE IN
HAZARDOUS MATERIALS TRANSPORTED

Site ID	Ownership	Rail Line Segment Description (247 Segments Total)			Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data								
					Pre Acquisition				Annual Millions Gross Tons Transported		Estimated Annual Carloads of Hazardous Material		Current Key Route Segments Increase %		128	127	126	125		
		Between	Amt	Length (mi.)	Pgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	New Key Route	New Major Key Route	New Major Key Route			
C-294	CSX	CSX	Sunks	KY Corbin	KY	35	0.0	22.9	21.6	-1.3	40.6	41.4	2%	5,000	7,000	40%	X			
N-415	NS	NS	Louisville	KY Sl Jct	KY	87	0.0	13.7	11.2	-2.5	24.8	23.3	-5%	14,000	16,000	14%	X	X		
C-230	CSX	CSX	NJ Cuban	KY Columbus	OH	53	0.0	11.7	11.4	-0.3	40.2	41.9	4%	4,000	10,000	150%		X	X	
C-289	CSX	CSX	Louisville	KY Angua	TN	173	0.0	18.8	17.4	-1.4	35.4	32.1	-9%	11,000	15,000	36%	X	X		
N-327	NS	NS	Sl Jct	KY Harriman	TN	144	0.0	37.9	35.0	-2.9	71.5	71.2	0%	34,000	38,000	12%	X	X		
			KY Total			1,025														
N-346	NS	NS	Oliver Jct	LA Oliver Yd	LA	2	0.0	15.0	18.1	3.1	28.6	30.6	7%	38,000	39,000	3%	X	X		
			LA Total			2														
C-721	CR	CSX	Fremington	MA Westboro	MA	12	14.0	15.3	14.4	-0.9	20.6	24.6	19%	8,000	9,000	13%		X		
C-722	CR	CSX	Westboro	MA Worcester	MA	11	14.0	15.3	14.4	-0.9	23.6	25.6	9%	8,000	9,000	13%		X		
			MA Total			23														
C-330	CSX	CSX	Alexandria Jct	MD Bunting	DC	6	0.0	18.7	24.3	5.6	40.3	51.3	27%	20,000	22,000	10%	X	X		
C-031	CSX	CSX	Alexandria Jct	MD Washington	DC	5	22.0	23.9	30.8	6.9	34.5	56.1	63%	2,000	12,000	500%	X	X	X	
C-035	CR	CSX	Landover	MD Anacostia	DC	5	0.0	3.4	9.1	5.7	5.0	10.9	117%	0	4,000	-(-a)		X		
C-032	CSX	CSX	Baltimore	MD Relay	MD	7	22.0	39.6	42.7	3.1	63.7	70.5	11%	13,000	15,000	15%		X		
C-034	CSX	CSX	Jessup	MD Alexandria Jct	MD	17	22.0	33.4	37.1	3.7	48.0	69.7	45%	9,000	19,000	111%	X	X		
C-037	CSX	CSX	Riley	MD Jessup	MD	7	22.0	33.1	37.0	3.9	45.8	57.8	26%	9,000	17,000	89%	X	X		
S-010	MT	AMTK	Baltimore	MD Bowie	MD	29	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	-(-a)		X		
S-011	MT	AMTK	Bowie	MD Landover	MD	8	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	-(-a)		X		
S-238	MT	AMTK	Perryville	MD Baltimore	MD	32	88.0	14.3	15.6	1.3	41.9	44.9	7%	2,000	4,000	100%		X		
			MD Total			117														
N-476	NS	NS	Oakwood	MI Butler	IN	107	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%		X		
C-218	CSX	CSX	Saginaw	MI Flint	MI	29	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%		X		
C-219	CSX	CSX	Flint	MI Holly	MI	28	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	12,000	18%		X	X	
C-220	CSX	CSX	Holly	MI Wixom	MI	20	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%		X	X	
C-221	CSX	CSX	Wixom	MI Plymouth	MI	12	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%		X		
C-222	CSX	CSX	Plymouth	MI Wayne	MI	8	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%	X	X		
C-223	CSX	CSX	Wayne	MI Carlton	MI	15	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%	X	X		
S-202	CR	SHARED	Carlton	MI Escarp	MI	20	0.0	2.0	11.2	9.2	0.5	14.5	28.0	0%	1,000	-(-a)		X		
S-209	CR	SHARED	Delray	MI Trenton	MI	10	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%		X		
C-046	CSX	CSX	Carlton	MI Tecumseh	MI	24	0.0	21.9	33.1	11.2	40.0	64.2	61%	13,000	21,000	62%	X	X		
			MI Total			275														
N-478	NS	NS	Moberly	MO CA Jct	MO	94	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%	X	X	X	
N-479	NS	NS	CA Jct	MO N Kansas City	MO	31	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%		X		
			MO Total			125														
C-330	CSX	CSX	Charlotte	NC Bottic	NC	73	0.0	7.6	7.6	0.0	15.3	16.9	10%	6,000	8,000	33%		X		
C-334	CSX	CSX	Weldon	NC Rocky Mt	NC	37	10.0	19.6	25.5	5.9	49.9	55.9	12%	23,000	24,000	4%	X	X		
C-335	CSX	CSX	Rocky Mt	NC Conestee	NC	19	10.0	19.6	22.1	2.5	50.3	53.2	6%	17,000	21,000	24%	X	X		
C-336	CSX	CSX	Conestee	NC Selma	NC	22	10.0	18.2	21.0	2.8	44.4	45.1	2%	17,000	21,000	24%	X	X		
C-337	CSX	CSX	Selma	NC Fayetteville	NC	49	6.0	20.4	21.6	1.2	44.8	45.0	0%	15,000	21,000	11%	X	X		
C-338	CSX	CSX	Fayetteville	NC Pembroke	NC	31	6.0	22.1	22.2	0.1	43.9	45.4	3%	19,000	24,000	26%	X	X		
C-350	CSX	CSX	Hamlet	NC Monroe	NC	53	0.0	20.4	23.0	2.6	41.5	43.1	4%	26,000	35,000	35%	X	X		
N-319	NS	NS	'S Greensboro	NC Lawnd	NC	41	6.0	20.2	18.3	-1.9	32.4	38.2	18%	21,000	25,000	19%	X	X		
N-347	NS	NS	Greensboro	NC Raleigh Jd	NC	83	4.0	5.0	5.1	0.1	10.3	10.2	-1%	11,000	12,000	9%	X	X		
N-353	NS	NS	Goldsboro	NC New Bern	NC	58	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	5,000	-(-a)		X		
N-360	NS	NS	Saltisbury	NC Asheville	NC	142	0.0	6.6	5.4	-1.2	16.7	14.8	-11%	9,000	10,000	25%	X	X		
C-339	CSX	CSX	Pembroke	NC Dillon	SC	21	6.0	15.7	17.2	1.5	22.8	28.2	24%	6,000	7,000	17%		X		
C-351	CSX	CSX	Monroe	NC Clinton	SC	92	0.0	13.1	15.6	2.5	22.5	28.9	29%	14,000	27,000	93%	X	X		
C-357	CSX	CSX	Hamlet	NC Mcbee	SC	50	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%		X		
N-361	NS	NS	Asheville	NC Leadville	TN	74	0.0	8.4	7.6	-0.8	23.2	22.1	-3%	3,000	11,000	38%	X	X		
			NC Total			845														
C-765	CR	CSX	Trenton	NJ Port Reading	NJ	25	0.0	15.7	11.4	-4.3	17.0	15.6	-8%	7,000	18,000	157%	X	X		
N-209	CR	NS	Oak Island	NJ E & T T	NJ	6	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%		X		
S-030	MT	AMTK	Lane	NJ Uno	NJ	7	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%		X		
S-032	CR	SHARED	PIN	NJ Bayway	NJ	9	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%	X	X		
S-033	MT	AMTK	Union	NJ Midway	NJ	22	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%		X		
S-212	CR	SHARED	N Bergen	NJ Ridgefield Hts	NJ	6	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%	X	X		
S-217	CR	SHARED	Bayway	NJ PD	NJ	6	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%		X		
S-218	CR	SHARED	PD	NJ Wood	NJ	3	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	-(-a)		X		
S-220	CR	SHARED	Nave	NJ CP Green	NJ	4	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%		X		
S-221	CR	SHARED	Nave	NJ Croton	NJ	2	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%		X		
S-222	CR	SHARED	Green	NJ Oak Island	NJ	1	0.0	18.5	18.5	0.0	25.2	27.9	11%	14,000	25,000	79%		X		
S-223	CR	SHARED	Hack	NJ Croton	NJ	1	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	3,000	150%		X		
S-224	CR	SHARED	Croton	NJ North Bergen	NJ	3	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	33%		X		
S-229	CR	SHARED	Pt Reading Jct	NJ Pen Reading	NJ	16	0.0	3.6	5.3	1.7	5.5	7.8	43%	4,000	5,000	29%		X		
S-230	CR	SHARED	NK	NJ Bound Brook	NJ	22	56.0	36.0	25.5	-10.5	46.4	42.7	-8%	25,000	30,000	20%		X		
S-231	CR	SHARED	Bound Brook	NJ Pt Reading Jct	NJ	3	0.0	34.2	27.4	-6.8	44.2	45.5	3%	25,000	31,000	7%		X		
C-758	CR	CSX	Ridgefield Heights	NJ Newburgh	NY	45	0.0	23.6	24.8	1.2	40.5	48.4	19%	21,000	29,000	38%	X	X		
S-031	MT	AMTK	Midway	NJ Morristown	PA	17	175.0	3.4	11.0	7.6	37.2	54.2	44%	3,000	5,000	67%		X		
			NJ Total			198														
C-051	CR	CSX	Club	NJ Frontier	NY	51	7.1	40.6	45.9	5.3	79.7	92.1	16%	33,000	40,000	21%	X	X		
C-053	CR	CSX	Hoffmanns	NY Utica	NY	66	7.4	58.3	44.8	6.5	76.2	89.8	17%	33,000	40,000	21%	X	X		
C-054	CR	CSX	Selkirk	NY Hoffmanns	NY	25	0.0	38.7	45.2	6.5	78.5	88.4	13%	33,000	40,					

ATTACHMENT F-2
ALL RAIL LINE SEGMENTS WITH A PROJECTED INCREASE IN
HAZARDOUS MATERIALS TRANSPORTED

Site ID	Ownership	Rail Line Segment Description (247 Segments Total)			Length (mi.)	Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data							
						Pre Acquisition				Annual Million Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			Y-Y Data				
		Pre Acq.	Post Acq.	Between	And	Pgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Segments	Increase in Hazardous Materials	New Key Route	New Major Key Route	
C-736 CR CSX	Syracuse	NY	Syracuse Jct	NY	6	9.0	40.0	44.6	6.6	81.8	89.3	9%	31,000	40,000	29%	X	X			
C-737 CR CSX	Syracuse Jct.	NY	Syracuse	NY	2	9.0	38.2	44.8	6.6	80.1	91.1	14%	31,000	39,000	26%	X	X			
C-738 CR CSX	Solvay	NY	Lyons	NY	42	9.0	39.5	44.8	5.3	79.7	91.1	14%	32,000	39,000	22%	X	X			
C-739 CR CSX	Lyons	NY	Fairport	NY	23	9.0	39.8	45.1	5.3	79.7	90.9	14%	32,000	39,000	22%	X	X			
C-740 CR CSX	Fairport	NY	Rochester	NY	11	9.0	31.8	36.5	4.7	66.0	72.0	10%	29,000	36,000	24%	X	X			
C-741 CR CSX	Rochester	NY	Chili	NY	13	9.0	33.4	36.9	3.5	69.0	76.0	10%	30,000	38,000	27%	X	X			
C-742 CR CSX	Frontier	NY	Buffalo	NY	4	9.0	52.8	49.5	-3.3	100.6	98.0	-3%	43,000	44,000	2%	X	X			
C-759 CR CSX	Newburgh	NY	Selkirk	NY	80	0.0	22.2	23.4	1.2	42.4	48.0	13%	21,000	29,000	38%	X	X			
N-061 CR NS	Ebenezer Jct	NY	Buffalo	NY	6	0.0	0.0	11.4	11.4	0.0	18.7	-(a)	0	18,000	-(a)	X	X			
N-062 CR NS	Suffern	NY	Campbell Hall	NY	35	18.0	4.7	4.7	0.0	5.2	11.3	38%	0	18,000	-(a)	X	X			
N-063 CR NS	Campbell Hall	NY	Port Jervis	NY	30	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	-(a)	X	X			
N-065 CR NS	Conning	NY	Buffalo	NY	128	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%	X	X			
N-245 CR NS	Port Jervis	NY	Binghamton	NY	126	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	-(a)	X	X			
N-246 CR NS	Binghamton	NY	Weaverville	NY	42	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	-(a)	X	X			
N-247 CR NS	Weaverville	NY	Corning	NY	36	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	-(a)	X	X			
N-473 NS NS	Buffalo	NY	Black Rock	NY	7	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	1,000	-(a)	X				
C-690 CR CSX	Buff Semco	NY	Ashabula	OH	123	2.0	50.1	49.6	-0.5	102.6	100.2	-2%	40,000	44,000	10%	X	X			
N-070 NS NS	Buffalo Fw	NY	Ashabula	OH	128	0.0	13.6	25.1	12.1	19.6	42.7	118%	8,000	26,000	225%	X	X			
NY Total					1,041															
C-066 CSX CSX	Deshler	OH	Willow Creek	IN	174	2.0	21.4	47.7	26.3	44.6	94.1	111%	16,000	34,000	117%	X	X	X	X	
C-298 CSX CSX	Hamilton	OH	Indianapolis	IN	99	0.9	3.0	5.0	2.0	6.0	8.0	34%	1,000	6,000	500%	X				
C-299 CSX CSX	Cincinnati	OH	Covington	KY	6	0.9	35.9	33.6	-2.3	75.8	81.0	7%	33,000	37,000	12%	X	X			
N-326 NS NS	Cincinnati	OH	SJ Jct	KY	112	0.0	31.0	28.0	-1.0	53.7	55.9	4%	22,000	32,000	45%	X	X			
C-060 CR CSX	Ashtabula	OH	Quaker	OH	47	2.0	48.3	33.0	-4.7	102.8	107.8	5%	39,000	45,000	15%	X	X			
C-061 CR CSX	Berea	OH	Greenwich	OH	42	0.0	14.5	52.0	38.5	30.9	108.4	250%	16,000	44,000	188%	X	X			
C-063 CSX CSX	Cincinnati	OH	Hamilton	OH	21	1.0	28.2	31.3	3.0	55.3	64.1	16%	22,000	29,000	32%	X	X			
C-065 CSX CSX	Deshler	OH	Toledo	OH	36	0.0	0.6	14.2	13.6	0.3	49.6	159.13%	0	14,000	-(a)	X	X			
C-068 CSX CSX	Greenwich	OH	Willard	OH	12	2.0	32.5	35.2	2.7	55.8	109.4	94%	17,000	35,000	224%	X	X	X	X	
C-069 CR CSX	Marcy	OH	Short	OH	9	0.0	16.4	43.8	27.4	26.0	95.4	26%	4,000	41,000	925%	X	X			
C-070 CSX CSX	Manion	OH	Fostoria	OH	40	0.0	17.8	27.4	9.6	40.0	62.5	56%	3,000	23,000	667%	X	X	X	X	
C-072 CR CSX	Mayfield	OH	Marcy	OH	6	0.0	3.4	43.8	40.4	5.0	93.0	933%	0	41,000	-(a)	X	X			
C-073 CR CSX	Quaker	OH	Mayfield	OH	3	0.0	6.8	43.8	37.0	9.0	93.0	933%	0	41,000	-(a)	X	X			
C-074 CR CSX	Short	OH	Berea	OH	4	0.0	13.4	45.3	31.9	15.0	101.6	578%	4,000	39,000	875%	X	X	X	X	
C-075 CSX CSX	Willard	OH	Fostoria	OH	37	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X	X	X	
C-205 CSX CSX	Sterling	OH	Greenwich	OH	37	2.0	32.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%	X	X			
C-206 CSX CSX	Fostoria	OH	Deshler	OH	26	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%	X	X			
C-224 CSX CSX	Hamilton	OH	Dayton	OH	34	0.0	25.6	38.3	11.7	49.9	56.4	15%	20,000	22,000	10%	X	X			
C-225 CSX CSX	Dayton	OH	Subway	OH	37	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%	X	X			
C-228 CSX CSX	Fostoria	OH	Toledo	OH	29	0.0	33.3	37.4	4.1	66.7	79.3	15%	7,000	25,000	257%	X	X			
C-229 CSX CSX	Columbus	OH	Manion	OH	20	0.0	17.8	17.4	-0.4	40.0	64.0	51%	4,000	12,000	200%	X	X			
N-071 NS NS	Bucyrus	OH	Bellevue	OH	34	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X			
N-072 NS NS	Vermilion	OH	Bellevue	OH	26	0.0	15.6	27.0	11.4	36.6	50.1	64%	9,000	15,000	67%	X	X			
N-073 NS NS	Fairgrounds	OH	Bucyrus	OH	61	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X			
N-074 CR NS	Cleveland	OH	Shortline Jct	OH	7	0.0	2.0	42.2	2.2	9.7	11.5	543%	0	6,000	-(a)	X				
N-075 NS NS	Ashabula	OH	Cleveland	OH	50	0.0	13.0	36.6	23.6	19.9	62.4	214%	7,000	37,000	425%	X	X	X	X	
N-076 NS NS	Ivorydale	OH	Cincinnati	OH	6	0.0	31.3	34.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X	X			
N-078 CR NS	Devon	OH	Ivorydale	OH	48	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%	X				
N-079 NS NS	Oak Harbor	OH	Bellevue	OH	27	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%	X	X			
N-080 NS NS	Cleveland	OH	Vermilion	OH	37	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X	X	X	
N-081 CR NS	White	OH	Cleveland	OH	11	0.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X			
N-082 CR NS	Youngstown	OH	Ashabula	OH	59	0.0	11.7	23.8	12.1	31.0	54.5	74%	2,000	11,000	450%	X	X			
N-084 CR NS	Alliance	OH	White	OH	46	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%	X				
N-087 CR NS	Columbus	OH	Charleston	WV	185	0.0	4.1	3.4	-0.7	9.5	8.7	-8%	7,000	8,000	14%	X				
OH Total					1,427															
C-084 CSX CSX	RG	PA	Wilmere	DE	26	0.0	22.9	26.4	3.5	39.7	49.0	23%	22,000	16,000	45%	X				
S-040 MT AMTK	Arsenal	PA	Davis	DE	2	131.6	2.3	10.5	8.2	28.4	44.6	53%	13,000	17,000	31%	X				
C-168 CR CSX	CP Wood	PA	Trenton	NJ	6	4	48.0	14.3	10.0	-4.3	16.7	15.6	-7%	6,000	18,000	200%	X	X		
S-233 CR SHARED	Phil Frankfort	PA	Camden	NJ	4	0.0	7.8	10.7	2.9	13.3	17.2	29%	8,000	11,000	38%	X	X			
N-095 CR NS	Rochester	PA	Youngstown	OH	39	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%	X	X			
C-080 CR CSX	Field	PA	Belman	PA	4	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	-(a)	X				
C-083 CR CSX	RG	PA	Field	PA	2	0.0	0.0	16.0	16.0	0.0	16.5	-(a)	0	6,000	-(a)	X				
C-084 CR CSX	Park Jct	PA	Belman	PA	1	0.0	17.0	18.3	1.3	32.2	34.4	4%	22,000	33,000	50%	X				
C-765 CR CSX	Belmonts	PA	West Falls	PA	1	0.0	24.5	27.1	2.6	44.3	50.1	13%	23,000	36,000	57%	X				
C-766 CR CSX	West Falls	PA	CP Newtown Jct	PA	4	0.0	11.1	14.4	0.3	13.2	15.6	18%	5,000	19,000	280%	X	X			
C-767 CR CSX	CP Newtown Jct	PA	CP Wood	PA	21	45.0	12.0	11.4	-0.6	15.4	15.6	1%	6,000	19,000	217%	X	X			
N-093 CR NS	Harrisburg	PA	Shocks	PA	22	0.0	2.2	6.0	3.8	2.8	6.8	143%	0	1,000	-(a)	X				
N-203 CR NS	Bethlehem	PA	Allentown	PA	3	0.0	17.2	13.3	-3.9	26.8	22.8	-8%	8,000	11,000	38%	X	X			
N-204 CR NS	Allentown	PA	Burn	PA	3	0.0	24.9	21.3	-3.6	49.1	56.0	13%	31,000	33,000	6%	X	X			
N-216 CR NS	Reading	PA	Reading Belt Jct	PA	2	0.0	6.0	4.7	-1.1	8.5	12.4	46%	4,000</							

ATTACHMENT F-2
ALL RAIL LINE SEGMENTS WITH A PROJECTED INCREASE IN
HAZARDOUS MATERIALS TRANSPORTED

Site ID	Ownership	Rail Line Segment Description (247 Segments Total)				Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data									
						Pre Acquisition				Annual Millions Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			Current Key Route						
		Pre Acq.	Post Acq.	Between	And	Length (mi.)	Pgr. Trns	Freight Trns	Freight Trns	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	120 Routes Segments	Routes In Hazardous Materials	247 Materials	% New Key Route	% New Major Route	
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	6.0	16.7	29.6	3.9	32.4	37.9	17%	3,000	10,000	27%	X	X	X		
C-352	CSX	CSX	Clinton	SC	Greenwood	SC	28	0.0	17.1	19.6	2.5	20.3	30.1	75%	5,000	27,000	57%	X	X			
C-358	CSX	CSX	Mcbee	SC	Colleton	SC	108	2.0	4.4	4.6	0.0	3.4	3.9	15%	3,000	4,000	33%	X				
			SC Total				406															
C-366	CSX	CSX	Nashville	TN	Decatur	AL	118	0.0	21.7	23.4	1.7	41.1	60.4	47%	22,000	32,000	45%	X	X			
N-341	NS	NS	Wilmington	TN	Asheville	AL	82	0.0	6.5	11.9	5.4	20.1	23.4	16%	10,000	13,000	30%	X	X			
N-395	NS	NS	W-Watchie	TN	Sheffield	AL	154	0.0	10.2	10.8	0.6	24.7	29.4	19%	10,000	14,000	40%	X	X			
N-330	NS	NS	Oakdale	TN	Cohutta	GA	12	0.0	27.9	33.4	5.5	52.2	59.0	13%	14,000	20,000	25%	X	X			
C-090	CSX	CSX	Ames	TN	Nashville	TN	16	0.0	40.8	48.4	7.6	80.1	104.1	30%	34,000	47,000	38%	X	X			
N-328	NS	NS	Harrison	TN	Chico Jct	TN	74	0.0	26.6	28.1	1.5	51.6	53.6	4%	21,000	24,000	14%	X	X			
N-329	NS	NS	Chico Jct	TN	Oakdale	TN	12	0.0	37.0	44.0	7.0	69.4	92.1	38%	29,000	37,000	28%	X	X			
N-340	NS	NS	Chico Jct	TN	Chattanooga	TN	2	0.0	63.2	55.7	-7.5	148.6	111.6	-41%	43,000	54,000	28%	X	X			
N-386	NS	NS	Bulls Gap	TN	New Line	TN	16	0.0	18.2	17.1	-0.5	39.3	49.3	25%	14,000	23,000	44%	X	X			
N-387	NS	NS	New Line	TN	Sorvia Yd	TN	32	0.0	21.9	21.1	-0.8	48.1	60.0	25%	26,000	35,000	36%	X	X			
N-388	NS	NS	Fowler Yd	TN	Cleveland	TN	88	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	60%	X	X			
N-389	NS	NS	Cleveland	TN	Oak - trib	TN	14	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%	X	X			
N-392	NS	NS	New Line	TN	Lauderdale	TN	11	0.0	4.9	5.7	0.8	11.4	10.7	-6%	9,000	12,000	33%	X	X	X		
N-393	NS	NS	Harrison	TN	Sorvia Yd	TN	58	0.0	15.6	9.4	-6.2	26.0	23.1	-11%	13,000	14,000	8%	X	X			
N-399	NS	NS	Bulls Gap	TN	Frisco	TN	41	0.0	18.0	12.1	-5.9	40.0	38.8	-3%	8,000	13,000	63%	X	X	X		
			TN Total				730															
N-385	NS	NS	Watson	VA	Bulls Gap	TN	187	0.0	8.6	10.3	1.7	12.7	23.2	83%	6,000	9,000	50%					
C-100	CSX	CSX	Dowell	VA	Fredericksburg	VA	37	18.0	14.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%	X	X			
C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	49	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%	X	X			
C-102	CSX	CSX	Richmond	VA	Dowell	VA	24	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%	X	X			
N-100	NS	NS	Riverton Jct	VA	Rosemont	VA	181	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	409%					
N-315	NS	NS	Alexandria	VA	Alexandria	VA	22	16.7	7.8	9.6	1.9	12.9	15.4	15%	2,000	6,000	200%					
N-317	NS	NS	Interview	VA	Alexandria	VA	21	2.0	15.4	19.6	4.2	23.0	30.3	33%	17,000	18,000	6%	X	X			
N-405	NS	NS	Frisco	VA	Kingsport	VA	6	0.0	4.0	4.0	0.0	4.5	4.2	36%	7,000	12,000	71%	X	X			
N-420	NS	NS	Rosemont	VA	Salem	VA	7	0.0	34.3	40.4	6.1	70.8	84.9	20%	11,000	14,000	27%	X	X			
N-421	NS	NS	Salem	VA	Wilkeson	VA	33	0.0	28.2	32.1	3.9	32.1	56.9	9%	10,000	14,000	40%	X	X			
N-432	NS	NS	Frisco	VA	Petersburg	VA	3	0.0	8.4	8.0	-0.4	16.4	12.3	-29%	7,000	11,000	57%	X	X	X		
C-234	CSX	CSX	Clifton Forge	VA	St Albans	WV	195	0.9	9.8	10.9	1.1	57.0	59.7	5%	3,000	4,000	33%					
			VA Total				765															
C-237	CSX	CSX	Washington	WV	Kanova	WV	8	9.7	15.5	16.8	1.3	62.2	67.1	8%	16,000	17,000	6%	X	X			
C-238	CSX	CSX	Kanova	WV	Big Sandy Jct	WV	1	0.9	32.5	33.2	0.7	59.1	65.5	11%	16,000	17,000	6%	X	X			
N-285	CR	NS	Charleston	WV	Dickenson	WV	14	0.0	4.3	4.6	0.3	7.6	7.2	-5%	4,000	6,000	50%					
			WV Total				23															
			Grand Total				11,256															

(a) Cannot calculate a percentage change from zero.

ATTACHMENT F-3

New Key Route and Major Key Route Rail Line Segments

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ATTACHMENT F-3
NEW KEY ROUTE AND MAJOR KEY ROUTE RAIL LINE SEGMENTS

Site ID	Ownership		Rail Line Segment Description (55 Segments Total)		Length (mi.)	Passenger & Freight Train Data				Freight Rail Data					
						Pre Acq.				Estimated Annual Carloads of Hazardous Material		Current Key Route Segments	17 Segments Increase In Hazardous Material	55 Segments New Key Routes	
	Pre Acq.	Post Acq.	Between	And		Pgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change			
C-376	CSX	CSX	Lafayette	GA Parkwood	AL	142	0.0	13.5	13.5	0.0	8,000	17,000	113%	X	X
C-377	CSX	CSX	Manchester	GA Lafayette	GA	45	0.0	12.0	11.6	-0.4	7,000	14,000	100%	X	X
			EA Total			187									
N-045	NS	NS	Lafayette Jct	IN Tilton	IL	49	0.0	23.6	41.0	17.4	10,000	46,000	360%	X	X
N-040	NS	NS	Alexandria	IN Munice	IN	16	0.0	2.6	11.8	9.2	0	16,000	- (a)	X	X
N-041	NS	NS	Burke	IN Ft Wayne	IN	28	0.0	13.6	27.3	13.7	5,000	28,000	460%	X	X
N-044	NS	NS	Ft Wayne	IN Peru	IN	53	0.0	19.0	34.9	15.9	11,000	47,000	327%	X	X
N-046	NS	NS	Peru	IN Lafayette Jct	IN	53	0.0	18.4	40.2	21.8	11,000	47,000	327%	X	X
			IN Total			199									
C-230	CSX	CSX	NJ Cabin	KY Columbus	OH	53	0.0	11.7	11.6	-0.3	4,000	10,000	150%	X	X
			KY Total			53									
C-031	CSX	CSX	Alexandria Jct	MD Washington	DC	5	22.0	23.9	30.8	6.9	2,000	12,000	500%	X	X
C-034	CSX	CSX	Alex.	MD Alexandria Jct	MD	17	22.0	33.4	37.1	3.7	9,000	19,000	111%	X	X
C-037	CSX	CSX	Riley	MD Jessup	MD	7	22.0	33.1	37.0	3.9	9,000	17,000	89%	X	X
			MD Total			29									
N-478	NS	NS	McCarthy	MO CA	MO	94	0.0	18.6	25.9	7.3	6,000	10,000	67%	X	X
			MO Total			94									
N-360	NS	NS	Savannah	NC Asheville	NC	142	0.0	6.6	5.4	-1.2	8,000	10,000	25%	X	X
N-361	NS	NS	Asheville	NC Landvale	TN	74	0.0	8.6	7.6	-0.8	8,000	11,000	38%	X	X
			NC Total			116									
C-769	CR	CSX	Trenton	NJ Port Reading	NJ	25	0.0	15.7	11.4	-4.3	7,000	18,000	157%	X	X
S-032	CR	SHARED	PN	NJ Bayway	NJ	9	0.0	10.9	16.2	5.3	10,000	22,000	120%	X	X
			NJ Total			34									
N-061	CR	NS	Ebenezer Jct	NY Buffalo	NY	6	0.0	0.0	11.4	11.4	0	18,000	- (a)	X	X
N-062	CR	NS	Suffern	NY Campbell Hall	NY	35	18.0	4.7	4.7	0.0	0	18,000	- (a)	X	X
N-063	CR	NS	Campbell Hall	NY Port Jervis	NY	30	18.0	7.9	9.0	1.1	0	18,000	- (a)	X	X
N-065	CR	NS	Corning	NY Buffalo	NY	128	0.0	13.6	20.6	7.0	2,000	16,000	700%	X	X
N-245	CR	NS	Port Jervis	NY Binghamton	NY	126	0.0	7.9	9.0	1.1	0	18,000	- (a)	X	X
N-246	CR	NS	Binghamton	NY Waverly	NY	42	0.0	13.0	19.9	6.9	0	18,000	- (a)	X	X
N-247	CR	NS	Waverly	NY Corning	NY	36	0.0	16.4	21.4	5.0	0	18,000	- (a)	X	X
N-070	NS	NS	Buffalo FW	NY Aftabulus	OH	128	0.0	13.0	25.1	12.1	8,000	26,000	225%	X	X
			NY Total			531									
C-066	CSX	CSX	Dashler	OH Willow Creek	TN	174	2.0	21.4	47.7	26.3	16,000	34,000	113%	X	X
C-061	CR	CSX	Beres	OH Greenwich	OH	42	0.0	14.5	53.0	38.5	16,000	46,000	188%	X	X
C-065	CSX	CSX	Dashler	OH Toledo	OH	36	0.0	0.6	14.2	13.6	0	14,000	- (a)	X	X
C-068	CSX	CSX	Greenwich	OH Willard	OH	12	2.0	32.5	55.2	27.7	17,000	55,000	224%	X	X
C-069	CR	CSX	Marcy	OH Shurt	OH	9	0.0	16.4	43.8	27.4	4,000	41,000	925%	X	X
C-070	CSX	CSX	Marion	OH Fostoria	OH	40	0.0	17.8	27.4	9.6	3,000	23,000	667%	X	X
C-072	CR	CSX	Mayfield	OH Marcy	OH	6	0.0	3.4	43.8	40.4	0	41,000	- (a)	X	X
C-073	CR	CSX	Quaker	OH Mayfield	OH	3	0.0	6.8	43.8	37.0	0	41,000	- (a)	X	X
C-074	CR	CSX	Short	OH Beres	OH	4	0.0	13.4	45.3	31.9	4,000	39,000	875%	X	X
C-075	CSX	CSX	Willard	OH Fostoria	OH	37	2.0	32.5	54.0	21.5	18,000	43,000	139%	X	X
C-228	CSX	CSX	Fostoria	OH Toledo	OH	29	0.0	33.3	37.4	4.1	7,000	25,000	257%	X	X
C-229	CSX	CSX	Columbus	OH Marion	OH	20	0.0	17.8	17.4	-0.4	4,000	12,000	200%	X	X
N-072	NS	NS	Vermilion	OH Bellevue	OH	36	0.0	15.6	27.0	11.4	9,000	15,000	67%	X	X
N-075	NS	NS	Ashland	OH Cleveland	OH	50	0.0	13.0	36.1	23.6	1,000	37,000	429%	X	X
N-079	NS	NS	Oak Harbor	OH Bellevue	OH	27	0.0	7.7	27.2	19.5	5,000	15,000	500%	X	X
N-080	NS	NS	Cleveland	OH Vermilion	OH	37	0.0	13.5	34.1	26.6	9,000	32,000	256%	X	X
N-081	CR	NS	White	OH Cleveland	OH	11	2.0	12.5	29.7	17.2	12,000	34,000	183%	X	X
N-082	CR	NS	Youngstown	OH Ashtabula	OH	59	0.0	11.7	23.8	12.1	2,000	11,000	450%	X	X
			OH Total			621									
C-768	CR	CSX	CP Waco	PA Trenton	NJ	6	48.0	14.3	10.0	-3	6,000	18,000	200%	X	X
S-233	CR	SHARED	Phil Frankfort	PA Camden	NJ	4	0.0	7.8	10.7	2.9	5,000	11,000	38%	X	X
N-095	CR	NS	Rochester	PA Youngstown	OH	39	0.0	12.6	17.7	5.1	2,000	11,000	450%	X	X
C-766	CR	CSX	West Falls	PA CP Newtow Jct	PA	4	0.0	11.1	11.4	0.3	5,000	19,000	280%	X	X
C-767	CR	CSX	CP Newtow Jct	PA CP Wood	PA	21	48.0	12.0	11.4	-0.6	5,000	19,000	217%	X	X
N-203	CR	NS	Bethlehem	PA Allentown	PA	3	0.0	17.2	13.3	-3.9	8,000	11,000	38%	X	X
N-216	CR	NS	Reading	PA Reading Belt Jct	PA	2	0.0	6.0	4.9	-1.1	4,000	10,000	150%	X	X
S-232	CR	SHARED	Park Jct	PA Phil Frankfort	PA	6	0.0	7.8	10.7	2.9	8,000	11,000	38%	X	X
			PA Total			84									
C-344	CSX	CSX	Ashley Jct	SC Yamasee	SC	34	6.0	16.7	20.6	3.9	8,000	10,000	25%	X	X
			SC Total			54									
N-392	NS	NS	New Line	TN Leadville	TN	11	0.0	4.9	5.7	0.8	9,000	12,000	33%	X	X
N-399	NS	NS	Bulls Gap	TN Frisco	TN	41	0.0	18.0	12.1	-5.9	8,000	13,000	63%	X	X
			TN Total			52									
N-406	NS	NS	Frusco	VA Kingsport	VA	6	0.0	4.0	4.0	0.0	7,000	12,000	71%	X	X
N-432	NS	NS	Poe Mi	VA Petersburg	VA	3	0.0	8.4	8.0	-0.4	7,000	11,000	57%	X	X
			VA Total			9									
			Grand Total			2,163									

(a) Cannot calculate a percentage change from zero.

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ATTACHMENT F-4

**Accident Predictions for Rail Line Segments with a Projected
Increase in Hazardous Materials Transported**

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ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Site ID	Rail Line Segment Description				Pre-Acq. Ownership	Length (mi.)	Hazardous Materials		
	Between	And	Pre-Acq. Ownership	Length (mi.)			Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-267	Decatur	AL	Black Creek	AL	CSX	89	49.1%	6,270	4,207
C-268	Black Crk	AL	Birmingham	AL	CSX	5	48.8%	6,245	4,196
C-269	Birmingham	AL	Parkwood	AL	CSX	12	44.9%	4,886	3,372
C-270	Parkwood	AL	Montgomery	AL	CSX	87	24.2%	6,814	5,485
C-271	Montgomery	AL	Flomaton	AL	CSX	110	43.8%	3,927	2,730
C-386	Flomaton	AL	Mobile	AL	CSX	59	35.5%	3,032	2,238
N-001	Attalla	AL	Norris Yard	AL	NS	48	48.3%	13,144	8,863
N-412	Demopolis	AL	Marion Jct	AL	NS	38	--(a)	109,998	
N-337	Norris Yd	AL	Austell	GA	NS	142	28.2%	3,835	2,991
C-387	Mobile	AL	New Orleans	LA	CSX	143	10.4%	2,787	2,525
N-343	Burstable	AL	Meridian	MS	NS	140	2.9%	4,155	4,036
N-397	Wilson	AL	Memphis	TN	NS	144	6.6%	4,513	4,232
	AL Total					1,017			
C-001	Anacostia	DC	Virginia Ave	DC	CR	3	18.9%	8,050	6,769
C-003	Washington	DC	Pt of Rocks	MD	CSX	43	7.7%	10,040	9,326
C-002	Virginia Ave	DC	Potomac Yard	VA	CR	6	20.8%	8,072	6,684
	DC Total					52			
N-010	Bell	DE	Edgemoor	DE	CR	1	48.4%	26,250	17,686
C-201	Wilmington	DE	Baltimore	MD	CSX	68	49.8%	12,318	8,222
S-001	Davis	DE	Perryville	MD	AMTK	21	9.3%	6,912	6,321
	DE Total					90			
C-356	Lagrange	GA	Montgomery	AL	CSX	100	12.4%	5,825	5,183
C-376	Lagrange	GA	Parkwood	AL	CSX	142	106.2%	15,417	7,477
C-380	Thomasville	GA	Montgomery	AL	CSX	210	43.8%	51,039	35,495
N-379	Valdosta	GA	Occidental	FL	NS	42	3.7%	3,919	3,779
C-296	Cartersville	GA	Atlanta	GA	CSX	46	6.0%	6,338	5,981
C-297	Atlanta	GA	Manchester	GA	CSX	78	7.2%	23,938	22,336
C-298	Manchester	GA	Waycross	GA	CSX	203	50.0%	10,317	6,878
C-354	Athens	GA	Atlanta	GA	CSX	69	24.3%	6,280	5,054
C-355	Atlanta	GA	Lagrange	GA	CSX	70	26.3%	5,896	4,668
C-377	Manchester	GA	Lagrange	GA	CSX	45	101.7%	17,763	8,807
N-020	Howell	GA	Spring	GA	NS	1	27.6%	4,247	3,328
N-022	Spring	GA	Scherer Coal	GA	NS	65	16.9%	3,693	3,160
N-331	Cohutta	GA	Austell	GA	NS	108	18.4%	7,258	6,129
N-332	Austell	GA	Howell	GA	NS	16	31.9%	2,776	2,105
N-333	Scherer Coal	GA	Macon Jct	GA	NS	20	27.4%	4,010	3,147
N-334	Macon Jct	GA	Brosnan Yd	GA	NS	2	37.2%	3,930	2,864
N-335	C of G Jct	GA	Langdale Yd	GA	NS	146	3.8%	3,382	3,260
	GA Total					1,363			
C-011	Blue Island Jct	IL	59th Street	IL	CSX	15	--(a)	48,866	
C-263	Dolton	IL	Danville	IL	CSX	106	13.9%	8,146	7,150
C-417	Blue Island Jct	IL	Clearing	IL	CSX	15	26.2%	31,946	25,305
C-476	Chrisman	IL	Decatur	IL	CSX	69	102.3%	46,869	23,166
N-033	Tilton	IL	Decatur	IL	NS	71	60.3%	10,509	6,555
N-312	Kankakee	IL	Streator	IL	CR	49	118.6%	107,918	49,360
N-490	Gibson City	IL	Bement	IL	NS	41	55.6%	27,093	17,411
N-492	Decatur	IL	Taylorville	IL	NS	30	25.7%	14,430	11,484
N-499	Calumet	IL	Landers	IL	NS	8	33.6%	8,723	6,531

ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Rail Line Segment Description						Hazardous Materials		
Site ID	Between	And	Pre Acq. Ownership	Length (mi.)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)	
C-264	Danville	IL Terre Haute	IN CSX	57	4.9%	7,355	7,011	
N-477	Decatur	IL Moberly	MO NS	209	137.3%	38,833	16,364	
		IL Total		670				
C-475	Hillsdale	IN Chrisman	IL CSX	16	102.3%	46,869	23,166	
N-045	Lafayette Jct	IN Tilton	IL NS	49	336.8%	10,499	2,404	
C-025	Vincennes	IN Evansville	IN CSX	53	41.1%	6,156	4,364	
C-027	Willow Creek	IN Pine Jct	IN CSX	12	57.2%	5,710	3,633	
C-254	Munster	IN Monon	IN CSX	62	237.0%	62,312	18,491	
C-255	Monon	IN Lafayette	IN CSX	30	152.7%	46,700	18,477	
C-256	Lafayette	IN Crawfordsville	IN CSX	29	151.9%	112,769	44,774	
C-265	Terre Haute	IN Vincennes	IN CSX	54	23.5%	7,650	6,196	
C-676	Avon	IN Clermont	IN CR	4	-(a)	35,306		
C-677	Clermont	IN Crawfordsville	IN CR	34	-(a)	35,374		
C-693	Willow Creek	IN Ivanhoe	IN CR	13	38.7%	30,464	21,966	
N-040	Alexandria	IN Muncie	IN NS	16	5013.4%	384,574	7,521	
N-041	Butler	IN Ft Wayne	IN NS	28	392.4%	19,896	4,040	
N-044	Ft Wayne	IN Peru	IN NS	53	316.0%	9,889	2,377	
N-046	Peru	IN Lafayette Jct	IN NS	53	317.9%	9,896	2,368	
N-305	Goshen	IN Alexandria	IN CR	99	27.3%	9,642	7,572	
N-485	Muncie	IN Ivorydale	OH NS	106	60.9%	8,223	5,111	
C-021	Evansville	IN Amqui	TN CSX	137	52.4%	6,027	3,955	
		IN Total		848				
C-295	Corbin	KY Cartersville	GA CSX	763	32.5%	23,863	18,014	
C-241	Russell	KY NJ Cabin	KY CSX	19	4.0%	5,886	5,660	
C-272	Anchorage	KY Winchester	KY CSX	95	51.8%	93,600	61,653	
C-287	Latonia	KY Anchorage	KY CSX	86	51.2%	12,789	8,460	
C-288	Anchorage	KY Louisville	KY CSX	13	48.0%	11,962	8,080	
C-291	Covington	KY Latonia	KY CSX	1	35.1%	7,628	5,645	
C-293	Winchester	KY Sinks	KY CSX	56	34.6%	25,479	18,935	
C-294	Sinks	KY Corbin	KY CSX	35	34.6%	25,496	18,947	
N-415	Louisville	KY SJ Jct	KY NS	87	7.8%	5,952	5,520	
C-230	NJ Cabin	KY Columbus	OH CSX	53	117.5%	29,557	13,592	
C-289	Louisville	KY Amqui	TN CSX	173	35.6%	11,971	8,827	
N-327	SJ Jct	KY Hariman	TN NS	144	12.7%	3,971	3,524	
		KY Total		1,025				
N-346	Oliver Jct	LA Oliver Yd	LA NS	2	2.2%	3,280	3,209	
		LA Total		2				
C-721	Framingham	MA Westboro	MA CR	12	-1.1%	13,664	13,822	
C-722	Westboro	MA Worcester	MA CR	11	-1.1%	13,664	13,822	
		MA Total		23				
C-030	Alexandria Jct	MD Benning	DC CSX	6	8.6%	6,060	5,581	
C-031	Alexandria Jct	MD Washington	DC CSX	5	376.2%	69,722	14,642	
C-035	Landover	MD Anacostia	DC CR	5	-(a)	53,443		
C-032	Baltimore	MD Relay	MD CSX	7	14.3%	9,960	8,714	
C-034	Jessup	MD Alexandria Jct	MD CSX	17	98.4%	11,503	5,799	
C-037	Relay	MD Jessup	MD CSX	7	86.6%	11,946	6,404	
S-010	Baltimore	MD Bowie	MD AMTK	29	-(a)	26,982		
S-011	Bowie	MD Landover	MD AMTK	8	-(a)	26,982		

ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Site ID	Rail Line Segment Description			Pre Acq. Ownership	Length (mi.)	Hazardous Materials		
	Between	And				Perce : Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
S-238	Perryville	MD Baltimore		MD AMTK	32	52.5%	45,821	28,196
	MD Total				117			
N-476	Oakwood	MI Butler	IN NS	MI CSX	107	48.7%	20,445	13,746
C-218	Saginaw	MI Flint	MI CSX	MI CSX	29	61.9%	35,622	21,999
C-219	Flint	MI Holly	MI CSX	MI CSX	28	16.8%	11,091	9,492
C-220	Holly	MI Wixom	MI CSX	MI CSX	20	16.9%	11,112	9,510
C-221	Wixom	MI Plymouth	MI CSX	MI CSX	12	13.2%	10,763	9,505
C-222	Plymouth	MI Wayne	MI CSX	MI CSX	8	45.1%	9,804	6,754
C-223	Wayne	MI Carleton	MI CSX	MI CSX	15	45.1%	9,807	6,759
S-020	Carleton	MI Ecorse	MI CR	MI CR	20		--(a)	113,303
S-209	Delray	MI Trenton	MI CR	MI CR	10	20.5%	44,891	37,251
C-040	Carleton	MI Toledo	OH CSX	OH CSX	26	68.8%	10,009	5,931
	MI Total				275			
N-478	Moberly	MO CA Jct	MO NS	MO NS	94	63.1%	20,876	12,799
N-479	CA Jct	MO N Kansas City	MO NS	MO NS	31	30.7%	20,118	15,392
	MO Total				125			
C-330	Charlotte	NC Bostic	NC CSX	NC CSX	73	16.8%	18,812	16,100
C-334	Weldon	NC Rocky Mt	NC CSX	NC CSX	37	4.5%	4,017	3,844
C-335	Rocky Mt	NC Contentnea	NC CSX	NC CSX	19	19.6%	7,786	6,509
C-336	Contentnea	NC Selma	NC CSX	NC CSX	22	19.7%	7,116	5,943
C-337	Selma	NC Fayetteville	NC CSX	NC CSX	49	8.5%	6,469	5,963
C-338	Fayetteville	NC Pembroke	NC CSX	NC CSX	31	25.3%	7,069	5,642
C-350	Hamlet	NC Monroe	NC CSX	NC CSX	53	36.2%	5,317	3,904
N-319	Greensboro	NC Linwood	NC NS	NC NS	41	18.0%	6,350	5,382
N-347	Greensboro	NC Raleigh Yd	NC NS	NC NS	83	7.4%	11,301	10,521
N-353	Goldsboro	NC New Bern	NC NS	NC NS	58		--(a)	22,099
N-360	Salisbury	NC Asheville	NC NS	NC NS	142	28.1%	11,201	8,747
C-339	Pembroke	NC Dillon	SC CSX	SC CSX	21	12.3%	19,507	17,372
C-351	Monroe	NC Clinton	SC CSX	SC CSX	92	92.1%	9,097	4,736
C-357	Hamlet	NC Mcbee	SC CSX	SC CSX	50	51.0%	27,840	18,432
N-361	Asheville	NC Leadvale	TN NS	TN NS	74	30.2%	14,610	11,223
	NC Total				845			
C-769	Trenton	NJ Port Reading	NJ CR	NJ CR	25	140.7%	16,631	6,909
N-209	Oak Island	NJ E Rail T V	NJ CR	NJ CR	6	47.1%	9,048	6,152
S-030	Lane	NJ Union	NJ AMTK	NJ AMTK	7	47.1%	17,454	11,869
S-032	PN	NJ Bayway	NJ CR	NJ CR	9	109.5%	14,728	7,030
S-033	Union	NJ Midway	NJ AMTK	NJ AMTK	22	33.3%	16,485	12,364
S-212	N Bergen	NJ Ridgefield Hts	NJ CR	NJ CR	6	32.2%	6,068	4,589
S-217	Bayway	NJ PD	NJ CR	NJ CR	5	23.1%	22,670	18,414
S-218	PD	NJ Wood	NJ CR	NJ CR	3	235.7%	86,741	25,836
S-220	Nave	NJ CP Green	NJ CR	NJ CR	4	59.7%	8,746	5,478
S-221	Nave	NJ Croxton	NJ CR	NJ CR	2	59.6%	8,746	5,480
S-222	Green	NJ Oak Island	NJ CR	NJ CR	1	71.0%	8,965	5,242
S-223	Hack	NJ Croxton	NJ CR	NJ CR	1	67.1%	41,484	24,830
S-224	Croxton	NJ North Bergen	NJ CR	NJ CR	3	31.2%	7,628	5,814
S-229	Pt Reading Jct	NJ Port Reading	NJ CR	NJ CR	16	5.2%	24,574	23,367
S-230	NK	NJ Boundbrook	NJ CR	NJ CR	22	12.6%	4,979	4,422
S-231	Boundbrook	NJ Pt Reading Jct	NJ CR	NJ CR	3	0.9%	4,403	4,364

ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Site ID	Rail Line Segment Description				Pre-Acq. Ownership	Length (mi.)	Hazardous Materials		
	Between	And	Pre-Acq. Ownership	Percent Increase in Reportable Mainline Hazardous Material Releases			Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)	
C-758	Ridgefield Heights	NJ Newburgh	NY CR	45		29.8%	6,066	4,673	
S-031	Midway	NJ Morrisville	PA AMTK	17		66.7%	32,970	19,782	
	NJ Total					198			
C-051	Chili	NY Frontier	NY CR	51		15.2%	2,857	2,480	
C-053	Hoffmans	NY Utica	NY CR	66		12.7%	2,796	2,480	
C-054	Selkirk	NY Hoffmans	NY CR	25		12.8%	3,132	2,776	
C-687	Buffalo	NY Draw	NY CR	2		5.0%	4,187	3,986	
C-688	Draw	NY Buff Crk Jct	NY CR	1		4.0%	3,225	3,102	
C-689	Buff Crk Jct	NY Buff Seneca	NY CR	3		3.3%	3,006	2,909	
C-735	Utica	NY Syracuse	NY CR	51		1.1%	3,419	3,383	
C-736	Syracuse	NY Syracuse Jct	NY CR	6		24.8%	4,180	3,350	
C-737	Syracuse Jct	NY Solvay	NY CR	2		19.2%	4,182	3,508	
C-738	Solvay	NY Lyons	NY CR	42		15.1%	4,038	3,508	
C-739	Lyons	NY Fairport	NY CR	23		15.1%	4,038	3,508	
C-740	Fairport	NY Rochester	NY CR	11		16.6%	4,342	3,723	
C-741	Rochester	NY Chili	NY CR	13		18.0%	3,097	2,625	
C-742	Frontier	NY Buffalo	NY CR	4		-4.7%	2,954	3,099	
C-759	Newburgh	NY Selkirk	NY CR	80		29.8%	6,070	4,675	
N-061	Ebenezer Jct	NY Buffalo	NY CR	6		-(a)		8,445	
N-062	Suffern	NY Campbell Hall	NY CR	35		4731.7%	330,084	6,832	
N-063	Campbell Hall	NY Port Jervis	NY CR	30		4737.7%	329,012	6,801	
N-065	Corning	NY Buffalo	NY CR	128		540.0%	47,635	7,443	
N-245	Port Jervis	NY Binghamton	NY CR	126		4736.2%	335,863	6,945	
N-246	Binghamton	NY Waverly	NY CR	42		4769.4%	333,687	6,853	
N-247	Waverly	NY Corning	NY CR	36		2426.3%	166,180	6,578	
N-473	Buffalo	NY Black Rock	NY NS	7		201.9%	184,713	61,183	
C-690	Buff Seneca	NY Ashtabula	OH CR	123		4.0%	3,228	3,104	
N-070	Buffalo Fw	NY Ashtabula	OH NS	128		239.1%	14,480	4,270	
	NY Total				1,041				
C-066	Deshler	OH Willow Creek	IN CSX	174		101.1%	5,830	2,899	
C-258	Hamilton	OH Indianapolis	IN CSX	99		244.3%	71,904	20,886	
C-290	Cincinnati	OH Covington	KY CSX	6		11.9%	4,137	3,698	
N-326	Cincinnati	OH SJ Jct	KY NS	112		44.8%	6,033	4,167	
C-060	Ashtabula	OH Quaker	OH CR	47		11.2%	2,428	2,184	
C-061	Berea	OH Greenwich	OH CR	42		157.4%	6,915	2,687	
C-063	Cincinnati	OH Hamilton	OH CSX	21		28.2%	7,796	6,080	
C-065	Deshler	OH Toledo	OH CSX	36		4576.1%	400,430	8,563	
C-068	Greenwich	OH Willard	OH CSX	12		212.6%	5,694	1,822	
C-069	Marcy	OH Short	OH CR	9		746.5%	35,970	4,249	
C-070	Marion	OH Fostoria	OH CSX	40		607.4%	38,231	5,405	
C-072	Mayfield	OH Marcy	OH CR	6		-(a)		3,751	
C-073	Quaker	OH Mayfield	OH CR	3		-(a)		3,751	
C-074	Short	OH Berea	OH CR	4		711.0%	36,027	4,442	
C-075	Willard	OH Fostoria	OH CSX	37		143.5%	6,239	2,562	
C-205	Sterling	OH Greenwich	OH CSX	37		21.6%	7,773	6,393	
C-206	Fostoria	OH Deshler	OH CSX	26		68.4%	7,876	4,676	
C-224	Hamilton	OH Dayton	OH CSX	34		12.0%	6,947	6,201	
C-225	Dayton	OH Sidney	OH CSX	37		10.2%	6,954	6,308	

ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Rail Line Segment Description					Hazardous Materials			
Site ID	Between	And	Pre-Acq. Ownership	Length (mi.)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)	
C-228	Fostoria	OH Toledo	OH CSX	29	248.8%	19,051	5,462	
C-229	Columbus	OH Marion	OH CSX	20	171.8%	29,479	10,845	
N-071	Bucyrus	OH Bellevue	OH NS	34	29.2%	9,280	7,184	
N-072	Vermilion	OH Bellevue	OH NS	26	68.8%	12,216	7,237	
N-073	Fairgrounds (Columb)	OH Bucyrus	OH NS	61	84.0%	8,493	4,615	
N-074	Cleveland	OH Shortline Jct	OH CR	7	--(a)		25,585	
N-075	Ashtabula	OH Cleveland	OH NS	50	401.3%	15,169	3,026	
N-076	Ivorydale	OH Cincinnati	OH NS	6	69.9%	8,829	5,197	
N-078	Dayton	OH Ivorydale	OH CR	48	16.8%	20,686	17,717	
N-079	Oak Harbor	OH Bellevue	OH NS	27	484.0%	35,624	6,101	
N-080	Cleveland	OH Vermilion	OH NS	37	252.4%	12,245	3,475	
N-081	White	OH Cleveland	OH CR	11	162.5%	13,373	5,096	
N-082	Youngstown	OH Ashtabula	OH CR	59	294.4%	46,438	11,775	
N-084	Alliance	OH White	OH CR	46	9.4%	3,955	3,617	
N-287	Columbus	OH Charleston	WV CR	185	1.0%	16,085	15,922	
	OH Total			1,427				
C-084	RG	PA Wilsmere	DE CSX	26	50.3%	11,312	7,527	
S-040	Arsenal	PA Davis	DE AMTK	25	33.3%	8,244	6,183	
C-768	CP Wood	PA Trenton	NJ CR	6	154.8%	16,888	6,629	
S-233	Phil Frankfort	PA Camden	NJ CR	4	29.3%	13,996	10,827	
N-095	Rochester	PA Youngstown	OH CR	39	289.1%	43,754	11,246	
C-080	Field	PA Belmont	PA CR	4	613.6%	195,258	27,363	
C-083	RG	PA Field	PA CR	2	--(a)		26,021	
C-764	Park Jct	PA Belmont	PA CR	1	41.8%	5,787	4,080	
C-765	Belmont	PA West Falls	PA CR	1	45.6%	5,505	3,782	
C-766	West Falls	PA CP Newtown Jct	PA CR	4	214.4%	20,904	6,648	
C-767	CP Newtown Jct	PA CP Wool	PA CR	21	196.4%	18,893	6,375	
N-093	Harrisburg	PA Shocks	PA CR	22	44.8%	180,686	124,766	
N-203	Bethlehem	PA Allentown	PA CR	3	35.5%	15,094	11,139	
N-204	Allentown	PA Burn	PA CR	3	1.8%	4,160	4,086	
N-216	Reading	PA Reading Belt Jct	PA CR	2	108.8%	33,134	15,869	
N-223	Zoo	PA Arsenal	PA CR	2	369.7%	86,248	18,362	
N-225	Eastwick	PA Marcus Hook	PA CR	12	50.4%	28,901	19,211	
S-041	Morrisville	PA Zoo	PA AMTK	29	91.7%	24,730	12,902	
S-042	South Philadelphia	PA Field	PA CR	5	583.7%	116,969	17,107	
S-232	Park Jct	PA Phil Frankfort	PA CR	6	29.3%	13,996	10,827	
	PA Total			216				
C-353	Greenwood	SC Athens	GA CSX	81	30.7%	6,612	5,058	
N-359	Columbia	SC Millen	GA NS	135	38.4%	30,833	22,273	
C-344	Ashley Jct	SC Yemassee	SC CSX	54	28.9%	15,943	12,364	
C-352	Clinton	SC Greenwood	SC CSX	28	66.2%	8,519	5,125	
C-358	Mcbee	SC Columbia	SC CSX	108	39.5%	25,643	18,388	
	SC Total			406				
C-266	Nashville	TN Decatur	AL CSX	118	49.1%	6,272	4,208	
N-341	Wauhatchie	TN Attalla	AL NS	82	37.9%	8,802	6,385	
N-395	Wauhatchie	TN Sheffield	AL NS	154	39.2%	8,453	6,075	
N-330	Ooltewah	TN Cohutta	GA NS	12	21.2%	7,450	6,145	
C-090	Amqui	TN Nashville	TN CSX	16	20.8%	3,926	3,251	

ATTACHMENT F-4
ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

Site ID	Between	Rail Line Segment Description			Pre Acq. Ownership	Length (mi.)	Hazardous Materials		
		And	Pre Acq. Ownership	Length (mi.)			Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-328	Harriman	TN Citico Jct	TN NS	74		16.7%	6,459	5,535	
N-329	Citico Jct	TN Ooltewah	TN NS	12		28.6%	4,609	3,584	
N-340	Citico Jct	TN Chattanooga	TN NS	2		27.3%	3,146	2,471	
N-386	Bulls Gap	TN New Line	TN NS	16		40.3%	7,529	5,367	
N-387	New Line	TN Sevier Yd	TN NS	32		49.7%	5,225	3,492	
N-388	Sevier Yd	TN Cleveland	TN NS	88		63.0%	7,858	4,821	
N-389	Cleveland	TN Ooltewah	TN NS	14		56.4%	10,007	6,400	
N-392	New Line	TN Leadvale	TN NS			37.4%	14,100	10,262	
N-393	Harriman	TN Sevier Yd	TN NS	58		5.4%	9,142	8,676	
N-399	Bulls Gap	TN Frisco	TN NS	41		56.8%	15,061	9,606	
		TN Total		730					
N-385	Walton	VA Bulls Gap	VA NS	187		40.5%	19,474	13,865	
C-100	Doswell	VA Fredericksburg	VA CSX	37		6.5%	7,257	6,814	
C-101	Fredericksburg	VA Potomac Yard	VA CSX	49		8.3%	5,408	4,992	
C-102	Richmond	VA Doswell	VA CSX	24		6.4%	4,809	4,520	
N-100	Riverton Jct	VA Roanoke	VA NS	181		308.4%	97,630	23,905	
N-315	Alexandria	VA Manassas	VA NS	22		202.0%	53,563	17,738	
N-317	Montview	VA Altavista	VA NS	21		5.6%	7,222	6,840	
N-406	Frisco	VA Kingsport	VA NS	6		71.5%	17,652	10,291	
N-420	Roanoke	VA Salem	VA NS	7		29.6%	11,676	9,011	
N-421	Salem	VA Walton	VA NS	33		34.8%	12,480	9,259	
N-432	Poe Mi	VA Petersburg	VA NS	3		53.7%	16,697	10,866	
C-234	Clifton Forge	VA St Albans	WV CSX	195		21.2%	38,440	31,707	
		VA Total		765					
C-237	Huntington	WV Kenova	WV CSX	8		10.0%	8,521	7,745	
C-238	Kenova	WV Big Sandy Jct	WV CSX	1		7.4%	10,657	9,922	
N-288	Charleston	WV Dickinson	WV CR	14		67.9%	39,292	23,401	
		WV Total		23					
		Grand Total		11,256					

(a) Cannot calculate a percentage change from zero.

APPENDIX G

Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis

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APPENDIX G

TRANSPORTATION: HIGHWAY/RAIL

AT-GRADE CROSSING TRAFFIC DELAY ANALYSIS

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) revised its analysis of highway/rail at-grade crossing traffic delay associated with the proposed Conrail Acquisition as presented in the Draft Environmental Impact Statement (Draft EIS) Supplemental Errata. (See Appendix B, "Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notice to Parties of Record.") The revised analysis corrects for an error in the calculation of vehicle crossing delay that SEA used in the Draft EIS.

In addition to the changes reflected in the Supplemental Errata, SEA revised its analysis for the Final Environmental Impact Statement (Final EIS) to reflect refined data not available for the Draft EIS and to respond to public comments, particularly concerning potential delay of emergency response vehicles.

G.1 REVISED ANALYSES WITH REFINED DATA

Following its preparation of the Draft EIS Supplemental Errata, SEA obtained refined data that required revising the highway/rail at-grade crossing delay analysis. These refined data include:

- Highway traffic volumes provided by local and state transportation or planning offices.
- Revised train traffic volumes and revised train speeds from CSX and NS¹, government agencies, and other data sources.
- Information obtained from SEA's site visits to verify or revise the physical environments of those highway/rail at-grade crossings recommended for mitigation.

Attachment G-1 presents the results of SEA's analysis based on these refined data for highway/rail at-grade crossings with average daily traffic (ADT) of more than 5,000 vehicles.

¹

"CSX" refers to CSX Corporation and CSX Transportation, Inc. (CSX); "NS" refers to Norfolk Southern Corporation and Norfolk Southern Railway Company (NS).

G.2 ADDITIONAL ANALYSES IN RESPONSE TO PUBLIC COMMENTS

SEA conducted additional analyses of highway/rail at-grade crossing delays in response to public comments on the Draft EIS. These analyses pertain specifically to emergency response vehicle delay at highway/rail at-grade crossings and an area in northwestern Ohio where numerous commentors raised concerns regarding local traffic delay.

G.2.1 Emergency Response Vehicle Delay

SEA received comments on the Draft EIS regarding potential effects of the proposed Conrail Acquisition on the ability of emergency vehicles—ambulances, police vehicles, and fire equipment—to respond to emergency calls. Commentors expressed concern that the increase in train traffic associated with the proposed Conrail Acquisition would exacerbate delays of emergency vehicles because of additional time that trains would block highway/rail at-grade crossings. Comments noted that increased delays would worsen a community's health and safety. The comments addressed 42 communities and ranged from concerns regarding specific locations in individual communities to general county-wide concerns. Comments came from citizens, local officials, and state officials. To address these comments, SEA investigated the characteristics of each community referenced in the comments and the emergency services potentially affected by the proposed Conrail Acquisition.

SEA identified rail line segments that are located in or near each community, the average number of trains currently using each rail line segment, and the average number of trains that would use each rail line segment as a result of the proposed Conrail Acquisition. SEA investigated those communities with rail line segments that meet or exceed the Board's threshold for environmental analysis; that is, rail line segments that would experience an increase of eight or more trains per day as a result of the proposed Conrail Acquisition. On rail line segments where the increase in the average number of trains per day would not meet or exceed the Board's threshold for environmental analysis, SEA determined that the effect on emergency vehicles would not be significant and did not conduct further analysis in communities affected by those rail line segments.

In the communities with rail line segments that would experience an increase of eight or more trains per day, SEA performed further analysis. The analysis required additional information regarding the amount of time that trains block highway/rail at-grade crossings, the location of emergency service providers, types of services provided at each location, emergency service dispatch procedures, availability of highway/rail grade-separated crossings, emergency service routes, and existing problems with trains causing blocked crossings. Although SEA had some of this information, detailed analysis required additional information from the communities. SEA conducted telephone interviews and site visits to obtain the needed information.

SEA collected maps of the communities from computerized mapping programs and the Internet. Based on available information, SEA noted on these maps the locations of emergency service

providers, such as fire, ambulance, police, and hospitals. SEA obtained telephone numbers for each emergency service provider. The Applicants' track charts provided information on the locations of existing highway/rail grade-separated crossings that emergency vehicles would use.

SEA conducted telephone interviews that asked the following questions of local officials responsible for emergency services:

- What are the locations of all emergency service providers that provide service to your community? Include locations of fire stations, police stations, ambulance service, hospitals, helicopter medical service (if available), and other medical facilities handling emergencies.
- Do emergency units roam or are they based at a station? For example, police often patrol "beats," but fire trucks usually respond from a station. Do beats cross the railroad tracks? How is this set up in the community?
- What is the emergency dispatch procedure? Do all emergency calls come to a central location from which a dispatcher sends the appropriate emergency service provider, or do emergency calls go directly to the police, fire, and ambulance services?
- Identify the technology that dispatchers use to direct emergency vehicles to the scene of the emergency. This may include GIS-based locators that allow the dispatcher to view the position of the emergency vehicle and direct it accordingly, computerized mapping programs, or maps.
- Is the technology for providing directions based in the dispatcher's office or in the emergency vehicle itself?
- Are there specialty emergency service providers at certain locations? This may include special equipment, such as high-ladder trucks, hazardous materials squads, bomb squads, or SWAT² teams. What is the service area of these specialty emergency services providers?
- What is the average number of daily emergency responses for each provider that require crossing the tracks (if available)?
- What is the emergency service provider service area? Identify the radius of the service area for each provider. Will providers go out of their area to assist another area? If so, how does communication for this takes place?
- Where are the existing highway/rail grade separations in the area?

² "SWAT" refers to Special Weapons and Tactics.

- What are the specific routes in the community used by emergency service providers?
- What does your emergency vehicle driver do when blocked by a train at a highway/rail at-grade crossing?
- Are trains through your area typically operating at speed, slow-moving, or stopped?

Telephone interviewers documented information collected during the interviews on a contact memo form. Information on locations of emergency service providers and grade-separated crossings provided the basis for revisions to community maps. SEA investigated discrepancies between track charts and local information on the locations of highway/rail grade-separated crossings and made field visits where needed for validation.

SEA calculated the blocked-crossing time caused by individual trains on each rail line segment in the communities. The time reflected the average train length and speed through the community, plus 30 seconds to allow for crossing gates to lower and raise before and after a train. The average number of trains per day multiplied by the blockage time for an individual train produced the total blockage time per day for highway/rail at-grade crossings on each rail line segment. SEA performed this calculation for existing conditions and conditions that would result from the proposed Conrail Acquisition.

After collecting the information, SEA analyzed the characteristics of each community in detail to determine the effects of the proposed Conrail Acquisition. Each community exhibited unique characteristics that precluded generalization or combining communities into groups with similar problems and similar mitigation. Some communities had no emergency service providers, while others had multiple providers of each service type. The geography of some communities required that most of their emergency services cross the tracks, while services in other communities rarely crossed the tracks. Some communities had one or more highway/rail grade-separated crossings; other communities had none. SEA found that, in most communities, blocked highway/rail at-grade crossings affect police services less than most other emergency services because police generally patrol beats rather than respond from a central facility.

Site visits provided information on driving time from emergency service locations to various points in the community, and the additional driving time using a highway/rail grade separated crossing where one exists. SEA also collected information on land use characteristics of the area.

Generally, SEA recommends real-time train location monitoring systems for communities that would experience a significant increase in slower moving trains and that have reasonably short alternative routes crossing the tracks. This system would allow the emergency dispatcher to monitor the location of blocked highway/rail at-grade crossings and either dispatch an alternative

emergency vehicle or redirect the emergency vehicle around the blocked highway/rail at-grade crossings.

As a general rule, SEA does not recommend mitigation for emergency services in communities that have all emergency services on both sides of the track or that have sufficient highway/rail grade-separated crossings to allow adequate access across the track in the event of highway/rail at-grade crossing blockage. Communities that would be affected by high-speed trains that quickly pass through the community or that have no short alternative routes would not benefit from a train location monitoring system. In addition, SEA does not recommend mitigation for communities affected by rail line segments that would not meet or exceed the Board's threshold for environmental analysis or exhibited a pre-existing condition that would not be affected by the proposed Conrail Acquisition.

G.2.2 Fostoria, Ohio

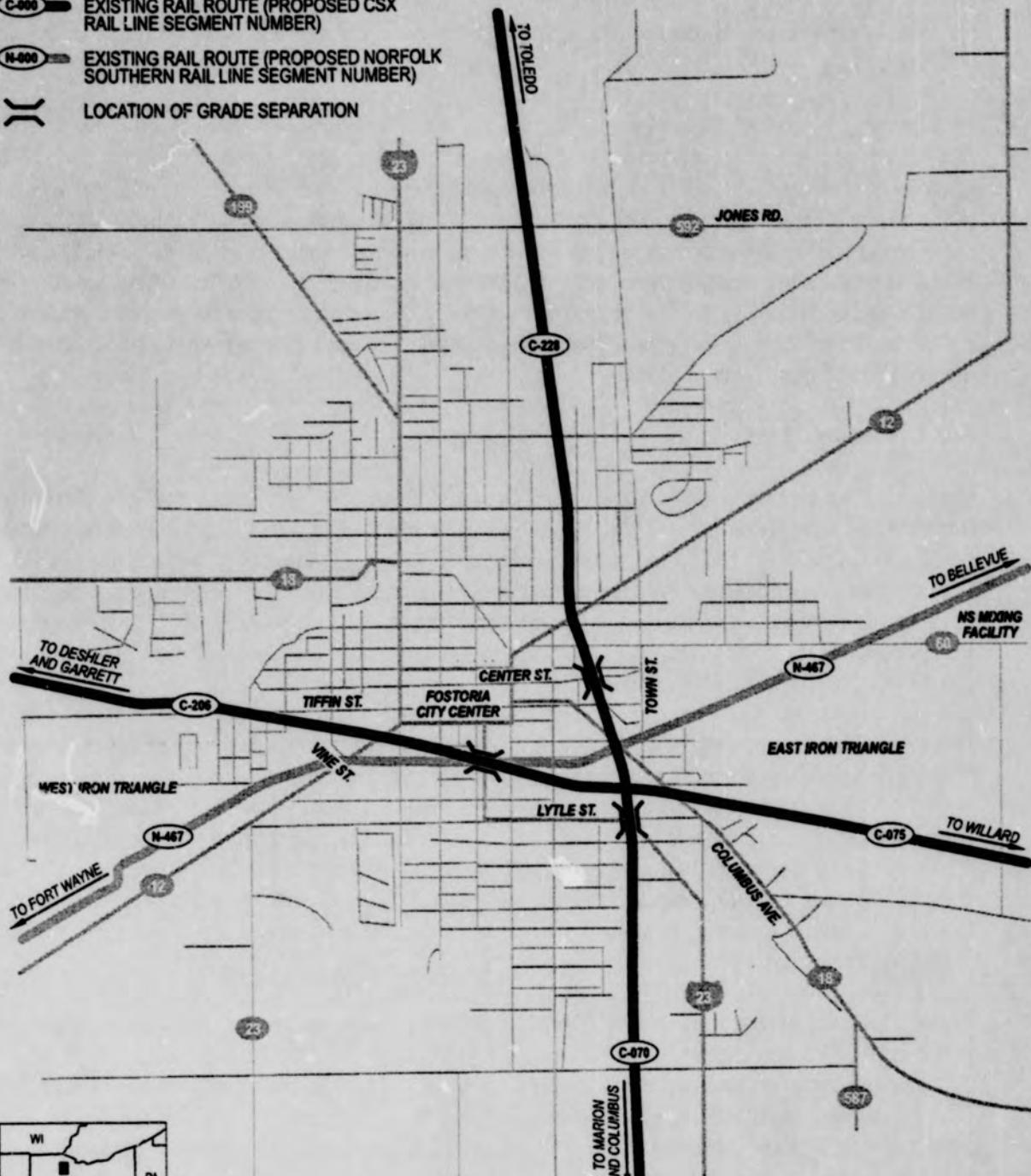
Currently, 82 trains per day pass through Fostoria, Ohio, on three major rail corridors that intersect near the center of Fostoria. CSX owns and operates two of these three corridors, the north-south Toledo-to-Marion corridor (rail line segments C-228 and C-070) and the east-west Willard-to-Deshler corridor (rail line segments C-075 and C-206). NS owns and operates the northeast-southwest Bellevue-to-Fort Wayne corridor (rail line segment N-467). As a result of the proposed Conrail Acquisition, CSX and NS would increase train traffic by a total of 24 trains per day on these rail line segments.

Because of the orientation of these rail line segments, Fostoria has two unique areas, termed "Iron Triangles," on the east and west sides of Fostoria. (See Figure G-1.) An Iron Triangle represents the area that lies between two diverging tracks, with the point where such tracks meet forming the apex of the Iron Triangle, and refers to the fact that access to these areas is blocked whenever trains pass over area highway/rail at-grade crossings. All highway/rail crossings that provide access to the Iron Triangles in Fostoria are at-grade, and certain railroad movements can block all access to the Iron Triangles. This is of particular concern regarding the provision of emergency response services to the Iron Triangles.

The Columbus Avenue and Town Street highway/rail at-grade crossings provide the only practicable access for emergency service providers to the eastern Iron Triangle, but certain existing train movements can block emergency access. A CSX train that moves between the CSX east-west main line and the NS Mixing Facility east of McDougal Street can simultaneously block vehicular traffic on Columbus Avenue and Town Street. Two trains can prevent access to the eastern Iron Triangle as well, if a CSX train on the Marion-to-Willard diverging route blocks vehicular traffic on Columbus Avenue while an NS through train or a switch engine moving out of the NS yard simultaneously blocks Town Street traffic.

LEGEND

- C-000 EXISTING RAIL ROUTE (PROPOSED CSX RAIL LINE SEGMENT NUMBER)
- N-000 EXISTING RAIL ROUTE (PROPOSED NORFOLK SOUTHERN RAIL LINE SEGMENT NUMBER)
- LOCATION OF GRADE SEPARATION


NOT TO SCALE**FIGURE G-1
FOSTORIA AREA**

The Tiffin Street highway/rail at-grade crossing provides the only access for emergency service providers to the western Iron Triangle. Although a highway/rail at-grade crossing also exists at Vine Street, it does not provide sufficient access because no roadways intersect with Vine Street within the western Iron Triangle. The CSX east-west main line, which crosses Tiffin Street, would experience an increase of 3.9 trains per day as a result of the proposed Conrail Acquisition. Currently, 16 trains per day on the CSX east-west main line must slow from 35 miles per hour to 10 miles per hour in order to safely execute either a north or south diverging movement. This movement significantly adds to the highway/rail at-grade crossing delay at Tiffin Street. As a result of the proposed Conrail Acquisition, however, the number of trains making a north diverging movement would decrease by 11 trains per day. Therefore, although the number of trains on this rail line segment would increase slightly, the overall traffic delay at the Tiffin Street highway/rail at-grade crossing would significantly decrease due to the proposed Conrail Acquisition.

Emergency service providers also face delays at highway/rail at-grade crossings along the CSX north-south main line between Toledo and Fostoria. The control operator often holds trains north of Jones Road until they can pass through Fostoria without stopping. Although the trains are held, they often set off the warning devices at highway/rail at-grade crossings needlessly, delaying response to emergencies east of the north-south main line.

SEA received numerous comments on the Draft EIS concerning potential impacts to Fostoria as a result of the proposed Conrail Acquisition. Most of these comments addressed emergency response issues and delays at highway/rail at-grade crossings. Commentors expressed concern regarding situations in which CSX closes highway/rail at-grade crossings for repair without proper notification, noting that lack of notification can impede emergency service providers from reaching the Iron Triangles in a timely manner. To alleviate these concerns, commentors requested construction of highway/rail grade-separated crossings at Jones Road, Town Street, and Tiffin Street. SEA determined in the Draft EIS that no highway/rail at-grade crossings meet the Board's environmental thresholds for delay analysis and the concerns expressed by the commentors relate to existing conditions, which are beyond the scope of SEA's authority and which are best addressed by state and local agencies.

In response to comments on the Draft EIS, SEA conducted several site visits and contacted CSX and NS to confirm and further refine its analysis of emergency vehicle delay at specific highway/rail at-grade crossings. Based on information gathered from the site visits and from CSX and NS, SEA recommends that CSX and NS take specific actions to relieve the potential emergency response issues surrounding the Iron Triangle areas.

Specifically, SEA recommends that the Applicants provide and maintain, at the Fostoria Emergency Response Dispatch Center, a state-of-the-art electronic display board, or equivalent technology, that is integrated with the CSX dispatching system. SEA also recommends that CSX install a direct voice hotline between Fostoria's Emergency Response Dispatch Center and the CSX operator controlling train movements in the Fostoria area. This electronic display board

(or equivalent technology) and direct voice hotline would allow Fostoria's emergency response personnel to track the movement of trains and ensure that emergency access to the Iron Triangles is available when necessary.

Additionally, SEA recommends that the Applicants install and maintain constant warning time circuits at all of their highway/rail at-grade crossings in Fostoria that currently are or are scheduled to be equipped with active warning devices, and at those crossings where active warning devices would be added as a result of other Board conditions or voluntary actions. Constant warning time circuits would greatly alleviate the traffic delay at the Jones Road highway/rail at-grade crossing.

G.2.3 Corridor Analysis

Several comments on the Draft EIS identified the need for an analysis of vehicle delay at multiple highway/rail at-grade crossings for specific roadway corridors and rail line segments, especially in northwestern Ohio. In response to these comments, SEA conducted an analysis of vehicle delay at closely spaced highway/rail at-grade crossings along the rail line segments in the areas mentioned in the comment documents.

SEA identified groups of closely spaced highway/rail at-grade crossings for areas where two or more highway/rail at-grade crossings are spaced within 800 feet of each other. SEA performed a delay analysis for each group of closely spaced highway/rail at-grade crossings using the method of delay analysis presented in the Draft EIS, Chapter 3, "Analysis Methods and Potential Mitigation Strategies," except that SEA considered all crossings in the group of closely spaced highway/rail at-grade crossings, not just those with average daily traffic volumes of 5,000 vehicles or greater. SEA calculated the crossing delay per stopped vehicle, average delay for all vehicles, and level of service for closely spaced highway/rail at-grade crossings along the following rail line segments.

- Rail line segment C-065.
- Rail line segments C-070, C-228, and C-229.
- Rail line segments C-066 and C-206.
- Rail line segments N-077 and N-303.
- Rail line segments N-080 and N-467.
- Rail line segments N-071, N-073, and N-085.
- Rail line segment N-079.
- Rail line segment N-476.

- Rail line segment C-061.
- Rail line segment N-046.

Attachments G-2 through G-11 present the results of SEA's analysis of closely spaced highway/rail at-grade crossings in northwestern Ohio, the Greater Cleveland Area, and Lafayette, Indiana. SEA concludes that the proposed Conrail Acquisition would have no significant effect on vehicle delays along the roadway corridors associated with the closely space highway/rail at-grade crossings in northwestern Ohio.

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ATTACHMENT G-1

Highway/Rail At-grade Crossing Vehicle Delay and Queues

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ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
						Trans per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max No. of Vsh. in Queue per lane	Crossing Delay per stopped veh (min/veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trans per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max No. of Vsh. 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
Alabama																						
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	1.17	2.33	A	
Georgia																						
Burns	N-022	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-022	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	
Illinois																						
Cook	C-010	163415H	DIXIE HWY/WESTERN AVE	4	15,400	17.0	20	6,000	711	30	2.54	14.01	B	32.9	20	6,200	1415	31	2.61	28.78	D	C (a)
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	C (a)
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	163539B	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	163423A	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	20.75	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	1722	36	2.75	21.09	C	
Cook	C-011	163433F	95TH ST	6	27,800	19.5	20	6,000	1472	36	2.70	17.14	C	22.9	20	6,200	1778	37	2.78	21.32	C	
Champaign	N-033	479919J	ER 130	2	6,400	22.7	40	4,869	190	12	1.16	4.14	A	39.0	40	5,000	333	12	1.19	7.40	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	3,000	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	3.40	A	
Platt	N-033	479967Y	MACON	2	5,800	22.7	50	4,869	147	9	0.97	2.95	A	39.0	50	5,000	257	9	0.99	5.26	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	117	18	1.22	6.83	B	
Vermilion	N-045	479856G	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	7.04	B	41.0	30	5,000	1063	19	1.56	12.75	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	
Indiana																						
Allen	C-022	532855T	THOMAS RD	2	5,300	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 F.D.	2	5,100	13.6	50	4,869	77	8	0.95	1.72	A	27.3	50	3,000	158	8	0.96	3.59	A	
Allen	N-041	478226J	ANTHONY BLVD	2	16,330	13.6	30	4,869	362	38	2.28	6.06	B	27.3	30	3,000	741	39	2.33	12.68	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	3,000	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	3	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-041	478210M	LANDIN	4	12,950	13.6	50	4,869	196	10	1.00	1.81	A	27.3	50	5,000	402	11	1.01	3.77	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	
Carroll	N-046	484263N	MAIN ST	2	5,780	18.4	35	4,869	154	12	1.26	4.01	A	40.2	35	3,000	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	
Delaware	N-040	474550K	KILMORE	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	WHITE RIVER 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	474553B	NICKOLS	2	6,733	2.6	30	4,869	28	16	1.47	0.74	A	11.8	30	5,000	132	16	1.30	3.52	A	
Delaware	N-040	474565A	TILLOTSON	4	19,025	2.6	30	4,869	81	22	1.64	0.83	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	155427i	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	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street 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
Gibson	C-025	342475L	BROADWAY	2	7,929	22.3	35	6,000	301	19	1.60	7.29	B	28.8	35	6,200	399	20	1.64	9.92	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	2	19,900	19.0	50	4,869	422	32	1.97	5.01	B	34.9	50	5,000	789	33	2.01	9.55	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-024	522912C	5TH AVE	4	13,220	0.0	30	5,600	0	17	1.63	0.00	A	5.0	30	6,200	131	19	1.77	2.10	A
Lake	C-024	522913X	CLARKE RD	2	7,500	0.0	50	5,600	0	13	1.14	0.00	A	5.0	50	6,200	50	14	1.23	0.98	A
Lake	C-026	522883U	ILLINOIS ST	2	7,880	1.0	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	20.1	50	6,000	195	14	1.20	3.74	A	34.6	50	6,200	344	14	1.23	6.76	B
Lake	C-027	155643N	CLARK RD.	2	7,250	20.1	50	6,000	189	14	1.19	3.71	A	34.6	50	6,200	333	14	1.22	6.70	B
Lake	N-047	522929F	CALUMET AVE	4	7,500	43.1	45	5,600	430	7	1.08	7.41	B	48.2	45	5,000	442	7	0.99	7.02	B
Lake	C-693	522787T	RIPLEY ST. (U.S. 6)	2	14,370	9.6	35	5,500	222	33	2.03	3.76	A	13.4	35	6,200	336	36	2.20	6.16	B
Lake	C-693a	522789F	BROADWAY (S.R. 53)	4	7,500	9.6	35	5,600	116	9	1.30	2.42	A	13.4	35	6,200	175	9	1.41	3.97	A
Lake	C-693a	522800D	CLARK RD.	2	13,690	9.6	35	5,600	212	32	1.96	3.63	A	13.4	35	6,200	320	34	2.12	5.95	B
Madison	N-040	474600L	S. R. 9	2	14,351	2.5	40	4,869	49	27	1.64	0.67	A	11.8	20	5,000	393	48	2.92	9.58	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
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	35	6,000	236	16	1.52	6.62	B	47.7	35	6,200	539	16	1.56	15.35	C
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
Tipppecanoe	N-046	484293F	FERRY ST	2	6,121	18.4	25	4,869	212	17	1.66	6.90	B	40.2	25	5,000	474	17	1.70	15.75	C
Tipppecanoe	N-046	484296M	MAIN ST	2	7,654	18.4	25	4,869	265	21	1.76	7.31	B	40.2	25	5,000	592	21	1.80	16.68	C
Tipppecanoe	N-046	484298B	COLUMBIA ST	3	8,546	18.4	25	4,869	296	13	1.63	6.80	B	40.2	25	5,000	662	13	1.67	15.51	C
Tipppecanoe	N-046	484300A	SOUTH ST S.R. 26	3	7,890	18.4	25	4,869	274	12	1.61	6.69	B	40.2	25	5,000	611	12	1.64	15.27	C
Tipppecanoe	N-046	484301G	9TH ST	2	8,565	18.4	25	4,869	297	23	1.82	7.57	B	40.2	25	5,000	663	24	1.86	17.28	C
Tipppecanoe	N-046	484309L	4TH ST U.S. 23I	2	12,060	18.4	25	4,869	418	33	2.12	8.80	B	40.2	25	5,000	934	33	2.16	20.09	C
Tipppecanoe	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
Tipppecanoe	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
Tipppecanoe	N-046	484293S	17TH & SALEM ST	2	6,323	18.4	25	4,869	219	14	1.67	6.95	B	40.2	25	5,000	489	15	1.71	15.86	C
Tipppecanoe	N-046	484294Y	UNION ST	2	9,955	18.4	25	4,869	345	23	1.93	8.02	B	40.2	25	5,000	771	23	1.97	18.30	C
Vanderburgh	C-025	342846U	W. MARYLAND ST	2	5,720	22.3	25	6,000	286	18	1.94	11.66	B	28.8	25	6,200	380	19	2.00	15.92	C
Vanderburgh	C-025	342848H	W. FRANKLIN ST	4	15,378	22.3	25	6,000	766	25	2.09	12.54	B	28.8	25	6,200	1017	25	2.15	17.12	C
Vanderburgh	C-025	342850J	OHIO ST	2	8,180	22.3	25	6,000	409	26	2.13	12.79	B	28.8	25	6,200	543	27	2.19	17.46	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
Kentucky																					
Christian	C-021	345254U	SKYLINE DRIVE	2	7,000	23.4	40	6,000	251	15	1.39	5.99	B	30.7	40	6,200	337	16	1.43	8.26	B
Christian	C-021	345267V	E 9TH ST	2	9,040	23.4	25	6,000	474	29	2.21	13.89	B	30.7	25	6,200	640	30	2.27	19.27	C
Henderson	C-021	345400X	WASHINGTON ST	2	6,665	23.4	40	6,000	239	15	1.38	5.91	B	30.7	40	6,200	321	15	1.41	8.16	B
Hopkins	C-021	345331S	W. NOEL AVE	2	6,098	23.4	20	6,000	387	24	2.39	18.20	C	30.7	20	6,200	523	25	2.46	25.29	D
Maryland																					
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	6,906	39.6	40	6,000	418	15	1.39	10.09	B	42.7	40	6,200	463	16	3.42	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	21	1.20	4.44	A	30.8	50	6,200	461	22	1.23	6.03	B

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition							
						Rains 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
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	1.91	13.52	B
Prince George's	C-030	140258C	ANNAPOLIS RD	4	29,250	18.7	25	6,000	1226	47	2.86	14.37	B	24.3	25	6,200	1638	49	2.94	19.74	C
Prince George's	C-034	140899J	SUNNYSIDE AVE	2	3,070	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
Michigan																					
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	FLM	2	13,000	21.9	40	6,000	436	29	1.80	7.23	B	33.1	40	6,200	676	29	1.84	11.50	B
Monroe	C-040	232146J	FRONT ST	2	16,237	21.9	35	6,000	605	40	2.37	10.58	B	33.1	35	6,200	938	41	2.43	16.85	C
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
Wayne	S-020	511020X	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	511024A	SIBLEY	2	8,663	2.0	25	5,600	37	26	2.05	1.04	A	11.2	25	5,000	187	24	1.87	4.83	A
Wayne	S-020	511027V	PENNSYLVANIA RD	2	9,649	2.0	25	5,600	41	29	2.14	1.08	/	11.2	25	5,000	208	27	1.94	5.03	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	28,033	2.0	25	5,600	119	43	2.61	1.33	A	11.2	25	5,000	605	39	2.38	6.16	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	CHAMPAIGNE	2	7,076	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	25	5,600	24	18	1.84	0.93	A	11.2	25	5,000	125	16	1.67	4.33	A
New York																					
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	12.37	B
Chautauqua	N-070	471746F	LAMPERE ST.	2	9,300	13.0	35	4,869	175	19	1.44	3.24	A	25.1	35	5,000	344	20	1.47	6.52	B
Erie	C-051	520067S	SHELDON AVE	2	3,808	40.6	50	5,600	290	10	1.07	6.43	B	45.9	50	6,200	353	11	1.15	8.43	B
Eric	N-070	471711T	LAKE AVE	2	7,363	13.0	50	4,869	107	12	1.03	1.79	A	25.1	50	5,000	210	12	1.05	3.59	A
Ohio																					
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	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	4	18,680	5.9	40	5,600	160	20	1.45	1.49	A	13.9	40	6,200	408	21	1.57	4.10	A
Allen	C-062	532722B	EASTTOWN RD	2	12,300	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	532735W	ROUSH CROSSING	2	7,260	5.9	40	5,600	62	15	1.33	1.37	A	13.9	40	6,200	158	16	1.44	3.78	A
Ashtabula	C-060	523885L	BROADWAY AVE	2	6,140	48.3	50	5,600	365	11	1.08	7.74	B	53.0	50	6,200	431	12	1.17	9.85	B
Ashtabula	N-070	471972T	LAKE ST.	2	5,500	13.0	50	4,869	80	9	0.96	1.67	A	25.1	50	5,000	157	9	0.98	3.35	A
Ashtabula	N-070	471983Y	MAIN AVE	4	5,350	13.0	35	4,869	101	6	1.13	2.55	A	25.1	35	5,000	198	6	1.15	5.12	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	7,320	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	304	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
Butler	N-078	524698G	TYLERSVILLE RD	2	11,590	11.7	40	5,600	197	24	1.60	3.25	A	19.5	40	5,000	301	22	1.47	4.57	A

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street 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
Butler	N-078	524677N	CENTRAL	2	8,740	11.7	25	5,600	216	27	2.06	6.11	B	19.5	25	5,000	328	24	1.87	8.44	B
Butler	N-078	524678V	FIRST ST	2	7,430	11.7	25	5,600	184	23	1.96	5.81	B	19.5	25	5,000	279	21	1.78	8.02	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	5,200	206	21	1.68	4.89	A
Crawford	C-067	518443W	MAIN ST	2	12,030	14.5	40	5,600	253	25	1.63	4.11	A	30.1	40	5,200	569	27	1.76	9.99	B
Crawford	N-073	481561P	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	17,135	14.5	50	5,600	306	15	1.19	2.55	A	53.0	50	6,200	1204	16	1.28	10.80	B
Cuyahoga	C-061	524367U	COLUMBIA RD	2	9,500	14.5	50	5,600	170	17	1.24	2.65	A	53	50	6,200	668	18	1.33	11.22	B
Cuyahoga	C-074	523977Y	FRONT ST.	2	10,613	13.4	35	5,600	229	25	1.69	4.39	A	45.3	35	6,200	839	27	1.84	17.42	C
Cuyahoga	C-074	523971H	HUMMEL RD	2	5,560	13.4	35	5,600	120	13	1.39	3.60	A	45.3	35	6,200	440	14	1.51	14.28	B
Cuyahoga	C-074	523973W	ENGLE RD	4	15,100	13.4	35	5,600	326	18	1.50	3.87	A	45.3	35	6,200	1194	19	1.62	15.37	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	8,434	21.4	50	6,000	234	16	1.24	4.13	A	47.7	50	6,200	533	16	1.27	9.67	B
Erie	N-080	472306G	WATER ST	2	6,260	13.5	50	4,869	94	10	0.99	1.78	A	34.1	50	5,000	243	10	1.01	4.68	A
Erie	N-080	472308V	STATE ST	2	5,330	13.5	50	4,869	88	9	0.95	1.73	A	34.1	45	5,000	222	9	1.05	5.25	B
Erie	N-085	481668S	SR 101 TIFFIN	2	5,950	1.4	15	4,869	24	25	2.54	1.24	A	12.9	15	5,900	229	26	2.61	12.01	B
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	481457B	WEBER	2	8,678	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	5,020	523	22	1.45	7.99	B
Hamilton	C-063	152355V	TOWNSHIP AVE	2	9,270	28.2	20	6,000	710	36	2.70	24.80	C	31.2	20	6,200	808	37	2.78	29.05	D C (e)
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	357	16	1.56	10.20	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	346	16	1.55	10.13	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	363	18	1.60	10.45	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	341	16	1.54	10.09	B
Hamilton	C-063	152376S	SHARON RD	3	14,040	28.2	35	6,000	673	34	1.70	9.76	B	31.2	35	6,200	764	35	1.74	11.38	B
Hamilton	C-063	152380D	PRINCETON PIKE	4	25,630	28.2	35	6,000	1229	31	1.98	11.38	B	31.2	35	6,200	1396	32	2.03	13.27	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	476	11	1.44	9.44	B
Hamilton	N-076	524743Y	VINE ST	4	8,560	31.3	35	5,600	431	10	1.33	8.03	B	36.0	35	5,000	454	9	1.22	7.75	B
Hamilton	N-076	524746U	BEECH ST	2	11,060	31.3	35	5,600	557	26	1.73	10.45	B	36.0	35	5,000	587	23	1.58	10.08	B
Hamilton	N-078	524719X	SMALLEY RD	2	9,680	11.7	35	5,600	182	22	1.63	3.68	A	19.5	35	5,000	278	21	1.49	5.15	B
Hamilton	N-078	524707D	HAUCK RD	2	6,200	11.7	35	5,600	117	14	1.42	3.21	A	19.5	35	5,000	178	13	1.30	4.49	A
Hamilton	N-078	524712A	KEMPER RD	2	5,980	11.7	35	5,600	113	14	1.41	3.19	A	19.5	35	5,000	172	13	1.29	4.46	A
Hamilton	N-078	524713G	READING RD	4	11,820	11.7	35	5,600	223	14	1.41	3.18	A	19.5	35	5,000	340	13	1.29	4.45	A
Hamilton	N-078	524740D	TOWNSHIP AVE	2	7,520	11.7	35	5,600	142	17	1.49	3.38	A	19.5	35	5,000	216	16	1.37	4.72	A
Hamilton	N-078	524722E	WYOMING ST	2	9,270	11.7	35	5,600	175	21	1.60	3.62	A	19.5	35	5,000	267	20	1.47	5.06	B
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	14	1.31	2.96	A	19.5	35	5,000	168	12	1.20	4.14	A
Hardin	C-062	532679X	MAIN ST	2	6,310	5.9	40	5,600	54	13	1.29	1.32	A	13.9	40	6,200	138	14	1.39	3.65	A

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street 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
Huron	C-067	518481F	MAIN ST	2	5,100	14.5	50	5,600	91	9	1.04	2.24	A	30.1	45	6,200	220	11	1.22	6.31	B
Lake	C-060	523829E	LAKE ST SR 528	2	8,810	48.3	50	5,600	524	16	1.20	8.57	B	53.0	50	6,200	619	17	1.29	10.91	B
Lake	C-060	523803C	HOPKINS RD	2	8,850	48.3	50	5,600	526	16	1.20	8.59	B	53.0	50	6,200	622	17	1.30	10.93	B
Lake	C-060	523800G	PELTON RD	2	5,650	48.3	50	5,600	336	10	1.07	7.60	B	53.0	50	6,200	397	11	1.15	9.68	B
Lake	C-060	523793Y	ERIE ST	2	8,300	48.3	50	5,600	494	15	1.18	8.40	B	53.0	50	6,200	583	16	1.27	10.69	B
Lake	C-060	523791K	BEIDLER RD-E361ST	2	5,450	48.3	50	5,600	324	10	1.06	7.55	B	53.0	50	6,200	383	10	1.14	9.61	B
Lake	C-060	523789J	E 305TH ST	2	11,170	48.3	50	5,600	664	20	1.33	9.47	B	53.0	50	6,200	785	21	1.43	12.06	B
Lake	C-060	523787V	LLOYD RD	2	7,400	48.3	50	5,600	440	13	1.14	8.11	B	53.0	50	6,200	520	14	1.22	10.32	B
Lake	N-075	472017F	LAKE ST.	2	8,810	13.0	50	4,869	128	14	1.09	1.89	A	36.6	50	5,000	366	14	1.11	5.53	B
Lake	N-075	472039F	LIBERTY ST	2	7,580	13.0	35	4,869	142	16	1.34	3.03	A	36.6	35	5,000	409	16	1.37	8.88	B
Lake	N-075	472040A	CHESTNUT ST.	2	5,980	13.0	35	4,869	112	12	1.27	2.85	A	36.6	35	5,000	323	13	1.29	8.36	B
Lake	N-075	472044C	MENTOR AVE	2	19,260	13.0	50	4,869	279	31	1.88	3.28	A	36.6	50	5,000	801	32	1.92	9.57	B
Lake	N-075	472045J	JACKSON ST.	2	5,230	13.0	50	4,869	76	8	0.95	1.66	A	36.6	50	5,000	218	9	0.97	4.84	A
Lake	N-075	472046R	HEISLER RD	2	14,200	13.0	50	4,869	206	23	1.39	2.42	A	36.6	50	5,000	591	23	1.42	7.07	B
Lake	N-075	472048E	HOPKINS RD	2	5,460	13.0	50	4,869	79	9	0.96	1.67	A	36.6	50	5,000	227	9	0.98	4.88	A
Lake	N-075	472056W	ERIE ST.	2	8,570	13.0	50	4,869	124	14	1.08	1.88	A	36.6	50	5,000	356	14	1.10	5.48	B
Lake	N-075	472064N	RUSH RD	4	6,164	13.0	50	4,869	89	5	0.88	1.54	A	36.6	50	5,000	256	5	0.90	4.50	A
Lake	N-075	472068R	LLOYD RD	2	7,400	13.0	35	4,869	139	15	1.33	3.01	A	36.6	35	5,000	399	16	1.36	8.82	B
Lorain	C-061	518535J	TWNNSBRG-ELYRIA RD	2	6,020	14.5	50	5,600	107	11	1.08	2.31	A	53.0	50	6,200	423	11	1.16	9.81	B
Lorain	C-061	518530A	MAIN ST	2	5,750	14.5	40	5,600	121	12	1.26	3.19	A	53.0	40	6,200	479	13	1.36	13.62	B
Lorain	C-061	518510N	NO. MAIN ST	2	8,120	14.5	50	5,600	145	14	1.17	2.50	A	53.0	50	6,200	571	16	1.26	10.61	B
Lorain	C-061	518509U	HERRICK AVE	2	7,870	14.5	50	5,600	140	14	1.16	2.48	A	53.0	50	6,200	553	15	1.25	10.51	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	50	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	OVERLIN AVE	2	11,060	13.5	50	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	1.04	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
Mahoning	C-081	141681T	BRIDGE ST	2	7,840	32.6	45	6,000	358	16	1.31	7.19	B	39.6	15	6,200	445	16	1.35	9.18	B
Mahoning	N-082	544716G	HUBBARD RD	2	7,618	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	5,800	153	14	1.30	3.64	A	31.8	40	6,200	327	15	1.40	8.42	B
Marion	N-073	481538V	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	481541D	IN 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	481530R	BARKS	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	481532E	BELLEFOUNTAIN	3	11,740	26.0	30	4,869	497	28	1.53	7.76	B	34.3	30	5,000	669	28	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
Montgomery	N-078	524622B	WASHINGTON ST	2	7,403	11.7	40	5,600	126	15	1.34	2.73	A	19.5	40	5,000	193	14	1.23	3.84	A
Montgomery	N-078	524628S	W STEWARD AVE	2	5,110	11.7	30	5,600	109	13	1.55	3.95	A	19.5	30	5,000	166	12	1.41	5.49	B
Montgomery	N-078	524630X	SELLARS	4	11,390	11.7	40	5,600	194	12	1.26	2.57	A	19.5	40	5,000	296	11	1.16	3.61	A
Montgomery	N-078	524641F	ALEX BELL RD	2	10,460	11.7	40	5,800	178	22	1.52	3.09	A	19.5	40	5,000	272	20	1.39	4.35	A
Montgomery	N-078	524644B	ALEX RD	4	11,700	11.7	40	5,600	199	12	1.27	2.58	A	19.5	40	5,000	304	11	1.16	3.63	A
Montgomery	N-078	524645H	ELM ST	2	5,240	11.7	40	5,600	89	11	1.24	2.53	A	19.5	40	5,000	136	10	1.14	3.55	A
Montgomery	N-078	524654G	CENTRAL	2	11,420	11.7	40	5,600	194	24	1.58	3.23	A	19.5	40	5,000	297	22	1.45	4.54	A

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street 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
Montgomery	N-078	524657C	LINDEN AVE	2	5,420	11.7	40	5,600	92	11	1.25	2.54	A	19.5	40	5,000	141	10	1.14	3.57	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
Richland	C-067	518458L	NO. GAMBLE	2	7,630	14.5	50	5,600	136	14	1.15	2.46	A	30.1	50	6,200	304	15	1.23	5.91	B
Richland	C-067	518456X	MAIN ST	2	8,700	14.5	50	5,600	155	15	1.20	2.56	A	30.1	50	6,200	347	17	1.29	6.17	B
Sandusky	N-079	473668W	KILBOURNE	2	9,330	7.7	15	4,869	209	39	2.90	7.79	B	27.2	15	5,000	756	40	2.97	28.85	D (c)
Sandusky	N-079	473687B	MAIN ST.	2	7,230	7.7	30	4,869	91	17	1.49	2.25	A	27.2	30	5,000	227	17	1.53	8.28	B
Sandusky	N-079	473711A	STATE	4	19,380	7.7	39	4,869	243	23	1.65	2.48	A	27.2	30	5,000	876	23	1.68	9.13	B
Seneca	N-071	481606U	US 224	2	5,270	26.0	50	4,869	153	8	0.95	3.32	A	34.5	50	5,000	207	9	0.97	4.57	A
Stark	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	6,390	26.4	50	5,600	208	11	1.09	4.27	A	30.1	30	5,000	219	10	1.01	4.15	A
Van Wert	C-062	532779C	WASHINGTON	2	7,800	5.9	35	5,600	74	18	1.51	1.72	A	13.9	35	6,200	189	20	1.64	4.76	A
Warren	N-078	524665U	CARLISLE	2	5,490	11.7	40	5,600	93	11	1.25	2.55	A	19.5	40	5,000	143	11	1.15	3.58	A
Wood	C-065	155821J	BOUNDARY (WEST)	4	12,870	0.6	25	6,000	17	21	2.00	0.32	A	14.2	25	6,200	421	21	2.05	8.06	B
Wood	C-065	155823X	INDIANA ST	2	6,288	0.6	25	6,000	8	20	1.99	0.32	A	14.2	25	6,200	206	21	2.04	8.01	B
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	US 30 (LINCOLN WAY W.)	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
Pennsylvania																					
Beaver	C-082	584865S	14TH ST	2	7,144	28.9	35	6,000	351	17	1.55	9.17	B	38.3	35	6,200	477	18	1.60	12.80	B
Berks	N-094	592237G	COLUMBIA AVE.	2	7,106	42.4	40	5,600	437	15	1.33	9.80	B	49.7	40	5,000	471	14	1.22	9.69	B
Cumberland	N-091	592240U	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	128	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	5,600	134	17	1.49	3.20	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	49.7	40	5,000	365	11	1.15	9.13	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	14,995	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	140650B	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	471893G	ASH ST	2	5,290	13.0	35	4,869	99	11	1.23	2.78	A	25.1	35	5,000	196	11	1.26	5.60	B
Erie	N-070	471894G	PARADE ST	4	15,000	13.0	35	4,869	282	16	1.34	3.02	A	25.1	35	5,000	555	16	1.37	6.07	B
Erie	N-070	471901W	PEACH ST.	2	11,110	13.0	15	4,869	420	39	3.13	14.20	B	25.1	15	5,000	830	40	3.20	28.73	D (d)
Erie	N-070	471902D	SASSAFRAS ST.	2	11,110	13.0	15	4,869	420	39	3.13	14.20	B	25.1	15	5,000	830	40	3.20	28.73	D (d)
Erie	N-070	471906F	CHERRY ST	2	9,220	13.0	15	4,869	349	39	2.89	13.10	B	25.1	15	5,000	689	40	2.95	26.50	D (d)
Erie	N-070	471908U	LIBERTY ST	4	18,284	13.0	15	4,869	691	38	2.88	13.06	B	25.1	15	5,000	1367	39	2.95	26.42	D (d)
Erie	N-070	471911C	RASPBERRY ST	2	5,400	13.0	15	4,869	204	23	2.50	11.32	B	25.1	15	5,000	404	23	2.55	22.91	C (e)
Erie	N-070	471913R	GREEN GARDEN RD	2	7,940	13.0	50	4,869	115	13	1.05	1.83	A	25.1	50	5,000	226	13	1.07	3.67	A
Erie	N-070	471915B	PITTSBURG RD	2	7,004	13.0	50	4,869	102	11	1.01	1.77	A	25.1	50	5,000	200	11	1.03	3.54	A
Lawrence	N-095	503738U	MONTGOMERY	2	6,400	12.6	35	5,600	130	15	1.43	3.49	A	17.7	35	5,000	167	14	1.31	4.11	A
Lebanon	N-094	592338T	FRONT ST-LINCOLN	2	5,760	42.4	25	5,600	517	18	1.84	19.78	C	49.7	25	5,000	551	16	1.67	19.21	C
Lebanon	N-094	592341B	SEVENTH ST	2	5,420	42.4	25	5,600	486	17	1.82	19.54	C	69.7	25	5,000	519	15	1.65	18.98	C

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street 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
Lebanon	N-094	592365P	RAILROAD ST.	2	7,247	42.4	40	5,600	446	15	1.33	9.85	B	49.7	40	5,000	480	14	1.22	9.74	B
Westmoreland	C-033	145480R	MAIN ST.	2	9,193	27.4	30	6,000	485	25	1.91	12.08	B	32.5	30	6,200	591	26	1.96	15.13	C
Tennessee																					
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	1.25	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	DAVIDSON RD	2	7,800	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	LNA-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
Robertson	C-021	348124H	MAIN ST	2	5,790	23.1	40	6,000	207	13	1.33	5.73	B	30.7	40	6,200	279	13	1.37	7.90	B
Virginia																					
Augusta	N-100	468135B	SR 608	2	11,050	3.9	40	4,869	56	21	1.40	0.86	A	12.1	40	5,000	178	21	1.43	2.77	A
Chesterfield	C-103	623681B	CENTRALIA RD	2	12,000	18.4	50	6,000	286	27	1.45	4.14	A	23.0	50	6,200	366	23	1.48	5.43	B
Emporia City	C-103	623755R	E ATLANTIC ST.	3	11,250	18.4	50	6,000	268	21	1.20	3.43	A	23.0	50	6,200	343	21	1.23	4.59	A
Hanover	C-102	860459P	ENGLAND ST.	2	16,549	17.8	40	6,000	451	36	2.17	7.10	B	24.8	40	5,200	645	37	2.23	10.41	B
Henrico	C-102	860437F	HUNGARY RD	2	15,360	17.8	50	6,000	354	29	1.72	4.75	A	24.8	50	6,200	505	29	1.76	6.94	B
PAGE	N-100	468699K	EAST MAIN ST.	2	12,660	3.9	40	4,869	65	24	1.51	0.92	A	12.1	40	5,000	204	24	1.54	2.98	A
Richmond City	C-103	623663D	JAHNKE RD	2	11,344	18.4	50	6,000	275	22	1.42	4.06	A	23.0	50	6,200	352	22	1.45	5.32	B
Richmond City	C-103	623668M	BROAD ROCK RD	2	20,189	18.4	50	6,000	491	38	2.33	6.67	B	23.0	50	6,200	616	39	2.39	8.75	B
Richmond City	C-103	623672C	WALMSLEY BLVD	2	11,833	18.4	50	6,000	282	22	1.44	4.11	A	23.0	50	6,200	361	23	1.47	5.39	B
West Virginia																					
Jefferson	N-091	1469361D	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

Mitigations:

- a. Level of service with 5 mph increase in train speed.
- b. Grade separation.
- c. Mitigation not practicable.
- d. Relocate to CSX corridor.
- e. Relocate to CSX corridor based on unique circumstance.

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

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ATTACHMENT G-2

**Rail Line Segment C-065
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-2
RAIL LINE SEGMENT C-065
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site 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
Deshler																				
Henry	C-065	CR B	2	310	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	7	1	1.14	3.05	A
Henry	C-065	CR 3	2	50	0.6	40	6,000	0	0	1.10	0.12	A	14.2	40	6,200	1	0	1.13	3.03	A
		Corridor	4	360	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	8	0	1.14	3.04	A
Deshier																				
Henry	C-065	MULBERRY ST.	1	310	0.6	35	6,000	0	2	1.25	0.15	A	14.2	35	6,200	8	2	1.28	3.81	A
Henry	C-065	MAIN	2	3,010	0.6	40	6,000	3	7	1.21	0.13	A	14.2	40	6,200	67	7	1.24	3.32	A
Henry	C-065	MAPLE ST.	2	1,120	0.6	40	6,000	1	2	1.14	0.13	A	14.2	40	6,200	25	3	1.17	3.13	A
		Corridor	5	4,440	0.6	35	6,000	5	4	1.29	0.16	A	14.2	35	6,200	110	4	1.33	3.94	A
Haskins																				
Wood	C-065	FINDLAY ST.	2	2,010	0.6	40	6,000	2	4	1.17	0.13	A	14.2	40	6,200	45	5	1.20	3.22	A
Wood	C-065	CHURCH	1	130	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	3	1	1.14	3.05	A
		Corridor	3	2,140	0.6	40	6,000	2	3	1.15	0.13	A	14.2	40	6,200	48	3	1.18	3.16	A
Tontogany																				
Wood	C-065	TULLER RD	1	60	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	1	0	1.13	3.04	A
Wood	C-065	KELOGG RD	2	1,510	0.6	40	6,000	1	3	1.15	0.13	A	14.2	40	6,200	34	3	1.18	3.17	A
Wood	C-065	LINCOLN ST.	2	126	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	3	0	1.15	3.04	A
Wood	C-065	WALL ST. & BROAD	2	280	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	6	1	1.14	3.05	A
Wood	C-065	MAIN	2	480	0.6	40	6,000	0	1	1.12	0.12	A	14.2	40	6,200	11	1	1.15	3.07	A
Wood	C-065	WASHINGTON ST.	1	540	0.6	40	6,000	0	2	1.14	0.13	A	14.2	40	6,200	12	2	1.17	3.13	A
Wood	C-065	TONTOGANY RD	2	510	0.6	40	6,000	0	1	1.12	0.12	A	14.2	40	6,200	11	1	1.15	3.07	A
		Corridor	12	3,506	0.6	40	6,000	3	1	1.12	0.12	A	14.2	40	6,200	78	1	1.15	3.08	A
Weston																				
Wood	C-065	MAIN	2	1,260	0.6	40	6,000	1	3	1.15	0.13	A	14.2	40	6,200	28	3	1.17	3.14	A
Wood	C-065	WALNUT ST.	2	650	0.6	40	6,000	1	1	1.12	0.12	A	14.2	40	6,200	14	1	1.15	3.09	A
Wood	C-065	OAK ST.	2	710	0.6	40	6,000	1	2	1.13	0.12	A	14.2	40	6,200	16	2	1.16	3.09	A
		Corridor	6	2,620	0.6	40	6,000	2	2	1.13	0.12	A	14.2	40	6,200	58	2	1.16	3.11	A
Milton Center																				
Wood	C-065	RAILROAD ST.	1	100	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	2	0	1.14	3.04	A
Wood	C-065	SOUTH ST.	1	30	0.6	40	6,000	0	0	1.10	0.12	A	14.2	40	6,200	1	0	1.13	3.03	A
		Corridor	2	130	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	3	0	1.14	3.04	A
Perrysburg																				
Wood	C-065	MULBERRY ST.	2	340	0.6	25	6,000	0	1	1.63	0.26	A	14.2	25	6,200	11	1	1.68	6.58	B
Wood	C-065	INDIANA ST.	2	6,288	0.6	25	6,000	8	20	1.99	0.32	A	14.2	25	6,200	206	21	2.04	8.01	B
		Corridor	4	6,628	0.6	25	6,000	9	11	1.79	0.29	A	14.2	25	6,200	217	11	1.84	7.23	B
Perrysburg																				
Wood	C-065	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	C-065	ELM ST.	2	3,750	0.6	25	6,000	5	12	1.82	0.29	A	14.2	25	6,200	123	12	1.87	7.33	B
Wood	C-065	LOCUST ST.	2	1,200	0.6	25	6,000	2	4	1.67	0.27	A	14.2	25	6,200	39	4	1.72	6.76	B
Wood	C-065	MAPLE	2	370	0.6	25	6,000	0	1	1.63	0.26	A	14.2	25	6,200	12	1	1.68	6.59	B
Wood	C-065	HICKORY ST.	2	580	0.6	25	6,000	1	2	1.64	0.26	A	14.2	25	6,200	19	2	1.69	6.63	B
Wood	C-065	E. BOUNDARY	2	4,420	0.6	25	6,000	6	14	1.86	0.30	A	14.2	25	6,200	145	15	1.91	7.50	B
		Corridor	14	17,490	0.6	25	6,000	24	8	1.74	0.28	A	14.2	25	6,200	572	8	1.79	7.04	B

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ATTACHMENT G-3

**Rail Line Segments C-070, C-228, and C-229
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-3
RAIL LINE SEGMENTS C-070, C-228, and C-229
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)		
Upper Sandusky																					
Wyandot	C-070	O'DONNEL ST.	1	40	17.8	40	6,000	1	0	1.10	3.61	A	27.4	40	6,200	2	0	1.13	5.85	B	
Wyandot	C-070	W. HICK ST.	1	30	17.8	40	6,000	1	0	1.10	3.61	A	27.4	40	6,200	1	0	1.13	5.85	B	
Wyandot	C-070	W. JOHNSON ST.	2	750	17.8	40	6,000	20	2	1.13	3.69	A	27.4	40	6,200	32	2	1.16	5.97	B	
Wyandot	C-070	W. WYANDOT ST.	2	160	17.8	40	6,000	4	0	1.11	3.62	A	27.4	40	6,200	7	0	1.14	5.87	B	
Wyandot	C-070	W. WALKER ST.	1	140	17.8	40	6,000	4	1	1.11	3.63	A	27.4	40	6,200	6	1	1.14	5.89	B	
		Corridor	7	1,120	17.8	40	6,000	31	1	1.11	3.64	A	27.4	40	6,200	48	1	1.14	5.89	B	
Delaware																					
Delaware	C-229	TROY RD	2	900	17.8	40	6,000	25	2	1.13	3.70	A	17.4	40	6,200	25	2	1.16	3.81	A	
Delaware	C-229	HILL MILLER RD	2	630	17.8	40	6,000	17	1	1.12	3.67	A	17.4	40	6,200	17	1	1.15	3.78	A	
		Corridor	4	1,530	17.8	40	6,000	42	2	1.13	3.69	A	17.4	40	6,200	42	2	1.16	3.79	A	
Prospect																					
Marion	C-229	PARK AVE.	2	110	17.8	40	6,000	3	0	1.11	3.62	A	17.4	40	6,200	3	0	1.13	3.72	A	
Marion	C-229	WATER ST.	2	1,770	17.8	40	6,000	48	4	1.16	3.80	A	17.4	40	6,200	48	4	1.19	3.91	A	
		Corridor	4	1,880	17.8	40	6,000	51	2	1.13	3.71	A	17.4	40	6,200	51	2	1.16	3.81	A	
Merrill																					
Marion	C-229	S. EAST ST.	2	400	17.8	40	6,000	11	1	1.12	3.65	A	17.4	40	6,200	11	1	1.14	3.75	A	
Marion	C-229	W. NEFF ST.	2	930	17.8	40	6,000	25	2	1.13	3.71	A	17.4	40	6,200	25	2	1.16	3.81	A	
Marion	C-229	N. CENTER ST.	1	60	17.8	40	6,000	2	0	1.11	3.62	A	17.4	40	6,200	2	0	1.13	3.72	A	
Marion	C-229	WEST ST.	1	20	17.8	40	6,000	1	0	1.10	3.61	A	17.4	40	6,200	1	0	1.13	3.71	A	
		Corridor	6	1,410	17.8	40	6,000	38	1	1.12	3.66	A	17.4	40	6,200	39	1	1.15	3.76	A	
Bradner																					
Wood	C-228	W. CROCKER ST.	2	1,221	33.3	40	6,000	62	3	1.14	7.00	B	37.4	50	6,200	61	2	0.99	5.89	B	
Wood	C-228	LIGHTNER	2	390	33.3	40	6,000	20	1	1.12	6.82	B	37.4	35	6,200	25	1	1.27	9.96	B	
Wood	C-228	CHURCH ST.	2	1,350	33.3	40	6,000	69	3	1.15	7.03	B	37.4	35	6,200	88	3	1.31	10.25	B	
		Corridor	6	2,961	33.3	40	6,000	151	2	1.14	6.95	B	37.4	35	6,200	193	2	1.29	10.14	B	

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ATTACHMENT G-4

**Rail Line Segments C-066 and C-206
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-4
RAIL LINE SEGMENTS C-066 and C-206
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition							Post-Acquisition							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)	
Defiance																				
Defiance	C-066	JACKSON ST.	2	700	21.4	50	6,000	19	1	0.95	3.16	A	47.7	50	6,200	44	1	0.97	7.40	B
Defiance	C-066	DEATRICK ST.	2	4,460	21.4	35	6,000	162	11	1.41	6.16	B	47.7	35	6,200	371	11	1.45	14.47	B
		Corridor	4	5,160	21.4	35	6,000	188	6	1.33	5.79	B	47.7	35	6,200	430	6	1.36	13.60	B
Deshler																				
Henry	C-066	MAIN ST.	2	280	21.4	50	6,000	8	1	0.94	3.12	A	47.7	50	6,200	18	1	0.96	7.30	B
Henry	C-066	LIND ST.	2	880	21.4	50	6,000	24	2	0.96	3.18	A	47.7	50	6,200	56	2	0.98	7.44	B
Henry	C-066	EAST ST.	2	1,010	21.4	50	6,000	28	2	0.96	3.19	A	47.7	50	6,200	64	2	0.98	7.47	B
		Corridor	6	2,170	21.4	50	6,000	60	1	0.95	3.17	A	47.7	50	6,200	137	1	0.98	7.40	B
Fostoria																				
Seneca	C-206	COUNTY LINE ST.	2	130	34	50	6,000	6	0	0.94	4.94	A	37.9	50	6,200	7	0	0.96	5.78	B
Hancock	C-206	FINDLEY ST.	2	3,040	34	35	6,000	176	7	1.35	9.33	B	37.9	35	6,200	201	8	1.38	10.96	B
		Corridor	4	3,170	34	35	6,000	183	4	1.28	8.91	B	37.9	35	6,200	210	4	1.32	10.47	B
Fostoria																				
Hancock	C-206	ADAMS ST.	2	160	34	35	6,000	9	0	1.23	8.53	B	37.9	35	6,200	11	0	1.26	10.02	B
Hancock	C-206	CLEVELAND ST.	2	160	34	35	6,000	9	0	1.23	8.53	B	37.9	35	6,200	11	0	1.26	10.02	B
Hancock	C-206	TIFFIN ST.	2	1,720	34	35	6,000	99	4	1.29	8.95	B	37.9	35	6,200	114	4	1.32	10.51	B
		Corridor	6	2,040	34	35	6,000	118	2	1.25	8.67	B	37.9	35	6,200	135	2	1.28	10.18	B
Bloomfield																				
Hancock	C-206	DESHLER RD.	2	1,490	34	50	6,000	66	6	0.98	5.15	B	37.9	50	6,200	75	6	1.00	6.02	B
Hancock	C-206	PURSELL RD.	2	490	34	50	6,000	22	1	0.95	4.99	A	37.9	50	6,200	25	1	0.97	5.84	B
		Corridor	4	1,980	34	50	6,000	87	2	0.96	5.07	B	37.9	50	6,200	99	2	0.98	5.93	B
North Baltimore																				
Wood	C-206	TARR ST.	2	1,630	34	50	6,000	72	3	0.98	5.17	B	37.9	50	6,200	82	3	1.00	6.05	B
Wood	C-206	MAIN ST.	2	4,843	34	50	6,000	213	9	1.09	5.75	B	37.9	50	6,200	243	9	1.12	6.72	B
Wood	C-206	FRAZIER ST.	2	938	34	50	6,000	41	2	0.96	5.06	B	37.9	50	6,200	47	2	0.98	5.92	B
		Corridor	6	7,411	34	50	6,000	326	5	1.01	5.31	B	37.9	50	6,200	372	5	1.03	6.21	B

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ATTACHMENT G-5

**Rail Line Segments N-077 and N-303
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-5
RAIL LINE SEGMENTS N-077 and N-303
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition							Post-Acquisition							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)		
Rocky Ridge																					
Ottawa	N-077	ROCKY RIDGE	2	760	48	50	6,000	47	1	0.95	7.11	B	61.5	50	6,200	62	1	0.95	9.56	B	
Ottawa	N-077	WEST ST.	1	90	48	50	6,000	6	0	0.94	6.98	B	61.5	50	6,200	7	0	0.96	9.39	B	
<i>Corridor</i>					856	48	50	6,000	53	1	0.95	7.07	B	61.5	50	6,200	69	1	0.97	9.50	B
Archbold																					
Fulton	N-303	FRANKLIN	2	1,801	50.4	50	6,000	117	3	0.98	7.71	B	48.2	50	6,200	115	3	1.01	7.73	B	
Fulton	N-303	DEFIANCE ST.	2	10,240	50.4	50	6,000	668	19	1.34	10.49	B	48.2	50	6,200	654	20	1.37	10.53	B	
<i>Corridor</i>					12,041	50.4	50	6,000	785	11	1.14	8.89	B	48.2	50	6,200	769	11	1.16	8.92	B
Swanton																					
Fulton	N-303	BRAILEY RD	2	605	50.4	50	6,000	39	1	0.95	7.43	B	48.2	50	6,200	39	1	0.97	7.45	B	
Fulton	N-303	TEMPLETON RD	1	120	50.4	50	6,000	8	0	0.94	7.35	B	48.2	50	6,200	8	0	0.96	7.37	B	
<i>Corridor</i>					725	50.4	50	6,000	47	1	0.95	7.40	B	48.2	50	6,200	46	1	0.97	7.43	B

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ATTACHMENT G-6

**Rail Line Segments N-080 and N-467
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-6
RAIL LINE SEGMENTS N-080 and N-467
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)			
Cleveland																						
Cuyahoga	N-080	W. 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	W. 111 ST.	2	1,520	13.5	35	4,869	30	3	1.09	2.55	A	34.1	35	5,000	76	3	1.11	6.71	B		
Cuyahoga	N-080	W. 112 ST.	2	750	13.5	35	4,869	15	2	1.06	2.49	A	34.1	35	5,000	36	2	1.09	6.55	B		
Cuyahoga	N-080	W. 114 ST.	2	370	13.5	35	4,869	7	1	1.05	2.46	A	34.1	35	5,000	19	1	1.07	6.48	B		
Cuyahoga	N-080	W. 116 ST.	2	2,570	13.5	35	4,869	50	5	1.13	2.67	A	34.1	35	5,000	129	5	1.15	6.94	B		
Cuyahoga	N-080	W. 117 ST.	4	15,610	13.5	35	4,869	305	16	1.36	2.17	A	34.1	35	5,000	785	17	1.38	8.34	B		
Cuyahoga	N-080	W. 118 ST.	2	2,180	13.5	35	4,869	43	5	1.11	2.60	A	34.1	35	5,000	110	5	1.14	6.85	B		
Cuyahoga	N-080	FRY	2	770	13.5	35	4,869	15	2	1.05	2.49	A	34.1	35	5,000	39	2	1.09	6.56	B		
Cuyahoga	N-080	BEACH AVE.	2	700	13.5	35	4,869	14	1	1.06	2.49	A	34.1	35	5,000	35	1	1.08	6.54	B		
Cuyahoga	N-010	COVE AVE.	2	2,920	13.5	35	4,869	57	6	1.14	2.67	A	34.1	35	5,000	147	6	1.16	7.02	B		
Corridor					22	33,360	13.5	35	4,869	651	6	1.14	2.68	A	34.1	35	5,000	1677	6	1.17	7.04	B
Lakewood																						
Cuyahoga	N-080	GIEL AVE.	2	1,990	13.5	35	4,869	39	4	1.11	2.59	A	34.1	35	5,000	100	4	1.13	6.81	B		
Cuyahoga	N-080	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-050	MANOR PARK	2	1,930	13.5	35	4,869	38	4	1.10	2.58	A	34.1	35	5,000	97	4	1.13	6.80	B		
Cuyahoga	N-080	MARLOWE AVE.	2	1,460	13.5	35	4,869	28	3	1.09	2.55	A	34.1	35	5,000	73	3	1.11	6.70	B		
Cuyahoga	N-080	BELLE AVE.	2	4,030	13.5	35	4,869	79	8	1.18	2.77	A	34.1	35	5,000	203	9	1.21	7.28	B		
Cuyahoga	N-080	ST. CHARLES AVE.	2	1,090	13.5	35	4,869	21	2	1.08	2.52	A	34.1	35	5,000	55	2	1.10	6.62	B		
Cuyahoga	N-080	WARREN AVE.	2	3,000	13.5	35	4,869	59	6	1.14	2.67	A	34.1	35	5,000	151	6	1.17	7.03	B		
Cuyahoga	N-080	CUOK AVE.	2	2,440	13.5	35	4,869	48	5	1.12	2.63	A	34.1	35	5,000	123	5	1.14	6.91	B		
Cuyahoga	N-080	GLADYS AVE.	2	900	13.5	35	4,869	18	2	1.07	2.50	A	34.1	35	5,000	45	2	1.09	6.58	B		
Cuyahoga	N-080	ANDREWS AVE.	2	1,040	13.5	35	4,869	20	2	1.07	2.51	A	34.1	35	5,000	52	2	1.10	6.61	B		
Corridor					20	23,180	13.5	35	4,869	452	5	1.12	2.62	A	34.1	35	5,000	1166	5	1.14	6.88	B
Lakewood																						
Cuyahoga	N-080	LAKELAND AVE.	2	1,380	13.5	35	4,869	27	3	1.08	2.54	A	34.1	35	5,000	69	3	1.11	6.68	B		
Cuyahoga	N-080	SUMMIT AVE.	2	1,570	13.5	35	4,869	31	3	1.09	2.55	A	34.1	35	5,000	79	3	1.11	6.72	B		
Cuyahoga	N-080	BROOKLEY AVE.	2	1,120	13.5	35	4,869	22	2	1.08	2.52	A	34.1	35	5,000	56	2	1.10	6.63	B		
Cuyahoga	N-080	CRANFORD AVE.	2	1,070	13.5	35	4,869	21	2	1.07	2.52	A	34.1	35	5,000	54	2	1.10	6.62	B		
Cuyahoga	N-080	WESTLAKE AVE	2	720	13.5	35	4,869	14	1	1.06	2.49	A	34.1	35	5,000	36	2	1.08	6.55	B		
Cuyahoga	N-080	HALL AVE.	2	670	13.5	35	4,869	13	1	1.06	2.49	A	34.1	35	5,000	34	1	1.08	6.54	B		
Cuyahoga	N-080	ETHEL AVE.	2	960	13.5	35	4,869	19	2	1.07	2.51	A	34.1	35	5,000	48	2	1.09	6.59	B		
Cuyahoga	N-080	EDWARDS AVE.	2	1,150	13.5	35	4,869	22	2	1.08	2.52	A	34.1	35	5,000	58	2	1.10	6.63	B		
Cuyahoga	N-080	BONNIEVIEW AVE.	2	1,330	13.5	35	4,869	26	3	1.08	2.54	A	34.1	35	5,000	67	3	1.11	6.67	B		
Cuyahoga	N-080	GRANGER AVE.	2	1,880	13.5	35	4,869	37	4	1.10	2.58	A	34.1	35	5,000	95	4	1.12	6.79	B		
Corridor					20	11,850	13.5	35	4,869	231	2	1.08	2.52	A	34.1	35	5,000	596	3	1.10	6.64	B

ATTACHMENT G-6
RAIL LINE SEGMENTS N-080 and N-467
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)		
Lorain																					
Lorain	N-080	RIED AVE.	2	3,700	13.5	35	4,869	72	8	1.17	2.74	A	34.1	35	5,000	186	8	1.19	7.20	B	
Lorain	N-080	LONG ST.	2	650	13.5	35	4,869	13	1	1.06	2.48	A	34.1	35	5,000	33	1	1.08	6.53	B	
		Corridor	4	4,350	13.5	35	4,869	85	5	1.11	2.60	A	34.1	35	5,000	219	5	1.14	6.85	B	
Bellevue																					
Huron	N-467	CENTER ST.	2	670	23.9	15	4,869	47	3	2.14	17.83	C	28.5	15	5,000	57	3	2.19	22.28	C	
Huron	N-467	MONROE ST.	2	1,760	23.9	25	4,869	79	5	1.43	7.74	B	28.5	25	5,000	97	5	1.46	9.63	B	
		Corridor	4	2,430	23.9	15	4,869	169	5	2.17	18.13	C	28.5	15	5,000	206	5	2.22	22.65	C	
Bellevue																					
Sandusky	N-467	FLATROCK RD	2	1,650	23.9	50	4,869	44	3	0.84	2.70	A	28.5	50	5,000	53	3	0.86	3.34	A	
Sandusky	N-467	KILBOURNE RD	2	3,070	23.9	50	4,869	82	5	0.88	2.83	A	28.5	50	5,000	99	5	0.90	3.50	A	
		Corridor	4	4,720	23.9	50	4,869	126	4	0.86	2.76	A	28.5	50	5,000	153	4	0.88	3.42	A	
Green Springs																					
Sandusky	N-467	CR-175	2	650	23.9	50	4,869	17	1	0.82	2.62	A	28.5	50	5,000	21	1	0.83	3.24	A	
Sandusky	N-467	CR-62	2	860	23.9	50	4,869	23	1	0.82	2.64	A	28.5	50	5,000	28	1	0.84	3.26	A	
		Corridor	4	1,510	23.9	50	4,869	40	1	0.82	2.63	A	28.5	50	5,000	49	1	0.84	3.25	A	
Green Springs																					
Seneca	N-467	FORT ST.	1	80	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
Seneca	N-467	MAIN ST.	2	1,260	23.9	50	4,869	34	2	0.83	2.67	A	28.5	50	5,000	41	2	0.85	3.30	A	
		Corridor	3	1,340	23.9	50	4,869	36	1	0.83	2.64	A	28.5	50	5,000	43	1	0.84	3.27	A	
Fostoria																					
Seneca	N-467	CR-11	2	100	23.9	50	4,869	3	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
Seneca	N-467	LIBERTY TWP 152-B	2	90	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
		Corridor	4	190	23.9	50	4,869	5	0	0.81	2.58	A	28.5	50	5,000	6	0	0.82	3.19	A	
Fostoria																					
Seneca	N-467	POPLAR ST.	2	1,910	23.9	50	4,869	51	3	0.85	2.73	A	28.5	50	5,000	62	3	0.87	3.37	A	
Seneca	N-467	MAIN ST.	2	1,805	23.9	50	4,869	48	3	0.85	2.72	A	28.5	50	5,000	58	3	0.86	3.36	A	
		Corridor	4	3,715	23.9	50	4,869	99	3	0.85	2.72	A	28.5	50	5,000	120	3	0.87	3.37	A	
Arcadia																					
Hancock	N-467	JOSLYN ST.	2	63	23.9	50	4,869	2	0	0.80	2.58	A	28.5	50	5,000	2	0	0.82	3.19	A	
Hancock	N-467	MAIN ST.	2	403	23.9	50	4,869	11	1	0.81	2.60	A	28.5	50	5,000	13	1	0.83	3.22	A	
		Corridor	4	466	23.9	50	4,869	12	0	0.81	2.59	A	28.5	50	5,000	15	0	0.82	3.20	A	
McComb																					
Hancock	N-467	PARK DRIVE	2	1,780	23.9	50	4,869	47	3	0.85	2.71	A	28.5	50	5,000	58	3	0.86	3.36	A	
Hancock	N-467	MAIN ST.	2	1,680	23.9	50	4,869	45	3	0.85	2.71	A	28.5	50	5,000	54	3	0.86	3.35	A	

ATTACHMENT G-6
RAIL LINE SEGMENTS N-080 and N-467
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)		
Hancock	N-467	LIBERTY ST.	2	570	23.9	50	4,869	15	1	0.82	2.61	A	28.5	50	5,000	18	1	0.83	3.23	A	
Hancock	N-467	N. TODD ST.	2	1,480	23.9	50	4,869	39	2	0.84	2.69	A	28.5	50	5,000	48	2	0.86	3.33	A	
Corridor			8	5,510	23.9	50	4,869	147	2	0.84	2.68	A	28.5	50	5,000	178	2	0.85	3.32	A	
McComb																					
Hancock	N-467	CHURCH ST.	2	260	23.9	50	4,869	7	0	0.81	2.59	A	28.5	50	5,000	8	0	0.82	3.20	A	
Hancock	N-467	WALNUT ST.	2	120	23.9	50	4,869	3	0	0.81	2.58	A	28.5	50	5,000	4	0	0.82	3.19	A	
Hancock	N-467	RADER ST.	2	1,520	23.9	50	4,869	41	2	0.84	2.69	A	28.5	50	5,000	49	2	0.86	3.33	A	
Corridor			6	1,900	23.9	50	4,869	51	1	0.82	2.62	A	28.5	50	5,000	62	1	0.83	3.24	A	
Leipsic																					
Putnam	N-467	BELMORE ST.	2	1,900	23.9	40	4,869	59	4	1.00	3.74	A	28.5	40	5,000	72	4	1.02	4.64	A	
Putnam	N-467	COMMERCIAL ST.	1	40	23.9	40	4,869	1	0	0.94	3.54	A	28.5	40	5,000	2	0	0.96	4.39	A	
Putnam	N-467	EASTON ST.	2	100	23.9	40	4,869	3	0	0.94	3.54	A	28.5	40	5,000	4	0	0.96	4.39	A	
Corridor			5	2,040	23.9	40	4,869	64	2	0.97	3.62	A	28.5	40	5,000	78	2	0.98	4.49	A	
West Leipsic																					
Putnam	N-467	WERNER	2	2,280	23.9	50	4,869	61	4	0.86	2.76	A	28.5	50	5,000	74	4	0.88	3.41	A	
Putnam	N-467	SOUTH ST.	2	590	23.9	50	4,869	16	1	0.82	2.52	A	28.5	50	5,000	19	1	0.83	3.24	A	
Corridor			4	2,870	23.9	50	4,869	77	2	0.84	2.69	A	28.5	50	5,000	93	2	0.85	3.32	A	
Continental																					
Putnam	N-467	MAIN ST.	2	2,570	23.9	50	4,869	69	1	0.87	2.78	A	28.5	50	5,000	83	4	0.89	3.44	A	
Putnam	N-467	PALMER TWP/SR-18	1	40	23.9	50	4,869	1	0	0.81	2.58	A	28.5	50	5,000	1	0	0.82	3.19	A	
Corridor			3	2,610	23.9	50	4,869	70	3	0.85	2.71	A	28.5	50	5,000	85	3	0.86	3.35	A	
Continental																					
Putnam	N-467	6TH ST.	2	480	23.9	40	4,869	15	1	0.96	3.58	A	28.5	40	5,000	18	1	0.97	4.44	A	
Putnam	N-467	MAIN ST.	2	4,240	23.9	40	4,869	133	8	1.08	4.04	A	28.5	40	5,000	151	8	1.10	5.01	B	
Corridor			4	4,720	23.9	40	4,869	148	4	1.01	3.80	A	28.5	40	5,000	179	5	1.03	4.71	A	
Latty																					
Paulding	N-467	ALEXANDER ST.	1	10	23.9	50	4,869	0	0	0.80	2.57	A	28.5	50	5,000	0	0	0.82	3.18	A	
Paulding	N-467	VAN WERT ST.	2	190	23.9	50	4,869	5	0	0.81	2.58	A	28.5	50	5,000	6	0	0.82	3.20	A	
Paulding	N-467	LEWIS ST.	2	80	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
Corridor			5	280	23.9	50	4,869	7	0	0.81	2.58	A	28.5	50	5,000	9	0	0.82	3.19	A	
Payne																					
Paulding	N-467	MAPLE ST.	2	410	23.9	50	4,869	11	1	0.81	2.60	A	28.5	50	5,000	13	1	0.83	3.22	A	
Paulding	N-467	LAURA ST.	2	630	23.9	50	4,869	17	1	0.82	2.62	A	28.5	50	5,000	20	1	0.83	3.24	A	
Paulding	N-467	MAIN ST.	2	1,810	23.9	50	4,869	48	3	0.85	2.72	A	28.5	50	5,000	59	3	0.86	3.36	A	
Corridor			6	2,850	23.9	50	4,869	76	2	0.83	2.65	A	28.5	50	5,000	92	2	0.84	3.27	A	

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ATTACHMENT G-7

**Rail Line Segments N-071, N-073, and N-085
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-7
RAIL LINE SEGMENTS N-073 and N-085
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition							Post-Acquisition							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)	
Bucyrus																				
Crawford	N-073	CHARLOTTE ST.	2	3,890	26	50	4,869	113	6	0.91	3.16	A	34.3	50	5,000	152	6	0.93	4.33	A
Crawford	N-073	SOUTHERN	2	4,300	26	50	4,869	125	7	0.92	3.21	A	34.3	50	5,000	168	7	0.94	4.39	A
Crawford	N-073	HOPLEY	2	6,030	26	50	4,869	175	10	0.98	3.41	A	34.3	50	5,000	235	10	1.00	4.66	A
Crawford	N-073	OAKWOOD	2	290	26	50	4,869	8	0	0.81	2.82	A	34.3	50	5,000	11	0	0.83	3.86	A
		Corridor	8	14,510	26	50	4,869	421	6	0.90	3.13	A	34.3	50	5,000	566	6	0.92	4.29	A
Bucyrus																				
Crawford	N-073	WOODLAWN	2	1,851	26	50	4,869	54	3	0.85	2.96	A	34.3	50	5,000	72	3	0.87	4.05	A
Crawford	N-073	WARREN	2	1,059	26	50	4,869	31	2	0.83	2.89	A	34.3	50	5,000	41	2	0.84	3.95	A
Crawford	N-073	RENNSLAER	2	287	26	50	4,869	8	0	0.81	2.82	A	34.3	50	5,000	11	0	0.83	3.86	A
		Corridor	6	3,197	26	50	4,869	93	2	0.83	2.89	A	34.3	50	5,000	125	2	0.84	3.95	A
Lewis Center																				
Delaware	N-073	FRANKLIN	1	35	26	50	4,869	1	0	0.80	2.80	A	34.3	50	5,000	1	0	0.82	3.83	A
Delaware	N-073	LEWIS CENTER	2	744	26	50	4,869	22	1	0.82	2.86	A	34.3	50	5,000	29	1	0.84	3.91	A
		Corridor	3	779	26	50	4,869	23	1	0.82	2.84	A	34.3	50	5,000	30	1	0.83	3.89	A
Bucyrus																				
Crawford	N-073	MONRETTE	2	470	26	50	4,869	14	1	0.81	2.84	A	34.3	50	5,000	18	1	0.83	3.88	A
Crawford	N-073	DALLAS TWP 115	1	70	26	50	4,869	2	0	0.81	2.81	A	34.3	50	5,000	3	0	0.82	3.84	A
		Corridor	3	540	26	50	4,869	16	1	0.81	2.83	A	34.3	50	5,000	21	1	0.83	3.87	A
Sandusky																				
Erie	N-085	OLDS	2	1,140	1.4	15	4,869	5	5	2.17	1.06	A	12.9	15	5,000	44	5	2.22	10.23	B
Erie	N-085	MONROE	2	3,630	1.4	15	4,869	15	15	2.35	1.15	A	12.9	15	5,000	139	16	2.40	11.08	B
		Corridor	4	4,770	1.4	15	4,869	19	10	2.25	1.10	A	12.9	15	5,000	183	10	2.31	10.64	B

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ATTACHMENT G-8
Rail Line Segment N-079
Highway/Rail At-grade Crossing Vehicle Delay and Queues

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ATTACHMENT G-8
RAIL LINE SEGMENT N-079
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)		
Clyde																					
Sandusky	N-079	SPRING ST.	2	1,280	7.7	30	4,869	16	3	1.22	1.83	A	27.2	30	5,000	58	3	1.24	6.75	B	
Sandusky	N-079	AMANDA ST.	2	1,230	7.7	30	4,869	15	3	1.22	1.83	A	27.2	30	5,000	56	3	1.24	6.74	B	
Sandusky	N-079	NELSON ST.	2	250	7.7	30	4,869	3	1	1.18	1.78	A	27.2	30	5,000	11	1	1.21	6.54	B	
Sandusky	N-079	GEORGE ST.	2	720	7.7	30	4,869	9	2	1.20	1.80	A	27.2	30	5,000	33	2	1.22	6.64	B	
Sandusky	N-079	VINE ST.	2	830	7.7	30	4,869	10	2	1.20	1.81	A	27.2	30	5,000	38	2	1.23	6.66	B	
Sandusky	N-079	MAIN ST.	2	7,230	7.7	30	4,869	91	17	1.49	2.25	A	27.2	30	5,000	327	17	1.53	8.28	B	
Sandusky	N-079	MAPLE ST.	2	3,180	7.7	30	4,869	40	7	1.29	1.95	A	27.2	30	5,000	144	8	1.32	7.17	B	
Sandusky	N-079	CHURCH ST.	2	610	7.7	30	4,869	8	1	1.19	1.80	A	27.2	30	5,000	28	1	1.22	6.62	B	
Sandusky	N-079	DUANE ST.	2	1,800	7.7	30	4,869	23	4	1.24	1.86	A	27.2	30	5,000	81	4	1.26	6.86	B	
Sandusky	N-079	EAST ST.	2	410	7.7	30	4,869	5	1	1.19	1.79	A	27.2	30	5,000	19	1	1.21	6.58	B	
Corridor				20	17,540	7.7	30	4,869	220	+	1.24	1.96	A	27.2	30	5,000	793	4	1.26	6.85	B

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ATTACHMENT G-9

**Rail Line Segment N-476
Highway/Rail At-grade Crossing Vehicle Delay and Queues**

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ATTACHMENT G-9
RAIL LINE SEGMENT N-476
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition							Post-Acquisition							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)	
Alvordton																				
Williams	N-476	CR-19	2	50	15.2	50	4,869	1	0	0.80	1.64	A	17.3	50	5,000	1	0	0.82	1.93	A
Williams	N-476	CR-P	2	40	15.2	50	4,869	1	0	0.80	1.64	A	17.3	50	5,000	1	0	0.82	1.93	A
		Corridor	4	90	15.2	50	4,869	2	0	0.80	1.64	A	17.3	50	5,000	2	0	0.82	1.93	A
Blakeslee																				
Williams	N-476	CR-49	2	1,151	5.2	50	4,869	20	2	0.83	1.69	A	17.3	50	5,000	23	2	0.85	2.00	A
Williams	N-476	CR-F	2	270	5.2	50	4,869	5	0	0.81	1.65	A	17.3	50	5,000	5	0	0.82	1.95	A
		Corridor	4	1,420	15.2	50	4,869	24	1	0.82	1.67	A	17.3	50	5,000	28	1	0.84	1.97	A

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ATTACHMENT G-10

Rail Line Segment C-061
Highway/Rail At-grade Crossing Vehicle Delay and Queues

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ATTACHMENT G-10
RAIL LINE SEGMENT C-061
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								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)		
New London																					
Huron	C-061	W. MAIN ST.	2	3,610	14.5	50	4,869	58	6	0.90	1.75	A	53	50	5,000	217	6	0.92	6.63	B	
Huron	C-061	N. MAIN ST.	2	3,870	14.5	50	4,869	63	6	0.91	1.76	A	53	50	5,000	233	6	0.92	6.68	B	
		Corridor	4	7,480	14.5	50	4,869	121	6	0.90	1.75	A	53	50	5,000	451	6	0.92	6.65	B	
Wellington																					
Lorain	C-061	HERRICK AVE.	2	7,870	14.5	50	4,869	127	13	1.05	2.04	A	53	50	5,000	474	13	1.07	7.72	B	
Lorain	C-061	NO. MAIN ST.	2	8,120	14.5	50	4,869	131	13	1.06	2.06	A	53	50	5,000	489	13	1.08	7.80	B	
		Corridor	4	15,990	14.5	50	4,869	259	13	1.05	2.03	A	53	50	5,000	963	13	1.07	7.76	B	

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ATTACHMENT G-11

Rail Line Segment N-046
Highway/Rail At-grade Crossing Vehicle Delay and Queues

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ATTACHMENT G-11
RAIL LINE SEGMENT N-046
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition							Post-Acquisition							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)	
Lafayette																				
Tippecanoe	N-046	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
Tippecanoe	N-046	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
		Corridor	6	16,278	18.4	25	4,869	564	15	1.62	6.73	B	40.2	25	5,000	1260	15	1.65	15.36	C
Lafayette																				
Tippecanoe	N-046	FERRY ST.	2	6,121	18.4	25	4,869	212	17	1.66	6.90	B	40.2	25	5,000	474	17	1.70	15.75	C
Tippecanoe	N-046	MAIN ST.	2	7,654	18.4	25	4,869	265	21	1.76	7.31	B	40.2	25	5,000	592	21	1.80	16.68	C
Tippecanoe	N-046	11TH ST.	2	730	18.4	25	4,869	25	2	1.39	5.77	B	40.2	25	5,000	57	2	1.42	13.16	B
Tippecanoe	N-046	COLUMBIA ST.	3	8,546	18.4	25	4,869	296	15	1.63	6.80	B	40.2	25	5,000	662	16	1.67	15.51	C
Tippecanoe	N-046	10TH ST.	2	2,622	18.4	25	4,869	91	7	1.47	6.12	B	40.2	25	5,000	203	7	1.50	13.97	B
Tippecanoe	N-046	SOUTH ST./SR-26	3	7,890	18.4	25	4,869	274	14	1.61	6.69	B	40.2	25	5,000	611	15	1.64	15.27	C
Tippecanoe	N-046	9TH ST.	2	8,565	18.4	25	4,869	297	23	1.82	7.57	B	40.2	25	5,000	663	24	1.86	17.28	C
Tippecanoe	N-046	8TH ST.	2	3,513	18.4	25	4,869	122	10	1.51	6.30	B	40.2	25	5,000	272	10	1.55	14.38	B
Tippecanoe	N-046	7TH ST.	2	1,375	18.4	25	4,869	48	4	1.41	5.88	B	40.2	25	5,000	106	4	1.45	13.43	B
Tippecanoe	N-046	NEW YORK ST.	2	252	18.4	25	4,869	9	1	1.37	5.69	B	40.2	25	5,000	20	1	1.40	12.97	B
Tippecanoe	N-046	ROMIG ST.	2	982	18.4	25	4,869	34	3	1.40	5.81	B	40.2	25	5,000	76	3	1.43	13.27	B
Tippecanoe	N-046	LINGLE ST.	2	1,471	18.4	25	4,869	51	4	1.42	5.90	B	40.2	25	5,000	114	4	1.45	13.47	B
		Corridor	26	49,721	18.4	25	4,869	1724	10	1.53	6.37	B	40.2	25	5,000	3849	11	1.56	14.53	B
Lafayette																				
Tippecanoe	N-046	5TH ST.	2	209	18.4	25	4,869	7	1	1.37	5.68	B	40.2	25	5,000	16	1	1.40	12.96	B
Tippecanoe	N-046	4TH ST.	2	12,060	18.4	25	4,869	418	33	2.12	8.80	B	40.2	25	5,000	934	33	2.16	20.09	C
Tippecanoe	N-046	3RD ST.	2	3,823	18.4	25	4,869	133	10	1.53	6.37	B	40.2	25	5,000	296	11	1.56	14.53	B
Tippecanoe	N-046	POCANO HILL RD	2	2,265	18.4	25	4,869	79	6	1.45	6.05	B	40.2	25	5,000	175	6	1.49	13.81	B
		Corridor	7	18,357	18.4	25	4,869	636	14	1.61	6.69	B	40.2	25	5,000	1421	15	1.64	15.26	C

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APPENDIX H
Transportation: Roadway Systems Analysis

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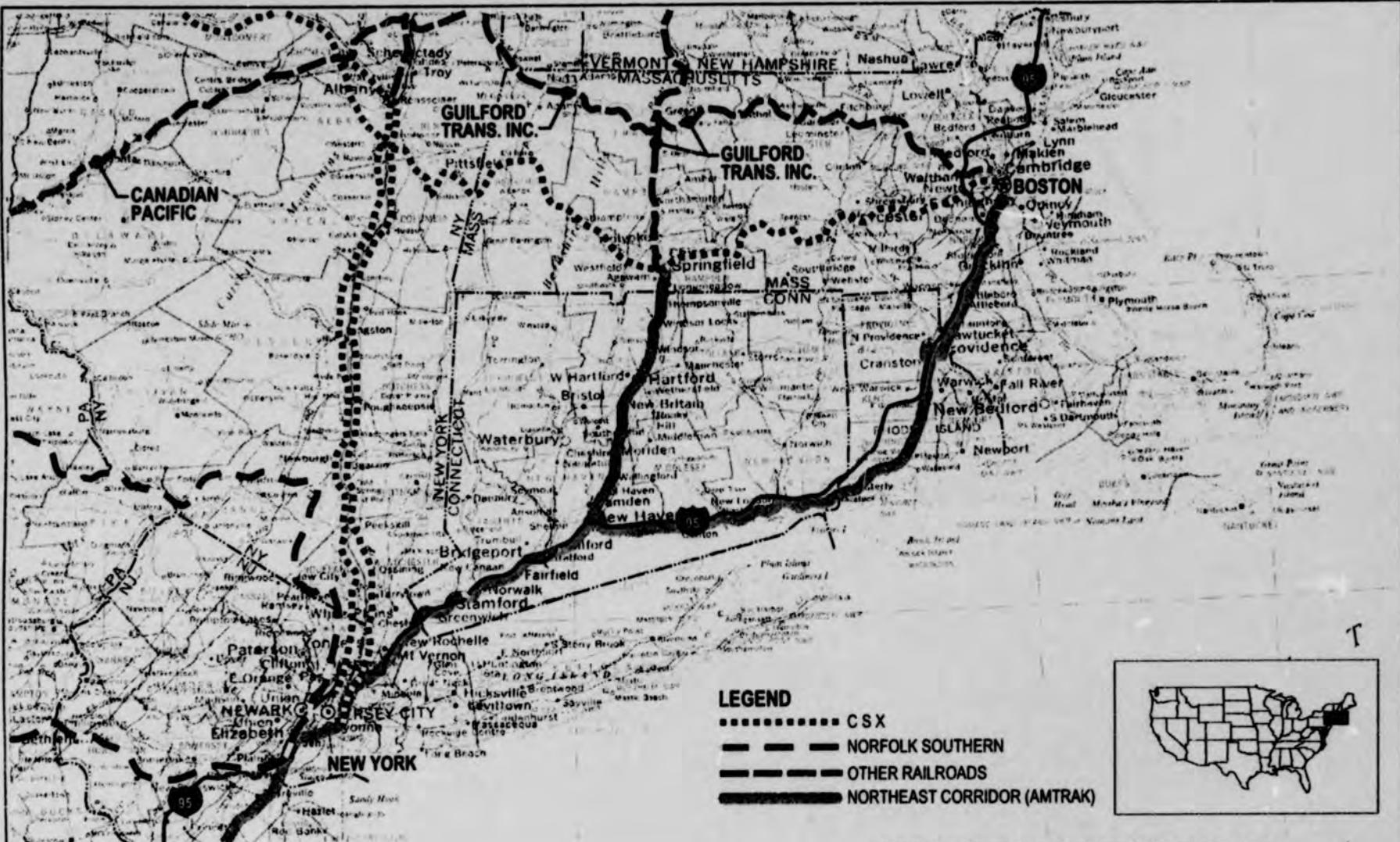
APPENDIX H **TRANSPORTATION: ROADWAY SYSTEMS ANALYSIS**

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) conducted additional transportation analyses to respond to comments on the Draft Environmental Impact Statement (Draft EIS) and to reflect updated information that the Applicants¹ provided after publication of the Draft EIS. In response to comments on the Draft EIS and previously filed Comments and Requests for Conditions, SEA conducted a detailed analysis of transportation systems in the New York City/northern New Jersey metropolitan area (metropolitan area) potentially affected by the proposed Conrail Acquisition. SEA conducted additional transportation analyses to reflect updated information that NS supplied for its proposed Sandusky, Ohio, and AmeriPort/South Philadelphia intermodal facilities. SEA also conducted additional transportation analyses to reflect revised estimates of truck increases by NS at the Morrisville, Pennsylvania, intermodal facility. This appendix provides descriptions of the additional transportation analyses that SEA conducted for the Final Environmental Impact Statement (Final EIS).

H.1 NEW YORK CITY/NORTHERN NEW JERSEY METROPOLITAN AREA

SEA conducted a detailed analysis of roadway systems and transportation issues associated with the New York City/northern New Jersey metropolitan and Southern New England areas in response to comments on the Draft EIS and Comments and Requests for Conditions. As part of this analysis, SEA visited relevant roadway, bridge, and intermodal facilities. Figure H-1 depicts the major railroad routes in the metropolitan and southern New England areas and their owners, if the Board approves the proposed Conrail Acquisition. Figures H-2A and H-2B depict major transportation facilities and truck routes in the metropolitan area. This section presents the results of SEA's analysis.

¹ "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).



Proposed Conrail Acquisition

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FIGURE H-1
PROPOSED TRANSPORTATION ROUTES
METROPOLITAN NEW YORK CITY AREA AND SOUTHERN NEW ENGLAND

H.1.1 Existing Transportation Environment

The metropolitan area is one of the largest consumer markets in the world. Residential populations in southeastern New York State and Connecticut add further support. According to the New York/New Jersey Circumferential Commercial Corridor Study (Port Authority of New York and New Jersey, 1991), the metropolitan area historically has been one of the world's largest port centers. Major intermodal facilities within the metropolitan area include five major marine terminal facilities (including Port Newark/Elizabeth, which is larger than all North Atlantic ports combined), three major international airports, and 10 major rail intermodal facilities. Those facilities include the CSX Little Ferry, Conrail Portside and E-Rail in Elizabeth, and Conrail South Kearny facilities, all of which SEA analyzed in the Draft EIS.

The metropolitan area and southern New England rely heavily on trucks to move goods to and from those markets. However, various parties are interested in integrating intermodal movements involving truck, rail, sea, and air, and have been working toward that goal. Several Parties of Record in this proceeding are involved in this effort and submitted Comments and Requests for Conditions to the Board. They also submitted comments on the Draft EIS to express their concerns regarding environmental impacts that could occur in the metropolitan area if the Board approves the proposed Conrail Acquisition.

Rail Operations

Currently, Conrail is the only Class I freight railroad that operates into New York City and over parts of the Northeast Corridor in Connecticut and Massachusetts.² Conrail operates one train per day over the Hudson Line in New York State from Oak Point Yard in New York City through Poughkeepsie to Selkirk Yard near Albany. These nonintermodal trains carry municipal solid waste out of New York City and general merchandise, including perishables, into the city. Conrail also operates several local trains between New York City and New Haven, Connecticut. However, most of Conrail's current intermodal traffic in the metropolitan area originates and terminates at its five intermodal facilities in northern New Jersey.

Conrail does not use the existing passenger railroad tunnels to and through Manhattan to move either conventional intermodal or Triple Crown Service intermodal freight traffic. In addition, it generally does not use the New York Cross Harbor Railroad, except for traffic bound for locations on the New York Cross Harbor, and is currently involved in a lawsuit with the operators of that company.

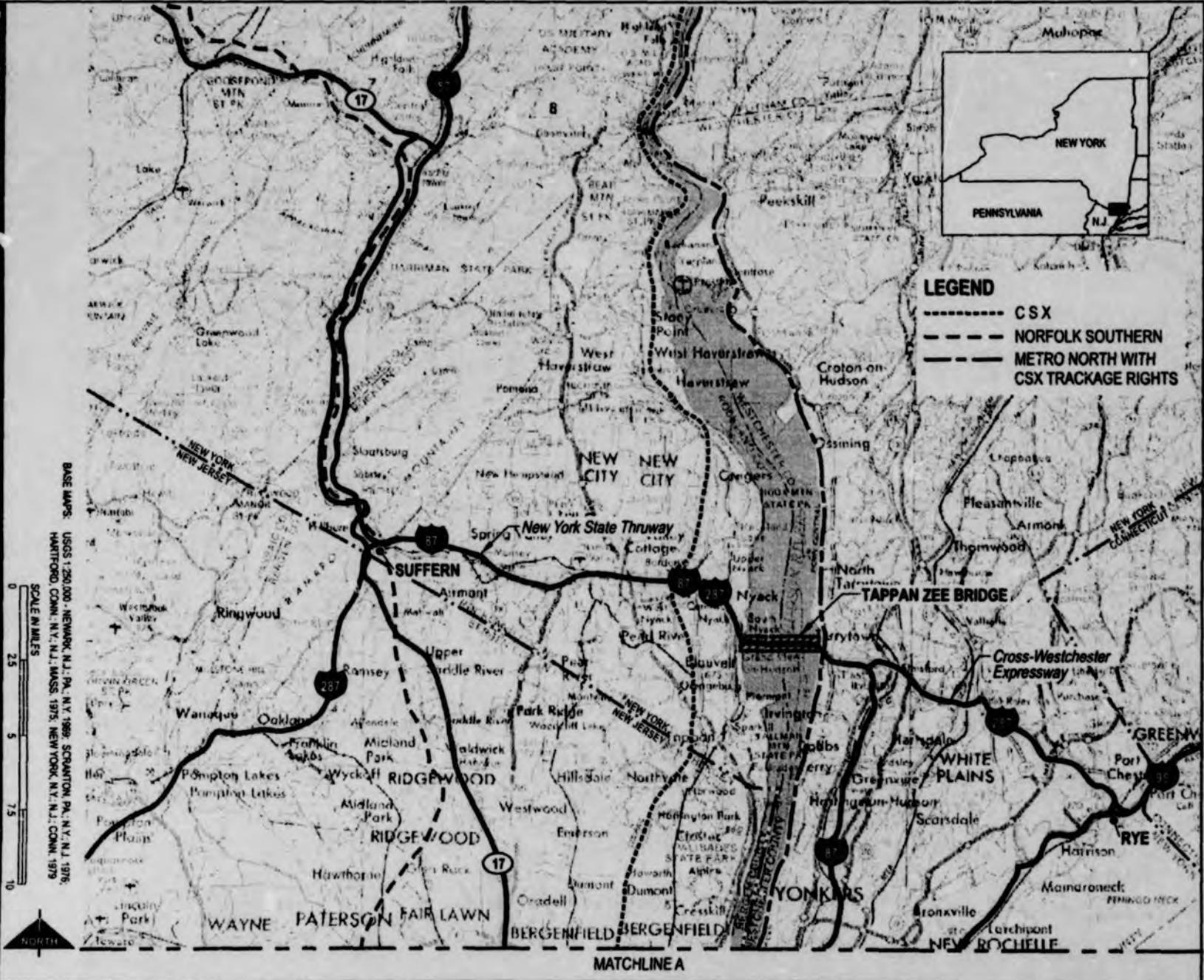
² Providence and Worcester Railroad (P&W) operates seasonal aggregate trains from New Haven, Connecticut, to Fresh Pond Junction in Queens, New York, under an agreement with Conrail, Connecticut Department of Transportation, New York Metropolitan Transportation Authority and Amtrak. P&W also has an exclusive assignment to provide freight service on the corridor between New Haven and the Rhode Island-Massachusetts border. P&W's Settlement Agreement with CSX would establish independent pricing for joint line transportation.

**METROPOLITAN NEW YORK CITY AREA MAJOR
TRANSPORTATION FACILITIES AND TRUCK ROUTES**

Final Environmental Impact Statement

Proposed Conrail Acquisition

FIGURE H-2A

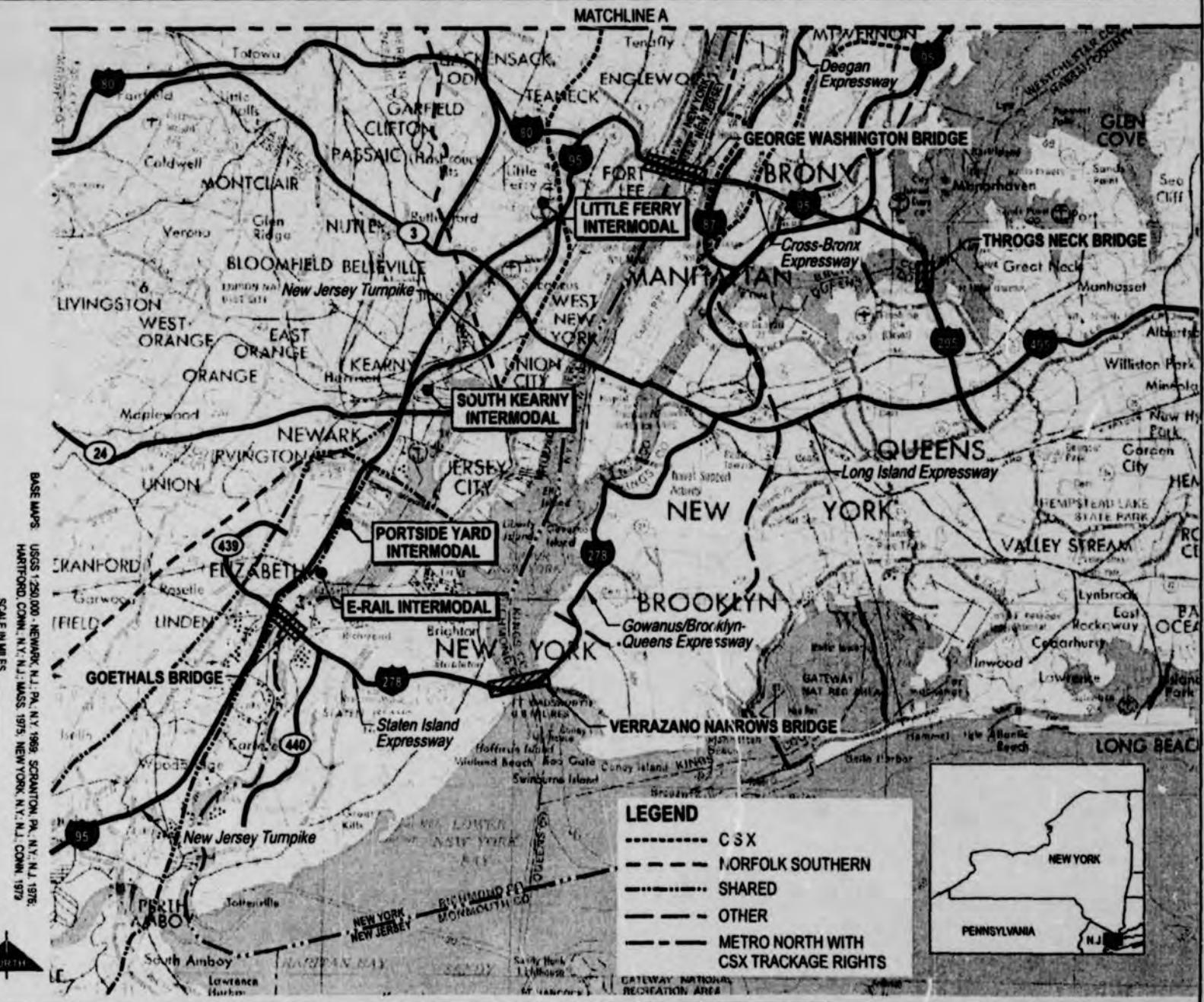


**METROPOLITAN NEW YORK CITY AREA MAJOR
TRANSPORTATION FACILITIES AND TRUCK ROUTES**

FIGURE H-2B

Final Environmental Impact Statement

Proposed Conrail Acquisition



Instead, rail cars from the south destined for New York City move north over Conrail's River Line on the west side of the Hudson River to Selkirk Yard, cross the Hudson River near Albany, and move south along the east side of the river on the Hudson Line through Poughkeepsie to Oak Point Yard.

Truck Traffic

In the metropolitan area, heavy trucks (tractor-trailers) move along the major controlled-access, mixed-traffic expressways. These roads usually are sections of the Interstate Highway System. Some of the routes have characteristics similar to the Interstates but are State-numbered, such as Route 3 and Route 24 in New Jersey and the West Shore Expressway (Route 440) in New York. The major toll roads, such as the New Jersey Turnpike and the New York State Thruway, are also important truck routes.

The interstate Hudson River and Staten Island bridges and tunnels and the major New York City bridges and tunnels are key links between the New Jersey and New York highway systems. The main routes for tractor-trailers into and through the metropolitan area are the bridges, particularly the Tappan Zee Bridge, the George Washington Bridge, and the Goethals Bridge/Verrazano Narrows Bridge combination.

CSX's intermodal facility at Little Ferry and Conrail's three intermodal facilities that SEA analyzed in the Draft EIS are all located along the New Jersey Turnpike corridor in northern New Jersey. Each terminal is close to a Turnpike interchange. For movement to points east of the Hudson River in the metropolitan area other than to the Manhattan central business district, the Turnpike provides direct access to either the George Washington Bridge via Interstate Route 95 (I-95) or to the Verrazano Narrows Bridge via the Goethals Bridge and the Staten Island Expressway (I-278).

Trucks headed from the northern New Jersey intermodal terminals to areas in central, northern, or western New York State likely would use the New Jersey Turnpike to I-80, to NJ-17, to the New York State Thruway at Suffern, New York. As with trucks traveling to Pennsylvania and other points in New Jersey, these trucks would not use the George Washington Bridge, the Verrazano Narrows Bridge, or the highway system in New York City or Westchester County.

For the large market area on Long Island, including Brooklyn and Queens, trucks from northern New Jersey would travel via either the Verrazano Narrows Bridge (to the Brooklyn-Queens Expressway and the Long Island Expressway) or the George Washington Bridge (to the Cross-Bronx Expressway and the Throgs Neck Bridge). Trucks from the two southerly intermodal terminals (E-Rail and Portside) would use the Verrazano Narrows Bridge route for "close-in" areas of Brooklyn and Queens. The more northerly terminals (Little Ferry and South Kearny) would produce eastbound truck trips more oriented to the George Washington Bridge route if headed for Queens, central and eastern Long Island, southern Westchester County, and New England.

For longer distance "through" trips (for example, from the west and the south to northern Westchester County and to New England), trucks use the Tappan Zee Bridge route.³ Completion of I-287 in northern New Jersey in late 1993 increased the attractiveness of the Tappan Zee Bridge route compared to the George Washington Bridge route through New York City, and significantly reduced the volume of heavy trucks using the George Washington Bridge. Table H-1 compares the 1993 and 1994 heavy truck traffic at the two crossings, based on data from the Port Authority of New York and New Jersey (Port Authority), and from the New York State Thruway Authority. This reduction in heavy truck use of the George Washington Bridge continued through 1996, when the heavy truck average daily traffic (ADT) of 6,504 was less than the truck ADT for 1994.

**TABLE H-1
TRACTOR-TRAILERS (HEAVY TRUCKS)
AVERAGE DAILY TRAFFIC (ADT), EASTBOUND***

	1993	1994	Change
George Washington Bridge	6,861	6,546	-315
Tappan Zee Bridge	1,263	2,445	+1,182

* The George Washington Bridge and the Tappan Zee Bridge each make use of "One-Way Tolls." Therefore, regularly recorded traffic figures, with vehicle classification, are available only for the toll collection direction (eastbound). It is likely that a similar shift of tractor-trailers occurred westbound, from the George Washington Bridge to the Tappan Zee Bridge, but there are no reliable data to confirm this assumption.

Because the I-287 "beltway" in New Jersey is complete, tractor-trailer trips that do not require drop-offs or pick-ups in New York City can now bypass the I-95 route (George Washington Bridge, Cross-Bronx Expressway, Bruckner Expressway). Tractor-trailers now may use the Tappan Zee Bridge route (I-287 in New Jersey, New York State Thruway, Tappan Zee Bridge, and Cross-Westchester Expressway), which is less congested than the George Washington Bridge route and has lower tolls.

H.1.2 The Applicants' Proposed Operations

According to their Operating Plans, CSX and NS would establish the North Jersey Shared Assets Area in territory in northern New Jersey currently operated solely by Conrail. CSX and NS then would divide the Conrail intermodal facilities in the North Jersey Shared Assets Area, and the 189 miles of track would be operated by Conrail's Shared Assets Operations. A superintendent headquartered at Oak Island Yard would supervise Conrail's Shared Assets Operations in northern New Jersey and would report to the General Manager of Conrail's Shared Assets Operations. Except for those rail yards specifically assigned to CSX or NS, Conrail's Shared Assets Operations would include all existing Conrail rail yards in the proposed North Jersey Shared Assets Area and these rail yards would be accessible to both CSX and NS.

³ I-287 in New Jersey, New York State Thruway, Tappan Zee Bridge, and Cross-Westchester Expressway.

The proposed Conrail Acquisition would allocate Conrail's North Bergen and South Kearny intermodal terminals to CSX, and Conrail's Portside, Croxton, and E-Rail intermodal facilities to NS. CSX and NS both would have access to the APL Limited (APL) terminal in Kearny, the Port Newark/Elizabeth Marine Terminal Area (including Dockside Yard [Expressrail]), and Oak Island Yard, including the Doremus Avenue Auto Terminal.

CSX would operate North Bergen Yard as an intermodal facility and would originate and terminate four intermodal trains five days per week at that location. CSX also would operate the non-APL portion of Kearny Yard as an intermodal facility specializing in east/west international double-stack container train operations. CSX proposes to operate two pairs of intermodal trains between Kearny and Chicago and a pair of trains between Jacksonville, Florida, and Kearny. Another intermodal train operating between Boston and Atlanta would pick up and set out cars at Kearny. CSX, which would operate the Port Newark Yard, proposes to originate and terminate one pair of intermodal trains at that location.

NS would operate four Triple Crown Service trains daily out of the Portside Yard. NS also would operate eight daily intermodal trains from the E-Rail and Croxton facilities.

According to the Applicants' truck-to-rail diversion studies, the efficiencies resulting from implementing the proposed Conrail Acquisition would increase truck activity in and around the proposed North Jersey Shared Assets Area. The existing CSX Intermodal Little Ferry facility would handle an increase of 177 additional trucks per day.⁴ The Conrail South Kearny facility would handle an increase of 78 trucks per day. The Conrail E-Rail Facility in Elizabeth would handle an increase of 335 additional trucks per day. The Conrail/Triple Crown Service Portside Facility in Elizabeth would handle an increase of 50 additional trucks per day. These facilities would be operated by NS after the proposed Conrail Acquisition. Each new truck would make two trips, one into the facility and one out of the facility. Therefore, the additional projected 640 trucks per day at these four facilities would amount to 1,280 new truck trips into and out of the intermodal terminals, if the Board approves the proposed Conrail Acquisition.

SEA analyzed the effects of the increased truck traffic for various roadways associated with these intermodal facilities in the Draft EIS, Chapter 5, "New Jersey: Settings, Impacts, and Proposed Mitigation," concluding that none of the roadways affected would experience an increase of greater than 10 percent of its existing ADT.

The Operating Plans in the primary Application propose that CSX assume Conrail rights and operations in the New York metropolitan area and southern New England. CSX would continue running the daily train over the Hudson Line between Selkirk Yard near Albany and Oak Point

⁴ Although CSX Intermodal's Little Ferry facility is on the New York, Susquehanna, and Western Railway, and is not within the North Jersey Shared Assets Area, the Little Ferry facility is close to the North Jersey Shared Assets Area and trucks using the facility could affect the metropolitan area transportation system.

Yard in New York City. However, CSX would not add trains unless it captured additional traffic, such as more of the metropolitan area's municipal solid waste.

CSX and NS indicated in their Rebuttal, filed with the Board on December 15, 1997, that operating restrictions involving passenger service and clearances would prevent CSX from running conventional or Road Railer intermodal equipment through the Bergen (Hudson River) Tunnels and Penn Station for service over the Northeast Corridor to Connecticut and Boston. Therefore, while CSX would continue Conrail's current operations in the metropolitan area and southern New England on the corridor, it does not propose expansion of those operations.

With regard to competition in the New York metropolitan area and southern New England, CSX suggests in its Operating Plan that its Settlement Agreement with Canadian Pacific Railway (CPR) would provide sufficient competition. However, CPR's access would occur through haulage rights rather than trackage rights; therefore, CPR would not have direct access to CSX facilities. The Applicants also claim that new intermodal trains running between Atlanta, Jacksonville, and New England via Selkirk Yard would serve the southern New England (Connecticut, Massachusetts, and Rhode Island) intermodal market.

H.1.3 Conditions Proposed in the Metropolitan Area by Parties of Record

During the course of the proceeding, several Parties of Record (commentors) submitted Responsive Applications, Comments and Requests for Conditions, and comments on the Draft EIS and/or briefs that addressed competitive and environmental issues associated with proposed operations in the metropolitan area and southern New England. These commentors included the State of New York, 24 members of the United States Congress from New York and Connecticut, and a variety of agencies interested in this subject. Table H-2 lists these commentors and the documents filed and summarizes concerns described in those documents regarding potential impacts in the metropolitan area and southern New England.

The commentors addressed several potential environmental impacts that they asserted would occur in the metropolitan area as a result of increased truck traffic to and from northern New Jersey, including increased air pollution and environmental justice impacts. They also suggested that CSX's proposed operations on Conrail's Hudson Line route into New York City would maintain inefficiencies that limit freight rail's competitiveness into the city and southern New England. The commentors also claimed that transportation system effects would include increased heavy truck traffic on I-95 and the Cross-Bronx Expressway, and across the George Washington Bridge, along with the related adverse environmental impacts these movements would create.

Some commentors suggested upgrading and/or including in the proposed Conrail Acquisition a rail car float operation across New York Harbor, which they claim would make rail a more competitive, viable truck alternative from New York City and southern New England. Others suggested implementing conventional and Road Railer intermodal service through the Bergen

(Hudson) Tunnels and through Penn Station over the Northeast Corridor to New Haven and Boston. Finally, most commentors requested granting rights to a third-party railroad competitor to operate over Conrail's Hudson Line from Selkirk Yard to points in New York City, with the hope that competitive service on the rail line would divert more truck traffic to rail. The commentors claimed that such diversions would reduce the pollution and fuel consumption associated with truck traffic.

TABLE H-2
METROPOLITAN AREA AND SOUTHERN
NEW ENGLAND COMMENTOR LIST

Commentor	Comments/Concerns/Requested Conditions	Type of Filings
Capital District Transportation Committee	<ul style="list-style-type: none">Seeks freight rail competition in New York City and southern New England.	<ul style="list-style-type: none">Comments on the Draft EIS
State of Connecticut Department of Transportation	<ul style="list-style-type: none">Draft EIS underestimates truck traffic on I-95.Truck traffic increases would cause adverse environmental effects.Seeks freight rail competition to Connecticut and intermodal service on the Northeast Corridor.	<ul style="list-style-type: none">Comments (and Request for Conditions)Comments on the Draft EIS
Conservation Law Foundation	<ul style="list-style-type: none">Seeks CSX cooperation with Massachusetts Bay Transportation Authority and Amtrak for improved passenger rail service and access.Seeks an intermodal transfer facility in the Port of Boston to avoid truck drayage.Seeks increased freight rail service between metropolitan area and New England.	<ul style="list-style-type: none">Comments (and Request for Conditions)Comments on the Draft EIS
United States Representative Jerrold Nadler and 23 Members of Congress from the States of New York and Connecticut	<ul style="list-style-type: none">Draft EIS addresses only local effects of truck trips involving the New Jersey Shared Assets Area.New truck traffic crossing the George Washington Bridge and the Cross-Bronx Expressway would increase air pollution and environmental justice impacts in that area.Seeks use of car float operation across New York Harbor to Bay Ridge line.Seeks New York connecting railroad from Fresh Pond Junction to Oak Point Yard.Seeks inclusion in the North Jersey Shared Assets Area of connecting tracks between Oak Point and Harlem River Yards and to the New York Terminal Produce Market, with equal access by other connecting carriers.	<ul style="list-style-type: none">Intervention PetitionComments (and Request for Conditions)Comments on the Draft EISBrief

TABLE H-2
METROPOLITAN AREA AND SOUTHERN
NEW ENGLAND COMMENTOR LIST

Commentor	Comments/Concerns/Requested Conditions	Type of Filings
State of New York Department of Transportation	<ul style="list-style-type: none"> • New truck traffic crossing the George Washington Bridge and Cross-Bronx Expressway would increase air pollution in that area. • Seeks trackage rights on behalf of another railroad between connections of the Delaware and Hudson Railroad (CP) and points in New York City and Long Island, NY (for example, the Conrail Hudson Line). • Seeks elimination of limitation on Metro-North to grant trackage rights over that line. 	<ul style="list-style-type: none"> • Responsive Application • Comments (and Request for Conditions) • Comments on the Draft EIS • Brief
New York City Economic Development Corporation	<ul style="list-style-type: none"> • See Comments/Concerns for State of New York Department of Transportation. 	<ul style="list-style-type: none"> • Responsive Application • Comments (and Request for Conditions) • Comments on the Draft EIS
New York Cross Harbor Railroad Terminal Corp.	<ul style="list-style-type: none"> • Seeks requirement that CSX route all shipper-directed traffic between mid-Atlantic and metropolitan area and southern New England via NYCH if shortest route. • Seeks CSX/NS joint responsibility for existing liabilities. 	<ul style="list-style-type: none"> • Comments (and Request for Conditions)
Rutgers Environmental Law Clinic (Tri-State Transportation Campaign)	<ul style="list-style-type: none"> • Seeks freight rail competition in the New York City area. • Seeks inclusion or study of car float operation across the New York Harbor. • Seeks trackage rights for NS from 65th St. to Bronx Oak Point Yard and Hunts Point Market. • Grant NS trackage rights on Northeast Corridor to Connecticut and Massachusetts. • Transfer to NS residual Conrail freight rights through Bergen (Hudson River) tunnels and Penn Station in New York City. • Require CSX to establish an intermodal terminal at Harlem River Yard. 	<ul style="list-style-type: none"> • Comments (and Request for Conditions) • Comments on the Draft EIS
South Western Regional Planning Agency	<ul style="list-style-type: none"> • Increases in heavy truck traffic on I-95 in Connecticut due to new truck trips to and from intermodal facilities in North Jersey Shared Assets Area will cause air and noise pollution and adversely impact highway safety. • Seeks conditions proposed by Congressman Nadler and 23 Members of Congress from the states of New York and Connecticut. 	<ul style="list-style-type: none"> • Comments on Scope of the Draft EIS • Comments on the Draft EIS

While the commentors discussed a variety of impacts that could occur in the metropolitan area and southern New England if the Board approves the proposed Conrail Acquisition, many of

these potential impacts are related to competitive or merit issues. In considering the merits of the primary Application, the Board will address competitive issues specifically and will decide whether to impose the conditions that commentors have proposed. SEA has not addressed competitive issues in the Final EIS. However, in the Draft EIS, SEA considered the potential for local environmental impacts that could reasonably result from increased intermodal activity that CSX and NS proposed in the metropolitan area. (See Section H.1.4, "Draft EIS Analysis of Changes Related to the Proposed Conrail Acquisition in Northern New Jersey and in the New York Metropolitan Area.") For the Final EIS, SEA analyzed the potential changes in regional truck movements that could result from this increased intermodal activity. (See Section H.1.5, "Analysis of Truck Movement Effects within the Metropolitan Area Regional Highway System.")

H.1.4 Draft EIS Analysis of Changes Related to the Proposed Conrail Acquisition in Northern New Jersey and in the New York Metropolitan Area

The Draft EIS, Chapter 3, "Analysis Methods and Potential Mitigation Strategies," Section 3.8.1, "Methods for Determining Transportation Impacts from Increased Railroad Activities," summarizes the methods SEA used to determine potential transportation effects that could result from increased truck traffic at intermodal facilities in the metropolitan area. SEA applied the Board's thresholds for environmental analysis and evaluated intermodal facilities projected to have an increase of at least 50 trucks per day at the facility or an increase of 10 percent or more in ADT resulting from additional truck traffic along roadways leading to and from the facility. The Draft EIS Appendix C, "Traffic and Transportation," describes SEA's analysis of intermodal facility transportation effects.

In their Operating Plans, CSX and NS estimate annual projected increases or decreases in lift activity for each intermodal facility, including current Conrail facilities that either CSX or NS would operate. CSX and NS converted these lift projections to corresponding numbers of truck increases or decreases at each facility. SEA reviewed these projections and identified those facilities that would meet or exceed the Board's thresholds for environmental analysis. The Draft EIS analyzed four intermodal facilities in northern New Jersey. No other intermodal facilities in the States of New Jersey and New York required analysis.

Three Conrail facilities in Massachusetts that CSX proposes to operate after the proposed Conrail Acquisition would experience minor increases in truck traffic that would not meet the Board's thresholds for environmental analysis. Conrail has no other intermodal facilities in the New England states.

The Draft FIS, Chapter 5, "State Settings, Impacts, and Proposed Mitigation – New Jersey," describes the potential effects of increased truck activity at the various intermodal facilities in the metropolitan area. Table H-3 identifies those facilities that would experience an increase in truck traffic meeting or exceeding the Board's thresholds for environmental analysis.

TABLE H-3
INCREASED TRUCKS AT INTERMODAL FACILITIES
IN THE PROPOSED NORTH JERSEY SHARED ASSETS AREA

Facility	Current Owner	Proposed Owner	Current Activity	Proposed Activity	Expected Increase
South Kearny	Conrail	CSX	410	488	78
Little Ferry	CSX	CSX	215	392	177
E-Rail	Conrail	NS	72	407	335
Portside (Triple Crown Services)	Conrail	NS	26	76	50
		Total	723	1,363	640

Each truck would account for two truck trips, one into the facility and a second away from the facility. Therefore, total truck trips would increase by 1,280.

The Draft EIS considered the effects of the increased truck traffic on area roadways in the vicinity of the identified intermodal facilities. SEA determined that none of these roadways would experience an increase greater than 10 percent of its existing ADT. Therefore, SEA concluded that potential environmental impacts associated with these facilities would be insignificant if the Board approves the proposed Conrail Acquisition.

Although SEA analyzed the potential environmental impacts of increased truck traffic on the local roadways surrounding the four intermodal facilities in the metropolitan area, it did not analyze potential impacts related to truck trips through the metropolitan area and southern New England. The Applicants do not propose for these areas specific operating changes that would meet or exceed the Board's thresholds for environmental analysis and thereby require evaluation in the Draft EIS. Furthermore, the commentors who requested increased rail operations in the New York metropolitan area did not propose changes that would meet or exceed the Board's thresholds when added to operating changes proposed by the Applicants.

In the Draft EIS, SEA did not analyze the potential for conventional or Road Railer intermodal equipment traffic through the Bergen (Hudson) Tunnels and Penn Station on the Northeast Corridor or for freight traffic that could be interchanged with the New York Cross Harbor Railroad (or a similar car float operator). CSX and NS did not include such proposals in their Operating Plans, indicating that existing operating constraints would prevent the use of the tunnels and the Northeast Corridor. SEA did not analyze proposals from Responsive Applicants or commentors unless implementation of their proposals would result in operations that would meet or exceed the Board's thresholds for environmental analysis when combined with the Applicants' proposed operating changes.

H.1.5 Analysis of Truck Movement Effects within the Metropolitan Area Regional Highway System

The Draft EIS analyzed the local roadway effects of the 1,280 additional truck trips associated with the four intermodal terminals identified in Table H-3. The Draft EIS concluded that no local roadway would experience an average daily traffic increase of 10 percent or greater and, therefore, would not experience significant environmental impacts.

The Applicants projected additional truck trips in the metropolitan area by conducting truck-to-rail traffic diversion studies.⁵ These trips could be new to the local roads near the affected intermodal terminals; however, they would not necessarily be new to the major regional highways. Rather, these trucks would, for the most part, continue to use their original routes to and from New Jersey.

Truck diversions from the I-95/George Washington Bridge route or from the Goethals Bridge/Verrazano Narrows Bridge to the intermodal facilities in northern New Jersey would continue to use these routes. However, west of the Hudson River or the Arthur Kill, these diverted trucks would use the New Jersey Turnpike to access the intermodal terminals, rather than proceeding to destinations in the south or the west. Access to these terminals would involve very little travel on local roadways because each terminal is close to an interchange of the New Jersey Turnpike.

Although there would be no crossing point change for the diverted trucks currently using the George Washington Bridge route or the Goethals Bridge/Verrazano Narrows Bridge route, truck trips diverted from the Tappan Zee Bridge could generate some new trips on the I-95/George Washington Bridge route. Northbound trucks on the Tappan Zee Bridge route, for example, are now using I-287 in New Jersey and the New York State Thruway from Suffern to the Tappan Zee Bridge. These diverted trips from the intermodal terminals logically would not "backtrack" to I-287 at Suffern; rather, they would travel via I-95, the George Washington Bridge, and the Cross-Bronx Expressway to rejoin I-95 in upper Westchester County. SEA considered commentors' concerns regarding the effect of the proposed additional 1,280 truck trips and determined the potential number of current Tappan Zee Bridge truck trips that could shift to the George Washington Bridge if the Board approves the proposed Conrail Acquisition.

The material that Congressman Jerrold Nadler and his colleagues submitted with their February 2, 1998, comments on the Draft EIS noted the 1,280 projected additional truck trips associated with northern New Jersey, stating, "It can be assumed that over one thousand of those trips will originate or terminate in downstate New York and Connecticut and that all of that

⁵ See Volume 2A of the primary Application, which contains CSX's Operating Plan and the Verified Statement of Joseph G.B. Bryan, and Volume 2B of the primary Application, which contains NS's Operating Plan and the Verified Statement of Patrick J. Krick. Both documents discuss their diversion studies.

traffic, no matter its origin or destination, must be routed via the George Washington Bridge, due to clearance restrictions on all other crossings and circuitry."

This statement implies that approximately 280 of the additional trips, or approximately 22 percent, would be associated with points west of the Hudson River and would not move between New Jersey and New York. However, the conclusion that the remaining 1,000 "must be routed via the George Washington Bridge, due to clearance restrictions on all crossings and circuitry" is not correct because it is based on an assumed clearance restriction on the Goethals Bridge. The Brief of the Congressional Delegation in Support of the Intervention Petition, which the Members of Congress submitted on February 23, 1998, states on pages 12 and 13, "Due to clearance limits ... on the Region's highway system, all heavy truck traffic crossing the Hudson River must do so on the George Washington Bridge or the Tappan Zee Bridge." This statement is explained by a footnote that says, "The route to the Verrazano Narrows Bridge crosses the Goethals Bridge. The lane width of the Goethals Bridge excludes trucks exceeding 8 feet in width, which is all heavy trucks." SEA contacted the Port Authority and confirmed that trucks up to 8 feet 6 inches wide, the current standard trailer width, are allowed to use the Goethals Bridge. In fact, on an average day in 1996, 2,576 trailers used the Goethals Bridge, constituting almost 4 percent of the average daily traffic. Additionally, the Verrazano Narrows Bridge, which opened in 1964, has standard lanes and readily accommodates 8 feet 6 inches wide tractor-trailers. At the Verrazano Narrows Bridge, 1997 traffic data indicate a 3,487 heavy truck average daily traffic volume.

Having clarified that tractor-trailers can use any of the Tappan Zee Bridge, George Washington Bridge, or Goethals Bridge/Verrazano Narrows Bridge routes, SEA considered the potential Tappan Zee Bridge-to-George Washington Bridge truck trip "shifts" using two approaches:

- In the first approach, SEA examined the present tractor-trailer usage of the three bridge routes. According to the latest available truck counts⁶, eastbound tractor-trailer average daily traffic levels for these crossings are: Tappan Zee Bridge - 2,800 (25.3 percent); George Washington Bridge - 6,504 (58.9 percent); Verrazano Narrows Bridge - 1,744 (15.8 percent). SEA then applied these percentages to the 1,000 truck trips that the Members of Congress assumed would shift their routes to or from the intermodal facilities in northern New Jersey. As noted earlier in this truck movements analysis, only the trucks now using the Tappan Zee Bridge would logically change their crossing point to the George Washington Bridge in order to more directly access the four affected intermodal terminals in the area. Consequently, SEA concluded that 253 truck trips (25.3 percent of 1,000) could shift from a Tappan Zee Bridge routing to a George Washington Bridge routing, if the Board approves the proposed Conrail Acquisition. SEA believes that this figure represents the maximum potential shift and is a very conservative figure. SEA also believes this number is high, based on information gained from site visits to three of the

⁶

1996 for the Tappan Zee Bridge and George Washington Bridge; 1997 for the Verrazano Narrows Bridge.

affected intermodal facilities in northern New Jersey on March 17, 1998, which included discussions with two intermodal terminal operations managers regarding current and proposed operations. These managers indicated that high proportions of terminal trailers are moved to areas west and south of the metropolitan area and to international ocean terminals in New Jersey.⁷

- SEA developed the second approach based on CSX's estimate in its response to SEA inquiries on this subject. CSX's evaluation, for example, indicates that Tappan Zee Bridge-to-George Washington Bridge truck-trip shifts would be considerably lower than SEA's assumed 253 ADT level.

To be conservative, SEA assumed the full 253-truck trip shift to the George Washington Bridge, using that number to calculate the traffic effects (in numbers and percentages) on the George Washington Bridge and its major, direct truck connections in the Bronx. SEA used a "George Washington Bridge Exit/Entrance Study" prepared for the Port Authority in 1988 to identify data distributing George Washington Bridge traffic to the major approaches in the Bronx. The percentages of eastbound trucks were: 53 percent to the Cross-Bronx Expressway (I-95), 23 percent to the northbound Deegan Expressway (I-87), and 14 percent to the southbound Deegan Expressway (I-87). Applying these percentages, the 253 additional truck trips that could be added to the George Washington Bridge would be distributed as follows: 134 on the Cross-Bronx Expressway, 58 on the northbound Deegan Expressway, and 35 on the southbound Deegan Expressway. Table H-4 indicates the specific effects these changes would have on truck ADTs and total ADTs.

With regard to the metropolitan area regional highway system, SEA determined that under a worst-case scenario the projected diversions to the proposed northern New Jersey intermodal facilities would result in a small decrease in truck trips at the Tappan Zee Bridge and a small increase at the George Washington Bridge and its approaches. SEA also determined that these changes, which would result from localized shifts by trucks accessing the northern New Jersey area intermodal facilities and not by new truck trips, would be negligible as a percent of total average daily traffic. As a percent of truck average daily traffic, they would be in the 1 percent or less range, far below the 10 percent or greater threshold the Board applied to local roadways. Figure H-3 depicts the truck route shifts that could result within the metropolitan area if the Board approves the proposed Conrail Acquisition.

⁷

SEA was not able to quantify the volume of this movement. Therefore, SEA utilized a conservative estimate. The intermodal terminals in New Jersey are the eastern terminus of the "Land Bridge." Much of the intermodal freight is moved from the rail terminals by truck to the ocean terminals in New Jersey without crossing into New York. Thus, this movement would not affect the interstate system, the George Washington Bridge, or New York City roads.

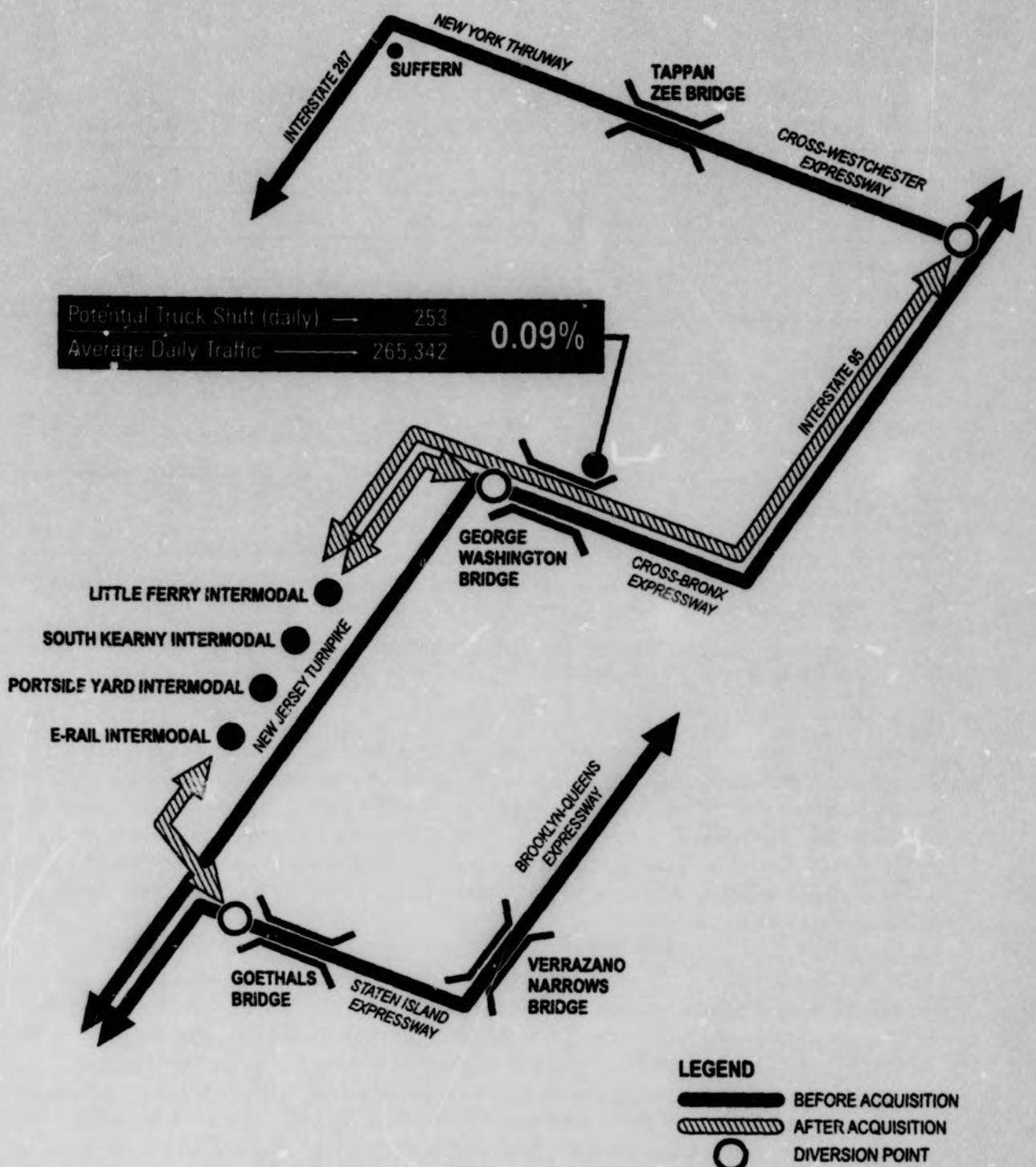
TABLE H-4
**EFFECTS OF POTENTIAL TRUCK TRIP SHIFTS FROM TAPPAN ZEE BRIDGE
 TO GEORGE WASHINGTON BRIDGE ON AVERAGE DAILY TRAFFIC**

Facility	Added Trips	Average Daily Traffic (ADT) Effect			
		Truck ADT*		Total ADT*	
George Washington Bridge	253	253	1.28%	253	0.09%
		19,688		265,342	
Cross-Bronx Expressway	134	134	0.54%	134	0.08%
		24,980		161,650	
Deegan Expressway North	58	58	0.44%	58	0.04%
		12,519		133,328	
Deegan Expressway South	35	35	0.34%	35	0.03%
		10,156		108,160	

- * Sources: Truck ADTs – New York State Department of Transportation, Port Authority of New York and New Jersey (1997); Port Authority of New York and New Jersey (1996).
- b Sources: Total ADTs – New York State Department of Transportation, Port Authority of New York and New Jersey (1993 or 1994, expanded to 1996); Port Authority of New York and New Jersey (1996).

Commentors concerned about potential air quality and environmental justice impacts that could occur in the metropolitan area based their concerns on the assumption that 1,000 new truck trips would be added to the George Washington Bridge and Cross-Bronx Expressway. However, SEA's expanded analysis of these proposed truck trips illustrates that any environmental impacts in the metropolitan area would be negligible and insignificant when compared to current traffic conditions. Consequently, SEA concluded that neither an air quality review nor an environmental justice review was warranted.

SEA also determined that the overall effect of the proposed truck-to-rail diversions would be positive because a significant number of longer-haul truck trips would shift from congested highways to intermodal trains moving to and from northern New Jersey and New England. Although part of the metropolitan area and southern New England might not experience the benefits of those diversions, SEA found no evidence that implementation of the proposed Conrail Acquisition would result in an increased number of truck trips (rather than truck trip shifts) in the metropolitan area and southern New England. Finally, SEA concluded that the truck trip shifts that could occur as a result of the proposed Conrail Acquisition would have no significant environmental impacts, either individually or cumulatively.



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FIGURE H-3
METROPOLITAN NEW YORK CITY AREA
MAXIMUM POTENTIAL TRUCK ROUTE SHIFTS

H.2 NS PROPOSED SANDUSKY INTERMODAL FACILITY

NS plans to build a new Triple Crown Service (TCS) facility along the east side of the existing NS rail yard approximately 2 miles southwest of downtown Sandusky, Ohio. (See Figure H-4.) This TCS facility would replace an existing Conrail TCS facility located in Crestline, Ohio. Using the same methodology presented in the Draft EIS, SEA conducted an additional analysis of transportation systems that the new intermodal facility potentially would affect.

The main gate for truck entry and exit movements for the new TCS facility would be located on Old Railroad Road, south of Perkins Avenue. The Ohio Turnpike (Interstate 80/90) and State Route 2 would serve the proposed facility. The primary truck route to and from the Ohio Turnpike would include State Route 4, Perkins Avenue, and Old Railroad Road. The primary truck route for truck traffic to and from State Route 2 bound for the Sandusky area also would include State Route 4, Perkins Avenue, and Old Railroad Road.

NS expects the proposed facility to handle 71 trucks per day, which corresponds to 142 new truck trips per day (one trip into the facility and one trip out of the facility). SEA assumed that 90 percent of the new truck trips would use the Ohio Turnpike. The remaining 10 percent of the new truck trips would use State Route 2. All of the new truck trips would use State Route 4, Perkins Avenue, and Old Railroad Road. SEA analyzed the average daily traffic volumes on the roadways approaching the proposed facility to determine the potential effects of these additional truck trips on those roadways. Table H-5 summarizes the results of SEA's analysis.

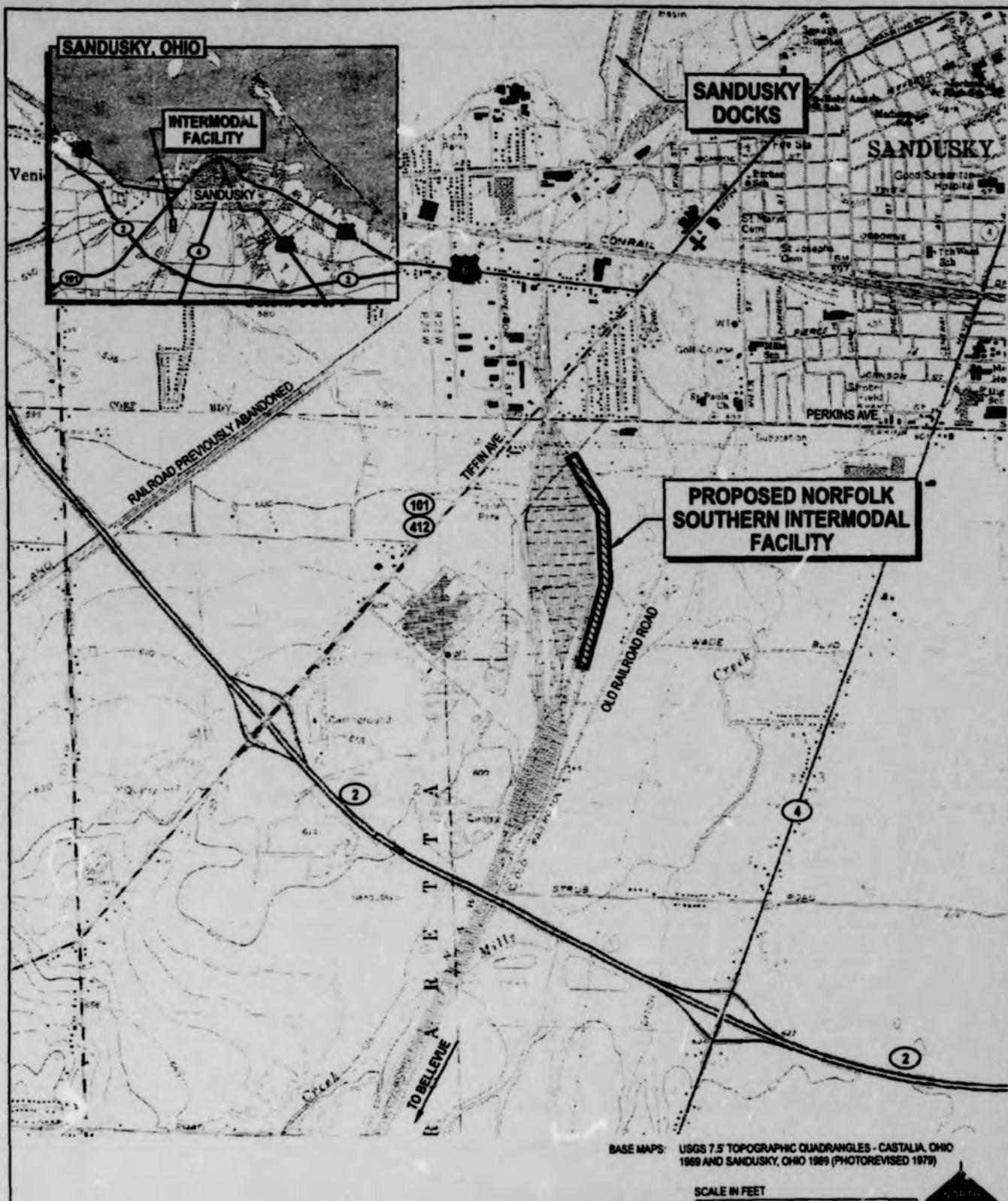
TABLE H-5
INCREASED TRUCK ACTIVITY ASSOCIATED WITH PROPOSED
SANDUSKY INTERMODAL FACILITY

Roadway Name	Roadway ADT	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Ohio Turnpike (Interstate 80/90)	121,600 ^a	128	0.11%
State Route 4	11,490 ^b	142	1.24%
State Route 2	14,950 ^c	14	0.09%
Perkins Avenue	21,740 ^c	142	0.65%
Old Railroad Road	2,050 ^c	142	6.93%

^a Source: Ohio Turnpike Commission data.

^b Source: Ohio Department of Transportation data.

^c Source: Erie County, Ohio, data.



Proposed Conrail Acquisition

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FIGURE H-4
NS - SANDUSKY TRIPLE CROWN SERVICES FACILITY

SEA's analysis shows that the total daily increase in truck traffic resulting from the proposed Sandusky intermodal facility would be less than 7 percent of the average daily traffic for all of the potentially affected roadways. SEA concludes that these increases in truck traffic would have no significant effects on the area roadways.

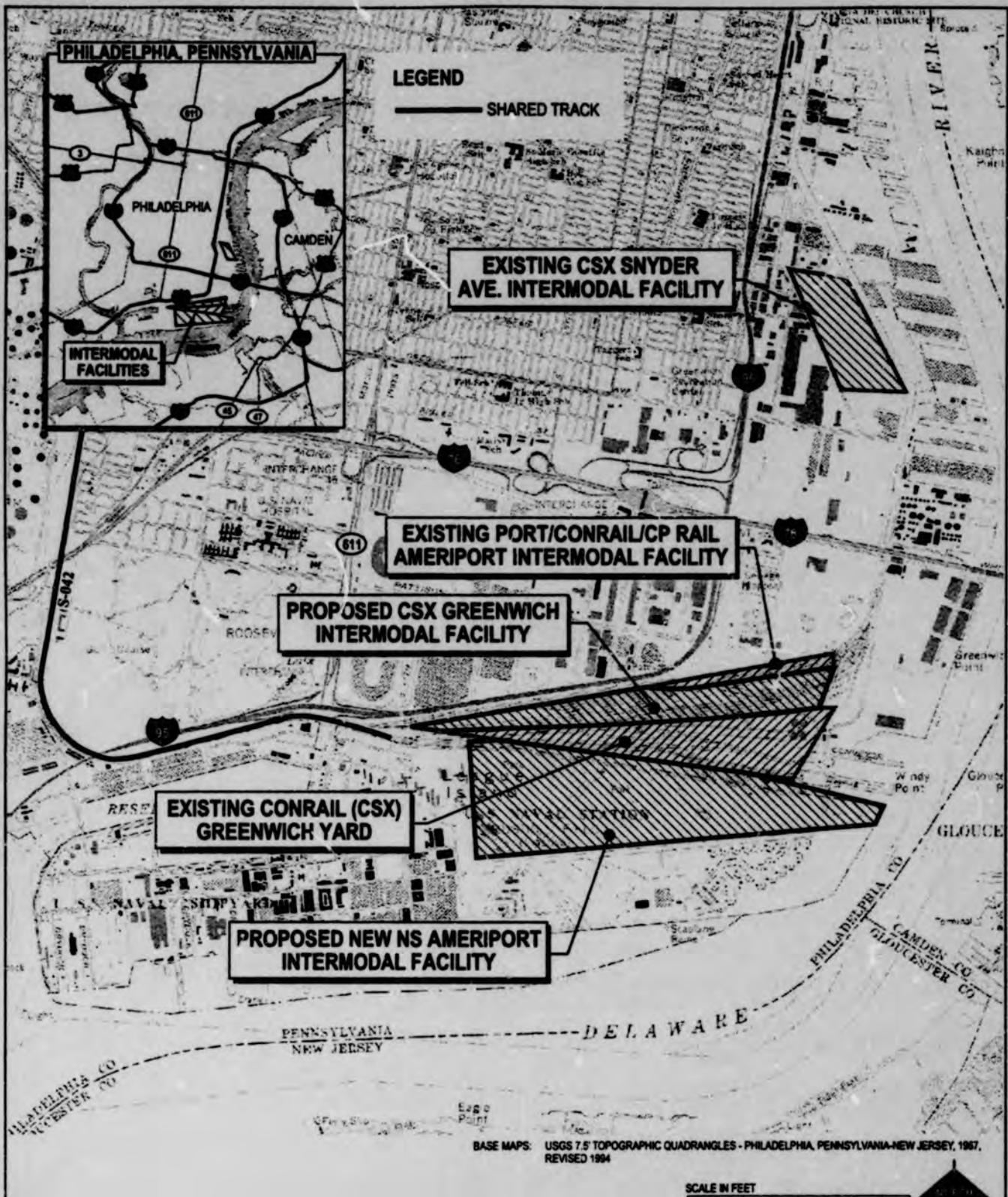
H.3 PHILADELPHIA AREA INTERMODAL FACILITIES

As a result of the proposed Conrail Acquisition, CSX and NS would implement several changes to the intermodal facilities in the Philadelphia area. These changes include the closing of one facility, the transfer of truck activity from one facility to two other facilities, the construction of one new facility, and the expansion of an existing facility. All of these facilities are located in South Philadelphia. Changes also would include the reallocation of trucks from the Morrisville facility to South Philadelphia.

Three intermodal facilities currently operate in South Philadelphia. The CSX Snyder Avenue facility is located on the west side of Christopher Columbus Boulevard (formerly Delaware Avenue) south of Oregon Avenue and north of Pattison Avenue. The AmeriPort intermodal facility is located on the west side of Christopher Columbus Boulevard south of Pattison Avenue. The Conrail Greenwich Yard is located south of Pattison Avenue. CSX would assume operation of the Greenwich yard following the proposed Conrail Acquisition. Figure H-5 shows the locations of these facilities.

The Snyder Avenue facility currently handles approximately 260 trucks per day. As part of the proposed Conrail Acquisition, CSX plans to develop a portion of the Greenwich site into a new intermodal facility that would handle approximately 272 trucks per day. CSX would close the existing Snyder Avenue facility once the new Greenwich facility begins operations.

The existing AmeriPort intermodal facility is operated by the Port of Philadelphia and Camden, a unit of the Delaware River Port Authority. Conrail and CP Rail provide rail service to the AmeriPort facility via truckage rights on shared rail line segment S-042. The AmeriPort facility currently handles approximately 108 trucks per day. Conrail accounts for approximately 64 trucks, while CP Rail accounts for approximately 44 trucks. After the proposed Conrail Acquisition, 27 Conrail-generated trucks would transfer to the new CSX Greenwich facility and 37 would transfer to a new NS facility.



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FIGURE H-5
CSX AND NS SOUTH PHILADELPHIA
INTERMODAL FACILITIES

As part of the proposed Conrail Acquisition, NS proposes to build a new AmeriPort/South Philadelphia intermodal facility south of the existing Conrail Greenwich Yard (future CSX yard) at the northeast corner of the former U.S. Naval Station. NS and the Delaware River Port Authority are exploring the possibility of jointly developing this new site. To date, the two parties have not finalized joint development. This proposed intermodal facility would be a key component of the planned redevelopment of the large portion of the Naval Station that the military no longer uses. NS is currently negotiating to acquire approximately 200 acres comprising the former Mustin Field, an airfield that has been inactive for some time. The site is in the early planning stages and NS has not yet developed conceptual plans. The proposed facility is projected to handle approximately 122 trucks per day after the proposed Conrail Acquisition. This figure includes approximately 37 of the Conrail-generated trucks from the existing AmeriPort facility. SEA based its study of the proposed NS AmeriPort/South Philadelphia intermodal facility on these figures.

The ultimate fate of the existing AmeriPort facility after the proposed Conrail Acquisition is unknown. CP Rail will continue to have trackage rights on shared rail line segment S-042, which will serve all three intermodal facilities after the proposed Conrail Acquisition. CP Rail traffic may ultimately shift to the new CSX Greenwich facility and/or the proposed NS AmeriPort/South Philadelphia intermodal facility. Because NS has not yet determined the future of the existing AmeriPort facility, SEA assumed that the current CP Rail traffic would remain at the existing AmeriPort facility.

As shown in Figure H-5, the three intermodal facilities that would operate in South Philadelphia after the proposed Conrail Acquisition are adjacent to each other in a heavy industrial and warehousing area. With the closing of the Snyder Avenue facility and the shifting of trucks to the new facilities, the operation of these three facilities in proximity to each other would have insignificant effects on the area roadways.

The Draft EIS contains a detailed traffic analysis for the proposed CSX Greenwich intermodal facility. (See Draft EIS, Chapter 5, "Pennsylvania: Setting, Impacts, and Proposed Mitigation," Section 5-PA.10, "Pennsylvania Transportation: Roadway Effects from Rail Facility Modifications.") This analysis was based on the 544 new truck trips that would be generated for the new Greenwich facility. Trucks bound for the existing CSX Snyder Avenue facility and the existing AmeriPort facility use the same truck route that the trucks for the Greenwich facility would use. This route includes Interstates 76 and 95 to Front Street, Oregon Avenue, and Christopher Columbus Boulevard. The 260 trucks per day that the CSX Snyder Avenue facility currently handles would be eliminated by closing the facility following the proposed Conrail Acquisition. This would eliminate 520 truck trips per day. The transfer of 37 Conrail-generated trucks per day from the existing AmeriPort facility to the proposed new NS AmeriPort/South Philadelphia intermodal facility would eliminate 74 truck trips per day at the existing AmeriPort facility. The 27 Conrail-generated trucks per day transferred from the existing AmeriPort facility to the proposed Greenwich facility would eliminate 54 truck trips per day at the existing AmeriPort facility. Therefore, 52 fewer trucks per day would travel the route involving

Interstates 76 and 95 to Front Street, Oregon Avenue, and Christopher Columbus Boulevard after the proposed Conrail Acquisition.

SEA concludes that the intermodal activities in South Philadelphia involving the closing of the CSX Snyder Avenue facility and the construction of a new Greenwich facility would have no significant effects on area roadways.

Section H.3.1 of this appendix contains the detailed traffic analysis for the proposed NS AmeriPort/South Philadelphia intermodal facility. Section H.3.2 contains the revised traffic analysis of the NS Morrisville intermodal facility.

H.3.1 Proposed NS AmeriPort/South Philadelphia Intermodal Facility

Instead of expanding the Morrisville, Pennsylvania, Intermodal Facility, NS plans to build a new AmeriPort intermodal facility in South Philadelphia, Pennsylvania, at the northeast corner of the former Philadelphia U.S. Naval Station. (See Figure H-5.) The proposed intermodal facility would be a key component of the planned redevelopment of the large portion of the Naval Station that is no longer used for military purposes. NS currently is negotiating to acquire approximately 200 acres of the Naval Station comprising the former Mustin Field, an inactive airfield. The proposed new intermodal facility would handle new NS intermodal traffic as well as some former Conrail intermodal traffic that currently uses the existing AmeriPort intermodal facility, which is operated by the Port of Philadelphia and Camden.

To date, NS has no conceptual plans for the proposed new facility. The exact location of the main gate for truck entry and exit movements for the facility, though undetermined at this time, would be within the limits of the Naval Station. Trucks en route to the proposed new intermodal facility would pass through the Naval Station's main gate (or a new gate in the vicinity of the main gate) and move along roads within the Naval Station to the main gate of the proposed new facility. Trucks exiting the proposed facility would operate along that same route. The Naval Station's main gate is located on South Broad Street (State Route 611), and is the only access point to the Naval Station that currently is in active use. South Broad Street is the primary truck route between the Naval Station and Interstates 76 and 95. NS is investigating possible alternate access routes to the proposed new facility that would include extending either South Delaware Avenue or South 11th Street to pass through Conrail's Greenwich Yard site. CSX would operate Greenwich Yard should the Board approve the proposed Conrail Acquisition. These possible new access routes would require extensive planning and coordination between NS and CSX. SEA did not consider these possible new access routes in this analysis.

NS expects the proposed facility to handle 122 trucks per day, which corresponds to 244 new truck trips per day (one trip into the facility and one trip out of the facility). SEA assumed that 50 percent of the new truck trips would use Interstate 76 and 50 percent would use Interstate 95. All of the new truck trips would use South Broad Street (State Route 611). SEA analyzed the average daily traffic volumes on the roadways approaching the proposed facility to determine

the potential effects of these additional truck trips on those roadways. Table H-6 summarizes the results of SEA's analysis.

SEA's analysis shows that the total daily increase in truck traffic resulting from the proposed NS AmeriPort/South Philadelphia intermodal facility would be less than 2 percent of the average daily traffic for all of the potentially affected roadways. SEA concludes that these increases in truck traffic would have no significant effects on the area roadways.

**TABLE H-6
INCREASED TRUCK ACTIVITY ASSOCIATED WITH PROPOSED
NS AMERIPOINT/SOUTH PHILADELPHIA INTERMODAL FACILITY**

Roadway Name	Roadway ADT*	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Interstate 76	97,100	122	0.13%
Interstate 95	96,000	122	0.13%
South Broad Street	21,200	244	1.15%

* Source: Delaware Valley Regional Planning Commission data.

H.3.2 Revised Analysis for NS Morrisville Intermodal Facility

NS would operate the existing Conrail Morrisville intermodal facility after the proposed Conrail Acquisition. As discussed in the Draft EIS, NS had originally intended to expand the existing conventional intermodal facility and construct a new TCS facility at the Morrisville site. Because of the proposed NS AmeriPort/South Philadelphia intermodal facility, NS no longer plans to construct a new TCS facility at the Morrisville site. This analysis reflects revised projections in the increases of truck traffic at the Morrisville facility.

The existing Conrail facility is located south of the U.S. Route 1 Bypass, just west of Morrisville. The main gate for truck entry and exit movements is located on Cabot Boulevard. The primary route for trucks to and from Interstate 95 includes the U.S. Route 1 Bypass, Oxford Valley Road, and Cabot Boulevard. Cabot Boulevard traverses an industrial area and dead-ends at the gate to the facility.

The Conrail facility currently handles approximately 164 trucks per day. The proposed Conrail Acquisition would increase this figure to 225 trucks per day. This total daily increase of 61 trucks corresponds to 122 additional truck trips per day. SEA assumed that all of the additional truck trips would use the four-lane roadways identified above. Table H-7 summarizes the traffic data analysis to determine the effects of these additional truck trips on the roadways approaching the facility.

As shown in Table H-7, the average daily increase in truck traffic related to the proposed Conrail Acquisition would be less than 1 percent of the average daily traffic for Interstate 95, the U.S. Route 1 Bypass, and Oxford Valley Road. The total daily increase in truck traffic would be approximately 11 percent for Cabot Boulevard. Cabot Boulevard serves several light industries as well as the existing intermodal facility. Because Cabot Boulevard dead-ends at the intermodal facility and the majority of traffic on it is bound for the intermodal facility, this roadway can accommodate this increase in truck traffic. SEA concludes that this increase in truck traffic would not have any adverse effects on the predominantly commercial vehicle traffic that travels this roadway. Therefore, SEA concludes that these increases in truck traffic would have insignificant effects on area roadways.

TABLE H-7
TRAFFIC ANALYSIS SUMMARY FOR
MORRISVILLE INTERMODAL FACILITY

Roadway Name	Roadway ADT ^a	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
I-95	50,200	122	0.24%
US 1 Bypass	56,700	122	0.22%
Oxford Valley Rd.	31,800	122	0.38%
Cabot Blvd.	1,100	122	11.09%

^a Source: Delaware Valley Regional Planning Commission.