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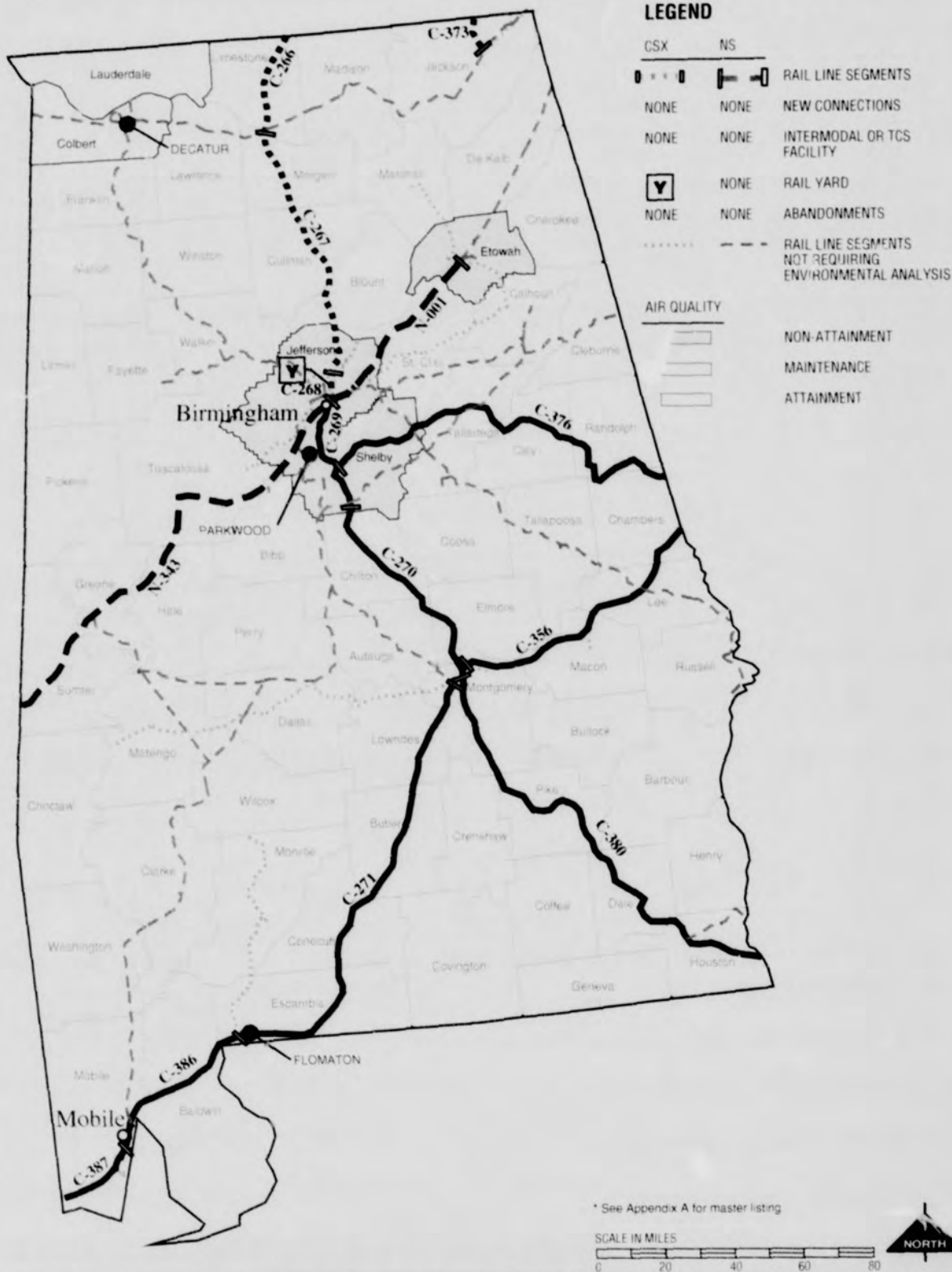
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5-AL.11 ALABAMA AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental comments. A complete list of entities in the State of Alabama that have submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-AL-1

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS**
ALABAMA - CSX AND NORFOLK SOUTHERN

Table 5-AL-5
Alabama
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Etowah	N-001	725283E		2	11,820	7.4	30	4,869	142	28	3.19	4.62	A	12.5	30	5,000	246	28	3.26	8.13	B	
Jefferson	N-001	725376Y		2	5,909	7.4	40	4,869	57	11	2.17	2.52	A	12.5	40	5,000	99	11	2.22	4.43	A	

5-CT CONNECTICUT

This section provides background information for resources in Connecticut. There are no proposed Conrail Acquisition-related activities in Connecticut that meet or exceed the Board's thresholds for environmental analysis. This section also presents the various technical analyses conducted for these activities in Connecticut. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-CT.1 CONNECTICUT SETTING

Connecticut is located in lower New England. Principal products of Connecticut include aircraft engines, submarines, helicopters, chemicals, sand, gravel, and stone. The principal rail corridor in the state is the Amtrak New York - Boston main line.

Transportation Facilities

Major interstate highways in Connecticut include I-395, a north/south route that connects to I-95; I-91, a north/south facility; and I-84, an east/west facility. These interstates serve the cities of Stamford, Bridgeport, New Haven, Hartford, and Norwich. Ports serving the state include the ports of Bridgeport and New London.

Railroad Facilities

Connecticut has eight railroads, covering a total of 578 route miles. Conrail, the only Class I Railroad operating in Connecticut, operates 47 route miles, which is 8 percent of the state's total rail miles. This railroad system serves the New Haven - Bridgeport area and operates Cedar Hill Yard in East Haven.

Intercity Passenger and Commuter Rail Services

The Northeast Corridor (NEC) is the primary passenger service route in Connecticut. Amtrak operates the Boston-New York-Washington, D.C. route including the Northeast Corridor branch to Hartford and Springfield, Massachusetts owned by Amtrak. The Connecticut Department of Transportation (CDOT) owns the portion west of New Haven. This rail line segment is operated by Metro-North Commuter Railroad (MNCR). MNCR provides frequent rail service to southwestern Connecticut including Stamford, Norwalk and Westport including branches to

Waterbury, Danbury and New Canaan. CDOT provides limited weekday commuter service between New Haven and New London.

5-CT.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN CONNECTICUT

In the Operating Plans submitted to the Board, the Applicants indicate that CSX would acquire and operate the Conrail facilities in Connecticut. Figure 5-CT-1 at the end of this state discussion shows the general location of these facilities. The Applicants also indicate that no rail line segments, rail yards, or intermodal facilities in Connecticut would experience increased traffic or activity and that there are no new connections or proposed abandonments. CSX and NS anticipate that due to predicted truck-to-rail diversions, Connecticut would experience a benefit in the areas of emissions, noise, and safety.

5-CT.3 CONNECTICUT SUMMARY OF ANALYSIS

Based on the nature of the proposed Conrail Acquisition-related activities in Connecticut, the Board's thresholds for environmental analysis and the scope for this Draft EIS, SEA determined that site-specific analysis did not apply for the following technical areas:

- Safety.
- Transportation (Highway/Rail At-Grade Crossing Delay; Roadway Effects From Rail Facility Modification; and Navigation).
- Energy.
- Air Quality.
- Noise.
- Cultural Resources.
- Hazardous Materials and Waste Sites.
- Natural Resources.
- Land Use/Socioeconomics.
- Environmental Justice.

Details of the environmental analysis for Connecticut follow.

5-CT.4 CONNECTICUT TRANSPORTATION: PASSENGER RAIL SERVICE

In Connecticut, passenger trains share certain tracks with freight trains. SEA evaluated potential Acquisition-related effects on the ability of rail line segments to accommodate existing passenger rail service, both intercity and commuter rail, and reasonably foreseeable new or expanded passenger service. SEA identified those rail line segments that carry both freight and passenger trains and would experience an increase of one or more freight trains per day.

Amtrak

Amtrak currently provides passenger service in Connecticut on its NEC rail line segment between Washington, D.C. and New York City, New York, including a branch to Hartford and Springfield, Massachusetts. Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects.

Commuter Rail

SEA's evaluation included an assessment of the projected level of train traffic and the capacity of the railroad facilities including the number of main tracks, maximum authorized speed for freight and passenger trains, and the type of train control, signaling and train dispatching system used. SEA also examined the frequency of interlockings, which permit faster trains to move around slower trains. SEA used experienced railroad operating personnel to assess each rail line segment using timetables, track charts, existing and proposed train levels, professional experience and personal familiarity with the rail facilities.

CDOT owns the portion of the NEC west of New Haven. MNCR operates this rail line segment, including dispatching, and provides frequent rail commuter service in southwestern Connecticut to Stamford, Norwalk, Westport, Waterbury, Danbury, and New Canaan. Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects.

Conrail has substantially reduced its freight operations in Connecticut in recent years, assigning its trackage rights to other freight operators. The only remaining Conrail service is local service in the New Haven to Bridgeport and Norwalk areas.

5-CT-4.1 Summary of Potential Effects and Preliminary Recommended Mitigation

Because there are no proposed increases in rail traffic on the commuter rail line in Connecticut, SEA determined that there would not be any adverse effects on MNCR and no mitigation would be required.

5-CT.5 CONNECTICUT CUMULATIVE EFFECTS

Within the State of Connecticut, the Applicants do not propose any activities that meet or exceed the Board's thresholds for environmental analysis. Table 5-CT-1 addresses other potential actions brought to SEA's attention that, when combined with the proposed Acquisition, could contribute to a cumulative impact. SEA was made aware of these activities through site visits and public comment. Local agencies provided the information below to SEA within the schedule specified in the scope for review and analysis.

Table 5-CT-1
Information Provided to SEA About Other Activities or Projects

Action-Type	Site	Information from Site Visit or Public Comment	Relationship to Proposed Acquisition
Roadway	Multiple locations	South Western Regional Planning Agency identifies several highway projects in the area.	Not related.

Cumulative Effects Findings

As discussed in Chapter 6, "Agency Coordination and Public Outreach," SEA conducted extensive scoping and data collection for this Draft EIS. At this point in its investigation, SEA is unaware of any activities that would require a cumulative effects analysis. Therefore, based on its independent analysis and all information available to date, SEA has made a preliminary conclusion that there would be no significant cumulative effects associated with the proposed Acquisition in the State of Connecticut.

Cumulative Effects Mitigation Measures

Due to a lack of cumulative effects, no mitigation measures are necessary.

5-CT.6 CONNECTICUT AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental comments. The following table provides a list of agencies and local governments that have submitted environmental comments for the State of Connecticut. A complete list of entities that have submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

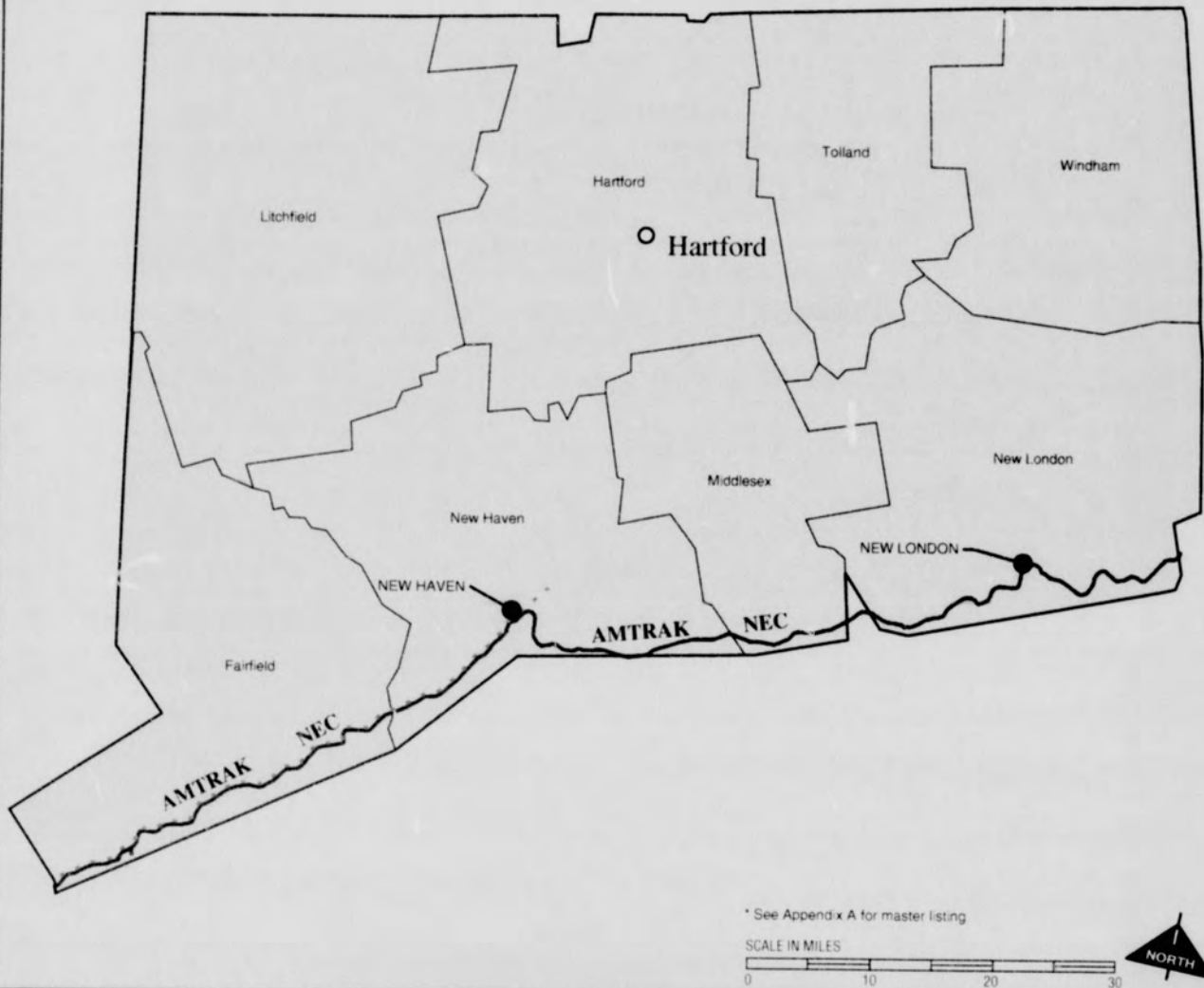
Table 5-CT-2
Agencies in Connecticut Submitting Environmental Comments

Entity	Nature of Comment(s)
Connecticut Department of Transportation	Air
Connecticut Public Transportation Commission	Traffic congestion
South Western Regional Planning Agency	Traffic congestion, energy, air, noise, and environmental justice

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.

LEGEND

CSX	NEC	
NONE	NONE	RAIL LINE SEGMENTS
.....	————	RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS
NONE	NONE	NEW CONNECTIONS
NONE	NONE	INTERMODAL OR TCS FACILITY
NONE	NONE	RAIL YARD
NONE	NONE	ABANDONMENTS
AIR QUALITY		
		NON-ATTAINMENT
NONE		MAINTENANCE
NONE		ATTAINMENT



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FIGURE 5-CT-1

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS
CONNECTICUT - CSX AND NORTHEAST CORRIDOR**

5-DE DELAWARE

This section provides background information for resources in Delaware. Tables list the proposed Conrail Acquisition-related activities in Delaware that meet or exceed the Board's thresholds for environmental analysis. This section also presents the various technical analyses conducted for these activities in Delaware. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-DE.1 DELAWARE SETTING

Delaware is located on the mid-Atlantic coast. Principal products of Delaware include chemicals and allied products, food and related products, chickens, vegetables, corn, dairy products, sand, and gravel. The railroad network throughout the state provides a means of transporting and distributing these goods, as well as delivering goods to Delaware.

Transportation Facilities

The major interstate highway serving Delaware is I-95, a major north/south route for the eastern United States. U.S. 13 and U.S. 40 are other important routes in the state. These routes serve cities such as Dover, Newark, and Wilmington. The Port of Wilmington serves the state.

Railroad Facilities

Five railroads serve Delaware, covering approximately 274 route miles. Conrail and CSX are the two Class I Railroads operating in the state. Of the total 274 route miles:

- Conrail operates 195 route miles in Delaware, which is 71 percent of the state's total rail miles.
- CSX operates 73 route miles in Delaware, which is 27 percent of the states total rail miles.

These railroads serve Dover, Wilmington, Newark, Townsend, Clayton, Seaford, Edgemoor, Porter, Delaware City, and Frankford as well as other smaller communities. Conrail operates an automobile transloading facility in Wilmington. Rail yards serving local industries are located at Delmar, Dover, Edgemoor, Harrington, Newark, Porter, and Seaford.

Intercity Passenger and Commuter Rail Services

Amtrak's Northeast Corridor runs through Delaware serving Wilmington. Southeastern Pennsylvania Transportation Authority (SEPTA) serves the greater Philadelphia area and provides commuter rail service to points between Newark and the Philadelphia area via Amtrak's Northeast Corridor line.

5-DE.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN DELAWARE

In the Operating Plans submitted to the Board, the Applicants indicate that Delaware would continue to be served by two Class I railroads offering both car load and intermodal service. The Applicants have stated that Delaware shippers would gain new and more efficient routes and services and the Port of Wilmington would gain extended market reach to the midwest and southeast through the expanded CSX and NS networks. Proposed Conrail Acquisition-related changes would be largely limited to changes in train operations on existing rail lines. The rehabilitation of the Shellpot Bridge in Wilmington is the only construction-related activity in Delaware associated with the proposed Acquisition.

Currently, Conrail operates freight trains over the Northeast Corridor (NEC) through Delaware; these trains operate primarily at night. CSX and NS anticipate that freight traffic over the NEC would increase, but trains would continue to be operated at night so as not to interfere with the passenger service on the NEC. CSX operates and owns a line between Philadelphia and Baltimore which passes through Delaware. NS would have limited rights to use this CSX line, in addition to the NEC route.

NS would replace Conrail on most Conrail-owned lines in the state and has indicated that it would work with area short lines to expand the reach of the Delmarva area shippers to the southeast and midwest.

Both CSX and NS plan to undertake facility improvements in Delaware as part of the proposed Conrail Acquisition. The proposed Conrail Acquisition-related activities that would meet or exceed the Board's thresholds for environmental analysis in Delaware include increased train operations on a total of four rail line segments. Additionally, a related other activity is the proposed NS renovation of the Shellpot Bridge in Wilmington.

Figure 5-DE-1 at the end of this state discussion shows the activities in Delaware related to the proposed Conrail Acquisition. In Delaware, there are no intermodal facilities or rail yards that would meet or exceed the Board's thresholds for environmental analysis and there are no new connections or proposed abandonments. Table 5-DE-1 shows the affected rail line segments in Delaware. The figure shows other segments SEA studied as well.

Table 5-DE-1
Rail Segments Line which Meet or Exceed Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
C-084	Philadelphia (RG), PA	Wilmington, DE	CSX Line Baltimore - Philadelphia	11	New Castle	Urban/Suburban
N-010	Edgemoor, DE	Bell, DE	Conrail Line	1	New Castle	Urban/Suburban
S-001	Davis, DE	Perryville, MD	Amtrak Northeast Corridor	3	New Castle	Suburban/Rural
S-040	Arsenal, PA	Davis, DE	Amtrak Northeast Corridor	10	New Castle	Urban/Suburban

C = CSX

N = NS

S = Shared with Amtrak's Northeast Corridor (not Shared Asset Areas as described in the Application).

5-DE.3 DELAWARE SUMMARY OF ANALYSIS

Based on the nature of the proposed Conrail Acquisition-related activities in Delaware that meet the Board's threshold for environmental analysis and the scope for the Draft EIS, SEA determined that a site-specific analysis did not apply for the following technical areas:

- Transportation (Roadway Crossing Delay; Roadway Effects from Rail Facility Modifications; Navigation).
- Energy.
- Hazardous Materials and Waste Sites.
- Natural Resources.
- Land Use/Socioeconomics.

Details of the environmental analysis for Delaware follow.

5-DE.4 DELAWARE SAFETY: FREIGHT RAIL OPERATIONS

SEA conducted a statistical analysis to evaluate the potential change in safety on all rail line segments where the proposed Conrail Acquisition would result in eight or more additional freight trains per day. SEA identified one rail line segment within Delaware that would experience this level of increased activity. While increased freight train activity would increase the probability of a freight train accident, SEA did not consider an increase significant unless the predicted accident rate shortened the duration between accidents to one every 100 years or less per mile. Table 5-DE-2 presents results of the analysis, showing the approximate mileage of the rail line segment within the state.

Table 5-DE-2
Estimated Change in Years Between Accidents - Freight Rail Operations

Site ID	Between	And	Miles	Increase in Trains Per Day	Pre-Acquisition Accident Interval *	Post-Acquisition Accident Interval *
S-040	Arsenal, PA	Davis	10	8.2	2377	520

* Accident intervals show the years/mile.

The Federal Railroad Administration (FRA) requires all railroads to submit reports for all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). Train accidents meeting this reporting requirement are relatively infrequent. The FRA reported about 2,600 accidents (3.69 accidents per million train miles¹) nationally in 1996. Most of these accidents were relatively minor; almost 90 percent of these accidents caused less than \$100,000 in damage. In addition, most of the train accidents did not affect people or non-railroad property.

Accident risk predictions are best expressed by describing the elapsed time expected between any two consecutive events. The current national average is that a main line freight train accident occurs once every 117 years on each mile of route. FRA records, as described in Chapter 4, "System-Wide and Regional Setting Impacts," show a substantial decrease, both in total number of accidents and in accidents per million train miles, a standard industry measure. Because there are few accidents, and most of these accidents are relatively minor, it is not possible for SEA to accurately predict either the frequency or severity of actual accidents.

SEA estimated the change in the risk of an accident resulting from the increased activity on rail line segments as a result of the proposed Conrail Acquisition. Because SEA analyzed rail line

¹ "Train miles" are calculated by multiplying the number of trains by the distance traveled. For example, on a typical 100 mile rail line, one million annual train miles results from operating 28 trains per day every day for 365 days.

segments that vary in length from one mile to more than 100 miles, and because freight train accidents typically have little impact on surrounding areas, SEA expressed all predicted risks of accidents on a route-mile basis. Section 3.2 "Safety: Freight Rail Operations," discusses the analysis process in greater detail.

5-DE.4.1 Summary of Potential Effects and Preliminary Recommended Mitigation

In Delaware, SEA found that no rail line segments met its criteria of significance (one accident expected every 100 years or less per mile of route). Therefore, SEA does not recommend mitigation.

5-DE.5 DELAWARE SAFETY: PASSENGER RAIL OPERATIONS

In Delaware, passenger trains share certain tracks with freight trains. SEA evaluated the potential for increased accidents between freight trains and passenger trains, for both intercity and commuter trains. Because changes in the frequency of rail accidents are directly related to changes in overall train activity, SEA's analysis concentrated on rail line segments carrying both passenger and freight trains that would experience an increase in freight train traffic of one or more trains per day.

In Chapter 4, "System-Wide and Regional Setting, Impacts and Proposed Mitigation," SEA addresses the issue of potential increased risk to passenger train operations associated with the proposed Conrail Acquisition. System-wide, SEA identified 197 freight rail line segments that also carry passenger trains. Of these, SEA analyzed 93 rail line segments that would experience an increase of one or more freight trains per day resulting from the proposed Acquisition. Two of these rail line segments are located in Delaware; these rail line segments are part of Amtrak and SEPTA passenger train routes.

FRA requires reports from railroads concerning all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). FRA requires the same reporting for passenger train accidents. A nationwide average of fewer than 200 passenger train accidents per year (for both Amtrak intercity and urban area commuter trains) has occurred over the last three years. Most of these accidents were relatively minor and rarely involved any fatalities, but because the safety of passengers as well as property is frequently involved, their occurrence is of serious concern.

Given the limited number of passenger rail accidents, SEA was unable to accurately predict the severity, location, or timing of actual accidents. SEA therefore focused on estimating the potential risks of an accident. In this safety analysis, SEA used increased freight activity on rail line segments to estimate the changes in passenger train accident risks. To assess significance, SEA first determined whether the proposed Acquisition-related change in the projected accident rate was greater than an annual increase of 25 percent. SEA then determined if the predicted

accident frequency was less than one accident in 150 years. Thus, SEA determined an impact to be significant if the projected annual increase in accidents was greater than 25 percent and the frequency was less than one accident in 150 years.

5-DE.5.1 Summary of Potential Effects and Preliminary Recommended Mitigation

The pre-Acquisition accident interval for each rail line segment is shown in Table 5-DE-3. Accidents pose potential threats to passengers on the train; therefore, for each rail line segment, risk is expressed as the expected interval between events over the length of the rail line segment. Table 5-DE-3 also shows the expected change in years between accidents for the individual rail line segments.

Table 5-DE-3
Estimated Change in Years Between Accidents for Passenger Rail Operations

Site ID	From	To	Miles in State	Pre-Acquisition Accident Interval *	Post-Acquisition Accident Interval *
S-001	Davis, DE	Perryville, MD	3	3,037	1,102
S-040	Arsenal, PA	Davis, DE	10	712	156

* Accident intervals show years between accidents.

Based on information the railroads provided and SEA's independent analysis, SEA determined that the increased risk for these two rail line segments did not exceed SEA's criteria for significance. As a result, SEA does not propose mitigation.

5-DE.6 DELAWARE TRANSPORTATION: PASSENGER RAIL SERVICE

In Delaware, passenger trains share certain tracks with freight trains. SEA evaluated potential Acquisition-related effects on the ability of rail line segments to accommodate existing passenger rail service, both intercity and commuter rail, and reasonably foreseeable new or expanded passenger service. SEA identified those rail line segments that carry both freight and passenger trains and would experience an increase of one or more freight trains per day.

Amtrak

Amtrak currently provides service to the Wilmington area on the Amtrak Northeast Corridor line. Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects of the proposed Acquisition.

Commuter Rail

SEA's evaluation included an assessment of the projected level of train traffic and the capacity of the railroad facilities including the number of main tracks, maximum authorized speed for freight and passenger trains, and the type of train control, signaling and train dispatching system used. SEA also examined the frequency of interlockings, which permit faster trains to move around slower trains. SEA used experienced railroad operating personnel to assess each rail line segment using timetables, track charts, existing and proposed train levels, professional experience, and personal familiarity with the rail facilities.

The Delaware Transit Corporation contracts with SEPTA to operate an extension of service on Amtrak's Northeast Corridor beyond the state line through Wilmington to Newark, Delaware. Conrail operates freight trains on the Northeast Corridor through the State of Delaware. The Applicants propose an increase of 8.2 freight trains per day on this section of the Northeast Corridor in Delaware. These trains would operate primarily during the night. (See the SEPTA discussion under Chapter 5-PA, "Pennsylvania.")

5-DE.6.1 Summary of Potential Effects and Preliminary Recommended Mitigation

Based on the evaluation of railroad capacity issues and the existing and projected train traffic, SEA concluded that the existing capacity of the commuter rail line segments evaluated could accommodate the proposed increase in freight train levels without adverse effects on passenger train service in Delaware. Therefore, SEA does not anticipate that mitigation would be required. For additional details, refer to SEPTA commuter rail operations in Chapter 4, Section 4.7.2, "Commuter Rail Service."

5-DE.7 DELAWARE AIR QUALITY

This section summarizes the change in air pollutant emissions that would result from the proposed Acquisition-related operational changes in the state of Delaware. The primary air pollutant emission sources from trains and related activities include locomotive emissions on rail line segments, at rail yards, and at intermodal facilities. In addition to locomotive emissions, SEA evaluated emissions from other sources at intermodal facilities (idling trucks, lift cranes, etc.), motor vehicles idling near at-grade crossings, and decreases in truck emissions due to truck-to-rail freight diversions.

To analyze the air quality effects of the proposed Acquisition, SEA evaluated rail line segments, rail yards, and intermodal facilities that would meet or exceed the Board's thresholds for environmental analysis defined in Chapter 2, "Proposed Action and Alternatives." See Chapter 3, "Analysis Methods and Potential Mitigation Strategies," for additional information and a summary of the air quality analysis methodology. Appendix E, "Air Quality," contains a detailed description of methodology and detailed tables of results.

SEA addressed air pollutant emissions for sulfur dioxide (SO₂), volatile organic compounds (VOCs), particulate matter (PM), lead (Pb), nitrogen oxides (NO_x) and carbon monoxide (CO). SEA determined that emissions for SO₂, VOCs, PM and Pb would not exceed the emission screening thresholds for environmental analysis in any county. However, SEA found that these thresholds would be exceeded for NO_x in various counties in 17 states, and CO in three counties in two states (IL and OH). NO_x air pollutant emissions may affect a region's ability to attain the National Ambient Air Quality Standards for ozone. CO emissions may affect a local area's ability to attain the National Ambient Air Quality Standards for CO.

Four rail line segments exceeded the Board's threshold for air quality analysis in Delaware. Table 5-DE-5 shows the air quality evaluation process that was followed. SEA identified one county in Delaware which includes these rail facilities. For that county, SEA summed air emissions increases from changes on rail line segments and other activities and compared it to the air emission screening level that would require a permit if the source were a stationary source (rather than a mobile source, such as trains, trucks, and other vehicles). If the calculated air emissions exceeded this screening level, SEA conducted a detailed air emissions analysis known as a "netting analysis" in that county. The netting analysis considered all emissions increases and decreases from Acquisition-related activity changes. SEA compared the netting analysis results to the air emission screening level and additional analyses were performed where the netting analysis results exceeded the air emission screening level. For the county, SEA inventoried all county air pollutant emissions sources to evaluate if proposed Acquisition-related air emissions represented more than one percent of all air emissions sources in the county.

Chapter 4, "System-wide and Regional Setting, Impacts and Proposed Mitigation," contains a discussion of NO_x emissions, on a regional basis, relative to its potential contribution to O₃ formation in the Ozone Transport Region (OTR). Delaware is in the OTR.

Table 5-DE-5
Delaware Counties Evaluated in Air Quality Analysis

Counties Exceeding the Board's Activity Thresholds	O ₃ Status ^a	Exceeds Emissions Screening Level Before Netting	Exceeds Emissions Screening Level After Netting	Exceeds 1% of County Emissions
New Castle	N (Severe)	Yes	Yes	No

^a A = Attainment Area, N = Nonattainment Area, as defined in the Clean Air Act.

The emissions estimates presented in Appendix E, "Air Quality," show that the increased county-wide air pollutant emissions from the facilities described above exceed the threshold for New Castle County, Delaware. SEA's analysis results for this county is presented below:

5-DE.7.1 County Analysis**New Castle County**

EPA has designated New Castle County as a severe nonattainment area for CO . Table 5-DE-6 shows that the net NO_x emissions increase in New Castle County, considering all proposed Acquisition-related emissions changes, is above the emissions screening threshold of 25 tons/year used to determine if emissions changes are potentially significant. However, the NO_x emissions increase is less than one percent of the existing county-wide NO_x emissions. Therefore, SEA does not expect this net emissions increase to cause a potential adverse impact. See discussion in Section 4.12 "Air Quality" on system-wide and regional air quality.

Table 5-DE-6
New Castle County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO_x Emissions (tons/year)
Rail Segment (NS)	Bell, DE to Edgemoor, DE	3.38
Rail Segment (NS)	Newark, DE to Harrington, DE	7.81
Rail Segment (CSX)	RG, PA to Wilsmere, DE	37.87
Rail Segment (CSX)	Wilsmere, DE to Baltimore, MD	24.78
Rail Segment (NEC/NS/CSX)	Arsenal PA to Davis DE	141.05
Rail Segment (NEC/NS/CSX)	Davis DE to Perryville MD	23.94
Rail Yard (NS)	Edgemoor	-0.19
Rail Yard (NS)	Newark	-0.15
Rail Yard (CSX)	Wilmington - Wilsmere	-4.46
Truck Diversion (both)	County-Wide	-49.18
Total Acquisition-Related Net NO_x Emissions Increase		184.85
NO_x Emissions Screening Level		25.00
Existing (1995) County Total NO_x Emissions		30,186.45
Percent Increase in County NO_x Emissions		0.61%

5-DE.7.2 Summary of Potential Effects and Preliminary Recommended Mitigation

While there are localized increases in emissions in New Castle County, Delaware, the increases are not likely to affect compliance with air quality standards. Therefore, SEA has determined

that air quality will not be significantly affected and no mitigation is necessary. See system-wide and regional discussion in Section 4.12 "Air Quality."

5-DE.8 DELAWARE NOISE

To analyze the potential noise impacts of the proposed Acquisition, SEA evaluated rail line segments, rail yards and intermodal facilities that would meet or exceed the Board's thresholds for environmental analysis of noise. Although new construction projects and rail line abandonments can result in noise increases, the noise effects would be temporary and therefore, SEA did not evaluate them.

5-DE.8.1 Proposed Activities

Train noise sources include diesel locomotive engine and wheel/rail interaction noise (or wayside noise) and horn noise. Wayside noise affects all locations in the vicinity of the rail facility, and generally diminishes with distance from the source. Horn noise is an additional noise source at grade crossings, and also generally diminishes with distance. SEA performed an analysis to identify rail line segments, rail yards and intermodal facilities where the proposed changes in operations meet or exceed the Board's environmental analysis thresholds at 49 CFR 1105.7(e)(6). Where the proposed rail activity would exceed these thresholds, SEA calculated the 65 dBA L_{dn} noise contours for the pre- and post-Acquisition conditions. SEA based the noise level impact assessment on the projected activity level data provided by the railroads. SEA counted sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) within the noise contours for both pre-Acquisition and post-Acquisition operating conditions.

The CSX and NS rail line segments that would experience increases in traffic or activity meeting the Board's environmental analysis thresholds for Delaware are listed in Table 5-DE-7. Table 5-DE-8 shows the pre and post Acquisition sensitive receptor results.

The counties where these facilities are located are listed in Section 5-DE.2, "Proposed Conrail Acquisition Activities in Delaware."

Table 5-DE-7
Rail Line Segments That Exceed Board Thresholds for Noise Analysis

Site ID	Segment		Trains Per Day			Percent Change in Gross Ton Miles
	From	To	Pre- Acquisition	Post- Acquisition	Increase	
N-010	Edgemoor	Bell	5	11.8	6.8	164

Table 5-DE-8
Noise Sensitive Receptors in Delaware Exceeding 65 dBA L_{dn}

Site ID	Name	Pre Acquisition	Post Acquisition	Increase
Rail Line Segments				
N-010	Edgemoor-Bell	0	0	0

5-DE.8.2 Summary of Potential Effects and Preliminary Recommended Mitigation

There are different noise mitigation techniques used to reduce horn noise and wayside noise. These different types of noise and mitigation techniques are as follows:

Grade Crossing Noise Effects. FRA has indicated that it will propose new rules on train horn blowing procedures in 1998. These new rules may allow communities to apply for an exception to horn blowing at certain grade crossings that meet explicit criteria. These criteria relate to so-called "quiet zones" where FRA would no longer require train engineers to sound the train horn at grade crossings with special upgraded safety features. Examples of such safety features include four-quadrant gates and median barriers that preclude motorists from entering the crossings while the crossing arm is down. Until FRA develops and implements these regulations, these measures are not feasible for SEA to require as mitigation. However, communities will have the opportunity to qualify for "quiet zones" once the FRA regulations are in place.

Wayside Noise Effect. Wayside noise is the sound of a train as it passes by. Wayside noise is comprised of steel wheel/ rail interaction noise, and locomotive diesel engine noise. This type of noise can be reduced by constructing barriers between the railway noise source and adjoining land uses, and by installing building sound insulation. Noise barriers include earth berms and walls that block the sound. Rail lubrication can be used to reduce "wheel squeal" noise on curved track. Building sound insulation consists of special windows and other building treatments that reduce interior noise. Noise barriers are the preferred type of noise mitigation for this project since barriers can be built on railroad property. Additional discussion of noise mitigation measures is included in Appendix F, "Noise Methods."

As noted above, for receptors near grade crossings that would experience increases in noise resulting from horn sounding, mitigation is not currently feasible. For areas affected by wayside noise, SEA considered rail line segments eligible for noise mitigation for noise sensitive receptors exposed to at least 70 dBA L_{dn} and an increase of at least 5 dBA L_{dn} due to increased rail activity.

It is SEA's preliminary conclusion that no rail line segments, rail yards, or intermodal facilities in the State of Delaware warrant noise mitigation according to the project mitigation criteria. See Appendix F for a more detailed discussion of mitigation.

5-DE.9 DELAWARE CULTURAL RESOURCES

Cultural resources include historic and archaeological features. SEA determined that potential effects to cultural resources would most likely occur during new construction and proposed rail line abandonment activities.

Based on site visits and evaluation of railroad documents, SEA identified cultural resources that may be affected by Acquisition-related construction. SEA included qualified professionals in the fields of architectural history and archaeology specific to the State of Delaware.

5-DE.9.1 Proposed Activities

Acquisition-related construction would take place in Wilmington at the Shellpot Bridge over the Christiana River.

SEA conducted a site visit and reviewed available project information for NS' proposed rehabilitation of the Shellpot Bridge. Based on consultation with the Delaware State Historic Preservation Office (SHPO), SEA has determined that the structure is eligible for inclusion in the National Register of Historic Places and that the proposed rehabilitation may affect the bridge. SEA will continue consultation with the Delaware SHPO to determine effect.

It is SEA's preliminary recommendation that NS shall undertake no construction or modification of the Shellpot Bridge near Wilmington, Delaware until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f., as amended) and appropriate mitigation measures are identified.

5-DE.10 DELAWARE ENVIRONMENTAL JUSTICE

As part of its analysis, SEA examined activities associated with the proposed Conrail Acquisition for environmental justice impacts (disproportionately high and adverse impacts to minority and low-income populations) in accordance with Executive Order 12898. As described in the Environmental Justice Methodology in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," SEA first categorized the nature of the populations in areas where Acquisition-related activities are proposed. SEA determined whether the population in such areas met the following environmental justice thresholds: (1) greater than 50 percent of the population is minority or low-income, or (2) the minority or low-income population percentage is 10 percent greater than the minority or low-income population percentage in the county.

Next, SEA ascertained whether this population fell within an area of potential effect. SEA defined a typical zone on either side of a rail line segment or proposed construction site, or bordering a railroad intermodal facility or rail yard, as an area of potential effect. In general, the extent of an area of potential effect may vary depending on the nature of the changes in rail

activity associated with it, but such areas typically extend 400 to 1500 feet out from the rail line segment or facility being analyzed.

SEA then evaluated these areas of potential effect for proposed Acquisition-related activities that would meet or exceed the Board's thresholds for environmental analysis. In this analysis, SEA evaluated potential impacts on safety, transportation, air quality, noise, cultural resources, hazardous waste sites, hazardous materials transport, natural resources, and land use/socioeconomic effects. SEA also visited the sites of proposed construction for new rail line connections, rail line segments, intermodal facilities, and rail yards.

SEA developed and executed expanded public outreach efforts for those jurisdictions that met both SEA's thresholds for environmental justice and the Board's thresholds for environmental significance. SEA designed the public outreach process to seek widespread notice and dissemination of SEA's environmental impact analysis; provide additional opportunities for community input to the NEPA process; solicit information about cumulative effects in minority and low-income communities; and allow minority and low-income communities to assist in fashioning appropriate alternatives and mitigation measures. SEA is placing additional copies of the Draft EIS in jurisdictions with high proportions of minority and low-income populations that do not have significant environmental impacts which could result from the proposed Acquisition.

This section presents the results of those evaluations and analysis. A complete list of all the sites analyzed for environmental justice impacts is presented in Appendix K.

5-DE.10.1 Delaware Environmental Justice Setting

There are no proposed new constructions or changes in activity at rail yards or intermodal facilities that would meet or exceed the Board's threshold for environmental analysis in the state of Delaware as part of the proposed Conrail Acquisition. The four rail line segments (Edgemoor to Bell; Davis, DE to Perryville, MD; Wilsmere, DE to RG, PA; Davis, DE to Arsenal, PA) with proposed increases in rail traffic did not meet either the minority or low-income population thresholds for further environmental justice analysis.

5-DE.10.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Based on currently available information, SEA has identified no proposed activities that meet the thresholds for environmental justice analysis. SEA finds, therefore, that no environmental justice effects would occur in Delaware as a result of the proposed Conrail Acquisition, and no mitigation would be necessary.

5-DE.11 DELAWARE CUMULATIVE EFFECTS

Within the State of Delaware, the Applicants propose to increase traffic along four rail line segments to levels that meet or exceed the Board's thresholds for environmental analysis.

Cumulative Effects Findings

As discussed in Chapter 6, "Agency Coordination and Public Outreach," SEA conducted extensive scoping and data collection for this Draft EIS. At this point in its investigation, SEA is unaware of any activities that would require a cumulative effects analysis. Therefore, based on its independent analysis and all information available to date, SEA has made a preliminary conclusion that there would be no significant cumulative effects associated with the proposed Acquisition in the State of Delaware.

Cumulative Effects Mitigation Measures

Due to a lack of cumulative effects, no mitigation measures are necessary.

5-DE.12 DELAWARE AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental comments. Table DE-9 provides a list of agencies and local governments that have submitted environmental comments for the State of Delaware. A complete list of entities that have submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.

Table 5-DE-9
Agencies in Delaware Submitting Environmental Comments

Entity	Nature of Comment(s)
Citizens Advisory Committee	Commuter operations
Delaware Valley Regional Planning Commission	Air and commuter operations
Department of Transportation	Commuter operations
Downtown Newark Association	At-grade crossing safety, emergency response, traffic congestion, and hazardous materials
League of Women Voters of New Castle County	Safety, traffic congestion, hazardous materials, emergency response, and air
Main Towers	Traffic, noise, safety, emergency response, and air
Newark, City of - Police Department	Safety, air, and noise
Newark, City of - Mayor and Council	Emergency response, traffic congestion, safety, hazardous materials, air, noise, cultural resources, and at-grade crossing safety
Newark Day Nursery	Traffic, noise, air, and safety
Newark Center for Creative Learning	Traffic, hazardous materials, at-grade crossing safety, and noise
Newark, City of - Planning Department	At-grade crossing safety and delay, hazardous materials, emergency response, air, and cultural resources
State Representative Timothy U. Boulden	Air, traffic, land use, at-grade crossing safety, hazardous materials, and emergency response
State Senator L. Sorenson	Traffic, noise, air, and safety
U.S. Representative M. N. Castle	Safety, traffic, land use, and emergency response
University of Delaware	At-grade crossing safety and noise
Water Resources Agency - New Castle County	Water resources and hazardous materials
Wilmington Area Planning Council	At-grade crossing safety and delay, energy, air, noise, biological resources, environmental justice, cultural resources

SEA recognizes special concerns raised in the City of Newark. These concerns are addressed below.

5-DE.12.1 Newark, Delaware

Introduction

Newark, Delaware is a university town located on the CSX rail corridor in northern Delaware. In its Operating Plan submitted with the Application, CSX has proposed to increase rail traffic from 26.9 to 28.8 trains per day. This proposed 1.9 trains per day increase of trains does not meet the Board's thresholds for environmental analysis. However, SEA recognizes that the proposed Acquisition has generated substantial community concern that the proposed Acquisition may worsen existing traffic, safety, noise and pedestrian problems in Newark.

Description of Existing Environment/Rail Operations

Newark is situated between Amtrak's NEC on the east side of the city and CSX's main line, which enters Newark on the south, swinging northeast in the vicinity of the University of Delaware. Although the NEC handles primarily passenger service, averaging over 70 trains daily, it also handles freight trains serving a Chrysler automotive facility in Newark. CSX trackage handles only freight traffic between Wilmington and Baltimore.

Currently, an average of 26.9 trains per day operate over the CSX main line with typical train speeds ranging from 30 to 40 miles per hour. There are three highway/rail at-grade crossings within Newark: West Main Street (State Route 273), New London Road (State Route 896), and North College Avenue. Other grade-separated crossings and one pedestrian underpass also provide access within this area.

The proximity of CSX's main line to the University is a safety concern to its 21,000 students and the University's administration, as pedestrians typically cross the CSX main line tracks along the northern edge of the University's Central Campus. Peak crossings occur approximately every hour when classes change, creating a local roadway gridlock between vehicles, bicyclists and pedestrians. The rail line also bisects other residential and commercial areas within the surrounding community.

5-DE.12.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Newark has pre-existing rail safety issues and concerns. The increase of 1.9 trains per day resulting from the proposed Acquisition has prompted further concern by the community. Pedestrian safety at the three highway/rail at-grade crossings has been an ongoing issue for the citizens of Newark, particularly the University of Delaware community. Other community concerns include noise, air quality, traffic congestion, emergency vehicle response, and hazardous material transport.

The proposed increase in rail traffic does not meet or exceed the Board's thresholds for environmental analysis, even though the increase in trains may have minor adverse effects on

public (particularly pedestrian) safety, noise, emergency vehicle response, and hazardous material transport. Based on its evaluation of existing conditions and analysis of the proposed railroad activity increases, SEA determined overall that the minor increase in train traffic would have only a minor incremental effect on the community. However, this increase will tend to worsen the pre-existing conditions.

SEA recognizes that the issues in Newark are complex and involve not only CSX but the roadway system and pedestrian access. Likewise, SEA realizes that the solutions to these issues must involve a number of parties including the community, the University of Delaware, and CSX. Based on several site visits, data supplied by CSX, SEA's independent analysis, the community's independent analyses, and all other information available to date, SEA's preliminary conclusion is that the issues in Newark are primarily pre-existing, but would be aggravated by the increased train traffic.

It is SEA's preliminary recommendation that CSX shall consult with local agencies, the University of Delaware, the Delaware Department of Transportation, and other appropriate parties to address potential safety concerns regarding the three highway/rail at-grade crossings in Newark. Specifically, CSX shall meet with these parties to negotiate a binding mutual agreement on the implementation and funding allocation for measures to address safety concerns at these crossings. Appropriate measures could include four-quadrant gates, pedestrian gates and fences, pedestrian overpasses or underpasses, safety education, or other measures to address pedestrian safety. SEA invites public comments on appropriate alternative mitigation that the Board could require in the event that a binding mutual agreement cannot be reached prior to the release of the Final EIS.

LEGEND

CSX NS SHARED

RAIL LINE SEGMENTS
RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS

NONE NEW CONNECTIONS
[CR] NEW CONSTRUCTION
NONE INTERMODAL OR TCS FACILITY
NONE RAIL YARD
NONE ABANDONMENTS

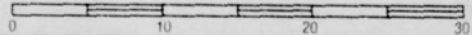
AIR QUALITY

NON-ATTAINMENT
MAINTENANCE
ATTAINMENT



* See Appendix A for master listing

SCALE IN MILES



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-DE-1

RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS

DELAWARE - CSX, NORFOLK SOUTHERN, SHARED

5-FL FLORIDA

This section provides background information for resources in Florida. Tables list the proposed Conrail Acquisition-related activities in Florida that meet or exceed the Board's thresholds for environmental analysis. This section also presents the various technical analyses conducted for these activities in Florida. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-FL.1 FLORIDA SETTING

Florida is the southernmost state on the Atlantic seaboard. Principal products of Florida include electrical equipment, transportation equipment, oranges, tomatoes, cattle, phosphates, petroleum, and stone. The railroad network throughout the state provides a means of transporting and distributing many of these goods.

Transportation Facilities

Major interstate highway facilities in the state are I-95, a major north/south route for the eastern United States serving Miami to New York to Boston; I-75, a major north/south route to Atlanta; and I-10, an east/west facility that runs through the Florida panhandle and also services Tampa. Cities served by these interstates include Jacksonville, Tampa, Orlando, Miami, and Tallahassee. Ports located in Florida include the ports of Everglades, Pensacola, Palm Beach, Panama City, Tampa, Tampa Bay/Manatee, and St. Petersburg.

Railroad Facilities

Florida has 15 railroads that operate throughout the state, covering 2,785 route miles. CSX and NS are two of the three Class I Railroads that operate in the state. The Burlington Northern Santa Fe Railway Company is the third Class I Railroad in Florida. Of the total 2,785 route miles:

- CSX operates 1,752 route miles in Florida, which is 63 percent of the state's total rail miles.
- NS operates 149 route miles in Florida which is 5 percent of the state's total rail miles.

Cities served throughout the state by these rail lines include Jacksonville, Lakeland, Miami, Orlando, Pensacola, Tallahassee, Tampa, and Panama City.

CSX has intermodal terminals in Jacksonville, Miami, Orlando, and Tampa. CSX rail yards are located in Auburndale, Baldwin, Jacksonville, Lakeland, Mulberry, Orlando, Pensacola, Tampa, and Wildwood. NS operates intermodal facilities and rail yards in Jacksonville and Miami.

Intercity Passenger and Commuter Rail Services

Amtrak provides intercity passenger service to points in Florida, including Tallahassee, Jacksonville, Tampa, Orlando, Sanford, West Palm Beach, Pensacola, and Miami. These trains include the tri-weekly Sunset Limited through the Florida Panhandle to Orlando, and the Silver Star between Jacksonville and Miami. Amtrak utilizes only CSX routes in Florida.

CSX operates freight service and the Tri-County Commuter Rail Authority (Tri-Rail) operates commuter service on the Florida Department of Transportation rail line between Miami and West Palm Beach. Approximately thirty passenger trains per day operate on this 70-mile rail line, and Amtrak operates six trains on this line segment.

5-FL.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN FLORIDA

In the Operating Plans submitted to the Board, the Applicants indicate that no CSX or NS rail line segments, rail yards, or intermodal facilities in Florida would experience increased traffic or activity and that there are no new connections or proposed abandonments that would meet or exceed the Board's thresholds for environmental analysis. CSX and NS anticipate that due to predicted truck-to-rail diversions, Florida would experience a benefit in the areas of emissions, noise, and safety.

Figure 5-FL-1 at the end of this state discussion shows the general locations for rail line segments SEA analyzed in Florida related to the proposed Conrail Acquisition.

5-FL.3 FLORIDA SUMMARY OF ANALYSIS

Based on the nature of the proposed Conrail Acquisition-related activities in Florida that meet or exceed the Board's thresholds for environmental analysis and the scope for the Draft EIS, SEA determined that a site-specific analysis did not apply for the following technical areas:

- Transportation (Highway/Rail At-Grade Crossings Delay; Roadway Effects from Rail Facility Modifications; Navigation).
- Energy.

- Air Quality.
- Noise.
- Cultural Resources.
- Hazardous Materials and Waste Sites.
- Natural Resources.
- Land Use/Socioeconomics.
- Environmental Justice.

Details of the environmental analysis for Florida follow.

5-FL.4 FLORIDA SAFETY: PASSENGER RAIL OPERATIONS

In Florida, passenger trains share certain tracks with freight trains. SEA evaluated the potential for increased accidents between freight trains and passenger trains, for both intercity and commuter trains. Because changes in the frequency of rail accidents are directly related to changes in overall train activity, SEA's analysis concentrated on rail line segments carrying both passenger and freight trains that would experience an increase in freight train traffic of one or more trains per day.

In Chapter 4, "System-Wide and Regional Setting, Impacts and Proposed Mitigation," SEA addresses the issue of potential increased risk to passenger train operations associated with the proposed Conrail Acquisition. System-wide, SEA identified 197 freight rail line segments that also carry passenger trains. Of these, SEA analyzed 93 rail line segments that would experience an increase of one or more freight trains per day resulting from the proposed Acquisition. Six of these rail line segments are located in Florida; these rail line segments are part of Amtrak passenger train routes.

The Federal Railroad Administration (FRA) requires reports from railroads concerning all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). FRA requires the same reporting for passenger train accidents. A nationwide average of fewer than 200 passenger train accidents per year (for both Amtrak intercity and urban area commuter trains) has occurred over the last three years. Most of these accidents were relatively minor and rarely involved any fatalities, but because the safety of passengers as well as property is frequently involved, their occurrence is of serious concern.

Given the limited number of passenger rail accidents, SEA was unable to accurately predict the severity, location, or timing of actual accidents. SEA therefore focused on estimating the potential risks of an accident. In this safety analysis, SEA used increased freight activity on rail line segments to estimate the changes in passenger train accident risks. To assess significance, SEA first determined whether the proposed Acquisition-related change in the projected accident rate was greater than an annual increase of 25 percent. SEA then determined if the predicted accident frequency was less than one accident in 150 years. Thus, SEA determined a potential impact to be significant if the projected annual increase in accidents was greater than 25 percent and the frequency was less than one accident in 150 years.

5-FL.4.1 Summary of Potential Effects and Preliminary Recommended Mitigation

The pre-Acquisition accident interval for each rail line segment is shown in Table 5-FL-1. Accidents pose potential threats to passengers on the train; therefore, for each rail line segment, risk is expressed as the expected interval between events over the length of the rail line segment. Table 5-FL-1 also shows the expected change in years between accidents for the individual rail line segments.

Table 5-FL-1
Estimated Change in Years Between Accidents for Passenger Rail Operations

Site ID	From	To	Miles in State	Pre-Acquisition Accident Interval *	Post-Acquisition Accident Interval *
C-401	Auburndale	Lakeland	12	2,238	1,874
C-382	Jacksonville	Baldwin	18	684	643
C-402	Lakeland	Winston	4	12,399	11,546
C-400	Orlando	Auburndale	51	492	417
C-385	Pensacola	Flomaton, AL	41	1,418	1,242
C-403	Winston	Plant City	5	3,947	3,485

* Accident intervals show years between accidents.

Based on information the railroads provided and SEA's independent analysis, SEA determined that the increased risk for these six rail line segments did not exceed SEA's criteria for significance. As a result, SEA does not propose mitigation.

5-FL.5 FLORIDA SAFETY: RAIL TRANSPORT OF HAZARDOUS MATERIALS

The primary concern with the rail transportation of hazardous materials is a spill or accidental release resulting from a train accident. SEA analyzed all rail line segments where the number

of car loads containing hazardous materials would increase as a result of the proposed Acquisition. This resulted in SEA evaluating rail line segments that were below the Board's thresholds for environmental analysis.

The Association of American Railroads (AAR), in conjunction with the Chemical Manufacturer's Association (CMA), developed standards and practices to manage the risk of a hazardous material spill that the railroads have adopted. The practices include identifying "key routes" as those rail lines that handle in excess of 10,000 car loads of hazardous material each year. Key trains are trains with at least five car loads of poison inhalation hazard (PIH) material, or 20 car loads of other hazardous material. Key trains are restricted to 50 miles per hour maximum authorized speed and normally operate on Class 2 track or better. The AAR key route practices include special train handling procedures and extra inspection and special actions whenever wayside detectors indicate potential concerns. The standards and practices for key routes are shown in AAR Circular No. OT-55-B. A copy of this Circular is included in Attachment 10 of Appendix B, "Safety."

5-FL.5.1 Rail Line Segment Analysis

As a result of the proposed Conrail Acquisition, the railroads would change the routing of many car loads of hazardous material. The designation of key routes would change as the railroads shift hazardous material traffic from one rail line to another. In addition, certain rail line segments that are currently key routes would carry increased volumes of cars containing hazardous material.

SEA applied two different criteria to determine if the effects of rerouting hazardous material car loads are potentially significant:

1. The volume of hazardous materials transported on a rail line would be 10,000 or more car loads per year. The Acquisition-related change in volume of hazardous material car loads would upgrade a rail line segment to a key route designation.
2. The volume of hazardous material car loads doubles, and exceeds 20,000 or more car loads per year. SEA has termed rail line segments which meet these criteria a "major key route."

Rail line segments that would meet the first criteria are considered "key routes" and warrant the base level mitigation. Rail line segments that meet the second criteria are considered "major key routes" and warrant expanded mitigation. Depending on the individual circumstances, a rail line segment could meet both criteria and therefore warrant both the base level and the expanded mitigation.

5-FL.5.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Potential Effects. Based on the information provided by the Applicants and SEA's independent analysis, SEA determined that one rail line segment in Florida carrying an increased amount of hazardous material is of potential concern. Table 5-FL-2 shows this rail line segment, indicates the estimated annual car loads of hazardous material for both pre- and post-Acquisition, and identifies the rail line segment's key route status. SEA determined that this rail line segment currently carries less than 10,000 car loads of hazardous material per year but would increase to at least 10,000 car loads per year due to the proposed Acquisition.

Table 5-FL-2
Rail Line Segment with Significant Increase in
Annual Hazardous Material Car Loads

Site ID	Between	And	Miles in State	Estimated Annual Car Loads		Significance Thresholds	
				Pre-Acquisition	Post-Acquisition	New Key Route	Major Key Route
C-403	Winston, FL	Plant City, FL	5	9,000	10,000	X	

Preliminary Mitigation Recommendation. SEA recommends requiring CSX to bring the rail line segment into compliance with AAR key route standards and practices.

5-FL.6 FLORIDA TRANSPORTATION: PASSENGER RAIL SERVICE

In Florida, passenger trains share certain tracks with freight trains. SEA evaluated potential Acquisition-related effects on the ability of rail line segments to accommodate existing passenger rail service, both intercity and commuter rail, and reasonably foreseeable new or expanded passenger service. SEA identified those rail line segments that carry both freight and passenger trains and would experience an increase of one or more freight trains per day.

Amtrak

Amtrak currently provides service to the Jacksonville, Tampa, Sanford, West Palm Beach, Miami, Orlando, and Ft. Lauderdale areas on CSX lines. Chapter 4, Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects.

Commuter Rail

SEA's evaluation included an assessment of the projected level of train traffic and the capacity of the railroad facilities including the number of main tracks, maximum authorized speed for

freight and passenger trains, and the type of train control, signaling and train dispatching system used. SEA also examined the frequency of interlockings, which permit faster trains to move around slower trains. SEA used experienced railroad operating personnel to assess each rail line segment using timetables, track charts, existing and proposed train levels, professional experience, and personal familiarity with the rail facilities.

Miami Tri-County Commuter Rail Authority (Tri-Rail) is the only commuter rail system in Florida, operating a 70-mile route between Mangonia Park, West Palm Beach, and Miami. The State of Florida owns the tracks, having purchased them from CSX. Tri-Rail carries 2.5 million passengers per year on 166 trains per week, serving 18 stations. CSX has a perpetual and exclusive easement over the existing Tri-Rail system for its freight operations. No increase in freight trains per day is anticipated as a result of the proposed Conrail Acquisition.

5-FL.6.1 Summary of Potential Effects and Preliminary Recommended Mitigation

Because there are no proposed increases in rail traffic on the only commuter rail line in Florida, SEA determined that there would not be any adverse effects on Tri-Rail and no mitigation would be required.

5-FL.7 FLORIDA CUMULATIVE EFFECTS

Within the State of Florida, the Applicants do not propose any activities that meet or exceed the Board's thresholds for environmental analysis.

Cumulative Effects Findings

As discussed in Chapter 6, "Agency Coordination and Public Outreach," SEA conducted extensive scoping and data collection for this Draft EIS. At this point in its investigation, SEA is unaware of any activities that would require a cumulative effects analysis. Therefore, based on its independent analysis and all information available to date, SEA has made a preliminary conclusion that there would be no significant cumulative effects associated with the proposed Acquisition in the State of Florida.

Cumulative Effects Mitigation Measures

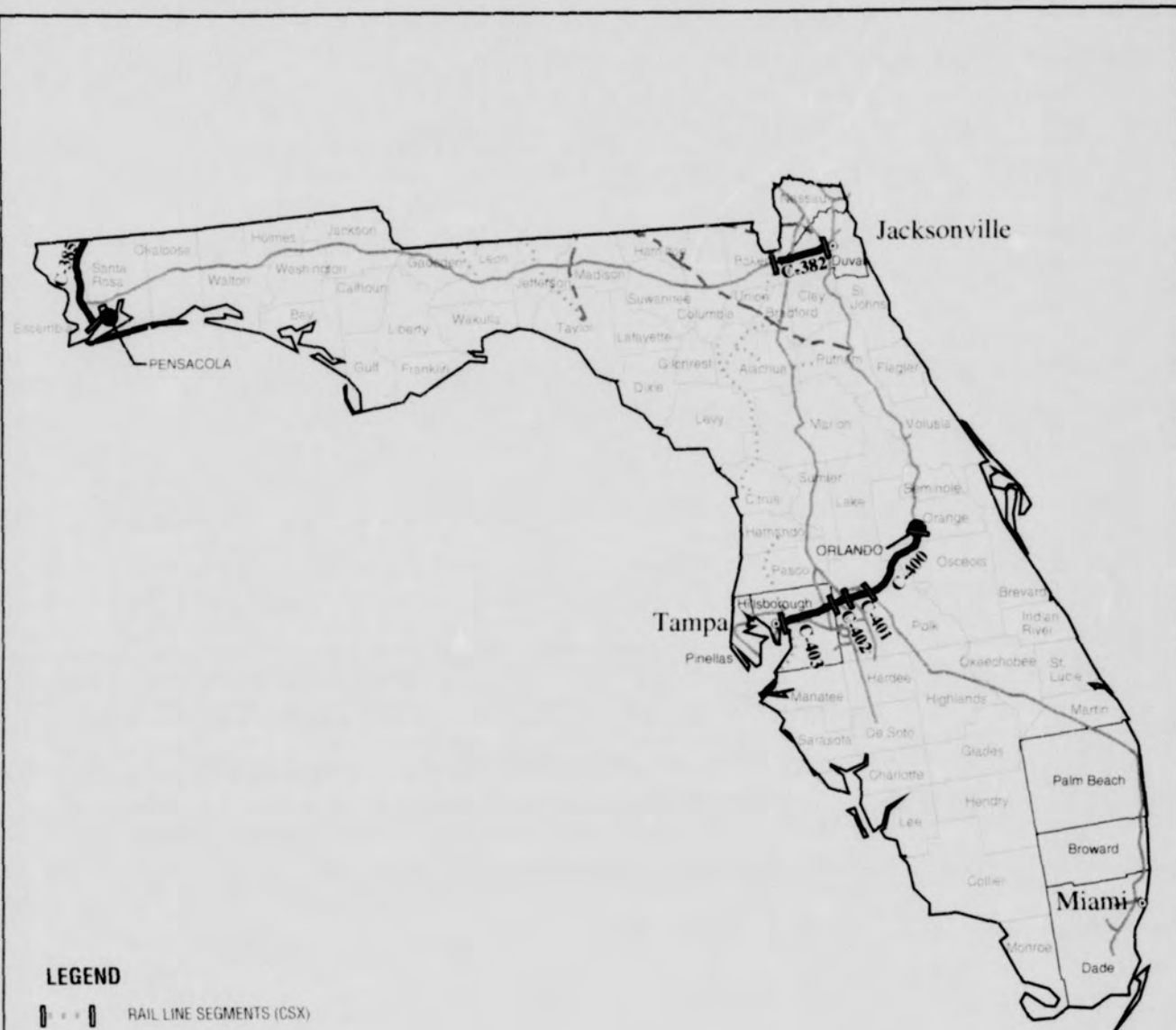
Due to a lack of cumulative effects, no mitigation measures are necessary.

5-FL.8 FLORIDA AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental

comments. A complete list of entities in the State of Florida that have submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.



LEGEND

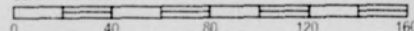
-  RAIL LINE SEGMENTS (CSX)
- NONE NEW CONNECTIONS
- NONE INTERMODAL OR TCS FACILITY
- NONE RAIL YARD
- NONE ABANDONMENTS
-  RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS (CSX)
-  RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS (NORFOLK SOUTHERN)

AIR QUALITY

- NONE NON-ATTAINMENT
-  MAINTENANCE
-  ATTAINMENT

* See Appendix A for master listing

SCALE IN MILES



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-FL-1

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS
FLORIDA - CSX AND NORFOLK SOUTHERN**

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5-GA GEORGIA

This section provides background information for resources in Georgia. Tables list the proposed Conrail Acquisition-related activities in Georgia that meet or exceed the Board's environmental analysis thresholds. This section also presents the various technical analyses conducted for these activities in Georgia. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-GA.1 GEORGIA SETTING

Georgia is located in the southeastern region of the United States. Principal products of Georgia include textile mill products, transportation equipment, processed foods, chickens, eggs, peanuts, cattle, clays, stone, sand, and gravel. The railroad network helps to facilitate the movement of many of these goods throughout Georgia, the United States, and ultimately overseas through Georgia's ports.

Transportation Facilities

Major interstate highways in Georgia include I-95, a major north/south route for the eastern United States; I-75, a north/south route running through central Georgia; I-85, a north/south facility in the northern portion of the state; and I-16, an east/west facility. Major cities served by these interstates include Atlanta, Savannah, Macon, and Brunswick. Ports in Georgia include the Port of Savannah and the Port of Brunswick.

Railroad Facilities

Twenty railroads operate throughout Georgia, covering approximately 4,602 route miles. CSX and NS are the two Class I Railroads operating in Georgia. Of the 4,602 route miles:

- CSX operates 1,682 route miles in Georgia, which is 37 percent of the state's total rail miles.
- NS operates 1,968 route miles in Georgia, which is 43 percent of the state's total rail miles.

Main communities served by these railroads are Atlanta, Augusta, Savannah, and Waycross.

CSX operates an intermodal facility in Atlanta and hump classification yards in Atlanta and Waycross. CSX also serves the Port of Savannah. NS railroad facilities also serve Savannah, Macon, and Atlanta.

Intercity Passenger and Commuter Rail Services

Amtrak operates two routes in Georgia. One route uses CSX between Savannah and Jacksonville, Florida through Jesup. This rail line segment is 149 miles in length and has eight Amtrak Florida service trains per day, including two Auto Trains which do not provide service within Georgia. The other route is the Southern Crescent which uses NS through Atlanta en route from New York City, NY to New Orleans, Louisiana. This route also serves Gainesville and Toccoa with two trains per day.

No commuter rail service is operated within Georgia.

5-GA.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN GEORGIA

In the Operating Plans submitted to the Board, the Applicants indicate that through the proposed Conrail Acquisition, Georgia shippers would extend their single-line market reach via CSX and NS into the northeast and midwest. Waycross would remain a major CSX hub. CSX would expand intermodal service from Atlanta and Savannah to the north. Five of the CSX service routes to be operated following the proposed Conrail Acquisition would serve Georgia, including the Atlantic Coast Service Route, linking Boston and Miami via Savannah and Waycross, and the Michigan-Florida Service Route, linking Detroit and Miami via Atlanta. CSX has stated that the new configurations would enable transit times between Georgia and New England to be reduced by at least one day and would be highly competitive with truck transport.

Atlanta would remain a major NS hub. The proposed Conrail Acquisition would allow NS to form a single-line route from northeastern points to Atlanta and other southeastern points via Hagerstown, Maryland and Greensboro and Charlotte, North Carolina.

The proposed Conrail Acquisition-related activities in Georgia that would meet or exceed the Board's thresholds for environmental analysis include: increased train operations on two rail line segments and increased activity at two intermodal facilities and one rail yard. In Georgia, there are no new constructions or proposed abandonments.

Tables 5-GA-1, 5-GA-2, and 5-GA-3 show rail segments, intermodal facilities, and rail yards in Georgia that required environmental analysis. Following each table is a brief descriptions of the activities, where appropriate. Figures 5-GA-1a and 5-GA-1b, provided at the end of this state discussion, show activities related to the proposed Conrail Acquisition in Georgia.

Table 5-GA-1
Georgia Rail Line Segments Which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
N-020	Howell, GA	Spring, GA	NS Atlanta - Macon	1	Fulton	Urban/Suburban/Industrial
N-022	Spring, GA	Scherer Coal, GA	NS Atlanta - Macon	18	Butts	Rural
				6	Clayton	Suburban/Rural/Industrial
				4	DeKalb	Urban/Industrial
				5	Fulton	Urban/Suburban/Industrial
				23	Henry	Suburban/Rural/Industrial
				9	Monroe	Suburban/Rural/Industrial

N = NS

Intermodal Facilities

Hulsey Yard (Fulton County, GA) (CSX). According to the Applicants' submittal, CSX expects to increase the volume of trucks per day from 523 (pre-Acquisition) to 603 (post-Acquisition). This CSX intermodal facility is located on Boulevard Street, S.E., in Atlanta, Fulton County, Georgia. (See Figure 5-GA-2, provided at the end of this state discussion.) Truck access to the facility is via I-20 and Boulevard Street.

Inman Yard (Fulton County, GA) (NS). At Inman, NS expects to increase the volume of trucks per day from 569 (pre-Acquisition) to 712 (post-Acquisition). The NS intermodal facility is located on Marietta Street, in Atlanta, Fulton County, Georgia. (See Figure 5-GA-3, provided at the end of this state discussion.) Trucks would continue to access this facility via I-285, I-75/I-85, 8th Street, Bolton Road, U.S. 41, and Marietta Road.

Table 5-GA-2
Georgia Intermodal Facilities Which Meet or Exceed
Board Environmental Thresholds

Site ID	Location	County	Facility	Description	Setting
CM-01	Atlanta	Fulton	Hulsey	Increase of 80 trucks per day	Urban/Industrial
NM-01	Atlanta	Fulton	Inman	Increase of 143 trucks per	Urban/Industrial

Rail Yards

Doraville Yard(Dekalb County, GA) (NS). This existing Doraville Rail Yard is located in Doraville, DeKalb County, Georgia, north of I-285. NS anticipates that freight rail traffic at the yard would increase from 174 to 222 cars per day, an increase of 48 cars per day.

Table 5-GA-3
Georgia Rail Yards Which Meets or Exceed Board Environmental Thresholds

Site ID	Location	County	Facility	Description	Setting
NY-01	Doraville	Dekalb	Doraville	Increase of 48 rail cars per day	Urban/Industrial

5-GA.3 GEORGIA SUMMARY OF ANALYSIS

Based on the nature of the proposed Conrail Acquisition-related activities in Georgia that meet the Board's thresholds for environmental analysis and the scope for the Draft EIS, SEA determined that a site-specific analysis did not apply for the following technical areas:

- Transportation (Navigation).
- Energy.
- Cultural Resources.
- Hazardous Materials and Waste Sites.
- Natural Resources.
- Land Use/Socioeconomics.

Details of the environmental analysis for Georgia follows.

5-GA.4 GEORGIA SAFETY: PASSENGER RAIL OPERATIONS

In Georgia, passenger trains share certain tracks with freight trains. SEA evaluated the potential for increased accidents between freight trains and passenger trains, for both intercity and commuter trains. Because changes in the frequency of rail accidents are directly related to changes in overall train activity, SEA's analysis concentrated on rail line segments carrying both passenger and freight trains that would experience an increase in freight train traffic of one or more trains per day.

In Chapter 4, "System-Wide and Regional Setting, Impacts and Proposed Mitigation," SEA addresses the issue of potential increased risk to passenger train operations associated with the proposed Conrail Acquisition. System-wide, SEA identified 197 freight rail line segments that also carry passenger trains. Of these, SEA analyzed 93 rail line segments that would experience an increase of one or more freight trains per day resulting from the proposed Acquisition. Three of these rail line segments are located in Georgia; these rail line segments are part of Amtrak passenger train routes.

The Federal Railroad Administration (FRA) requires reports from railroads concerning all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). FRA requires the same reporting for passenger train accidents. A nationwide average of fewer than 200 passenger train accidents per year (for both Amtrak intercity and urban area commuter trains) has occurred over the last three years. Most of these accidents were relatively minor and rarely involved any fatalities, but because the safety of passengers as well as property is frequently involved, their occurrence is of serious concern.

Given the limited number of passenger rail accidents, SEA was unable to accurately predict the severity, location, or timing of actual accidents. SEA therefore focused on estimating the potential risks of an accident. In this safety analysis, SEA used increased freight activity on rail line segments to estimate the changes in passenger train accident risks. To assess significance, SEA first determined whether the proposed Acquisition-related change in the projected accident rate was greater than an annual increase of 25 percent. SEA then determined if the predicted accident frequency was less than one accident in 150 years. Thus, SEA determined a potential impact to be significant if the projected annual increase in accidents was greater than 25 percent and the frequency was less than one accident in 150 years.

5-GA.4.1 Summary of Potential Effects and Preliminary Recommended Mitigation

The pre-Acquisition accident interval for each rail line segment is shown in Table 5-GA-4. Accidents pose potential threats to passengers on the train; therefore, for each rail line segment, risk is expressed as the expected interval between events over the length of the rail line segment. Table 5-GA-4 shows the expected change in years between accidents for the individual rail line segments.

SEA determined the increase in risk for passenger train accidents for one rail line segment, Savannah to Jessup, exceeded SEA's criteria for significance. For this rail line segment, SEA anticipates that potential conflicts could be minimized by reinforcing passenger train priority over freight trains. It is SEA's preliminary recommendation that all freight trains, both opposing and moving in the same direction as passenger trains, be clear of the main track at least 15 minutes prior to the estimated arrival of the passenger train. In doing so, the passenger train can safely pass without delay.

5-GA-4**Estimated Change in Years Between Accidents for Passenger Rail Operations**

Site ID	From	To	Miles in State	Pre-Acquisition Accident Interval ^a	Post-Acquisition Accident Interval ^a
C-381	Jessup	Folkston	54	163	135 ^b
C-346	Savannah	Jessup	52	101	76
C-345	Yemassee, SC	Savannah, GA	4	214	162

^a Accident intervals show years between accidents.

^b Rail line segment does not exceed the 25 percent increase in passenger train accident rate.

5-GA.5 GEORGIA SAFETY: RAIL TRANSPORT OF HAZARDOUS MATERIALS

The primary concern with the rail transportation of hazardous materials is a spill or accidental release resulting from a train accident. SEA analyzed all rail line segments where the number of car loads containing hazardous materials would increase as a result of the proposed Acquisition. This resulted in SEA evaluating rail line segments that were below the Board's thresholds for environmental analysis.

The Association of American Railroads (AAR), in conjunction with the Chemical Manufacturer's Association (CMA), developed standards and practices to manage the risk of a hazardous material spill that the railroads have adopted. The practices include identifying "key routes" as those rail lines that handle in excess of 10,000 car loads of hazardous material each year. Key trains are trains with at least five car loads of poison inhalation hazard (PIH) material, or 20 car loads of other hazardous material. Key trains are restricted to 50 miles per hour maximum authorized speed and normally operate on Class 2 track or better. The AAR key route practices include special train handling procedures and extra inspection and special actions whenever wayside detectors indicate potential concerns. The standards and practices for key routes are shown in AAR Circular No. OT-55-B. A copy of this Circular is included in Attachment 10 of Appendix B, "Safety."

5-GA.5.1 Rail Line Segment Analysis

As a result of the proposed Conrail Acquisition, the railroads would change the routing of many car loads of hazardous material. The designation of key routes would change as the railroads shift hazardous material traffic from one rail line to another. In addition, certain rail line segments that are currently key routes would carry increased volumes of cars containing hazardous material.

SEA applied two different criteria to determine if the effects of rerouting hazardous material car loads are potentially significant:

1. The volume of hazardous materials transported on a rail line would be 10,000 or more car loads per year. The Acquisition-related change in volume of hazardous material car loads would upgrade a rail line segment to a key route designation.
2. The volume of hazardous material car loads doubles, and exceeds 20,000 or more car loads per year. SEA has termed rail line segments which meet these criteria a "major key route."

Rail line segments that would meet the first criteria are considered "key routes" and warrant the base level mitigation. Rail line segments that meet the second criteria are considered "major key routes" and warrant expanded mitigation. Depending on the individual circumstances, a rail line segment could meet both criteria and therefore warrant both the base level and the expanded mitigation.

5-GA.5.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Potential Effects. Based on the information provided by the Applicants and SEA's independent analysis, SEA determined that 11 rail line segments in Georgia carrying increased amounts of hazardous material are of potential concern. Table 5-GA-5 shows these rail line segments, indicates the estimated annual car loads of hazardous material for both pre- and post-Acquisition, and identifies the key route status of each. SEA determined that eight rail line segments currently carry less than 10,000 car loads of hazardous material per year but would increase to at least 10,000 car loads per year due to the proposed Acquisition. A total of six routes would at least double the volume of hazardous material transported, resulting in 20,000 or more car loads per year. Three routes meet both of these significance thresholds.

Table 5-GA-5
Rail Line Segments with Significant Increases in
Annual Hazardous Material Car Loads

Site ID	Between	And	Miles in State	Estimated Annual Car Loads		Significance Thresholds	
				Pre-Acquisition	Post-Acquisition	New Key Route	Major Key Route
C-295	Corbin, KY	Cartersville, GA	53	6,000	10,000	X	
C-298	Manchester, GA	Waycross, GA	203	14,000	28,000		X
C-345	Yemassee, SC	Savannah, GA	4	8,000	13,000	X	

Table 5-GA-5
Rail Line Segments with Significant Increases in
Annual Hazardous Material Car Loads

Site ID	Between	And	Miles in State	Estimated Annual Car Loads		Significance Thresholds	
				Pre-Acquisition	Post-Acquisition	New Key Route	Major Key Route
C-347	Jesup, GA	Waycross, GA	39	6,000	10,000	X	
C-353	Greenwood, SC	Athens, GA	52	21,000	51,000		X
C-354	Athens, GA	Atlanta, GA	69	22,000	51,000		X
C-355	Atlanta, GA	Lagrange, GA	70	3,000	48,000	X	X
C-356	Lagrange, GA	Montgomery, AL	7	2,000	43,000	X	X
C-376	Lagrange, GA	Parkwood, GA	142	9,000	20,000	X	X
C-377	Manchester, GA	Lagrange, GA	45	8,000	17,000	X	
C-380	Thomasville, GA	Montgomery, AL	75	2,000	10,000	X	

Preliminary Mitigation Recommendation. SEA recommends requiring CSX to bring the rail line segments into compliance with AAR key route standards and practices for those segments that would become a new key route.

For the six segments in Table 5-GA-5 identified as major key routes, where the volume of hazardous material car loads would at least double and exceed 20,000 car loads, SEA recommends that CSX develop a Hazardous Materials Emergency Response Plan to contain and minimize the potential effects of any accidents or incidents. SEA will further recommend that CSX conduct hazardous materials accident simulations with the voluntary participation of emergency service providers along the rail line segments at least once every two years. Participants in these plans include county and municipal government, local fire departments, and medical and other emergency response teams.

5-GA.6 GEORGIA TRANSPORTATION: PASSENGER RAIL SERVICE

In Georgia, passenger trains share certain tracks with freight trains. SEA evaluated potential Acquisition-related effects on the ability of rail line segments to accommodate existing passenger rail service, both intercity and commuter rail, and reasonably foreseeable new or expanded passenger service. SEA identified those rail line segments that carry both freight and passenger trains and would experience an increase of one or more freight trains per day.

Amtrak

Amtrak currently provides service to the Atlanta, Jessup, Gainesville, and Toccoa areas on CSX and NS lines. Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects.

Commuter Rail

No commuter rail service exists in Georgia.

Future Services Under Study

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is studying commuter and intercity passenger rail service. There is presently no formal plan for commuter or intercity service. There was a proposal to operate passenger service on the Norfolk Southern Railway's Atlanta/Macon route via Griffin. A formal study of this proposal has not been conducted.

A preliminary formal plan for commuter rail radiating from Atlanta has been prepared. The uncertainty of specific routes and commuter train frequencies prevents further analysis at this time.

5-GA-6.1 Summary of Potential Effects and Preliminary Recommended Mitigation

Because there is no commuter rail service in Georgia, SEA has determined there will be no adverse effects and no mitigation is required.

5-GA.7 GEORGIA TRANSPORTATION: ROADWAY CROSSING DELAY

In order to analyze the effects of the proposed Conrail Acquisition on the roadway system at existing highway/rail at-grade crossings, SEA identified the crossings on rail line segments that would exceed the Board's environmental analysis thresholds for air quality. SEA then calculated potential changes in vehicle delay at these crossings where average daily traffic (ADT) volumes are 5,000 or greater. SEA concluded that the potential effect of increased train traffic for highways with ADT volumes below 5,000 would be experienced by very few drivers and the additional vehicular delay would be minimal. The description of levels of service and criteria of significance have been addressed in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix C, "Traffic and Transportation."

5-GA.7.1 County Analysis

Two counties in Georgia have highway/rail at-grade crossings for which SEA performed vehicular delay calculations. Table 5-GA-6 provided at the end of this state discussion contains a summary of these results.

Butts County

The single crossing analyzed in Butts County would have a minimal increase in crossing delay per stopped vehicle, with level of service B under post-Acquisition conditions. The maximum vehicle queue would not increase.

Fulton County

Three crossings analyzed in Fulton County would have minimal increases in crossing delay per stopped vehicle, with level of service C under post-Acquisition conditions. The largest increase in maximum vehicle queue would be one vehicle.

5-GA.7.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Based on its analysis of highway/rail at-grade crossings, it is SEA's preliminary conclusion that the proposed Conrail Acquisition would have no significant effect on vehicle delay at highway/rail at-grade crossings in Georgia. Therefore, SEA does not propose mitigation.

5-GA.8 GEORGIA TRANSPORTATION: ROADWAY EFFECTS FROM RAIL FACILITY MODIFICATIONS

5-GA.8.1 Intermodal Facilities

Two intermodal facilities in Atlanta would experience increases in truck activity as a result of the proposed Acquisition. Others would experience decreases in truck activity. The following is a summary of CSX and NS intermodal operations in Atlanta.

Intermodal Facility: Atlanta - Hulsey Yard (Fulton County) (CSX)

The existing CSX intermodal facility at Hulsey Yard is located along the south side of the CSX main line tracks in eastern Atlanta. The main gate for truck entry and exit movements is located on Boulevard Street, S.E., approximately one-half mile north of Interstate 20. The primary route used by trucks to and from Interstate 20 is Boulevard Street, S.E.

The Hulsey facility currently handles approximately 523 trucks per day. The proposed Conrail Acquisition would increase this figure to 603. This increase of 80 trucks per day corresponds

to 160 additional truck trips per day. SEA assumed that all of the additional truck trips would use the two roadways identified above. Table 5-GA-7 summarizes SEA's analysis of traffic volumes to determine the effects of these additional truck trips on the roadways approaching the facility.

Table 5-GA-7
Traffic Analysis Summary for Atlanta - Hulsey Yard

Roadway Name	Roadway ADT	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Interstate 20	165,600 ^a	160	0.10%
Boulevard St. SE	16,800 ^a	160	0.95%

^a Provided by the Georgia Department of Transportation.

Intermodal Facility: Atlanta - Inman Yard (Fulton County) (NS)

The NS intermodal facility at Inman Yard is located in northern Atlanta on the south side of Marietta Road. The main gate for truck entry and exit movements is located on Marietta Road. A second gate exclusively used for truck entry and exit movements for American Presidents Lines, a major shipper, is also located on Marietta Road. Two interstate highways, Interstate 285 and Interstate 75/85, serve the facility. Trucks use Bolton Road to Marietta Road as their primary route to and from Interstate 285. Trucks use U.S. 41, 8th Street, and Marietta Street to Marietta Road as their primary truck route to and from Interstate 75/85.

The Inman facility currently handles approximately 569 trucks per day. The proposed Conrail Acquisition would increase this figure to 712. This increase of 143 trucks per day corresponds to 286 additional truck trips per day. SEA assumed that 90 percent of the additional truck trips would use Interstate 285 and Bolton Road. The other ten percent of the additional truck traffic would use U.S. 41, 8th Street, and Marietta Street. All of the truck traffic would then use Marietta Road to enter the Inman Facility. (See Table 5-GA-8).

5-GA-8.2 Summary of Potential Effects and Preliminary Recommended Mitigation

The analysis results show that the total daily increase in truck traffic for the Hulsey Yard with the proposed Conrail Acquisition would be less than one percent of the ADT for the study area roadways. Therefore, based on its analysis, SEA preliminarily determined that the predicted increases in truck traffic would have insignificant effects on the area roadways.

SEA's analysis shows that the total daily increases in truck traffic for the Inman Yard would be less than three percent of the ADT for the study area roadways. Therefore, based on its analysis, it is SEA's preliminary determination that the predicted increases in truck traffic would have insignificant effects on the area roadways.

Table 5-GA-8
Traffic Analysis Summary for Atlanta - Inman Yard

Roadway Name	Roadway ADT	Increased Daily Truck Trips Using	Roadway ADT Percent Increase
Interstate 285	134,900 ^a	258	0.19%
Bolton Rd	14,900 ^a	258	1.73%
Interstate 75/85	187,000 ^a	29	0.02%
U.S. Route 41	40,000 ^a	29	0.07%
8th Street	1,135 ^b	29	2.56%
Marietta St.	12,400 ^a	29	0.23%
Marietta Rd.	18,190 ^a	286	1.58%

^a Provided by the Georgia Department of Transportation.

^b Provided by the City of Atlanta.

5-GA.9 GEORGIA AIR QUALITY

This section summarizes the change in air pollutant emissions that would result from the proposed Acquisition-related operational changes in the state of Georgia. The primary air pollutant emission sources from trains and related activities include locomotive emissions on rail line segments, at rail yards, and at intermodal facilities. In addition to locomotive emissions, SEA evaluated emissions from other sources at intermodal facilities (idling trucks, lift cranes, etc.), motor vehicles idling near at-grade crossings, and decreases in truck emissions due to truck-to-rail freight diversions.

To analyze the air quality effects of the proposed Acquisition, SEA evaluated rail line segments, rail yards, and intermodal facilities that would meet or exceed the Board's analysis thresholds defined in Chapter 2, "Proposed Action and Alternatives." See Chapter 3, "Analysis Methods and Potential Mitigation Strategies," for additional information and a summary of the air quality analysis methodology. Appendix E, "Air Quality," contains a detailed description of methodology and detailed tables of results.

SEA addressed air pollutant emissions for sulfur dioxide (SO₂), volatile organic compounds (VOCs), particulate matter (PM), lead (Pb), nitrogen oxides (NO_x) and carbon monoxide (CO). SEA determined that emissions for SO₂, VOCs, PM and Pb would not exceed the emission screening thresholds for environmental analysis in any county. However, SEA found that these thresholds would be exceeded for NO_x in various counties in 17 states, and CO in three counties in two states (IL and OH). NO_x air pollutant emissions may affect a region's ability to attain the National Ambient Air Quality Standards for ozone. CO emissions may affect a local area's ability to attain the National Ambient Air Quality Standards for CO.

Two NS rail line segments, one NS rail yard, one NS intermodal facility, and one CSX intermodal facility exceeded the Board's threshold for air quality analysis in Georgia. Table 5-GA-9 shows the air quality evaluation process that was followed. SEA identified six counties in Georgia which include any part of these rail facilities. For these counties, SEA summed emissions increases from changes on rail line segments and other activities and compared them to the air emission screening level that would require a permit if the source were a stationary source (rather than a mobile source, such as trains, trucks, and other vehicles). If the calculated emissions exceeded this screening level, SEA conducted a detailed emissions analysis known as a "netting analysis" in these counties, that considered all emissions increases and decreases from Acquisition-related activity changes. SEA compared the netting analysis results to the air emission screening level and additional analyses were performed for counties where netting analysis results exceeded the air emission screening level. For these counties, SEA inventoried all county air pollutant emissions sources to evaluate if proposed Acquisition-related emissions represented more than one percent of all emissions sources in the county.

Table 5-GA-9
Georgia Counties Evaluated in Air Quality Analysis

Counties Exceeding the Board's Activity Thresholds	O ₃ Status ^a	Exceeds Emissions Screening Level Before Netting	Exceeds Emissions Screening Level After Netting	Exceeds 1% of County Emissions
Clayton	N (Serious)	No	-	-
Cobb	N (Serious)	No	-	-
DeKalb	N (Serious)	No	-	-
Fulton	N (Serious)	Yes	Yes	No
Henry	N (Serious)	Yes	Yes	Yes
Monroe	A	No	-	-

^a A = Attainment Area, N = Nonattainment Area, as defined in the Clean Air Act.

The emissions estimates in Appendix E, "Air Quality," show that the increased county-wide air pollutant emissions from the facilities described above are below the emissions screening levels used to trigger a more detailed emissions netting analysis for all counties listed except for Fulton and Henry counties. SEA's analysis results for these counties are presented below:

5-GA.9.1 County Analysis

Fulton County

EPA has designated Fulton County as a serious nonattainment area for O₃. Table 5-GA-10 shows that the net NO_x emissions increase in Fulton County, considering all calculated Acquisition-related emissions changes, is above the emissions screening threshold of 50 tons/year used to determine if emissions changes are potentially significant. However, the increased NO_x emissions are well under one percent of the existing county-wide NO_x emissions. Therefore, no potential adverse impacts are expected due to this local NO_x emissions increase.

Henry County

EPA has designated Henry County as a serious nonattainment area for O₃. Table 5-GA-11 shows that the net NO_x emissions increase in Henry County, considering all Acquisition-related emissions changes, is above the emissions screening threshold of 50 tons/year used to determine if emissions changes are potentially significant.

The increased NO_x emissions in Henry County are over one percent of the existing (1995) county-wide NO_x emissions. However, Henry County is a largely rural area on the southeastern edge of the Atlanta metropolitan area, and its existing NO_x emissions are quite small in comparison to the greater Atlanta area (154,000 tons per year of NO_x in 1995). The total estimated NO_x emissions increases from all Acquisition-related activities in these counties is about 210 tons per year (0.14 percent of the total). Given the small percentage increase in total NO_x emissions, SEA does not expect significant adverse impact in the Atlanta O₃ nonattainment area.

5-GA.9.2 Summary of Potential Effects and Preliminary Recommended Mitigation

While there are localized increases in emissions in some counties, the increases are not likely to affect compliance with air quality standards. Therefore, SEA has determined that air quality will not be significantly affected and no mitigation is necessary. See system-wide and regional discussion in Section 4.12 "Air Quality."

5-GA.10 GEORGIA NOISE

To analyze the potential noise impacts of the proposed Acquisition, SEA evaluated rail line segments, rail yards and intermodal facilities that would meet or exceed the Board's thresholds for environmental analysis of noise. Although new construction projects and rail line abandonments can result in noise increases, the noise effects would be temporary and therefore, SEA did not evaluate them.

Table 5-GA-10
Fulton County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Austell, GA to Howell, GA	9.24
Rail Segment (NS)	Howell, GA to Spring, GA	5.60
Rail Segment (NS)	Spring, GA to Scherer Coal, GA	16.96
Rail Segment (NS)	Spring, GA to East Point, GA	-8.46
Rail Segment (NS)	Industry Yard, GA to Edgewood, GA	0.40
Rail Segment (NS)	Hayne Yard, SC to Howell, GA	12.06
Rail Segment (CSX)	Cartersville, GA to Atlanta, GA	-7.95
Rail Segment (CSX)	Atlanta, GA to Manchester, GA	-9.12
Rail Segment (CSX)	Athens, GA to Atlanta, GA	5.46
Rail Segment (CSX)	Atlanta, GA to LaGrange, GA	19.33
Rail Segment (CSX)	Camak, GA to Atlanta, GA	-2.18
Rail Yard (NS)	Atlanta - Industry Yard	-4.22
Rail Yard (NS)	Inman Yard	8.90
Rail Yard (CSX)	Atlanta - Tilford	4.33
Intermodal Facility (NS)	Atlanta - Inman	23.30
Intermodal Facility (NS)	Atlanta - East Point	3.47
Intermodal Facility (CSX)	Atlanta	16.85
At-Grade Crossings (both)	Affected Crossings >5000 Vehicles/Day *	0.19
Truck Diversions (both)	County-wide	-23.24
Total Acquisition-Related Net NO _x Emissions Increase		70.79
NO _x Emissions Screening Level		50.00
Existing (1995) County Total NO _x Emissions		41,208.60
Percent Increase in County NO _x Emissions		0.17%

* "Affected Crossings" are those with an increase in rail segment activity over Board air quality analysis thresholds, and which have vehicle traffic levels over 5,000 vehicles/day.

Table 5-GA-11
Henry County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Spring, GA to Scherer Coal, GA	65.33
Rail Segment (NS)	Industry Yard, GA to Edgewood, GA	0.56
Truck Diversions (both)	County-wide	-2.13
Total Acquisition-Related Net NO _x Emissions Increase		62.39
NO _x Emissions Screening Level		50.00
Existing (1995) County Total NO _x Emissions		3,495.96
Percent Increase in County NO _x Emissions		1.78%

5-GA.10.1 Proposed Activities

Train noise sources include diesel locomotive engine and wheel/rail interaction noise (or wayside noise) and horn noise. Wayside noise affects all locations in the vicinity of the rail facility, and generally diminishes with distance from the source. Horn noise is an additional noise source at grade crossings, and also generally diminishes with distance. SEA performed an analysis to identify rail line segments, rail yards and intermodal facilities where the proposed changes in operations meet or exceed the Board's environmental analysis thresholds at 49 CFR 1105.7(e)(6). Where the proposed rail activity would exceed these thresholds, SEA calculated the 65 dBA L_{dn} noise contours for the pre- and post-Acquisition conditions. SEA based the noise level impact assessment on the projected activity level data provided by the railroads. SEA counted sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) within the noise contours for both pre-Acquisition and post-Acquisition operating conditions.

The CSX and NS intermodal facilities that would experience increases in traffic or activity meeting the Board's environmental analysis thresholds for Georgia are listed in Table 5-GA-12.

The counties where these facilities are located are listed in Section 5-GA.2, "Proposed Conrail Acquisition Activities in Georgia."

Table 5-GA-12
Intermodal Facilities That Exceed Board Thresholds for Noise Analysis

Site ID	Intermodal Facility Location	Trucks Per Day		Change in ADT on local roads (%)	Change in dBA	Approx. distance to 65 dBA Ldn contour
		Pre-Acquisition	Post-Acquisition			
NM-01 ^a	Atlanta (Inman)	569	712	0.1 to 2.6	<2	---
CM-01 ^a	Atlanta (Hulsey)	523	603	0.1 to 1.0	<2	---

^a SEA determined that the increase in noise due to increased rail activity was insignificant and receptor counts were unnecessary. Refer to the screening methods in Appendix F for additional detail.

There are different noise mitigation techniques used to reduce horn noise and wayside noise. These different types of noise and mitigation techniques are as follows:

Grade Crossing Noise Effects. The Federal Railroad Administration (FRA) has indicated that it will propose new rules on train horn blowing procedures in 1998. These new rules may allow communities to apply for an exception to horn blowing at certain grade crossings that meet explicit criteria. These criteria relate to so-called "quiet zones" where FRA would no longer require train engineers to sound the train horn at grade crossings with special upgraded safety features. Examples of such safety features include four-quadrant gates and median barriers that preclude motorists from entering the crossings while the crossing arm is down. Until FRA develops and implements these regulations, these measures are not feasible for SEA to require as mitigation. However, communities will have the opportunity to qualify for "quiet zones" once the FRA regulations are in place.

Wayside Noise Effect. Wayside noise is the sound of a train as it passes by. Wayside noise is comprised of steel wheel/ rail interaction noise, and locomotive diesel engine noise. This type of noise can be reduced by constructing barriers between the railway noise source and adjoining land uses, and by installing building sound insulation. Noise barriers include earth berms and walls that block the sound. Rail lubrication can be used to reduce "wheel squeal" noise on curved track. Building sound insulation consists of special windows and other building treatments that reduce interior noise. Noise barriers are the preferred type of noise mitigation for this project since barriers can be built on railroad property. Additional discussion of noise mitigation measures is included in Appendix F, "Noise Methods."

5-GA.10.2 Summary of Potential Effects and Preliminary Recommended Noise Mitigation

As noted above, for receptors near grade crossings that would experience increases in noise resulting from horn sounding, mitigation is not currently feasible. For areas affected by wayside noise, SEA considered rail line segments eligible for noise mitigation for noise sensitive receptors exposed to at least 70 dBA L_{dn} and an increase of at least 5 dBA L_{dn} due to increased rail activity.

It is SEA's preliminary conclusion that no rail line segments, rail yards, or intermodal facilities in the State of Georgia warrant noise mitigation according to the project mitigation criteria.

5-GA.11 GEORGIA ENVIRONMENTAL JUSTICE

As part of its analysis, SEA examined activities associated with the proposed Conrail Acquisition for environmental justice impacts (disproportionately high and adverse impacts to minority and low-income populations) in accordance with Executive Order 12898. As described in the Environmental Justice Methodology in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," SEA first categorized the nature of the populations in areas where Acquisition-related activities are proposed. SEA determined whether the population in such areas met the following environmental justice thresholds: (1) greater than 50 percent of the population is minority or low-income, or (2) the minority or low-income population percentage is 10 percent greater than the minority or low-income population percentage in the county.

Next, SEA ascertained whether this population fell within an area of potential effect. SEA defined a typical zone on either side of a rail line segment or proposed construction site, or bordering a railroad intermodal facility or rail yard, as an area of potential effect. In general, the extent of an area of potential effect may vary depending on the nature of the changes in rail activity associated with it, but such areas typically extend 400 to 1500 feet out from the rail line segment or facility being analyzed.

SEA then evaluated these areas of potential effect for proposed Acquisition-related activities that would meet or exceed the Board's thresholds for environmental analysis. In this analysis, SEA evaluated potential impacts on safety, transportation, air quality, noise, cultural resources, hazardous waste sites, hazardous materials transport, natural resources, and land use/socioeconomic effects. SEA also visited the sites of proposed construction for new rail line connections, rail line segments, intermodal facilities, and rail yards.

SEA developed and executed expanded public outreach efforts for those jurisdictions that met both SEA's thresholds for environmental justice and the Board's thresholds for environmental significance. SEA designed the public outreach process to seek widespread notice and dissemination of SEA's environmental impact analysis; provide additional opportunities for community input to the NEPA process; solicit information about cumulative effects in minority and low-income communities; and allow minority and low-income communities to assist in fashioning appropriate alternatives and mitigation measures. SEA is placing additional copies of the DEIS in jurisdictions with high proportions of minority and low-income populations that do not have significant environmental impacts which could result from the proposed Acquisition.

This section presents the results of those evaluations and analysis. A complete list of all the sites analyzed for environmental justice impacts is presented in Appendix K.

5-GA.11.1 Georgia Environmental Justice Setting

There are no new constructions proposed for the state of Georgia as part of the proposed Conrail Acquisition.

Rail Yards

There is one existing rail yard where proposed changes meet or exceed the Board's threshold for environmental analysis in Doraville, De Kalb County, Georgia. The following table presents the existing minority and low-income composition of the area of potential effect surrounding the Doraville rail yard.

Table 5-GA-13
Georgia Environmental Justice Site Summary for Rail Yards

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of Concern	
				Minority Population	Low-Income Population
De Kalb County	545,837	48.0%	9.9%	NA	
Doraville (NY-01)	7,277	63.6%	26.1%	Yes	Yes

Intermodal Facilities

There are two existing intermodal facilities with proposed increases in truck traffic in Fulton County, Georgia. The Hulsey facility is located on Boulevard Street in Atlanta, and is accessed by Boulevard Street. The Inman facility, located on Marietta Street, also in Atlanta, is accessed by Bolton Road, 8th Street, Marietta Street, and Marietta Road. The following table presents the existing minority and low-income composition of the areas of potential effect surrounding the intermodal facilities and associated truck routes.

Table 5-GA-14
Georgia Environmental Justice Site Summary for Intermodal Facilities

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of concern	
				Minority Population	Low-Income Population
Fulton County	648,951	53.2%	18.4%	NA	
Hulsey (CM-01)	2,581	58.4%	41.2%	Yes	Yes
Hulsey Truck Route (CM-01)	3,281	53.3%	33.3%	Yes	Yes
Inman (NM-01)	4,218	81.2%	64.0%	Yes	Yes
Inman Truck Route (NM-01)	22,671	61.3%	45.8%	Yes	Yes

Rail Line Segments

The following table presents the existing minority and low-income composition of the area of potential effect surrounding the rail line segments with proposed traffic increases.

Table 5-GA-15
Georgia Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of concern	
				Minority Population	Low Income Population
Fulton County	303,724	53.2%	18.4%	NA	
Howell - Spring (N-020)	3,384	97.0%	27.1%	Yes	No
Butts, Clayton, Dekalb, Fulton, Henry, Monroe Counties	808,727	46.1%	13.4%	NA	
Spring - Scherer Coal (N-022)	7,505	62.0%	30.2%	Yes	Yes

5-GA.11.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Based on currently available information and after reviewing the findings of each of the resource analyses (noise, air quality, transportation, etc.), SEA identified no significant environmental effects at the Doraville rail yard (NY-01), the Hulsey (CM-01) and Inman (NM-01) intermodal facilities, and along the rail line segments between Howell and Spring (N-020) and Spring and Scherer Coal (N-022) within Georgia. Therefore, SEA has made a preliminary determination that no environmental justice effects would occur in Georgia as a result of the proposed Conrail Acquisition, and no mitigation would be necessary.

5-GA.12 GEORGIA CUMULATIVE EFFECTS

Within the State of Georgia, the Applicants propose the following activities that meet or exceed the Board's thresholds for environmental analysis: increased traffic along two rail line segments and increased activities at three rail yards. The following table addresses other potential actions brought to SEA's attention that, when combined with the proposed Acquisition, could contribute to a cumulative impact. SEA was made aware of these activities through site visits and public comment. Local agencies provided the information below to SEA within the schedule specified in the scope for review and analysis.

Table 5-GA-16
Information Provided to SEA About Other Activities or Projects

Action-Type	Site	Information from Site Visit or Public Comment	Relationship to Proposed Acquisition
Rail Line Segment	Atlanta (GA)	MARTA is concerned about potential effects.	Related.
Intermodal	Fulton Co. (GA)	NS is currently constructing a new intermodal facility.	Related.

Cumulative Effects Findings

As discussed in Chapter 6, "Agency Coordination and Public Outreach," SEA conducted extensive scoping and data collection for this Draft EIS. At this point in its investigation, SEA is unaware of any activities that would require a cumulative effects analysis. Therefore, based on its independent analysis and all information available to date, SEA has made a preliminary conclusion that there would be no significant cumulative effects associated with the proposed Acquisition in the State of Georgia.

Cumulative Effects Mitigation Measures

Due to a lack of cumulative effects, no mitigation measures are necessary.

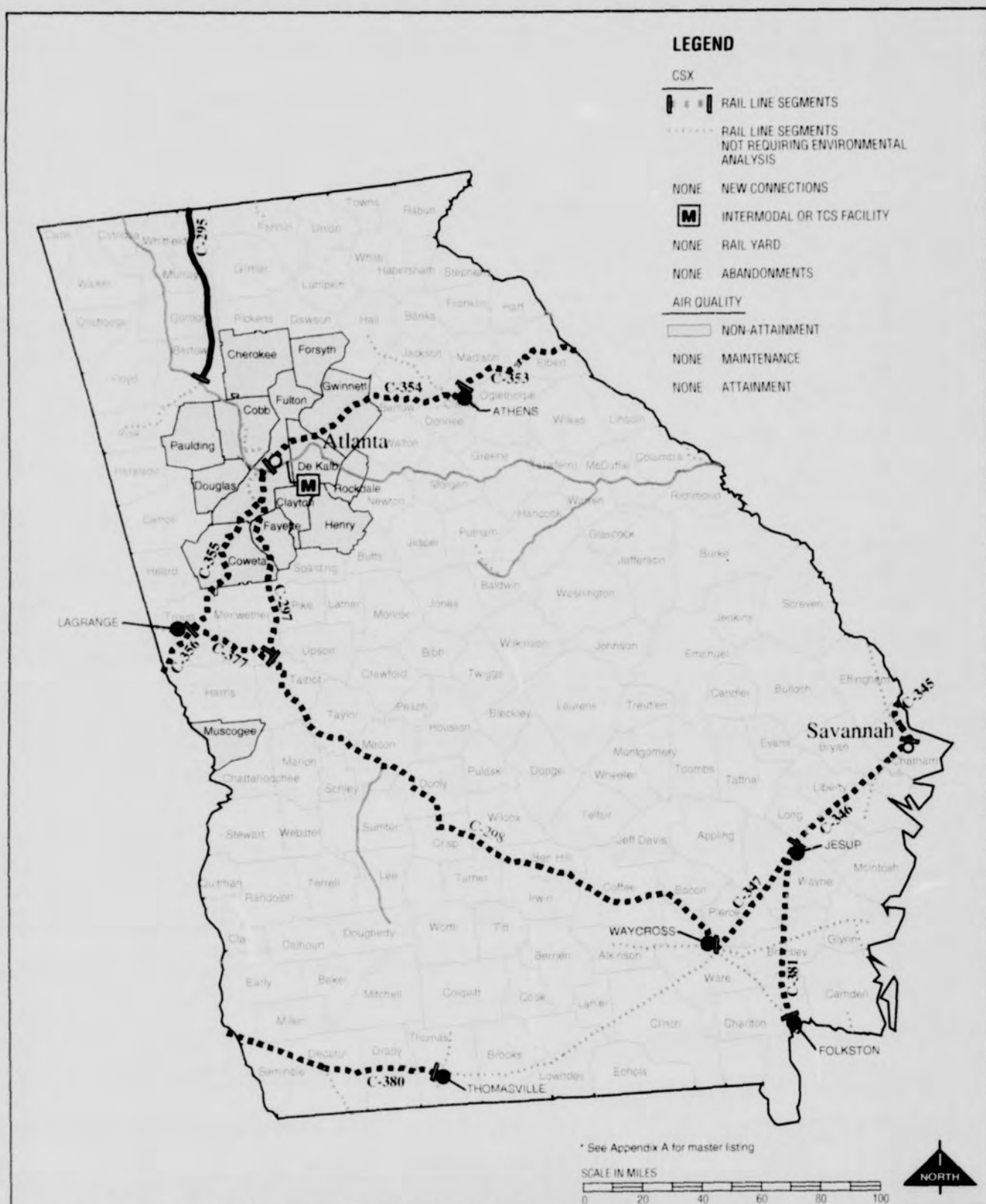
5-GA.13 GEORGIA AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental comments. The following table provides a list of agencies and local governments that have submitted environmental comments for the State of Georgia. A complete list of entities that have submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

Table 5-GA-17
Agencies in Georgia Submitting Environmental Comments

Entity	Nature of Comment(s)
Augusta Richmond County	Air, and safety
Cobb County Department of Transportation	Air
Metropolitan Atlanta Rapid Transit Authority	Commuter operations

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-GA-1a

RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS

GEORGIA - CSX

LEGEND

NS



RAIL LINE SEGMENTS



RAIL LINE SEGMENTS
NOT REQUIRING ENVIRONMENTAL
ANALYSIS

NONE NEW CONNECTIONS



INTERMODAL OR TCS FACILITY



RAIL YARD

NONE

ABANDONMENTS

AIR QUALITY



NON-ATTAINMENT

NONE

MAINTENANCE

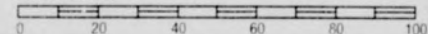
NONE

ATTAINMENT



* See Appendix A for master listing

SCALE IN MILES



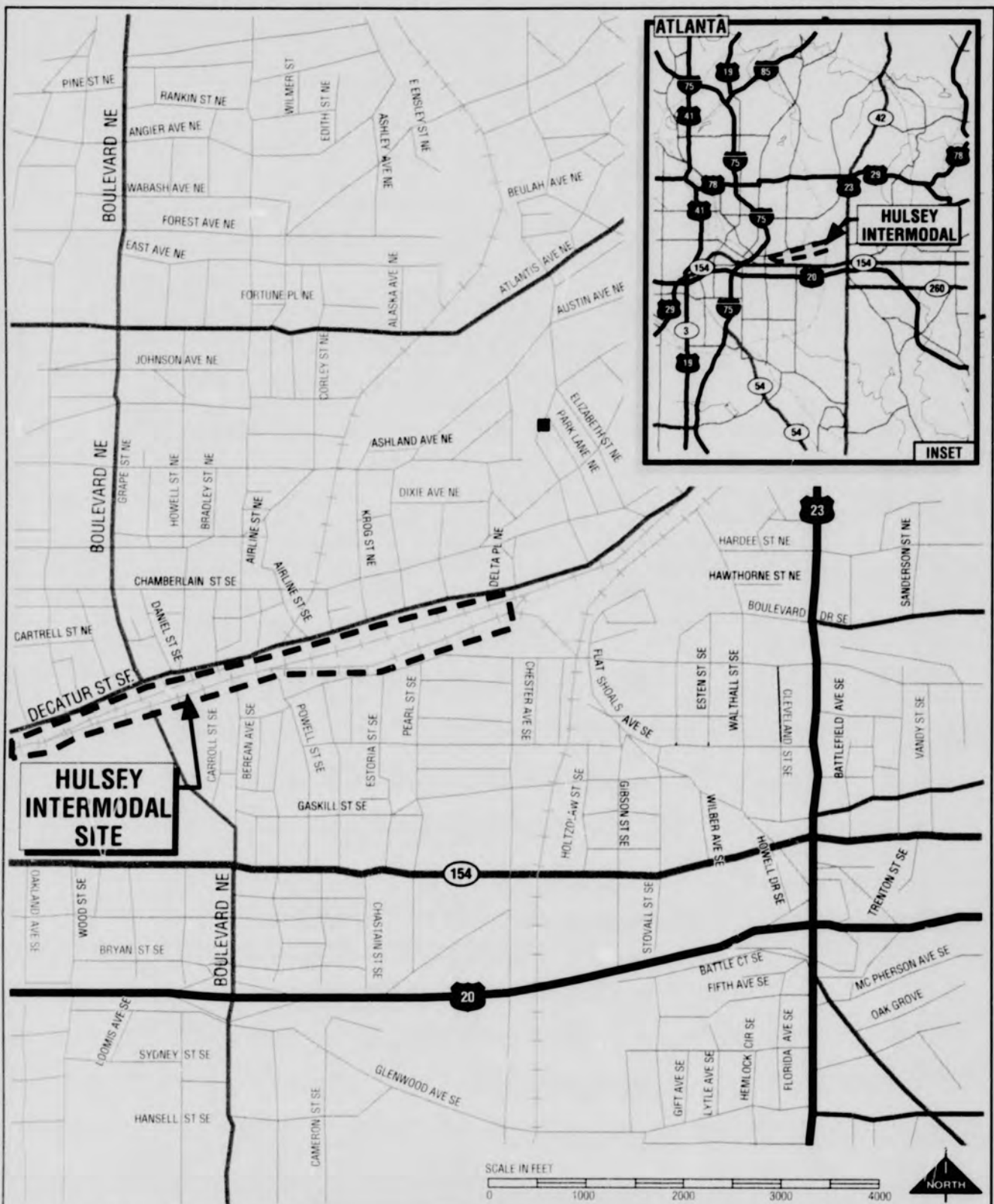
Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-GA-1b

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS**

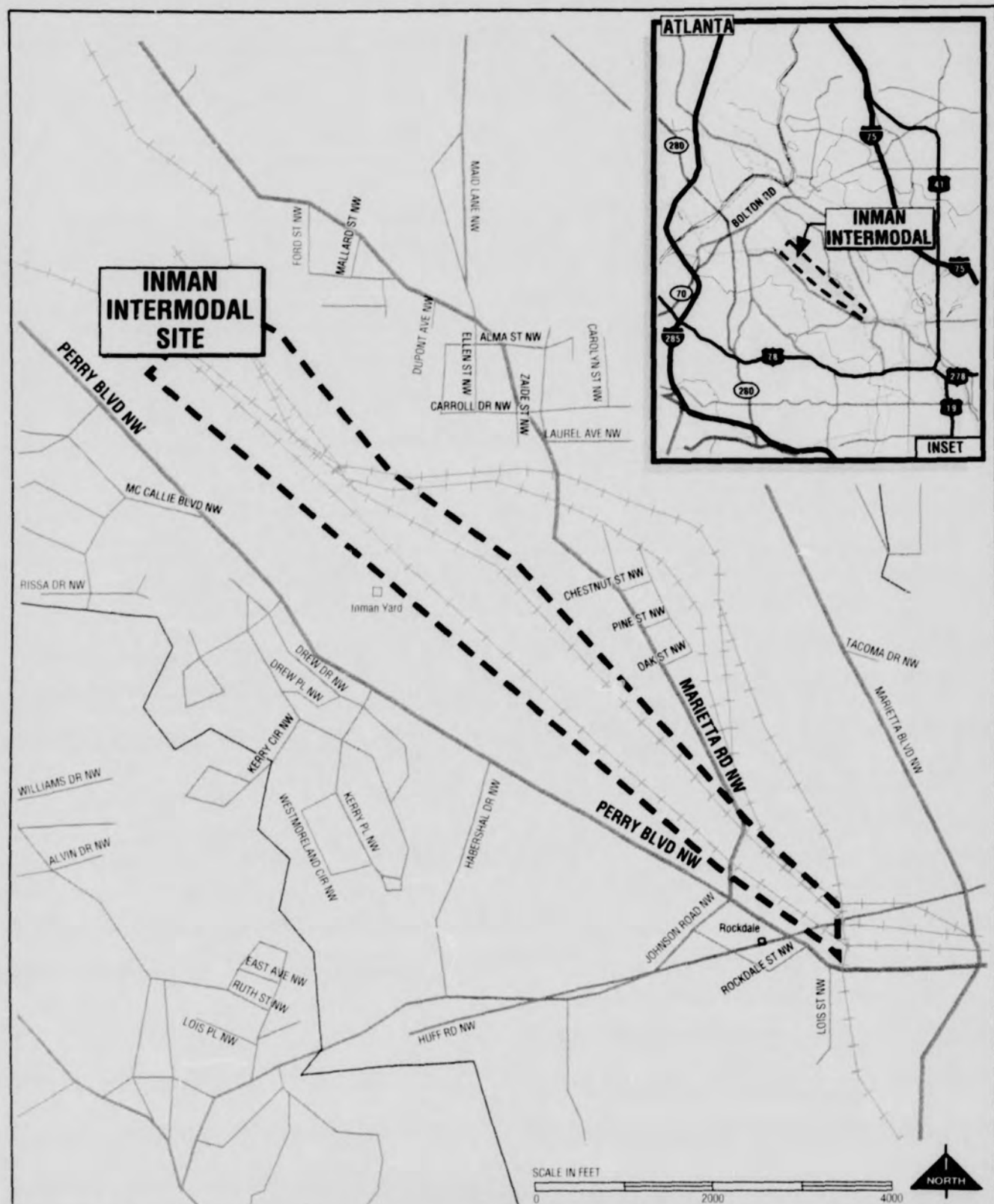
GEORGIA - NORFOLK SOUTHERN



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-GA-2
HULSEY INTERMODAL SITE, ATLANTA, GEORGIA
CSX



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-GA-3
INMAN INTERMODAL SITE, ATLANTA, GEORGIA
NORFOLK SOUTHERN

STB

FD-33388

12-12-97

K

ID-28629V3A

4/11

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Butts	N-023	718450J	3RD ST. SR16	2	7,976	27.2	50	4,869	242	13	1.96	7.13	B	32.9	50	5,000	298	13	1.99	8.94	B	
Fulton	N-022	718058V	MCDANIEL ST	2	8,275	27.2	35	4,869	325	17	2.56	12.06	B	32.9	35	5,000	401	18	2.61	15.19	C	
Fulton	N-023	718062K	SR54 HENDERSON	4	9,000	27.2	25	4,869	461	12	3.02	18.56	C	32.9	25	5,000	570	12	3.09	23.44	C	
Fulton	N-022	718065F	SAWTELL AVE	2	11,237	27.2	35	4,869	442	23	2.79	13.13	B	32.9	35	5,000	545	24	2.84	16.54	C	

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5-IL ILLINOIS

This section provides background information for resources in Illinois. Tables list the proposed Conrail Acquisition-related activities in Illinois that meet or exceed the Board's thresholds for environmental analysis. This section also presents the various technical analyses conducted for these activities in Illinois. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-IL.1 ILLINOIS SETTING

Illinois is located in the north central region of the United States. Principal products from Illinois include steel, machinery, food, kindred products, corn, hogs, cattle, soybeans, coal, petroleum, and stone. The railroad network throughout the state provides a means of transporting and distributing many of these goods. Chicago is a major rail hub where railroads transfer goods and deploy them across the country.

Transportation Facilities

Major interstate facilities in Illinois are I-55, a north/south route; I-57, a north/south route; I-74, an east/west route; I-94, a north/south facility; I-70, an east/west facility; I-64, an east/west facility; and I-80, an east/west route. These routes serve cities such as Bloomington, Springfield, Chicago, Champaign, and Peoria. Ports located in the state include the Ports of Chicago and Granite City along Lake Michigan. Ports along the Mississippi River include Rock Island and East St. Louis.

Railroad Facilities

Forty-two railroads operate throughout Illinois, covering a total of 7,708 route miles. Illinois ranks 3rd in the U.S. for number of route miles operating in a state. Of the total 7,708 route:

- Conrail operates 400 route miles in Illinois, which is 5 percent of the state's rail total miles.
- CSX operates 655 route miles in Illinois, which is 8 percent of the state's total rail miles.

- NS operates 1,027 route miles in Illinois, which is 13 percent of the state's total rail miles.

The three railroads serve cities such as Chicago, Decatur, Peoria, and St. Louis. Eight Class I railroads operate in Illinois, three of which are Conrail, CSX, and NS. Other Class I railroads operating in the state include the Burlington Northern Santa Fe Railway Company (BNSF), Grand Trunk Western Railroad Inc., Illinois Central Railroad Company, Canadian Pacific/Soo Line Railroad Company, and Union Pacific Railroad Company (UP).

Conrail has an intermodal terminal in East St. Louis. CSX's largest interchange point is Chicago's Barr Yard. Other CSX facilities are located in Chicago, Danville, Decatur, Ottawa, Granite City, and Bedford Park. NS operates major rail classification yards in Chicago and Decatur and has other facilities in Peoria.

Intercity Passenger and Commuter Rail Services

Amtrak provides passenger service to Chicago from points east utilizing CSX and Conrail's Chicago Line, which is the route to Chicago's Union Station for 16 passenger trains per day.

The Northeast Illinois Railroad Corporation (METRA) provides commuter rail service in Illinois, including service from Chicago to Orland Park, in part utilizing track leased from NS by METRA. This rail line segment has 18 commuter trains per day. Amtrak does not utilize this line segment.

5-IL.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN ILLINOIS

In the Operating Plans submitted to the Board, the Applicants, indicate that the expanded CSX and NS systems would maintain competition in Illinois, serving both car load and intermodal markets. As a result of the proposed Conrail Acquisition, there would be four comparable and competitive routes (two each by CSX and NS) between the eastern United States and the Chicago/St. Louis gateways. CSX and NS have identified that improvements to terminal facilities and new connections in the Chicago area would speed the interchange of freight between eastern and western markets. Faster, focused service in Chicago, the Applicants note, would eliminate some of the truck traffic hauling trailers and containers between railroad yards in that city.

CSX would offer Chicago service via the former B&O line to Greenwich, Ohio, and the former Conrail Pennsylvania line via Fort Wayne, Indiana. East of Greenwich, CSX would operate via the B&O line through parts of Maryland and Pennsylvania. CSX would also operate via Crestline and Cleveland to Buffalo and markets in the east. CSX would operate across southern Illinois, connecting the East St. Louis and St. Elmo gateways with eastern markets via Indianapolis.

A 29-mile Conrail route from Danville to Paris is proposed to be abandoned. Freight customers at Danville, Chrisman, and Paris would continue to receive rail service via other CSX routes. The proposed abandonment would eliminate 33 public grade crossings and 23 private grade crossings.

NS would operate Conrail's main line between Chicago and Cleveland, Ohio, and the Streator gateway. NS would also operate a second route between Chicago and the east via Fort Wayne, Indiana. Key interchanges would be maintained by NS outside of the congested Chicago terminal area with the UP at Sidney, the Illinois Central at Tolono, and the BNSF at Streator. NS has stated that it would alleviate congestion in Chicago by making increased use of the Kansas City gateway. NS would also serve the important St. Louis Gateway with an improved route.

Both CSX and NS would undertake extensive activities in Illinois as part of the proposed Conrail Acquisition. The proposed Conrail Acquisition-related activities that meet the Board's thresholds for environmental analysis in Illinois include increased train operations on a total of nine rail line segments, construction of six new rail line connections, construction of one intermodal facility and increased activity at two intermodal facilities in Chicago, increased number of rail cars handled at one rail yard in Chicago, and the abandonment of the Conrail rail line segment from Danville to Paris, Illinois. Figures 5-IL-1a and 5-IL-1b, provided at the end of this state discussion, show proposed Conrail Acquisition activities.

Tables 5-IL-1 through 5-IL-5 list rail line segments, intermodal facilities, rail yards, constructions or proposed abandonments in Illinois that meet or exceed the Board's thresholds for environmental analysis. Also included are brief descriptions of the activities, where appropriate. The figures also show segments SEA studied for special environmental review.

Table 5-IL-1
Illinois Rail Line Segments which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in Miles	County	Setting
C-010	Barr Yd, IL	Blue Island Jct., IL	CSX Line - Chicago to Danville	3	Cook	Metropolitan/Urban
C-011	Blue Island Jct., IL	59th Street, IL	CSX Blue Island Subdivision	15	Cook	Metropolitan/Urban

Table 5-IL-1
Illinois Rail Line Segments which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in Miles	County	Setting
C-023	Pine Jct., IN	Barr Yard, IL	CSX Line - Chicago to Danville	11	Cook	Metropolitan/Urban
N-030	IC 95 St Chicago, IL	Pullman Jct, IL	NS Chicago District	1	Cook	Metropolitan/Urban
N-032	Taylorsville, IL	Granite City, IL	NS Brooklyn District - Decatur to St. Louis	20	Christian	Rural with sporadic development/ Agriculture
				17	Montgomery	Rural with sporadic development/ Agriculture
				10	Macoupin	Rural with sporadic development/ Agriculture
				30	Madison	Rural with sporadic development/ Agriculture
N-033	Tilton, IL	Decatur, IL	NS Lafayette District - Decatur to Ft. Wayne	28	Champaign	Rural w/ sporadic development/ Agriculture
				10	Macon	Rural with sporadic development/ Agriculture
				16	Piatt	Rural with sporadic development/ Agriculture
				17	Vermilion	Rural with sporadic development/ Agriculture
N-034	Coiehour, IL	Calumet Park, IL	Conrail Sheddfield	5	Cook	Urban

Table 5-IL-1
Illinois Rail Line Segments which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in Miles	County	Setting
N-045	Lafayette, IN	Tilton, IL	NS Lafayette District - Decatur to Ft. Wayne	9	Vermilion	Rural with sporadic development/ Agriculture
N-047	Indiana Harbor, IN	South Chicago, IL	Chicago Metro	2	Cook	Urban

C = CSX

N = NS

Intermodal Facilities

59th Street Intermodal Facility (Cook County, IL) (CSX). CSX proposes construction of a new intermodal facility at 59th Street in Chicago, Cook County, Illinois. (See Figure 5-IL-2, provided at the end of this state discussion.) The facility would be constructed entirely on CR/CSX right-of-way at the site of a former rail yard. The intermodal facility would be located just east of the Baltimore & Ohio Chicago Terminal Railroad Company (B&OCT) mainline (which parallels Western Avenue) and would extend from Garfield Boulevard to 71st Street. Trucks would access the facility using Damen Street, Archer Avenue, Western Avenue and 59th Street from I-55 and via I-57, Halster Street, 95th Street, Western Avenue, and 59th Street from I-94. This would be a new CSX intermodal facility with 815 trucks entering and leaving the facility daily.

Landers Intermodal Facility (Cook County, IL) (NS). This existing NS intermodal facility is located in Southwest Chicago, Cook County, Illinois. (See Figure 5-IL-3, provided at the end of this state discussion.) Trucks access this facility via 79th Street and Western Avenue from I-94 and via Cicero Avenue and Western Avenue from I-58. According to the Applicants' submittal, NS expects to increase the volume of trucks per day from 412 (pre-Acquisition) to 507 (post-Acquisition) at the Landers Facility.

47th Street Intermodal Facility (Cook County, IL) (NS). This existing Conrail intermodal facility, located on 47th Street in southern Chicago, Cook County, Illinois would become a NS facility. (See Figure 5-IL-4, provided at the end of this state discussion..) Trucks access the existing facility from I-94 via 47th and 51st Streets. According to the Applicants' submittal, NS expects to increase the volume of trucks per day from 532 (pre-Acquisition) to 737 (post-Acquisition) at the 47th Street Facility.

Table 5-IL-2

Illinois Intermodal Facilities which Meet or Exceed Environmental Thresholds

Site ID	Location	County	Facility	Description	Setting
CM-02	Chicago	Cook	59 th Street	New Facility planned for 815 trucks/day	Urban/Industrial
NM-02	Chicago	Cook	Landers	Increase of 95 trucks/day	Urban/Residential
NM-03	Chicago	Cook	47 th Street	Increase of 205 trucks/day	Urban

Rail Yards

Colehour Rail Yard (Cook County, IL) (NS). The existing Colehour Railyard in Chicago, Cook County, Illinois is located at 108th Street and Indianapolis Boulevard. According to the Applicants' submittal, NS expects to increase the rail cars handled per day at this yard from 74 (pre-Acquisition) to 94 (post-Acquisition). (See Figure 5-IL-1b, presented at the end of this discussion.)

Table 5-IL-3

Illinois Rail Yards which Meet or Exceed Board Environmental Thresholds

Site ID	Location	County	Facility	Description	Setting
NY-02	Chicago	Cook	Colehour	Increase of 20 rail cars/day	Urban/Industrial

Constructions

There are six new construction projects in Illinois, five of which are considered in this Draft EIS as new facilities. The other construction, the Sidney connection, was covered in a separate Environmental Assessment. The Illinois constructions are shown in Table 5-IL-4.

75th Street, SW, Chicago Connection (Cook County, IL) (CSX). The proposed construction is located in the southern portion of Chicago and would connect the B&OCT/CSX (north), the Belt Railway of Chicago (east/west), and B&OCT/CSX (north/south) lines to permit eastbound trains from CSX's Bedford Park, Illinois intermodal facility to proceed south to Blue Island Junction, Illinois. CSX would construct a wye connection in the southwest quadrant of the intersection of B&OCT and Belt Railway rail line. The construction would also cross the existing NS main line at-grade. (See Figure 5-IL-5, provided at the end of this state discussion.)

CSX considered an alternative to this new construction that consisted of construction of a longer connecting track to the east of the Forest Hill intermodal facility. Because this alternative would have greater potential impacts to a neighboring residential community and would require

numerous at-grade roadway crossings than the Applicants' proposal, CSX did not consider this to be a reasonable alternative; SEA concurs. The no-action alternative would not have provided CSX direct access from the Bedford Park intermodal facility to Blue Island Junction.

Exermont Connection (St. Clair County, IL) (CSX). The proposed new construction at Exermont would be located in St. Clair County, approximately three miles northeast of East St. Louis, Illinois. It would connect an existing parallel east/west Conrail line with existing east/west CSX main lines and allow trains from East St. Louis to proceed onto CSX's mainline. This new construction would be approximately 3,590 feet in length. (See 5-IL-6, provided at the end of this state discussion.)

CSX considered an alternative to this proposed new construction that consisted of constructing a connection to access Exermont Yard from the CSX main line further west of the proposed action. Because this alternative would have required a tighter curvature, resulting in slower traffic and reduced efficiency, CSX did not consider it to be a reasonable alternative to the proposal submitted with the Application; SEA concurs. CSX considered another alternative that consisted of constructing a connection in approximately the same location as the proposed action, but with a different alignment. The alternative alignment would be 1,000 feet longer than the preferred alignment, and would require a longer bridge crossing. This alternative alignment would also have required takings and potentially impacted farmlands. Because this option would not provide any substantial benefits over the proposed action submitted in the Application, CSX did not consider it to be a reasonable alternative; SEA concurs.

The no-action alternative would not meet the purpose or need of the proposed action because it would not provide the connection between the Conrail and CSX mainline. Therefore, CSX did not consider it to be a reasonable alternative; SEA concurs.

Lincoln Avenue, Chicago Connection (Cook County, IL) (CSX). The proposed Lincoln Avenue Construction, located in the Village of Dolton, Cook County, Illinois, approximately 18 miles south of the city of Chicago would connect the existing east/west B&OCT and Indiana Harbor Belt (IHB) rail lines. The new connection track would be located approximately 700 feet east of the intersection of the UP/SP, B&OCT and IHB rail lines and would be 840 feet long. (See Figure 5-IL-7, provided at the end of this state discussion.)

CSX considered an alternative alignment that consisted of constructing a crossover connection at Calumet Park between the two railroads. Since this alternative would have required more track and signal changes without environmental advantages, CSX did not consider it to be a reasonable alternative; SEA concurs. The no-action alternative would not provide the connection between B&OCT and the IHB lines. Therefore, CSX did not consider it to be a reasonable alternative; SEA concurs.

Kankakee Connection (Kankakee County, IL) (NS). This proposed construction would be located northwest of Mulberry Street and west of Schuyler Avenue in the City of Kankakee, Illinois and would permit efficient train movements between Conrail's Chicago mainline and Chicago Terminal areas in Illinois westward to Kansas City and St. Louis Gateways via Decatur, Illinois. NS would construct the new connection southeast of the intersection of the north-south IC mainline and the east-west CR mainline. The design includes new power-operated turnouts from the Conrail and Illinois Central Railroad (IC) mainlines and approximately 1,000 feet of new rail line. (See Figure 5-II-8, provided at the end of this state discussion.) NS would acquire the Conrail trackage.

NS was unable to identify other reasonable alternatives for the proposed rail line construction. The proposed rail construction would be the most direct connection between the existing rail lines and would minimize the use of new land outside the existing IC and Conrail rights-of-way. The no-action alternative would not provide the necessary connection. Therefore, NS did not consider it to be a reasonable alternative; SEA concurs.

Tolono Connection (Champaign County, IL) (NS). The proposed Tolono Construction is located in Champaign County, approximately 65 miles east of Springfield, Illinois. It would be located between the existing north/south IC and east/west NS rail lines to permit efficient movement between Effingham, IL and Lafayette, IN. This new construction southeast of the intersection of the IC and NS rail lines would allow northbound IC trains to turn east and westbound NS trains to turn south. The design includes approximately 1,600 feet of new rail line construction. (See Figure 5-IL-9, provided at the end of this state discussion.)

NS considered an alternative to this construction that would consist of constructing a connection that would diverge northeast from the north/south IC line south of Benham Street and join the east/west NS line, east of Second Street. This alternative would be approximately 4,600 feet long and would cross Bourne Street, Hackett Creek, and a county road (in two places). NS did not consider the option reasonable as it would have required the acquisition of 11 acres, construction of three at-grade roadway crossings, and a stream crossing; SEA concurs. The no-action alternative would not provide the necessary connection. Therefore, NS did not consider it to be a reasonable alternative; SEA concurs.

Table 5-IL-4
Illinois New Constructions

Site ID	Location	County	Length in Feet	Description	Setting
CC-001	75 th Street SW, Chicago	Cook	1,640	Connects the Belt Railway of Chicago and B&OCT lines	Urban/Industrial

Table 5-IL-4
Illinois New Constructions

Site ID	Location	County	Length in Feet	Description	Setting
CC-002	Exermont	St. Clair	3,590	Connects the parallel Conrail and CSX lines	Rural/Agriculture
CC-003	Lincoln Avenue, Chicago	Cook	840	Connects Indiana Harbor Belt and B&OCT lines	Urban
NC-001	Kankakee	Kankakee	1,000	Connects between Conrail and IC	Urban
NC-002	Sidney *	Champaign	3,200	Connects tracks between NS and UP	Rural/Agriculture
NC-003	Tolono	Champaign	1,600	Connects track between NS and IC	Rural

* By a Decision (Sub Nos. 1-7) issued November 25, 1997, the Board Approved, subject to certain environmental conditions, construction of those connections. Operations, however, have not been approved.

Abandonments

Paris to Danville (Edgar and Vermilion Counties, IL) (CSX). CSX proposes to abandon 29 miles of track between Paris and Danville, Illinois. CSX would remove track and salvage materials such as rails, ties, and ballasts. (See Figures 5-IL-10a through 5-IL-10j, provided at the end of this state discussion.) Under the no-action alternative, CSX would continue to provide service to shippers along this line.

Table 5-IL-5
Illinois Abandonments

Site ID	Location	County	Facility Type	Size	Description	Setting
CA-001	Paris to Danville, IL	Edgar and Vermilion	Rail Segment	29 miles	Existing Conrail line that serves the Paris and Danville areas. Approximately, one train day.	Rural/Agriculture

5-IL.3 ILLINOIS SUMMARY OF ANALYSIS

Based on the nature of the proposed Conrail Acquisition-related activities in Illinois that meet the Board's thresholds for environmental analysis and the scope of the Draft EIS, SEA determined that a site-specific analysis did not apply for the following technical areas:

- Transportation (Navigation).
- Energy.

Details of the environmental analysis for Illinois follow.

5-IL.4 ILLINOIS SAFETY: FREIGHT RAIL OPERATIONS

SEA conducted a statistical analysis to evaluate the potential change in safety on all rail line segments where the proposed Conrail Acquisition would result in eight or more additional freight trains per day. SEA identified three rail line segments within Illinois that would experience this level of increased activity. While increased freight train activity would increase the probability of a freight train accident, SEA did not consider an increase significant unless the predicted accident rate shortened the duration between accidents to one every 100 years or less per mile. Table 5-IL-6 presents results of the analysis, showing the approximate mileage of each rail line segment within the state.

Table 5-IL-6
Estimated Change in Years Between Accidents - Freight Rail Operations

Site ID	Between	And	Miles in State	Increase in Trains Per Day	Pre- Acquisition Accident Interval *	Post- Acquisition Accident Interval *
C-010	Barr Yard	Blue Island Jct.	3	15.9	314	160
N-033	Tilton	Decatur	71	18.3	216	111
N-045	Lafayette, IN	Tilton	9	17.4	189	105

* Accident interval figures show the years/mile.

The Federal Railroad Administration (FRA) requires all railroads to submit reports for all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). Train accidents meeting this reporting requirement are relatively

infrequent. The FRA reported about 2,600 accidents (3.69 accidents per million train miles¹) nationally in 1996. Most of these accidents were relatively minor; almost 90 percent of these accidents caused less than \$100,000 in damage. In addition, most of the train accidents did not affect people or non-railroad property.

Accident risk predictions are best expressed by describing the elapsed time expected between any two consecutive events. The current national average is that a main line freight train accident occurs once every 117 years on each mile of route. FRA records, as described in Chapter 4, "System-Wide and Regional Setting Impacts," show a substantial decrease, both in total number of accidents and in accidents per million train miles, a standard industry measure. Because there are few accidents, and most of these accidents are relatively minor, it is not possible for SEA to accurately predict either the frequency or severity of actual accidents.

SEA estimated the change in the risk of an accident resulting from the increased activity on rail line segments as a result of the proposed Conrail Acquisition. Because SEA analyzed rail line segments that vary in length from one mile to more than 100 miles, and because freight train accidents typically have little impact on surrounding areas, SEA expressed all predicted risks of accidents on a route-mile basis. Section 3.2 "Safety: Freight Rail Operations," discusses the analysis process in greater detail.

5-IL.4.1 Summary of Potential Effects and Preliminary Recommended Mitigation

In Illinois, SEA found that no rail line segments met its criteria of significance (one accident expected every 100 years or less per mile of route). Therefore, SEA does not recommend mitigation.

5-IL.5 ILLINOIS SAFETY: PASSENGER RAIL OPERATIONS

In Illinois, passenger trains share certain tracks with freight trains. SEA evaluated the potential for increased accidents between freight trains and passenger trains, for both intercity and commuter trains. Because changes in the frequency of rail accidents are directly related to changes in overall train activity, SEA's analysis concentrated on rail line segments carrying both passenger and freight trains that would experience an increase in freight train traffic of one or more trains per day.

In Chapter 4, "System-Wide and Regional Setting, Impacts and Proposed Mitigation," SEA addresses the issue of potential increased risk to passenger train operations associated with the proposed Conrail Acquisition. System-wide, SEA identified 197 freight rail line segments that also carry passenger trains. Of these, SEA analyzed 93 rail line segments that would experience

¹ "Train miles" are calculated by multiplying the number of trains by the distance traveled. For example, on a typical 100 mile rail line, one million annual train miles results from operating 28 trains per day every day for 365 days.

an increase of one or more freight trains per day resulting from the proposed Acquisition. One of these rail line segments is located in Illinois; these rail line segments are part of Amtrak passenger train routes.

The Federal Railroad Administration (FRA) requires reports from railroads concerning all train accidents resulting in personal injury or causing property damage greater than \$6,300 (1996 FRA reporting threshold). FRA requires the same reporting for passenger train accidents. A nationwide average of fewer than 200 passenger train accidents per year (for both Amtrak intercity and urban area commuter trains) has occurred over the last three years. Most of these accidents were relatively minor and rarely involved any fatalities, but because the safety of passengers as well as property is frequently involved, their occurrence is of serious concern.

Given the limited number of passenger rail accidents, SEA was unable to accurately predict the severity, location, or timing of actual accidents. SEA therefore focused on estimating the potential risks of an accident. In this safety analysis, SEA used increased freight activity on rail line segments to estimate the changes in passenger train accident risks. To assess significance, SEA first determined whether the proposed Acquisition-related change in the projected accident rate was greater than an annual increase of 25 percent. SEA then determined if the predicted accident frequency was less than one accident in 150 years. Thus, SEA determined an impact to be significant if the projected annual increase in accidents was greater than 25 percent and the frequency was less than one accident in 150 years.

5-IL.5.1 Summary of Potential Effects and Preliminary Recommended Mitigation

The pre-Acquisition accident interval for each rail line segment is shown in Table 5-IL-7. Accidents pose potential threats to passengers on the train; therefore, for each rail line segment, risk is expressed as the expected interval between events over the length of the rail line segment. Table 5-IL-7 shows the expected change in years between accidents for the individual rail line segments.

Table 5-IL-7
Estimated Change in Years Between Accidents for Passenger Rail Operations

Site ID	From	To	Miles in State	Pre-Acquisition Accident Interval *	Post-Acquisition Accident Interval *
N-498	IC 95 th St.	Gibson City	99	651	250

* Accident intervals show years between accidents.

Based on information the railroads provided and SEA's independent analysis, SEA determined that the increased risk for these two rail line segments did not exceed SEA's criteria for significance. As a result, SEA does not propose mitigation.

SEA recognizes, however that Canadian Pacific is negotiating for trackage rights over the rail line segments between Chicago, IL, and Porter, IN. In the event that these rights are obtained, it is SEA's preliminary recommendation that passenger trains be given reinforced priority over freight trains on these segments. With such mitigation, all freight trains, both opposing and moving in the same direction as passenger trains, would be clear of the main track at least 15 minutes prior to the estimated arrival of the passenger train. In doing so the passenger train can pass safely and without delay.

5-IL.6 ILLINOIS SAFETY: HIGHWAY/RAIL AT-GRADE CROSSINGS

Increased train activity could affect the safety of roadway users at highway/rail at-grade crossings. To address potential changes in accident frequency, SEA compared existing accident frequency rates with accident frequency rates at all highway/rail at-grade crossings that would experience a Conrail Acquisition-related increase of eight or more trains per day. At these locations, SEA looked at the most recent five years of accident history available, and calculated the potential change in the number of years between accidents. SEA's analysis procedure considered the type of existing warning devices at the highway/rail at-grade crossings, including passive devices (signs or crossbucks), flashing lights, or gates.

To evaluate the significance of potential changes in accident frequency in Illinois, SEA categorized highway/rail at-grade crossings into two categories:

- Category A consisted of highway/rail at-grade crossings with a history of relatively frequent train-vehicle accidents. SEA considered highway/rail at-grade crossings in Illinois with accident frequency rates at or above the state's 50th highest accident frequency rate of one accident every four years (0.2297 accident frequency rate) to be Category A highway/rail at-grade crossings. To be conservative in the analysis process, SEA also considered highway/rail at-grade crossings with accident frequency rates at or above one accident every seven years (0.15 accident frequency rate) as Category A highway/rail at-grade crossings. For all Category A highway/rail at-grade crossings, SEA considered the relatively small accident frequency rate increase of one accident every 100 years (a 0.01 accident frequency rate increase) to be significant.
- Category B consisted of highway/rail at-grade crossings with a history of relatively infrequent train-vehicle accidents. SEA considered highway/rail at-grade crossings in Illinois with accident frequency rates less than one accident every seven years (less than 0.15 accident frequency rate) to be Category B highway/rail at-grade crossings. For these crossings, SEA considered an accident frequency rate increase of one accident every 20 years (a 0.05 accident frequency rate increase) to be significant.

Table 5-IL-8, provided at the end of this state discussion, presents the results of SEA's analysis. A county by county summary of results follows.

5-IL.6.1 County Analysis

Champaign County

SEA's safety analysis showed that for the 32 highway/rail at-grade crossings studied in Champaign County, the predicted increases in accident frequency would range from 0.0034 to 0.0176. This translates into a range of increase from one accident every 294 years to one accident every 57 years, respectively. SEA found these predicted increases to be below the criteria for significance.

Cook County

SEA's safety analysis showed that for the four highway/rail at-grade crossings studied in Cook County, the predicted increases in accident frequency would range from 0.0097 to 0.0181. This translates into a range of increases from one accident every 103 years to one accident every 55 years, respectively. SEA found these predicted increases to be below the criteria for significance.

Macon County

SEA's safety analysis showed that for the four highway/rail at-grade crossings studied in Macon County, the predicted increases in accident frequency would range from 0.0050 to 0.0146. This translates into a range of increases from one accident every 200 years to one accident every 68 years, respectively. SEA found these predicted increases to be below the criteria for significance.

Piatt County

SEA's safety analysis showed that for the 19 highway/rail at-grade crossings studied in Piatt County, the predicted increases in accident frequency would range from 0.0043 to 0.0170. This translates into a range of increases from one accident every 233 years to one accident every 59 years, respectively. SEA found these predicted increases to be below the criteria for significance.

Vermilion County

SEA's safety analysis showed that for the 28 highway/rail at-grade crossings studied in Vermilion County, the predicted increases in accident frequency would range from 0.0031 to 0.0251. This translates into a range of increases from one accident every 323 years to one accident every 40 years, respectively. SEA determined that the predicted increase resulting from the proposed Conrail Acquisition was significant at Campbell Crossing. This highway/rail at-grade crossing is classified as Category A. SEA found the predicted increases at the other locations to be below the criteria for significance.

5-IL.6.2 Summary of Potential Effects and Preliminary Recommended Mitigation

SEA determined that the proposed Conrail Acquisition would significantly increase the predicted accident risk in Illinois at one highway/rail at-grade crossing. Table 5-IL-9 shows SEA's recommended mitigation to reduce this risk.

SEA analyzed the accident frequency with and without the upgraded warning device in place, as shown in Table 5-IL-8. With the mitigation measure, the accident frequency at this location would decrease to well below the pre-Acquisition level. SEA recommends that NS upgrade the existing warning device, as shown in Table 5-IL-9. This recommendation would eliminate the adverse effects on highway/rail at-grade crossing safety resulting from the proposed Conrail Acquisition in Illinois.

**Table 5-IL-9
Recommended Mitigation to Improve Safety at
Highway/Rail At-Grade Crossings in Illinois**

County	Railroad Segment	FRA ID	Highway/Rail At-Grade Crossings	Existing Warning Devices	SEA's Proposed Mitigation
Vermilion	N-045	479848P	Campbell Crossing	Passive	Flashing Lights

5-IL.7 ILLINOIS SAFETY: RAIL TRANSPORT OF HAZARDOUS MATERIALS

The primary concern with the rail transportation of hazardous materials is a spill or accidental release resulting from a train accident. SEA analyzed all rail line segments where the number of car loads containing hazardous materials would increase as a result of the proposed Acquisition. This resulted in SEA evaluating rail line segments that were below the Board's thresholds for environmental analysis.

The Association of American Railroads (AAR), in conjunction with the Chemical Manufacturer's Association (CMA), developed standards and practices to manage the risk of a hazardous material spill that the railroads have adopted. The practices include identifying "key routes" as those rail lines that handle in excess of 10,000 car loads of hazardous material each year. Key trains are trains with at least five car loads of poison inhalation hazard (PIH) material, or 20 car loads of other hazardous material. Key trains are restricted to 50 miles per hour maximum authorized speed and normally operate on Class 2 track or better. The AAR key route practices include special train handling procedures and extra inspection and special actions whenever wayside detectors indicate potential concerns. The standards and practices for key routes are shown in AAR Circular No. OT-55-B. A copy of this Circular is included in Attachment 10 of Appendix B, "Safety."

5-IL.7.1 Rail Line Segment Analysis

As a result of the proposed Conrail Acquisition, the railroads would change the routing of many car loads of hazardous material. The designation of key routes would change as the railroads shift hazardous material traffic from one rail line to another. In addition, certain rail line segments that are currently key routes would carry increased volumes of cars containing hazardous material.

SEA applied two different criteria to determine if the effects of rerouting hazardous material car loads are potentially significant:

1. The volume of hazardous materials transported on a rail line would be 10,000 or more car loads per year. The Acquisition-related change in volume of hazardous material car loads would upgrade a rail line segment to a key route designation.
2. The volume of hazardous material car loads doubles, and exceeds 20,000 or more car loads per year. SEA has termed rail line segments which meet these criteria a "major key route."

Rail line segments that would meet the first criteria are considered "key routes" and warrant the base level mitigation. Rail line segments that meet the second criteria are considered "major key routes" and warrant expanded mitigation. Depending on the individual circumstances, a rail line segment could meet both criteria and therefore warrant both the base level and the expanded mitigation.

5-IL.7.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Potential Effects. Based on the information provided by the Applicants and SEA's independent analysis, SEA determined that one rail line segment in Illinois carrying an increased amount of hazardous material is of potential concern. Table 5-IL-10 shows this rail line segment, indicates the estimated annual car loads of hazardous material for both pre- and post-Acquisition, and identifies the rail line segment's key route status. This route would more than double the volume of hazardous material transported, resulting in 20,000 or more car loads per year.

Table 5-IL-10
Rail Line Segment with Significant Increase in
Annual Hazardous Material Car Loads

Site ID	Between	And	Miles in State	Estimated Annual Car Loads		Significance Thresholds	
				Pre-Acquisition	Post-Acquisition	New Key Route	Major Key Route
N-045	Lafayette Jct., IN	Tilton, IL	9	10,000	46,000		X

Preliminary Mitigation Recommendation. For the segment in Table 5-IL-10 identified as a major key route, where the volume of hazardous material car loads would more than double and exceed 20,000 car loads, SEA recommends that NS develop a Hazardous Materials Emergency Response Plan to contain and minimize the potential effects of any accidents or incidents. SEA will further recommend that NS conduct hazardous materials accident simulations with the voluntary participation of emergency service providers along the rail line segments at least once every two years. Participants in these plans include county and municipal government, local fire departments, and medical and other emergency response teams.

5-IL.8 ILLINOIS TRANSPORTATION- PASSENGER RAIL SERVICE

In Illinois, passenger trains share certain tracks with freight trains. SEA evaluated potential Acquisition-related effects on the ability of rail line segments to accommodate existing passenger rail service, both intercity and commuter rail, and reasonably foreseeable new or expanded passenger service. SEA identified those rail line segments that carry both freight and passenger trains and would experience an increase of one or more freight trains per day.

Amtrak

Amtrak currently provides service to the Chicago and Springfield areas on Conrail, CSX, and NS lines. Section 4.7.1, "Intercity Passenger Rail Service," discusses intercity passenger rail service effects for regional and system-wide passenger Amtrak and commuter rail service providers.

Commuter Rail

SEA's evaluation included an assessment of the projected level of train traffic and the capacity of the railroad facilities including the number of main tracks, maximum authorized speed for freight and passenger trains, and the type of train control, signaling and train dispatching system utilized. SEA also examined the frequency of interlockings, which permit faster trains to move around slower trains. SEA utilized experienced railroad operating personnel to assess each line

segment using timetables, track charts, existing and proposed train levels, professional experience and personal familiarity with the rail facilities.

METRA (Northeast Illinois Railroad Corporation) operates the commuter rail services in the Chicago metropolitan area. It serves a six-county area, with 321 stations on a number of radial lines.

Commuter rail service to Orland Park is known as the Southwest Line. It is currently experiencing sub-standard schedule performance as a result of freight train interference. METRA presently operates 18 trains per day on this line, which is leased and dispatched by NS. METRA plans a near-term increase to 30 trains per day and extension of the line to Manhattan, Illinois. The Southwest Line is now subject to delay primarily by freight trains on the Belt Railway of Chicago (BRC) at Belt Junction (controlled by BRC), and on CSX at Forest Hill, controlled by CSX. Section 4.7.1, "Intercity Passenger Rail Service," provides additional information on passenger rail service effects.

NS proposes a decrease of an average of 5.2 trains per day in freight traffic on the Calumet to Landers METRA route from 23.2 trains to 18.0. A proposed increase in CSX freight operations on a line that crosses NS at-grade at Forest Hill (75th Street) may add to current freight train volume intersecting the METRA route on NS. CSX plans to increase from six trains per day to 11.4 trains per day through Forest Hill. Furthermore, CSX plans two construction projects which may affect the performance of the commuter trains. These include the proposed 75th Street Construction at Forest Hill to allow trains to move from the B&OCT line to the BRC and reach Clearing Yard, and an intermodal facility at 59th Street. CSX's new construction crosses the NS line which is the route of the commuter service.

The proposed CSX construction of the 75th Street connection, the proposed construction of the 59th Street intermodal facility, and projected additional freight traffic might have an additional adverse effect on commuter train schedule performance on the Southwest Line. However, the Southwest Line currently experiences substandard schedule performance because of pre-existing conditions. SEA found that the proposed CSX increase in freight operations are very small compared to the existing conditions.

5-IL.8.1 Summary of Potential Effects and Preliminary Recommended Mitigation

Based on the evaluation of information provided by the Applicants regarding railroad capacity issues, including Operating Plans and the existing and projected train traffic, SEA concluded that the existing capacity of the commuter rail line segments evaluated could accommodate the proposed increase without adversely affecting METRA Southwest Line service to Orland Park. Freight train interference at Belt Junction, by the Belt Railway of Chicago, and at Forest Hill, by CSX, is a pre-existing circumstance that nevertheless requires further attention by both BRC and CSX. Since these two railroads control dispatching at their respective junctions with METRA, it is within their means to improve the existing operation that affects the METRA

Southwest Line. However, SEA does not anticipate that mitigation would be required as a result of the proposed Acquisition.

5-IL.9 ILLINOIS TRANSPORTATION: ROADWAY CROSSING DELAY

In order to analyze the effects of the proposed Conrail Acquisition on the roadway system at existing highway/rail at-grade crossings, SEA identified the crossings on rail line segments that would exceed the Board's environmental analysis thresholds for air quality. SEA then calculated potential changes in vehicle delay at these crossings where average daily traffic (ADT) volumes are 5,000 or greater. SEA concluded that the potential effect of increased train traffic for highways with ADT volumes below 5,000 would be experienced by very few drivers and the additional vehicular delay would be minimal. The description of levels of service and criteria of significance have been addressed in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix C, "Traffic and Transportation."

For crossings that would experience significant effects from the proposed Acquisition on vehicular delay, SEA tested mitigation strategies which involved increasing train speeds by increments of five miles per hour. SEA examined train operation guidelines and made preliminary recommendations to increase train speeds where it was easy to implement. At some locations where the post-Acquisition crossing delays were most severe and the Acquisition related increase in train traffic was great, SEA recommended separated grade crossings. At other locations, SEA recommended that the Applicants consult with the local community and with the local highway/transportation department or the Illinois Department of Transportation to agree on mitigating measures.

5-IL.9.1 County Analysis

Five counties in Illinois have highway/rail at-grade crossings for which SEA performed vehicle delay calculations. Table 5-IL-11, presented at the end of this state discussion, contains a summary of these results.

Cook County

All eight highway/rail at-grade crossings in Cook County would have a minimal increase in delay per stopped vehicle. The largest increase in maximum queue length would be two vehicles. Two of eight highway/rail at-grade crossings would have a level of service C under post-Acquisition conditions. Three crossings are unchanged with both pre-Acquisition and post-Acquisition levels of service D. Three other crossings would have post-Acquisition level of service E. Two of these crossings, at Dixie Highway and at Broadway-135th Street, also involve marked increases in train traffic exacerbating pre-Acquisition conditions even more. It is SEA's preliminary recommendation that separated grade crossings be constructed at Dixie Highway and at the Broadway-135th Street at-grade crossings. For the 95th Street crossing, it is SEA's preliminary recommendation that the Applicants consult with the local community and with the

local highway/transportation department and the Illinois Department of Transportation to develop mitigation measures at this location.

Madison County

Two crossings analyzed in Madison County would have a minimal increase in delay per stopped vehicle. The levels of service under post-Acquisition conditions would be A and B. The largest increase in maximum queue would be one vehicle.

Montgomery County

The single crossing analyzed in Montgomery County would have a minimal increase in delay per stopped vehicle. The level of service under post-Acquisition conditions would be B. The increase in maximum queue would be one vehicle.

Piatt County

The single crossing analyzed in Piatt County would have a minimal increase in delay per stopped vehicle with level of service B under post-Acquisition conditions. There would be no increase in maximum queue.

Vermilion County

Four crossings analyzed in Vermilion County would have a minimal increase in delay per stopped vehicle. The levels of service under post-Acquisition conditions would be B and C. The largest increase in maximum queue would be one vehicle.

5-IL.9.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Except for three crossings in Cook County, the proposed Conrail Acquisition would have no significant effect on vehicle delay for at-grade crossings in Illinois. It is SEA's preliminary recommendation that separated grade crossings be constructed at two locations. Further, it is SEA's preliminary recommendation that the Applicants consult with the community and with the local highway/transportation department and the Illinois Department of Transportation to agree on mitigation measures for the third crossing.

5-IL.10 ILLINOIS TRANSPORTATION: ROADWAY EFFECTS FROM RAIL FACILITY MODIFICATIONS

SEA evaluated the impact on highway/rail at-grade crossing delay resulting from the construction of new rail line connections in Illinois. SEA also evaluated the impact of additional truck traffic on the roadway system resulting from increased railroad activity at three intermodal facilities and evaluated the impact to truck traffic from one abandonment.

5-IL.10.1 Constructions

SEA analyzed the transportation effects of proposed new construction projects in Illinois resulting from the proposed Conrail Acquisition. For the new rail constructions, the transportation effects are related to highway/rail at-grade crossings. Therefore, SEA used the same analysis methods as described for highway/rail at-grade crossing delay and safety.

5-IL.10.2 Summary of Potential Effects and Preliminary Recommended Mitigation

Five rail constructions proposed in Illinois require environmental analysis. CSX proposes three and NS proposes two. A description of the transportation analysis for each proposed Acquisition is provided below.

Construction: 75th Street, SW, Chicago Connection (Cook County) (CSX)

CSX proposes to construct a new rail line to connect the existing north-south Baltimore & Ohio Chicago Terminal Railroad Company (B&OCT), a CSX subsidiary, with the east-west Belt Railway of Chicago line in south Chicago. The rail construction would be located in the southwest quadrant of the intersecting rail lines and would be approximately 1,640 feet long. It would handle three trains per day. Figure 5-IL-5, provided at the end of this state discussion, shows the area of the proposed rail line construction.

There would be no short-term vehicular delays and detours during the construction of this rail line segment connection. CSX would construct this connection in accordance with applicable Federal, state, and local regulations for construction projects. Construction traffic would use Western Avenue to travel to and from the proposed construction site.

There are no highway/rail at-grade crossings within the limits of construction. SEA concluded that there would be no effect on highway traffic from this proposed rail line construction.

Construction: Exermont Connection (St. Clair County) (CSX)

CSX proposes to construct a new rail line between the parallel east-west CSX and Conrail lines just southeast of Exermont. It would be approximately 3,600 feet long. This rail construction would handle 8.7 trains per day. Figure 5-IL-6, provided at the end of this state discussion, shows the area of the proposed rail line construction.

The proposed Acquisition would create typical short-term vehicular delays and detours during the construction of this rail segment construction. CSX would construct this connection in accordance with applicable Federal, state, and local regulations for construction projects. Construction traffic would use Long Street to travel to and from the proposed construction site.

This new rail construction would result in minor changes to the existing Long Street highway/rail at-grade crossing involving relocation of the highway/rail at-grade crossing device as part of the construction. Based on SEA's review of the crossing configuration, freight traffic change and these alterations to highway/rail at-grade crossing devices, it is SEA's preliminary conclusion that the proposed Conrail Acquisition would have an insignificant effect on highway vehicle delay and safety.

Construction: Lincoln Avenue, Chicago Connection (Cook County) (CSX)

CSX proposes to construct a new rail line between the Indiana Harbor Belt line and the B&OCT line in the Village of Dolton. It would be approximately 840 feet long. This rail construction would handle ten trains per day. Figure 5-IL-7, provided at the end of this state discussion, shows the area of the proposed rail line construction.

The proposed Acquisition may, depending on final design, create typical short-term vehicular delays and the need for detours during the construction of this new rail line segment. CSX would construct this connection in accordance with applicable Federal, state, and local regulations for construction projects. Construction traffic would use Park Avenue to travel to and from the proposed construction site.

This new rail construction would result in minor changes to the existing Park Avenue highway/rail at-grade crossing involving relocation of the at-grade crossing device. Based on SEA's review of the crossing configuration, freight traffic change and alterations to highway/rail at-grade crossing devices, it is SEA's preliminary conclusion that the proposed Conrail Acquisition would have an insignificant effect on highway vehicle delay and safety.

Construction: Kankakee Connection (Kankakee County) (NS)

NS proposes to construct a new rail line between the north-south Illinois Central Railroad line and the east-west Conrail line in the Village of Kankakee. It would be approximately 1,100 feet long. NS is constructing this connection in anticipation of future markets and does not currently propose any trains on this rail line. Figure 5-IL-8, provided at the end of this state discussion, shows the area of the proposed rail line construction.

The Proposed Acquisition may, depending on final design, create typical short-term vehicular delays and the need for detours during the construction of this rail line segment construction. NS would construct this connection in accordance with applicable Federal, state, and local regulations for construction projects. Construction traffic would use Schuyler Avenue to travel to and from the proposed construction site.

This new rail construction would result in minor changes to the Schuyler Avenue highway/rail at-grade crossing involving relocation of the highway/rail at-grade crossing device. Based on SEA's review of the crossing configuration, freight traffic change and alterations to highway/rail

at-grade crossing devices, it is SEA's preliminary conclusion that there would be insignificant effects on highway vehicle delay and safety.

Construction: Tolono Connection (Champaign County) (NS)

NS proposes to construct a new rail line between the north-south Illinois Central Railroad line and the east-west Conrail line in the Village of Tolono. The new rail line connection would be located in the southeast quadrant of the intersecting rail lines and would be approximately 1,600 feet long. It would handle two trains per day. Figure 5-IL-9, provided at the end of this state discussion, shows the area of the proposed rail line connection.

The proposed Acquisition may, depending on final design, create typical short-term vehicular delays and the need for detours during the construction of this rail line segment connection. NS would construct this connection in accordance with applicable Federal, state, and local regulations for construction projects. Construction traffic would use Benham Street to travel to and from the proposed construction site.

This new rail connection would result in minor changes to the existing Benham Street highway/rail at-grade crossing involving relocation of the highway/rail at-grade crossing device as part of the construction. Based on SEA's review of the crossing configuration, freight traffic change and these alterations to highway/rail at-grade crossing devices, it is SEA's preliminary determination that there would be insignificant effects on highway vehicle delay and safety.

5-IL.10.2 Intermodal Facilities

Three intermodal facilities in Illinois would experience increases in truck activity as a result of the proposed Acquisition. Others would experience decreases in truck activity. The following is a summary of CSX and NS intermodal operations in Illinois.

CSX Chicago Intermodal Activities

CSX currently operates intermodal facilities at Bedford Park and at Forest Hill. The Bedford Park facility is located in the Village of Bedford Park east of Interstate 55 and south of Chicago Midway Airport. Post-Acquisition operational changes at this facility would result in a decrease of approximately 247 trucks per day. The Forest Hill facility is located near 79th Street and Western Avenue on the south side of Chicago. Post-Acquisition operations at the Forest Hill facility would remain essentially unchanged.

As part of the proposed Acquisition, CSX would construct a new intermodal facility at 59th Street east of Western Avenue in Chicago. This facility is expected to handle 815 trucks per day. This facility is addressed in more detail under "Interaction Between Chicago Intermodal Facilities," in this section.

As a result of the proposed Acquisition, the existing Conrail intermodal facility at 63rd Street would be owned and operated by NS following a three-year interim period of use by CSX. This facility is located on the south side of Chicago just south of Interstate 90 and Interstate 94. The 63rd Street facility, which is also known as Park Manor, currently handles 503 trucks per day. The interim use of the facility by CSX would occur during construction of the CSX 59th Street facility. The level of truck activity by CSX during its interim use of the facility would be below the current Conrail level of 503 trucks per day.

CSX intermodal operations in Chicago after the 59th Street facility is in full operation would result in a net increase of approximately 65 trucks per day. The individual facilities are discussed later in this section.

NS Chicago Intermodal Activities

NS currently operates intermodal facilities at Calumet and Landers. The Calumet facility is located east of Interstate 94 and west of Interstate 90 near Lake Calumet on the southeast side of Chicago. Post-Acquisition operational changes at the existing NS Calumet facility would result in an increase of 42 trucks per day. Operational changes at the existing NS Landers facility would result in 95 additional trucks per day.

As part of the proposed Acquisition, NS would assume operation of the Conrail intermodal facility at 47th Street. Operational changes at the 47th Street facility would result in 205 additional trucks per day on the area roadways. Both the Landers and 47th Street facilities are addressed in more detail in the Section titled, "Summary of Potential Effects and Preliminary Recommended Mitigation" that follows this discussion.

As described above, following the three-year interim use by CSX, NS would assume operation of the Conrail intermodal facility at 63rd Street. NS has not developed operational plans for this facility. It is possible that operations at 63rd Street may be reduced due to consolidation of operations at other NS facilities. Although operations at intermodal facilities are expected to increase for trucks delivering trailers to such facilities, the transfer of trailers between facilities is expected to increase such that fewer trucks will be used for transferring trailers/containers between facilities, as discussed below.

Interaction Between Chicago Intermodal Facilities

In the Chicago area, cargo is transferred between railroads by two methods. The first is the direct railroad to railroad transfer of trailers and containers on flat cars. The other method is via local transfer trucking, which consists of unloading the trailer or container at one intermodal terminal and trucking it locally by highway to an intermodal terminal owned by another railroad.

In many cases, local transfer trucking provides for quicker interchange than direct railroad to railroad, due to logistics and circuitous rail interchange routes in the congested Chicago terminal area. Although the Applicants and SEA did not calculate the truck volumes involved,

construction of the new CSX 59th Street facility and improved CSX and NS connections in the Chicago area would result in a reduction of these local transfer trucking trips between the intermodal terminals. The following sections include analyses for the NS 47th Street, the CSX 59th Street, and the NS Landers facilities. These analyses assume that all trucks are bound for interstate highways so the issue of local transfer trucking will not be addressed. Therefore, the analyses provide a "worst case" evaluation of the main truck routes.

5-IL.10.3 Summary of Potential Effects and Preliminary Recommended Mitigation

Intermodal Facility: 47th Street (Cook County) (NS)

The Conrail 47th Street intermodal facility would be operated by NS after the proposed Acquisition. The facility is located on a large site east of Halsted Street and west of Interstate 90/94 on the south side of Chicago. The truck entrance is located on 47th Street approximately ½ mile west of Interstate 90/94. During normal operations, the majority of trucks exiting the facility use a gate located on 51st Street. During late night hours, the 51st Street exit gate is closed, and the 47th Street gate is used for all trucks. The primary route trucks use when approaching the facility from Interstate 90/94 is 47th Street. Trucks leaving the facility primarily travel on 51st Street to reach Interstate 90/94.

The 47th Street intermodal facility currently handles approximately 532 trucks per day. The proposed Acquisition would increase this figure to 737 trucks per day. This increase of 205 trucks per day corresponds to 410 additional truck trips per day. SEA assumed that all of the additional truck trips would use the three roadways identified above. Table 5-IL-12 summarizes the analysis of traffic volumes to determine the effects of these additional truck trips on the roadways approaching the facility.

SEA's analysis shows that the total daily increase in truck traffic with the proposed Acquisition would be less than four percent of the ADT for the study area roadways. Based upon this analysis, it is SEA's preliminary determination that the increase in truck traffic would have insignificant effects on area roadways.

Table 5-IL-12
Traffic Analysis Summary for Chicago - 47th Street Intermodal Facility

Roadway Name	Roadway ADT	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Interstate 90/94	297,700 ^a	410	0.14%
47th St.	17,500 ^a	410	2.34%
51st St.	11,400 ^b	410	3.60%

^a From Illinois Department of Transportation.

^b From City of Chicago.

Intermodal Facility: 59th Street (Cook County) (CSX)

CSX proposes construction of a new intermodal facility at the site of a former Pennsylvania Railroad (Conrail) yard between Garfield Boulevard (55th Street) and 71st Street on the southwest side of Chicago. The main gate for truck entry and exit movements would be located on 59th Street approximately 0.5 mile east of Western Avenue. Interstate highways 57 and 55 would serve the new facility. The primary truck route to and from Interstate 55 would be Damen Street, Archer Avenue, Western Avenue and 59th Street. The primary truck route to and from Interstate 57 would be Halsted Street, 95th Street (U.S. Routes 12 and 20), Western Avenue, and 59th Street.

CSX anticipates that the new 59th Street facility would handle approximately 815 trucks per day as a result of the proposed Acquisition. This corresponds to 1,630 truck trips per day. Based on site and roadway inspections, SEA assumed that half of the new truck trips would use the Interstate 55 access route and half of the new truck trips would use the Interstate 57 access route. All new truck trips would use Western Avenue and 59th Street. Table 5-IL-13 summarizes the analysis of traffic volumes to determine the effects of these additional truck trips on the roadways approaching the facility.

CSX has filed a rezoning application with the City of Chicago and has prepared a comprehensive traffic study that addresses traffic issues for the proposed site. SEA reviewed this report and conducted its own independent study. Analysis results show that the total daily increase in truck traffic would be less than four percent of the ADT for the study area roadways with the exception of 59th Street east of Western Avenue, where the total daily increase in truck traffic would be over 12 percent of the ADT. SEA reviewed the traffic volumes, the physical characteristics of this roadway, and the Applicant's traffic analysis. Based upon this review and discussions with local officials, it is SEA's preliminary conclusion that 59th Street can accommodate this increase in truck traffic. See "Other Areas of Concern" discussion at the end of the Illinois section.

Table 5-IL-13
Traffic Analysis Summary for Chicago - 59th Street Intermodal Facility

Roadway Name	Roadway ADT *	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Interstate 55	133,800	815	0.61%
Western Ave. - North of 59 th St.	43,500	815	1.87%
Archer Ave. - East of Western Ave.	25,300	815	3.22%
Damen St. - North of Archer Ave.	31,600	815	2.58%
Interstate 57 - West of Interstate 94	141,300	815	0.58%
Interstate 94	310,600	815	0.26%
Halsted St. - South of 95 th St.	33,600	815	2.43%
95 th St (U.S. 12 / U.S. 20)	23,400	815	3.48%
Western Ave. - South of 59 th St.	42,800	815	1.90%
59 th St. - East of Western Ave.	13,500	1,630	12.07%

* From Illinois Department of Transportation.

Intermodal Facility: Landers (Cook County) (NS)

The NS Landers intermodal facility is located on Western Avenue north of 79th Street on the southwest side of Chicago. The main gate for truck entry and exit movements is located on Western Avenue north of 79th Street. At the present time, all truck traffic with the exception of Hanjin traffic uses this gate. Hanjin is a major shipper at the Landers facility. Hanjin truck traffic uses a gate on 79th Street reserved for its exclusive use. NS has constructed a new gate on 79th Street that will serve as an exit gate for all non-Hanjin traffic. The new gate is not yet in service. When the new gate is in operation, entry and exit movements for all non-Hanjin traffic will be separated and the circulation of truck movements within and outside the facility will improve. Interstate highways 94 and 55 serve the facility. The truck route to and from Interstate 94 includes 79th Street and Western Avenue. The primary truck route from Interstate 55 includes Cicero Avenue (State Route 50), 79th Street, and Western Avenue.

The Landers facility currently handles approximately 412 trucks per day. The proposed Acquisition would increase this figure to 507 trucks per day. This increase of 95 trucks per day corresponds to 190 additional truck trips per day. Based on site visits and observation of current traffic SEA assumed that half of the additional truck trips would use Interstate 94, and half of the additional truck trips would use Interstate 55 and Cicero Avenue. SEA also assumed that all of these truck trips would use 79th Street and Western Avenue. Table 5-IL-14 summarizes the analysis of traffic volumes to determine the effects of these additional truck trips on the roadways approaching the facility.

The analysis results show that the total daily increase in truck traffic would be less than one percent of the ADT for all the study area roadways listed. Based upon this analysis, it is SEA's preliminary conclusion that the increase in truck traffic would have insignificant effects on the roadways approaching the facility.

Table 5-IL-14
Traffic Analysis Summary for Chicago - Landers Intermodal Facility

Roadway Name	Roadway ADT ^a	Increased Daily Truck Trips Using Roadway	Roadway ADT Percent Increase
Interstate 94	254,200	95	0.04%
Interstate 55	117,950	95	0.08%
Cicero Avenue (State Route 50)	60,200	95	0.16%
79th St.	22,500	190	0.84%
Western Ave.	38,350	190	0.50%

^a From Illinois Department of Transportation.

5-IL.10.3 Abandonments

SEA analyzed the transportation effects of proposed abandonments in Illinois resulting from the proposed Conrail Acquisition. For the proposed abandonment, the transportation affects are related to highway/rail at-grade crossings. Therefore, SEA used the same analysis methods as described for highway/rail at-grade crossing delay and safety.

5-IL.10.4 Summary of Potential Effects And Preliminary Recommended Mitigation

Abandonment: Paris to Danville (Edgar and Vermilion Counties) (CSX)

As part of the proposed Conrail Acquisition, CSX would acquire and abandon the existing 29 mile Conrail line between Paris and Danville. The proposed abandonment would eliminate 29 highway/rail at-grade crossings with public roadways and 16 highway/rail at-grade crossings with private roadways. Tables 5-IL-15 and 5-IL-16, provided at the end of this state discussion, show the reductions in highway/rail at-grade crossing delay and highway/rail at-grade crossing accident risk along public roadways that would occur as a result of this proposed abandonment.

The existing Conrail line handles only one through train per day. CSX would divert this rail traffic to another CSX line. There are no local freight customers on this line. Thus, there would be no freight diverted from rail to truck due to the proposed abandonment. Disruption of traffic due to proposed abandonment activities would be temporary in nature.

Based on site visits and traffic analyses, it is SEA's preliminary determination that the proposed abandonment would result in small reductions in grade crossing delay and accident risk. Other transportation related effects of the proposed abandonment would be insignificant.

5-IL.11 ILLINOIS AIR QUALITY

This section summarizes the change in air pollutant emissions that would result from the proposed Acquisition-related operational changes in the state of Illinois. The primary air pollutant emission sources from trains and related activities include locomotive emissions on rail line segments, at rail yards, and at intermodal facilities. In addition to locomotive emissions, SEA evaluated emissions from other sources at intermodal facilities (idling trucks, lift cranes, etc.), motor vehicles idling near at-grade crossings, and decreases in truck emissions due to truck-to-rail freight diversions.

To analyze the air quality effects of the proposed Acquisition, SEA evaluated rail line segments, rail yards, and intermodal facilities that would meet or exceed the Board's thresholds for environmental analysis defined in Chapter 2, "Proposed Action and Alternatives." See Chapter 3, "Analysis Methods and Potential Mitigation Strategies," for additional information and a summary of the air quality analysis methodology. Appendix E, "Air Quality," contains a detailed description of methodology and detailed tables of results.

SEA addressed air pollutant emissions for sulfur dioxide (SO₂), volatile organic compounds (VOCs), particulate matter (PM), lead (Pb), nitrogen oxides (NO_x) and carbon monoxide (CO). SEA determined that emissions for SO₂, VOCs, PM and Pb would not exceed the emission screening thresholds for environmental analysis in any county. However, SEA found that these thresholds would be exceeded for NO_x in various counties in 17 states, and CO in three counties in two states (IL and OH). NO_x air pollutant emissions may affect a region's ability to attain the National Ambient Air Quality Standards for ozone. CO emissions may affect a local area's ability to attain the National Ambient Air Quality Standards for CO.

Six NS and three CSX rail line segments, two NS and one CSX intermodal facilities, and one NS rail yard exceeded the Board's threshold for air quality analysis in Illinois. Table 5-IL-17 shows the air quality evaluation process that was followed. SEA identified nine counties in Illinois which include any part of these rail facilities. For these counties, SEA summed emissions increases from changes on rail line segments and other activities and compared them to the air emission screening level that would require a permit if the source were a stationary source (rather than a mobile source, such as trains, trucks, and other vehicles). If the calculated emissions exceeded this screening level, SEA conducted a detailed emissions analysis, known as a "netting analysis" in these counties, that considered all emissions increases and decreases from the proposed Acquisition-related activity changes. SEA compared the netting analysis results to the air emission screening level and additional analyses were performed for counties where netting analysis results exceeded the air emission screening level. For these counties, SEA inventoried all county air pollutant emissions sources to evaluate if proposed Acquisition-related emissions represented more than one percent of all emissions sources in the county.

The emissions estimates presented in Appendix E, "Air Quality," show that the increased county-wide air pollutant emissions from the facilities described above exceed the emissions screening levels for four counties in Illinois. Therefore, a detailed emissions netting analysis is presented below for these four counties.

Table 5-IL-17
Illinois Counties Evaluated in Air Quality Analysis

Counties Exceeding the Board's Activity Thresholds	O ₃ Status ^b	Exceeds Emissions Screening Level Before Netting	Exceeds Emissions Screening Level After Netting	Exceeds 1% of County Emissions
Champaign	A	Yes	Yes	Yes
Christian	A	No	-	-
Cook	N (Severe)	Yes ^a	No	-
Macon	A	No	-	-
Macoupin	A	No	-	-
Madison	N (Moderate)	No	-	-
Montgomery	A	No	-	-
Piatt	A	Yes	Yes	Yes
Vermilion	A	Yes	Yes	Yes

^a Emissions exceed screening level for both NO_x and carbon monoxide (CO).

^b A= Attainment Area, M= Maintenance Area, N= Nonattainment Area, as defined in the Clean Air Act.

5-IL.11.1 County Analysis

Champaign County

EPA has designated Champaign County as an attainment area for all pollutants, with no maintenance areas for any pollutant. Table 5-IL-18 shows that the net NO_x emissions increase in Champaign County, considering all calculated Acquisition-related emissions changes, is above the emissions screening threshold of 100 tons per year used to determine if emissions changes are potentially significant.

The increased NO_x emissions in Champaign County are over one percent of the existing (1995) county-wide NO_x emissions. However, Champaign County does not currently have, nor has it had, an O₃ nonattainment problem. Given the current O₃ attainment status of the county and the modest percentage increase in NO_x emissions, no potential adverse air quality impact is expected in this county.

Table 5-IL-18
Champaign County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Tilton, IL to Decatur, IL	216.16
Rail Segment (NS)	Gibson City, IL to Bement, IL	14.14
Truck Diversions (both)	County-wide	-7.31
Total Acquisition-Related Net NO _x Emissions Increase		222.99
NO _x Emissions Screening Level		100.00
Existing (1995) County Total NO _x Emissions		10,308.80
Percent Increase in County NO _x Emissions		2.16%

Cook County

EPA has designated Cook County as a severe nonattainment area for O₃. EPA has designated part of the county as a moderate nonattainment area for particulate matter. In Cook County, emissions exceeded screening levels for both NO_x and CO; therefore SEA conducted an analysis for both pollutants. EPA has issued a NO_x waiver for Cook County. A NO_x waiver is a determination that local NO_x emissions are not a significant factor contributing to O₃ formation in the county.

Table 5-IL-19 shows that the net NO_x emissions change in Cook County, considering all calculated Acquisition-related emissions changes, would be a decrease from current levels. While this is a benefit to air quality, it is a very small amount compared to the current (1995) NO_x emissions in the county (approximately 200,000 tons per year).

Table 5-IL-19
Cook County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (CSX)	Barr Yard, IL, to Blue Island Jct., IL	37.41
Rail Segment (CSX)	Blue Island Jct., IL, to 59th Street, IL	35.42
Rail Segment (CSX)	Pine Jct., IN, to Barr Yard, IL	55.36
Rail Segment (CSX)	Dolton, IL, to Danville, IL	41.38
Rail Segment (CSX)	Blue Island Jct., IL, to Clearing, IL	11.69
Rail Segment (CSX)	Dolton, IL, to 75th Street, IL	-10.99

Table 5-IL-19
Cook County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Colehour, IL, to Calumet Park, IL	9.07
Rail Segment (NS)	Indiana Harbor, IN, to South Chicago, IL	18.71
Rail Segment (NS)	South Chicago, IL, to Ashland Ave, IL	-112.41
Rail Segment (NS)	Hammond, IN, to Calumet, IL	-28.49
Rail Segment (NS)	Calumet, IL, to Landers, IL	42.42
Rail Segment (NS)	IC 95 th Street, IL, to Pullman Jct, IL	3.12
Rail Yard (CSX)	Chicago - Clearing	-171.83
Rail Yard (CSX)	Chicago - Bedford Park	-26.66
Rail Yard (CSX)	Chicago - Blue Island	-13.60
Rail Yard (NS)	Calumet	-18.95
Rail Yard (NS)	Chicago - Ashland Ave.	-14.65
Rail Yard (NS)	Chicago - Colehour	0.94
Rail Yard (NS)	Chicago - Landers	1.27
Intermodal Facility (CSX)	Chicago - 59th Street	155.52
Intermodal Facility (CSX)	Chicago - 63rd Street	-85.18
Intermodal Facility (CSX)	Chicago - Bedford Park	-62.81
Intermodal Facility (CSX)	Chicago - Forest Hill	0.46
Intermodal Facility (NS)	Chicago - 47th Street	33.25
Intermodal Facility (NS)	Chicago - 63rd Street	-86.25
Intermodal Facility (NS)	Chicago - Landers	15.40
Intermodal Facility (NS)	Chicago - Calumet	4.94
Truck Diversions (both)	County-wide	-53.18
At-Grade Crossings (both)	Affected Crossings >5000 Vehicles/Day ^a	0.65
Total Acquisition-Related Net NO _x Emissions Change		-212.89
NO _x Emissions Screening Level		25.00

^a "Affected Crossings" are those with an increase in rail segment activity over Board air quality analysis thresholds, and which have vehicle traffic levels over 5000 vehicles/day.

Table 5-IL-20 shows that the net CO emissions change in Cook County, considering all calculated Acquisition-related emissions changes, would be a decrease from current levels. While this appears to be an overall benefit to air quality, it is a minuscule amount compared to the current (1995) CO emissions in the county (approximately one million tons per year). Cook County is in compliance with the National Ambient Air Quality Standards for CO.

Table 5-IL-20
Cook County Annual CO Emissions Summary

Activity Type (RR)	Identification	CO Emissions (tons/year)
Rail Segment (CSX)	Barr Yard, IL, to Blue Island Jct., IL	4.28
Rail Segment (CSX)	Blue Island Jct., IL, to 59th Street, IL	4.37
Rail Segment (CSX)	Pine Jct., IN, to Barr Yard, IL	6.15
Rail Segment (CSX)	Dolton, IL, to Danville, IL	4.60
Rail Segment (CSX)	Blue Island Jct., IL, to Clearing, IL	1.30
Rail Segment (CSX)	Dolton, IL, to 75th Street, IL	-1.22
Rail Segment (NS)	Colehour, IL, to Calumet Park, IL	1.01
Rail Segment (NS)	Indiana Harbor, IN, to South Chicago, IL	2.08
Rail Segment (NS)	South Chicago, IL, to Ashland Ave, IL	-12.48
Rail Segment (NS)	Hammond, IN, to Calumet, IL	-3.16
Rail Segment (NS)	Calumet, IL, to Landers, IL	4.71
Rail Segment (NS)	IC 95 th Street, IL, to Pullman Jct., IL	0.35
Rail Yard (CSX)	Chicago - Clearing	-20.83
Rail Yard (CSX)	Chicago - Bedford Park	-3.23
Rail Yard (CSX)	Chicago - Blue Island	-1.65
Rail Yard (NS)	Calumet	-2.30
Rail Yard (NS)	Chicago - Ashland Ave.	-1.78
Rail Yard (NS)	Chicago - Colehour	0.11
Rail Yard (NS)	Chicago - Landers	0.15
Intermodal Facility (CSX)	Chicago - 59th Street	97.82
Intermodal Facility (CSX)	Chicago - 63rd Street	-54.43

Table 5-IL-20
Cook County Annual CO Emissions Summary

Activity Type (RR)	Identification	CO Emissions (tons/year)
Intermodal Facility (CSX)	Chicago - Bedford Park	-37.77
Intermodal Facility (CSX)	Chicago - Forest Hill	0.31
Intermodal Facility (NS)	Chicago - 47th Street	19.72
Intermodal Facility (NS)	Chicago - 63rd Street	-51.15
Intermodal Facility (NS)	Chicago - Landers	9.14
Intermodal Facility (NS)	Chicago - Calumet	2.93
Truck Diversions (both)	County-wide	-23.32
At-Grade Crossings (both)	Affected Crossings >5000 Vehicles/Day ^a	27.37
Total Acquisition-Related Net CO Emissions Change		-26.92
CO Emissions Screening Level		100.00

^a "Affected Crossings" are those with an increase in rail segment activity over Board air quality analysis thresholds, and which have vehicle traffic levels over 5000 vehicles/day.

Piatt County

EPA has designated Piatt County as an attainment area for all pollutants, with no maintenance areas for any pollutant. Table 5-IL-21 shows that the net NO_x emissions increase in Piatt County, considering all calculated Acquisition-related emissions changes, is above the emissions screening threshold of 100 tons per year used to determine if emissions changes are potentially significant.

The increased NO_x emissions in Piatt County are over one percent of the existing (1995) county-wide NO_x emissions. However, Piatt County is a largely rural area, so its existing NO_x emissions are small in comparison to urban areas that have O₃ nonattainment problems. Given the current low existing NO_x emissions and current O₃ attainment status of the county, SEA does not expect a potential adverse impact despite the greater than one percent increase in NO_x emissions.

Table 5-IL-21
Piatt County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Tilton, IL, to Decatur, IL	118.14
Rail Segment (NS)	Bement, IL, to Gibson City, IL	56.65
ail Yard (NS)	Bement	-0.51
Truck Diversions (both)	County-wide	-2.07
At-Grade Crossings (both)	Affected Crossings >5000 Vehicles/Day *	0.02
Total Acquisition-Related Net NO _x Emissions Increase		172.23
NO _x Emissions Screening Level		100.00
Existing (1995) County Total NO _x Emissions		3,141.53
Percent Increase in County NO _x Emissions		5.48%

* "Affected Crossings" are those with an increase in rail segment activity over Board air quality analysis thresholds, and which have vehicle traffic levels over 5000 vehicles/day.

Vermilion County

EPA has designated Vermilion County as an attainment area for all pollutants, with no maintenance areas for any pollutant. Table 5-IL-22 shows that the net NO_x emissions increase in Vermilion County, considering all calculated Acquisition-related emissions changes, is above the emissions screening threshold of 100 tons per year used to determine if emissions changes are potentially significant.

The increased NO_x emissions in Vermilion County are over one percent of the existing (1995) county-wide NO_x emissions. However, Vermilion County is a largely rural area, so its existing NO_x emissions are small in comparison to urban areas that have O₃ nonattainment problems. Given the current low existing NO_x emissions and current O₃ attainment status of the county, SEA does not expect a potential adverse impact despite the greater than one percent increase in NO_x emissions.

Table 5-IL-22
Vermilion County Annual NO_x Emissions Summary

Activity Type (RR)	Identification	NO _x Emissions (tons/year)
Rail Segment (NS)	Lafayette, IN to Tilton, IL	85.73
Rail Segment (NS)	Tilton, IL to Decatur, IL	125.90
Rail Segment (CSX)	Chrisman, IL to Danville, IL	-7.36
Rail Segment (CSX)	Danville, IL to Terre Haute, IN	27.63
Rail Segment (CSX)	Danville, IL to Dolton, IL	89.78
Rail Yard (NS)	Brewer	4.43
Rail Yard (NS)	Hillery	-0.67
Rail Yard (NS)	Tilton	-0.42
Truck Diversions (both)	County-wide	-6.37
At-Grade Crossings (both)	Affected Crossings >5000 Vehicles/Day ^a	0.21
Total Acquisition-Related Net NO _x Emissions Increase		318.86
NO _x Emissions Screening Level		100.00
Existing (1995) County Total NO _x Emissions		6,288.38
Percent Increase in County NO _x Emissions		5.07%

^a "Affected Crossings" are those with an increase in rail segment activity over the Board's air quality analysis thresholds, and which have vehicle traffic levels over 5000 vehicles/day.

5-IL.11.2 Summary of Potential Effects and Preliminary Recommended Mitigation

While there are localized increases in emissions in some counties, the increases are not likely to affect compliance with air quality standards. Therefore, SEA has determined that air quality will not be significantly affected and no mitigation is necessary. See system-wide and regional discussion in Section 4.12, "Air Quality."

5-IL.12 ILLINOIS NOISE

To analyze the potential noise impacts of the proposed Acquisition, SEA evaluated rail line segments, rail yards and intermodal facilities that would meet or exceed the Board's thresholds for environmental analysis of noise. Although new construction projects and rail line abandonments can result in noise increases, the noise effects would be temporary and therefore SEA did not evaluate them.

5-IL.12.1 Proposed Activities

Train noise sources include diesel locomotive engine and wheel/rail interaction noise (or wayside noise) and horn noise. Wayside noise affects all locations in the vicinity of the rail facility, and generally diminishes with distance from the source. Horn noise is an additional noise source at grade crossings, and also generally diminishes with distance. SEA performed an analysis to identify rail line segments, rail yards and intermodal facilities where the proposed changes in operations meet or exceed the Board's environmental analysis thresholds at 49 CFR 1105.7(e)(6). Where the proposed rail activity would exceed these thresholds, SEA calculated the 65 dBA L_{dn} noise contours for the pre- and post-Acquisition conditions. SEA based the noise level impact assessment on the projected activity level data provided by the railroads. SEA counted sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) within the noise contours for both pre-Acquisition and post-Acquisition operating conditions.

The CSX and NS rail line segments, intermodal facilities and rail yards that would experience increases in traffic or activity meeting the Board's environmental analysis thresholds for Illinois are listed in Tables 5-IL-23 and 5-IL-24. Table 5-IL-25 shows the facilities with noise sensitive receptors exceeding 65 dBA L_{dn} .

The counties where these facilities are located are listed in Section 5-IL.2, "Proposed Conrail Acquisition Activities in Illinois."

Table 5-IL-23
Rail Line Segments in Illinois that Meet or Exceed Board Thresholds for Noise Analysis

Site ID	Segment		Trains Per Day			Percent Change in Gross Ton Miles
	From	To	Pre-Acquisition	Post-Acquisition	Increase	
C-010	Barr Yard	Blue Island Jct.	17.0	32.9	15.9	132
N-030	IC 95 St. Chicago	Pullman Jct.	2.0	5.9	3.9	179
N-033	Tilton	Decatur	22.7	39.1	16.4	64
N-034	Colehour	Calumet Park	1.1	2.5	1.4	125
N-045	Lafayette, IN	Tilton	23.6	41.0	17.4	80

Table 5-IL-24
Intermodal Facilities in Illinois that Meet or Exceed Board Thresholds for Noise Analysis

Site ID	Facility Location	Trucks Per Day		Percent Change in ADT on local roads	Change in dBA	Approx. Distance (feet) to 65 dBA L _{dn} Contour
		Pre-Acquisition	Post Acquisition			
CM-02	Chicago (59 th Street)	0	815	2.0 - 6.0	N/A	375
NM-02	Chicago (Landers)	412	507	0.1 - 0.9	< 2	---
NM-03	Chicago (47 th Street)	532	737	0.2 - 2.5	< 2	---

^a SEA determined that the increase in noise due to increased rail activity was insignificant and receptor counts were unnecessary. Refer to the screening methodology in Appendix F for additional detail.

Table 5-IL-25
Noise Sensitive Receptors In Illinois Exceeding 65 dBA L_{dn}

Site ID	Name	Pre-Acquisition	Post-Acquisition	Increase
Rail Line Segments				
C-010	Barr Yard-Blue Island Jct.	2	77	75
N-030	IC 95 St. Chicago-Pullman Jct.	0	6	6
N-033	Tilton-Decatur	946	1,477	531
N-034	Colehour-Calumet Park	61	101	40
N-045	Lafayette, IN-Tilton	532	736	204
Intermodal Facility				
CM-02	Chicago (59 th Street)	0	69	69

5-IL.12.2 Summary of Potential Effects and Preliminary Recommended Noise Mitigation

There are different noise mitigation techniques used to reduce horn noise and wayside noise. These different types of noise and mitigation techniques are as follows:

Grade Crossing Noise Effects. The Federal Railroad Administration (FRA) has indicated that it will propose new rules on train horn blowing procedures in 1998. These new rules may allow communities to apply for an exception to horn blowing at certain grade crossings that meet explicit criteria. These criteria relate to so-called "quiet zones" where FRA would no longer

require train engineers to sound the train horn at grade crossings with special upgraded safety features. Examples of such safety features include four-quadrant gates and median barriers that preclude motorists from entering the crossings while the crossing arm is down. Until FRA develops and implements these regulations, these measures are not feasible for SEA to require as mitigation. However, communities will have the opportunity to qualify for "quiet zones" once the FRA regulations are in place.

Wayside Noise Effect. Wayside noise is the sound of a train as it passes by. Wayside noise is comprised of steel wheel/ rail interaction noise, and locomotive diesel engine noise. This type of noise can be reduced by constructing barriers between the railway noise source and adjoining land uses, and by installing building sound insulation. Noise barriers include earth berms and walls that block the sound. Rail lubrication can be used to reduce "wheel squeal" noise on curved track. Building sound insulation consists of special windows and other building treatments that reduce interior noise. Noise barriers are the preferred type of noise mitigation for this project since barriers can be built on railroad property. Additional discussion of noise mitigation measures is included in Appendix F, "Noise Methods."

As noted above, for receptors near grade crossings that would experience increases in noise resulting from horn sounding, mitigation is not currently feasible. For areas affected by wayside noise, SEA considered rail line segments eligible for noise mitigation for noise sensitive receptors exposed to at least 70 dBA L_{dn} and an increase of at least 5 dBA L_{dn} due to increased rail activity.

It is SEA's preliminary conclusion that no rail line segments in the state of Illinois warrant noise mitigation according to the project mitigation criteria.

5-IL.13 ILLINOIS CULTURAL RESOURCES

Cultural resources include historic and archaeological features. SEA determined that potential effects to cultural resources would most likely occur during new construction and proposed rail line abandonment activities.

Based on site visits and evaluation of railroad documents, SEA identified cultural resources that may be affected by Acquisition-related construction. SEA included qualified professionals in the fields of architectural history and archaeology specific to the State of Illinois. SEA presented its methods, findings, and supporting documentation to the Illinois State Historic Preservation Office (SHPO) on August 5, 1997.

5-IL.13.1 Construction

Construction: Lincoln Avenue, Chicago Connection (Cook County, IL) (CSX). SEA found there are no cultural resources at the Lincoln Avenue site, therefore, SEA determined there would be no adverse effects, and did not recommend any mitigation. SEA has sent a letter to the SHPO requesting concurrence on a finding of no effect.

Construction: Kankakee Connection (Kankakee County, IL) (NS). SEA did not identify any cultural resources at the proposed Kankakee connection, therefore, SEA determined there would be no adverse effects, and did not recommend any mitigation. SEA has sent a letter to the SHPO requesting concurrence on a finding of no effect.

Construction: Tolono Connection (Champaign County, IL) (NS). SEA determined there are no cultural resources at the Tolono site, so the proposed Acquisition would have no adverse effect. SEA has sent a letter to the SHPO requesting concurrence on a finding of no effect.

Construction: 75th Street, SW, Chicago Connection (Cook County, IL) (CSX)

Historical Background. The Interlocking at the 75th Street Southwest Connection has been the site of intense railroad activity throughout the late nineteenth and twentieth century. The tower at this location features an intact and operational "strong arm" lever-type interlocking machine with over 130 levers. The interlocking machine is a rare example of railroad technology that is rapidly disappearing. The tower structure is in deteriorated condition.

Resources Identified. During a site visit on July 17, 1997, SEA identified the 75th Street Interlocking Tower, which appeared eligible for the National Register of Historic Places. The Illinois SHPO concurred with the National Register of Historic Places Eligibility Determination at a consultation meeting with SEA on August 5, 1997.

Potential Effects. SEA is evaluating the effect of the proposed construction at the 75th Street Southwest Connection on the historic Interlocking Tower. Based upon site visits and coordination with the Illinois SHPO, SEA anticipates no effect. As part of the ongoing Section 106 process, SEA will determine the effects, and review its finding with the Illinois SHPO. Refer to Appendix M for agency correspondence.

It is SEA's preliminary recommendation that CSX shall maintain its interest in and take no steps to alter the historic integrity of the 75th Street Interlocking Tower in Chicago, Illinois until the Section 106 process of the National Historical Preservation Act (16 U.S.C. 470f., as amended) has been completed for this property and appropriate mitigation measures are identified.

Construction: Exermont Connection (St. Clair County, IL) (CSX)

Historical Background. The proposed Exermont Connection is located near the southeast periphery of the Cahokia Mounds Historic Site. The Cahokia Mounds Historic Site is a 2,200 acre site containing archaeological remnants of the prehistoric Native American city now called Cahokia. As many as 20,000 residents inhabited the city between 700 A.D. and 1500 A.D. Cahokians lived in houses built of poles and grass thatch arranged in rows that surrounded the central mounds where chiefs dwelled and held ceremonies. Burials and sacrifices took place on the mounds, some of which contain vast numbers of human remains and cultural artifacts. Activities of the residents often ranged far afield of the central village which widened the site boundaries far beyond those which have been formally designated. The Cahokia Mounds Historic Site is both a National Historic Landmark and a World Heritage Site.

Archaeological Resources Identified. SEA examined the proposed Exermont Connection in a site visit on July 17, 1997. SEA also visited Cahokia Mounds Historic Site and noted its proximity to the proposed connection. As a result, SEA determined that the proposed connection site has the potential to contain significant archaeological data which would qualify it for the National Register of Historic Places under Criteria D.

Potential Effects. SEA is evaluating the effect of the proposed construction at Exermont, and proposes to undertake an archaeological reconnaissance survey and investigation to determine the presence of cultural material. The Illinois SHPO, in a meeting on August 5, 1997, concurred with this proposed survey. SEA has initiated the archaeological reconnaissance survey. If any cultural resources are found, SEA will make a determination of effect and continue consultation with the Illinois SHPO. Refer to Appendix M for agency correspondence.

Mitigation. It is SEA's preliminary recommendation that CSX shall undertake no construction or modification of a new rail line connection in Exermont, Illinois until completion of the Section 160 process of the National Historical Preservation Act (16 U.S.C. 470f., as amended) and appropriate mitigation measures are identified.

5-IL.13.2 Summary of Potential Effects and Preliminary Recommended Mitigation of Constructions.

Table 5-IL-26 presents a summary of SEA's findings. Mitigation for potential effects will be determined as Section 106 coordination proceeds.

Table 5-IL-26
Potential Effects on Cultural Resources at Construction Sites in Illinois

Site ID	Location	Property Name	Setting	Effect
CC-01	75 th Street (CSX)	Interlocking Tower	Urban/Industrial	To be determined
CC-02	Exermont (CSX)	Cahokia Mounds Historic Site	Rural/Agricultural	To be determined

5-IL.13.3 Abandonments

Paris to Danville (Edgar and Vermilion Counties, IL) (CSX)

SEA identified one abandonment extending 29 miles from Paris to Danville on Conrail trackage (MP 93-122), and presented supporting documentation to the Illinois SHPO in a meeting on August 5, 1997.

Historical Background. The Paris to Danville railroad line is a secondary line between Paris, Illinois in Edgar County and Danville, Illinois in Vermilion County. A predecessor of the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company (old Big Four) constructed the rail line in 1855.

During the 1880s, Melville Ingalls, C. P. Huntington and the Vanderbilts acquired a group of railroads including the Paris to Danville line, between Cairo and Danville, Illinois, and later added the St. Louis, Alton and Terre Haute rail lines. These railroad lines were merged to form the old Big Four which then merged in 1899 with the Bee Line (Cleveland, Columbus, Cincinnati and Indianapolis) to form the CCC&StL, commonly referred to as the Big Four.

In 1906, the rail line north from Danville to Indiana Harbor was added and became part of the New York Central Railroad rather than the Big Four. However, the New York Central owned a controlling interest in the Big Four, and it was at this time that many of the bridges along the rail line were built and the rail line was upgraded and probably double-tracked, in an attempt to make this an important north-south route from Indiana Harbor on Lake Michigan to Cairo at the confluence of the Mississippi and Ohio Rivers.

In February 1930 the New York Central leased the Big Four, and in doing so became the biggest rival of the Pennsylvania Railroad. In February 1968 the New York Central and Pennsylvania Railroads merged to form the Penn Central Railroad. Shortly after the Penn Central went bankrupt in 1970, Congress undertook a major reorganization of the nation's rail system. This reorganization authorized the establishment of the Consolidated Rail Corporation (Conrail)

which began operations in April 1976. Ownership of the Paris to Danville line transferred to Conrail at that time. CSX and NS applied to take over Conrail's operations in June 1997.

Resources Identified. SEA identified 18 bridges along the abandonment, and evaluated the historical significance of the rail line. SEA determined that neither the rail line nor any of the bridges were eligible for the National Register of Historic Places. The Illinois SHPO reviewed this evaluation and concurred with the findings in a meeting with SEA on August 5, 1997.

Potential Effects. Since there are no significant cultural resources located at this site, SEA determined there would be no adverse effects resulting from the proposed Acquisition and SEA did not recommend any mitigation. SEA has sent a letter to the SHPO requesting concurrence on a finding of no effect. Refer to Appendix M for agency correspondence.

5-IL.13.4 Summary of Potential Effects and Preliminary Recommended Mitigation of Proposed Abandonments.

Table 5-IL-27 presents a summary of SEA's findings. Mitigation for potential effects will be determined as Section 106 coordination proceeds.

Table 5-IL-27
Abandonment Potential Effects on Cultural Resources along Paris to Danville

Site ID	Location	Resources	Effect
CA-01	Paris to Danville (Conrail) MP 93-122	Rail line and 18 bridges	No Effect

5-IL.14 ILLINOIS HAZARDOUS MATERIALS AND WASTE SITES

In analyzing the effects on hazardous waste sites for the proposed Conrail Acquisition, the primary issue addressed was whether proposed construction and abandonment activities would disturb contaminated areas. SEA identified potential impacts on hazardous waste sites and related environmental concerns for each location where proposed Acquisition-related construction or abandonment activities would take place.

SEA investigated the following sites in Illinois for potential hazardous materials or waste impacts:

- 75th Street Southwest Construction.
- Exermont Construction.

- Lincoln Avenue Construction.
- Kankakee Construction.
- Tolono Construction.
- Paris to Danville Abandonment.

5-IL.14.1 Construction: 75th Street, SW, Chicago Connection (Cook County, IL) (CSX)

Existing Environment. The Environmental Data Resources, Inc. (EDR, 1997) report identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. However, the EDR report identified 16 sites which could not be mapped due to inadequate address information. SEA located nine of these sites more than 0.5 mile from the proposed connection. The locations of the other seven sites could not be determined. SEA supplemented this information through contact with a local official (Fire Chief Eversol) and a site visit on July 15, 1997. Chief Eversol reported no environmental concerns in the vicinity of the proposed connection within the past ten years. SEA determined that there are no additional known hazardous waste sites or related environmental concerns within 500 feet of the proposed connection.

Potential Effects and Preliminary Recommended Mitigation. SEA identified no hazardous waste sites within 500 feet of the proposed connection. However, the locations of seven of the 16 sites that could not be mapped are unknown. SEA does not anticipate that the proposed connection would disturb known hazardous materials. If hazardous materials are encountered during construction, CSX would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

5-IL.14.2 Construction Exermont Connection (St. Clair County, IL) (CSX)

Existing Environment. The EDR report (1997) identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. However, the EDR report identified three sites that could not be mapped due to inadequate address information. SEA located two of these sites more than 0.25 mile from the proposed connection. The remaining site, a Leaking Underground Storage Tank Site (LUST), is approximately 300 feet east of the southeastern area of the proposed connection. SEA supplemented this information through contact with a local official (Village of Caseyville, Superintendent Scott) and a site visit on July 17, 1997. Superintendent Scott reported that the LUST near the proposed connection was

remediated in 1991 and that there is no known groundwater contamination. SEA determined that there are no additional known hazardous waste sites or related environmental concerns within 500 feet of the proposed connection.

Potential Effects and Preliminary Recommended Mitigation. SEA identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. SEA does not anticipate that the proposed connection would disturb hazardous materials, and site-specific mitigation measures are not required. However, if hazardous materials are encountered during construction, CSX would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

5-IL.14.3 Construction: Lincoln Avenue, Chicago Connection (Cook County, IL) (CSX)

Existing Environment. The EDR report (1997) identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. However, the EDR report identified three sites that could not be mapped due to inadequate address information. SEA located one of these sites more than one mile from the proposed connection; the locations of the other two sites could not be determined. SEA supplemented this information through a site visit on July 17, 1997. SEA determined that there are no additional known hazardous waste sites or related environmental concerns within 500 feet of the proposed construction site.

Potential Effects and Preliminary Recommended Mitigation. SEA identified no hazardous waste sites within 500 feet of the proposed connection. However, the locations of two sites that could not be mapped are unknown. SEA does not anticipate that the proposed connection would disturb known hazardous materials. If hazardous materials are encountered during construction, CSX would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

5-IL.14.4 Construction: Kankakee Connection (Kankakee County, IL) (NS).

Existing Environment. The EDR report (1997) identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. However, the EDR report identified 16 sites that could not be mapped due to inadequate address information. SEA conducted a site visit on July 18, 1997 and based upon field observations determined that there

are no known hazardous waste sites or related environmental concerns within 500 feet of the proposed connection.

Potential Effects and Preliminary Recommended Mitigation. SEA identified no hazardous waste sites within 500 feet of the proposed connection. However, the locations of the 16 sites that could not be mapped are unknown and field observations could not confirm the location of these sites. SEA does not anticipate that the proposed connection would disturb known hazardous materials. If hazardous materials are encountered during construction, NS would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Site-specific mitigation measures are not proposed. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

5-IL.14.5 Construction: Tolono Connection (Champaign County, IL)(NS).

Existing Environment. The EDR report (1997) identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed connection. EDR identified two sites that could not be mapped due to inadequate address information. SEA identified one of these sites, a LUST (the Village of Tolono), to be 0.10 mile (over 500 feet) northwest of the connection. The other site, also a LUST, is located along U.S. Highway 45 (Martin Equipment) near Tolono. SEA supplemented this information with a site visit on July 15, 1997. SEA determined that there are no known hazardous waste sites or related environmental concerns within 500 feet of the proposed connection.

Potential Effects and Preliminary Recommended Mitigation. SEA identified no hazardous waste sites within 500 feet of the proposed connection. Therefore, SEA does not anticipate that the proposed connection would disturb any hazardous materials and site-specific mitigation measures are not required. If any hazardous materials are encountered during construction, NS would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

5-IL.14.6 Abandonment: Paris to Danville (Edgar and Vermilion Counties, IL) (CSX).

Existing Environment. The EDR report (1997) identified no hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment. However, the EDR report identified 17 sites that could not be mapped due to inadequate address information. SEA located 16 sites that could not be mapped more than 0.25 mile from the proposed abandonment segment.

SEA supplemented this information through contact with a state official (Illinois EPA Attorney Ryan) and a site visit on July 16, 1997. Key site information is summarized below.

The remaining site that could not be mapped, a Resource Conservation and Recovery Information System-Treator, Storer, Disposer facility, DynaChem, Inc., is adjacent to the west side of the railroad right-of-way near milepost 118.7, approximately 0.5 miles south of the County Road 900 highway/rail at-grade crossing. Observations recorded during a recent site visit indicate that DynaChem operates as a chemical warehouse, distribution, and sales facility. SEA observed numerous metal and plastic storage tanks - some labeled benzene, toluene, and sulfuric acid - on the DynaChem property adjacent to the railroad right-of-way. SEA also recorded discolored soil and organic chemical odors along the railroad right-of-way during the site visit. Attorney Ryan confirmed that DynaChem is the subject of a complaint alleging violations of the Resource Conservation and Recovery Act.

Potential Effects and Preliminary Recommended Mitigation. Based upon field observations, SEA identified one environmental concern, the DynaChem facility, within 500 feet of the proposed abandonment segment. The nature and extent of any potential contamination on railroad property from DynaChem had not been determined. Potential exists for contaminated areas to be disturbed by proposed abandonment activities. However, assessment/remediation activities are under development. Local authorities and DynaChem are required to follow applicable regulatory requirements governing assessment and remediation activities. Appendix H identifies regulations and procedures that CSX would follow if any hazardous materials are disturbed during proposed abandonment.

Based on legal action in progress, existing regulatory requirements of other agencies and standard railroad practices, it is SEA's preliminary determination that contaminated areas will be adequately addressed.

5-IL.15 ILLINOIS NATURAL RESOURCES

SEA focused the natural resources analysis on any proposed physical alteration affecting water resources, wetlands, biological resources, and wildlife habitats. SEA determined that the potential for impacts to natural resources would most likely be associated with site-specific projects related to the proposed abandonment of rail lines and construction of new connector lines, rail yards, and intermodal facilities.

SEA evaluated the proposed construction of five new connections and one proposed abandonment in the state of Illinois. SEA contacted appropriate Federal and state regulatory and review agencies for natural resources regarding the proposed projects that occur within their jurisdictions. Specifically, for the state of Illinois, SEA coordinated with:

- U.S. Department of Agriculture Forest Service.
- U.S. Department of Agriculture Natural Resources Conservation Service.
- U.S. Department of the Army Corps of Engineers.
- U.S. Department of the Interior Fish and Wildlife Service (USFWS).
- U.S. Department of the Interior National Park Service.
- U.S. Environmental Protection Agency.
- Illinois Department of Natural Resources.

SEA determined that potential impacts to natural resources could occur at:

- 75th Street, SW Construction
- Exermont Construction
- Lincoln Avenue Construction
- Kankakee Construction
- Tolono Construction
- Paris-Danville Abandonment.

The following tables present the Federally protected animal and plant species that occur in Illinois, as identified by the USFWS Division of Endangered Species. Based on information from the USFWS local field office in Marion, Illinois, SEA identified species known to occur in counties affected by Acquisition-related activities. "Threatened" describes a species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range; "Endangered" describes a species that is in danger of extinction within the foreseeable future throughout all or a significant portion of its range. The USFWS lists the Piping Plover as endangered within the Great Lakes watershed in the state of Illinois; elsewhere, it lists this species as threatened. Appendix I contains brief descriptions of suitable habitats for these threatened and endangered species.

Table 5-IL-28
Federally Protected Animal Species Listed for Illinois

Group	Common Name	Scientific Name	Status	Edgar County	Vermilion County	St. Clair County	Champaign County	Cook County	Kankakee County
Vertebrates									
Mammal	Indiana Bat	<i>Myotis sodalis</i>	Endangered		X			X	
Mammal	Gray Bat	<i>Myotis grisescens</i>	Endangered						
Bird	Bald Eagle	<i>Haliaeetus leucocephalus</i>	Threatened			X			
Bird	American Peregrine Falcon	<i>Falco peregrinus anatum</i>	Endangered					X	
Bird	Piping Plover	<i>Charadrius melodus</i>	Endangered					X	
Bird	Kirtland's Warbler	<i>Dendroica kirtlandii</i>	Endangered						
Bird	Least Tern	<i>Sterna antillarum</i>	Endangered					X	
Fish	Pallid Sturgeon	<i>Scaphirhynchus albus</i>	Endangered						
Invertebrates									
Insect	Karner Blue Butterfly	<i>Lycaeides melissa samuelis</i>	Endangered						X
Mussel	Fanshell	<i>Cyprogenia stegaria</i>	Endangered						
Mussel	Higgins' Eye Pearlymussel	<i>Lampsilis higginsii</i>	Endangered						
Mussel	Orange-foot Pimple Back Pearlymussel	<i>Plethobasus cooperianus</i>	Endangered						
Mussel	White Whartyback Pearlymussel	<i>Plethobasus cicatricosus</i>	Endangered						
Mussel	Fat Pocketbook	<i>Potamilus capax</i>	Endangered						
Mussel	Iowa Pleistocene Snail	<i>Discus macclintocki</i>	Endangered						

Source: Coordination with USFWS - Marion Field Office

Table 5-IL-29

Federally Protected Plant Species Listed for Illinois

Group	Common Name	Scientific Name	Status	Edgar County	Vermilion County	St. Clair	Champaign	Cook	Kankakee
Plant	Eastern Fringed Orchid	<i>Platanthera leucophaea</i>	Threatened					X	
Plant	Lakeside Daisy	<i>Hymenoxys herbacea</i> var. <i>glabra</i>	Threatened						
Plant	Northern Wild Monkshood	<i>Aconitum noveboracense</i>	Threatened						
Plant	Leafy Prairie-clover	<i>Dalea foliosa</i>	Endangered						
Plant	Prairie Bush-clover	<i>Lespedeza leptostachya</i>	Threatened					X	
Plant	Pitcher's Thistle	<i>Cirsium pitcheri</i>	Threatened						
Plant	Mead's Milkweed	<i>Asclepias meadii</i>	Threatened						
Flower	Small Whorled Pogonia	<i>Isotria medeoloides</i>	Threatened						
Flower	Decurrent False Asier	<i>Boltonia decurrens</i>	Threatened			X			

Source: Coordination with USFWS - Marion Field Office

5-IL.15.1 Summary of Potential Effects and Preliminary Recommended Mitigation for New Constructions

Construction: 75th Street, SW, Chicago Connection (Cook County, IL) (CSX)

The proposed action at 75th Street, SW involves the construction of 1,640 feet of new connecting rail line between the Beltway Railway of Chicago and B&OCT lines. Figure 5-IL-5, provided at the end of this state discussion, depicts the site and the surrounding conditions.

Water Resources

Existing Conditions - Water Resources. Based on review of U.S. Geological survey topographic mapping, SEA determined the proposed construction segment would not cross any streams or other water resources. SEA also reviewed the National Wetland Inventory mapping

for the area and noted that the mapping did not indicate any wetlands in the 75th Street, SW construction area. However, during a site visit, SEA identified a potential wetland area located within 25 feet of the proposed site. SEA determined that this area (250 feet by 45 feet in size) could be considered a wetland because it is comprised of vegetation typically found in wetlands.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the 75th Street, SW construction area is not located within the 100-year floodplain.

Potential Effects - Water Resources. SEA determined that increased amounts of silt from stormwater runoff would possibly affect a wetland located 25 feet from the construction area. Therefore, the proposed action may require authorization under Section 404 of the Clean Water Act. A National Pollutant Discharge Elimination System stormwater permit may not be required due to potential land disturbance impacts of less than five acres. SEA also determined that the temporary impact would not result in any net loss of wetland acreage.

SEA determined that, because the construction project area is not located within the 100-year floodplain, there would be no impacts to floodplains at the 75th Street, SW site.

Biological Resources

During the site visit, SEA observed that the existing 75th Street, SW site has been heavily disturbed by commercial and industrial development.

Existing Conditions - Vegetation. SEA determined that the vegetation along the proposed construction of the 75th Street, SW new connection includes common non-woody vegetation, non-native grasses, and deciduous trees which are typically found within disturbed areas. SEA determined that the vegetation located within and adjacent to the proposed construction site is not unique or limited to the proposed construction site at 75th Street, SW.

Potential Effects - Vegetation. The proposed project would only temporarily affect vegetation in areas disturbed by construction of the 75th Street, SW connection. SEA anticipates no long-term adverse effects and believes the vegetation will re-establish adjacent to the new track once construction activities are complete.

Existing Conditions - Wildlife. SEA determined that the wildlife habitat within and adjacent to the 75th Street, SW construction site is limited by the scarcity of vegetation at the site. SEA determined that songbirds and small mammals, which have adapted to urban living, are the only potential wildlife inhabitants within the vicinity of the proposed construction site. Therefore, SEA determined that the 75th Street, SW construction area has little wildlife habitat due to its heavily disturbed nature.

Potential Effects - Wildlife. SEA concluded that only temporary disturbance to wildlife would be expected during construction activities. SEA anticipates no long-term adverse effects from the proposed action at 75th Street, SW and concluded that the wildlife habitat adjacent to the new track will return to its original state once construction activities have been completed. SEA also concluded that the proposed action would not adversely affect movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with the representatives of the USFWS in the Marion field office, SEA determined that four animal species, and two plant species Federally listed as threatened or endangered species are known to occur in Cook County. Tables 5-IL-28 and 5-IL-29 identify these species. During the site visit, SEA evaluated the construction site for its potential to support these species and found that the area does not support the habitat requirements of the listed species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings, SEA determined that there is minimal potential for the presence of these Federally listed threatened or endangered species at the 75th Street, SW site.

Potential Effects - Threatened and Endangered Species. Since there are no Federally listed threatened or endangered species, or the habitat to support them, in the 75th Street, SW construction area, SEA concluded that there are no impacts to this type of resource from the proposed CSX construction. Additionally, SEA concluded that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed CSX construction at 75th Street, SW. SEA identified that the Cook County Forest Preserve, which is located approximately one mile from the construction site, is the closest resource of this type to the proposed construction area.

Potential Effects - Parks, Forests, Preserves, Refuges and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries in or adjacent to the proposed construction site at 75th Street, SW, SEA concluded that the proposed construction activities would have no adverse effect on these types of resources. Furthermore, SEA determined that the proposed construction would not affect the Cook County Forest Preserve, due to its distance from the construction site.

Preliminary Recommended Mitigation: 75th Street

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is SEA's preliminary determination that no mitigation is necessary. However, as a condition of approval, SEA would require CSX to conform to its standard specifications during construction. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

Construction: Exermont Connection (St. Clair County, IL) (CSX)

The proposed action at Exermont involves the construction of approximately 3,590 feet of new connecting track between the existing CSX and Conrail parallel lines. Figure 5-IL-6, provided at the end of this state discussion, depicts the site and the surrounding conditions.

Water Resources

Existing Conditions - Water Resources. Based on review of the U.S. Geological Survey topographic maps and a site visit, SEA determined the proposed construction segment would cross an intermittent stream known as Harding Ditch Levee. This stream runs east-west between the two existing right-of-ways. Based on National Wetland Inventory mapping, SEA identified a wetland associated with Harding Ditch Levee. National Wetland Inventory mapping describes this wetland as a lower perennial, unconsolidated bottom wetland that is permanently flooded. SEA performed field observations that confirmed the presence of this wetland area adjacent to the northern edge of the proposed construction site.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that a portion of the proposed Exermont construction site is located within the 100-year floodplain associated with the Harding Ditch Levee - Little Canteen Creek system.

Potential Effects - Water Resources. SEA determined the proposed Exermont construction would affect the wetland and the Harding Ditch Levee - Little Canteen Creek. SEA identified that possible impacts would include increased silt levels, runoff disturbance, and a change in the flow path of the creek. Therefore, the proposed action may require authorization under Section 404 of the Clean Water Act. A National Pollutant Discharge Elimination System stormwater permit may not be required due to potential land disturbance impacts of less than five acres.

SEA determined that the placement of fill material required to raise the tracks would occur within the 100-year floodplain.

Biological Resources

During the site visit, SEA noted that the proposed construction area and the adjacent land uses are agricultural residential.

Existing Conditions - Vegetation. During the site visit, SEA determined that the vegetation along the proposed Exermont connection consists primarily of agricultural row crops, non-woody plants, shrubs, and trees. SEA further determined that the vegetation within and next to the construction area is not unique or limited to this site.

Potential Effects - Vegetation. Construction activities associated with the proposed Exermont connection would affect vegetation and farmland located within the acquired right-of-way. SEA anticipates that vegetation would readily re-establish in any disturbed area after construction activities have been completed.

Existing Conditions - Wildlife. SEA determined that wildlife is scarce within the area of the proposed construction at Exermont because existing land use is primarily agriculture and limited wildlife habitat is present. SEA determined that the only significant wildlife habitat exists along the Harding Ditch Levee - Little Canteen Creek system, which is vegetated with a mixture of trees and shrubs.

Potential Effects - Wildlife. Due to the limited wildlife and habitat near the proposed Exermont construction area, SEA concluded that construction activities would have minimal, temporary impacts to wildlife. SEA anticipates that once construction activities are completed, wildlife would re-establish itself at the Exermont project site. In addition, SEA concluded that the proposed action would not adversely affect movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that there is one animal and one plant species Federally listed as threatened or endangered known to occur in St. Clair County. Tables 5-IL-28 and 5-IL-29 list these species. During their site visit, SEA evaluated habitat present on the site for its potential to support these species and found that the site does not provide the habitat requirements of these species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings, SEA concluded that there is minimal potential for the presence of species that are Federally listed as threatened or endangered at the Exermont site.

Potential Effects - Threatened and Endangered Species. Since there are no Federally listed threatened or endangered species, or the habitat to support them, in the Exermont construction area, SEA concluded there are no impacts to this type of resource. Additionally, SEA concluded

that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed construction site at Exermont.

Potential Effects - Parks, Forests, Preserves, Refuges, and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed Exermont construction area, SEA concluded that proposed construction activities would have no adverse impacts on these types of resources.

Preliminary Recommended Mitigation: Exermont Connection

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is SEA's preliminary conclusion that no mitigation is necessary. However, as a condition of approval, SEA would require CSX to conform to its standard specifications during construction. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

Construction: Lincoln Avenue Chicago Connection (Cook County, IL) (CSX)

The proposed action involves the construction of 840 feet of new rail connecting Indiana Harbor Belt to B&OCT lines. Figure 5-IL-7, provided at the end of this state discussion, depicts the construction site and surrounding conditions.

Water Resources

Existing Conditions - Water Resources. Based on review of U.S. Geological Survey topographic maps, SEA determined that Lake Cottage Grove is located 250 feet south of the proposed Lincoln Avenue Construction, and the Little Calumet River is located approximately 2,700 feet north of proposed construction site. Based on review of National Wetland Inventory mapping, SEA determined that two wetlands were located within 500 feet of the Lincoln Avenue site. One wetland is located approximately 100 feet south of the proposed construction. The second wetland is located approximately 500 feet northeast of the project area. The National Wetland Inventory mapping describes one of these wetlands as a palustrine, temporarily flooded wetland system; the other wetland is a palustrine forested, broad-leaved deciduous, seasonally flooded system.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the Lincoln Avenue site is not located within the 100-year floodplain.

Potential Effects - Water Resources. SEA concluded that the two identified wetlands would not be affected during construction of the Lincoln Avenue site. While increased silt levels are possible due to land disturbance activities during construction, SEA determined that these potential impacts would be avoided by CSX's implementation of erosion and sediment control measures. Therefore, the proposed action may not require authorization under Section 404 of the Clean Water Act. A National Pollutant Discharge Elimination System stormwater discharge permit may not be required due to potential land disturbance impacts of less than five acres.

Biological Resources

During the site visit, SEA observed that the proposed construction at Lincoln Avenue is located in a developed area, surrounded by rail lines and commercial and residential development.

Existing Conditions - Vegetation. During the site visit, SEA determined that the construction area of the proposed Lincoln Avenue connection is located within an existing railroad right-of-way, which consists of gravel cover with sparse herbaceous vegetation, non-native grasses, shrubs, and deciduous trees. SEA determined that the vegetation is not unique or limited to the area.

Potential Effects - Vegetation. SEA concluded that the proposed construction at Lincoln Avenue would temporarily affect the limited vegetation of the site. SEA also concluded that vegetation would re-establish itself in disturbed areas once construction has been completed.

Existing Conditions - Wildlife. During the site visit, SEA determined that the site of the proposed construction at Lincoln Avenue is highly disturbed. SEA determined that the wildlife at the site is limited to animals adapted to living in disturbed environments; these species would include mice, moles, voles, other small mammals, and occasional songbirds. In addition, SEA determined that wildlife within the wetland areas consists of various amphibians, reptiles, and bird species.

Potential Effects - Wildlife. Because of the existing limited habitat, SEA determined that there would be no adverse impacts on existing wildlife species, resulting from construction of the proposed Lincoln Avenue connection. In addition, the proposed project has minimal potential to adversely affect the movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that there are four animal species and two plant species Federally listed as threatened or endangered known to

occur in Cook County. Tables 5-IL-28 and 5-IL-29 identifies these species. During the site visit, SEA evaluated the habitat present on the site for its potential to support these species and found that the site does not support the habitat requirements of these species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings, SEA determined that there is minimal potential for the presence of species that are Federally listed as threatened or endangered at the Lincoln Avenue site.

Potential Effects - Threatened and Endangered Species. Since there are no Federally listed threatened or endangered species, or the habitat to support them in the Lincoln Avenue construction area, SEA concluded that there would be no adverse impacts to any of these Federally protected species. Additionally SEA concluded that these findings indicate that the proposed action would not adversely affect any critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges, and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed construction site at Lincoln Avenue.

Potential Effects - Parks, Forests, Preserves, Refuges, and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within 500 feet of the proposed construction project at Lincoln Avenue, SEA determined that the proposed action would not adversely affect these types of resources.

Preliminary Recommended Mitigation: Lincoln Avenue Chicago Connection

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is SEA's preliminary determination that no mitigation is necessary. However, as a condition of approval, SEA would require CSX to conform to its standard specifications during construction. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

Construction: Kankakee Connection (Kankakee County, IL) (NS)

The proposed action at Kankakee involves the construction of 1,000 feet of new connector track between Conrail and IC. Figure 5-IL-8, provided at the end of this state discussion, depicts the proposed construction site and the surrounding conditions.

Water Resources

Existing Conditions - Water Resources. Based on a review of U.S. Geological Survey topographic maps, National Wetland Inventory Maps, and observations made during the site visit, SEA determined that the proposed Kankakee construction area would not cross water resources or wetlands.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the site is not located within the 100-year floodplain.

Potential Effects - Water Resources. The construction of the proposed Kankakee connection would not cross any surface waters or wetlands. Therefore, the proposed action may not require authorization under Section 404 of the Clean Water Act. A National Pollutant Discharge Elimination System stormwater permit may not be required due to potential land disturbance impacts of less than five acres.

Because the construction project area is not located within the 100-year floodplain, there would be no impacts to floodplains at the Kankakee site.

Biological Resources

During the site visit, SEA noted that the area within and adjacent to the proposed Kankakee construction is dominated by residential, commercial, and railroad use.

Existing Conditions - Vegetation. During the site visit, SEA observed that the site of the proposed Kankakee construction area is dominated by shrub, weedy annuals, and various grass species; gravel areas also occur at the existing Kankakee site. Furthermore, SEA determined that the vegetation present was typical of disturbed areas. Due to the large amount of disturbance within and adjacent to the site, SEA determined that the site does not support vegetation that is unique or limited to the site.

Potential Effects - Vegetation. SEA concluded that the proposed construction at Kankakee would affect vegetation within the proposed project area. SEA also determined that vegetation would re-establish within the construction right-of-way once construction activities have been completed. NS would assist the re-vegetation by re-seeding disturbed areas once construction is completed.

Existing Conditions - Wildlife. The area surrounding the highly disturbed Kankakee site consists of rail lines as well as commercial and residential development. Therefore, SEA determined that wildlife within the proposed Kankakee construction site would be limited to birds and small mammals, such as mice, moles, voles and squirrels, that are typically found within such disturbed areas.

Potential Effect - Wildlife. SEA determined that the proposed Kankakee construction project has minimal potential to adversely affect wildlife, since existing wildlife in the area is limited. SEA also determined that the proposed Kankakee construction would not adversely affect the movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that one insect species Federally listed as endangered is known to occur in Kankakee County. Tables 5-IL-28 and 5-IL-29 identifies the protected species found in the state of Illinois. During the site visit, SEA evaluated the habitat present on the site for its potential to support any of these Federally listed species. SEA determined that the area does not support the habitat requirements of the Federally listed species. In addition, during the site visit, SEA did not observe any of these listed species. This is due to the heavily disturbed conditions of the site and the surrounding area. Based on these findings, SEA concluded that there is minimal potential for the presence of Federally listed threatened or endangered species at the Kankakee site.

Potential Effects - Threatened and Endangered Species. Since there are no Federally listed threatened or endangered species, or the habitat to support them, in the proposed Kankakee construction area, SEA concluded that there would be no adverse impacts to any of these Federally protected species. Additionally, SEA concluded that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges, and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, preserves, refuges, or sanctuaries, in or adjacent to the proposed construction site at Kankakee.

Potential Effects - Parks, Forests, Preserves, Refuges, and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the vicinity of the proposed project area, SEA concluded that proposed construction activities would have no adverse effects on these types of resources.

Preliminary Recommended Mitigation: Kankakee Connection

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is SEA's preliminary determination that no mitigation is necessary. However, as a condition of approval, SEA would require CSX to conform to its standard specifications during construction. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

Construction: Tolono Construction (Champaign County, IL) (NS)

The proposed activities at Tolono involve the construction of 1,600 feet of connecting track between NS and IC. Figure 5-IL-9, provided at the end of this state discussion, depicts the construction site and the surrounding environment.

Water Resources

Existing Conditions - Water Resources. Based on review of U.S. Geological Survey topographic maps, and National Wetland Inventory Maps, SEA determined that the proposed Tolono construction segment does not cross any water resources or wetlands. However, during the site visit, SEA identified a small pond, located approximately 200 feet west of the proposed construction.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the Tolono construction site is not located within the 100-year floodplain.

Potential Effects - Water Resources. Since the proposed construction at Tolono would not cross any wetlands or surface water bodies, SEA concluded there would be no impacts to surface water. Therefore, the proposed action may not require authorization under Section 404 of the Clean Water Act. A National Pollutant Discharge Elimination System stormwater permit may not be required due to potential land disturbance impacts of less than five acres.

Biological Resources

During the site visit, SEA noted that the existing Tolono site is located in a developed area, consisting of residential land uses and an existing rail facility.

Existing Conditions - Vegetation. During the site visit, SEA determined that the proposed construction site at Tolono is primarily comprised of gravel and weedy vegetation, with a narrow strip of forest vegetation along the southern edge of the railroad right-of-way. SEA determined that these plant species are typically found within disturbed areas and are not unique or limited to the Tolono site.

Potential Effects - Vegetation. SEA concluded that the proposed construction at Tolono is located within an existing railroad right-of-way. SEA determined that the existing vegetation is not unique or limited to the site and it would likely re-establish after construction is complete.

Existing Conditions - Wildlife. During the site visit, SEA observed that the entire project site and the adjacent land has been disturbed by residential development and rail activity. The wildlife habitat found on or near the proposed Tolono construction site is limited to vegetation

typical of such disturbed areas. SEA determined that the land to be used for construction at Tolono would be expected to provide suitable habitat for some song birds and small mammals, such as mice, moles, and squirrels.

Potential Effects - Wildlife. Because of the existing limited habitat, SEA concluded that the Tolono construction would not cause significant impacts to wildlife. SEA determined that any potential impacts to wildlife would be temporary and, once construction is complete, wildlife would re-inhabit the project area. SEA also concluded that the proposed construction would not to adversely affect movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that there are no Federally listed threatened or endangered species known to occur in Champaign County. Tables 5-IL-28 and 5-IL-29 identify those species listed for the state of Illinois. During the site visit, SEA evaluated the habitat present on the site for its potential to support any Federally listed species. SEA determined that the Tolono site does not support the habitat requirements of these species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings, SEA concluded that there is minimal potential for the presence of Federally listed endangered or threatened species at the Tolono site.

Potential Effects - Threatened and Endangered Species. SEA determined that since there are no Federally listed threatened or endangered species, or the habitat to support them, in the Tolono area, there would be no adverse impacts to any of these Federally protected species. Additionally, SEA concluded that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges, and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed construction site at Tolono.

Potential Effect - Parks, Forests, Preserves, Refuges and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries that exist within the vicinity of the Tolono site, SEA concluded that the proposed construction would have no adverse effects on these types of resources.

Preliminary Recommended Mitigation: Tolono Construction

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is

typical of such disturbed areas. SEA determined that the land to be used for construction at Tolono would be expected to provide suitable habitat for some song birds and small mammals, such as mice, moles, and squirrels.

Potential Effects - Wildlife. Because of the existing limited habitat, SEA concluded that the Tolono construction would not cause significant impacts to wildlife. SEA determined that any potential impacts to wildlife would be temporary and, once construction is complete, wildlife would re-inhabit the project area. SEA also concluded that the proposed construction would not to adversely affect movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that there are no Federally listed threatened or endangered species known to occur in Champaign County. Tables 5-IL-28 and 5-IL-29 identify those species listed for the state of Illinois. During the site visit, SEA evaluated the habitat present on the site for its potential to support any Federally listed species. SEA determined that the Tolono site does not support the habitat requirements of these species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings, SEA concluded that there is minimal potential for the presence of Federally listed endangered or threatened species at the Tolono site.

Potential Effects - Threatened and Endangered Species. SEA determined that since there are no Federally listed threatened or endangered species, or the habitat to support them, in the Tolono area, there would be no adverse impacts to any of these Federally protected species. Additionally, SEA concluded that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges, and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed construction site at Tolono.

Potential Effect - Parks, Forests, Preserves, Refuges and Sanctuaries. Since there are no Federal or state parks, forests, preserves, refuges, or sanctuaries that exist within the vicinity of the Tolono site, SEA concluded that the proposed construction would have no adverse effects on these types of resources.

Preliminary Recommended Mitigation: Tolono Construction

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species, it is

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SEA's preliminary determination that no mitigation is necessary. However, as a condition of approval, SEA would require CSX to conform to its standard specifications during construction. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

5-IL.15.2 Summary of Potential Effects and Preliminary Recommended Mitigation for Rail Line Abandonments

Abandonment: Paris to Danville (Edgar and Vermilion Counties, IL) (CSX)

The proposed action involves the abandonment of 29 miles of existing Conrail rail line between Paris and Danville. Figures 10a -10j provided at the end of this state discussion, depicts the site and the surrounding conditions.

Water Resources

Existing Conditions - Water Resources. For CSX's proposed abandonment from Paris-Danville, SEA reviewed U.S. Geological Survey topographic maps and National Wetlands Inventory maps to determine the presence of wetland areas and water resources within the proposed project area. Based on this preliminary review and the subsequent site visit, SEA determined that the proposed Paris-Danville abandonment segment crosses eight streams and passes near wetlands and impoundments. The streams are:

- Willow Creek.
- Main Trunk Indian Creek.
- South Fork Indian Creek.
- Brouillets Creek.
- Crabapple Creek.
- Tributary to Crabapple Creek.
- Little Vermilion River.
- Middle Fork Vermilion River.

SEA identified 6 impoundments and more than 24 palustrine wetlands adjacent to the proposed abandonment. During the site visit, SEA verified the location of these wetlands.

Potential Effects - Water Resources. SEA determined salvage operations associated with the proposed abandonment should have little direct affect on the quality of wetlands or water resources that occur within or adjacent to the existing Conrail right-of-way between Paris and Danville. Activities associated with salvage operations would be limited to the right-of-way and will not disturb adjacent wetlands or impoundments. Therefore, the proposed action may not require authorization under Section 404 of the Clean Water Act. SEA determined that the temporary impact should not result in any net loss of wetland acreage. Salvage near stream crossings should not require stream diversions or in-stream activities.

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the majority of the Paris-Danville segment is not located within the 100-year floodplain. However, SEA did identify two areas where the proposed abandonment segment crosses areas within 100-year floodplains: at mile post 99.83 where the proposed abandonment crosses the South Fork Brouillets Creek, and at mile post 102.89 where the proposed abandonment crosses Brouillets Creek.

Biological Resources

During the site visit, SEA noted that the 29-mile-long segment is surrounded by generally rural, undeveloped, and agricultural land uses.

Existing Conditions - Vegetation. During the site visit, SEA determined that the vegetation along the proposed Paris-Danville abandonment consists of mixed hardwood forests, coniferous forest, early successional scattered shrubs, small isolated wetlands, and agricultural fields. The vegetation within the existing railroad right-of-way consists of weedy grass species which are consistent with species found within disturbed areas. SEA determined that the vegetation found within the wetlands areas was comprised of known wetland species. SEA also determined that the vegetation within and adjacent to the railroad right-of-way is not unique or limited to the proposed abandonment site.

Potential Effects - Vegetation. The salvage operations would disturb vegetation within the proposed Paris-Danville abandonment right-of-way to varying degrees. Upon completion of the salvage operations, similar common vegetation, characteristic of disturbed areas, would likely soon re-vegetate the site.

Existing Conditions - Wildlife. During the site visit, SEA determined that the vegetation along the Paris-Danville segment provides food and cover for numerous bird species, including songbirds, game birds, waterfowl, and raptors. Various reptiles and amphibians, such as snakes, turtles, frogs and salamanders, typically would inhabit the wetland systems. Large and small mammals, including deer, foxes, raccoons, rabbits and shrews, also typically inhabit the forested areas as well as the shrub communities and the agriculture lands.

Potential Effects - Wildlife. SEA determined that, due to the disturbed nature of the site, potential impacts from salvage operations would only temporarily alter wildlife activity along the Paris-Danville segment. After completion of proposed abandonment activities, CSX would discontinue vegetation maintenance activities, allowing the site to re-establish natural vegetation and habitat conditions. Therefore, SEA determined that temporarily disturbed wildlife would soon re-inhabit the site. In addition, SEA concluded that the proposed project would not adversely affect the movement or migration of wildlife.

Existing Conditions - Threatened and Endangered Species. Based on coordination with representatives of the USFWS in the Marion field office, SEA determined that there is one reported animal species Federally listed as endangered in Vermilion County (where the proposed Paris-Danville abandonment is located). Table 5-IL-28 lists this animal species. There are no Federally - listed species reported for Edgar County. During the site visit, SEA evaluated the habitat present on the site for its potential to support this species and found that the area does not support the habitat requirements of this endangered species. In addition, during the site visit, SEA did not observe any Federally listed species or their habitat within the proposed Paris-Danville abandonment area. Based on these findings, SEA concluded that there is minimal potential for the presence of this Federally listed endangered species on the proposed abandonment site.

Potential Effects - Threatened and Endangered Species. SEA determined that, since Federally threatened and endangered species are not found in the vicinity of the Paris-Danville alignment, there would be no impacts to these Federally protected species. Additionally, SEA also concluded that these findings indicate that the proposed action would not adversely affect critical habitat for any Federally listed species.

Existing Conditions - Parks, Forests, Preserves, Refuges, and Sanctuaries. SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined there are no Federal or state parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed abandonment between Paris and Danville.

Potential Effects - Parks, Forests, Preserves, Refuges, and Sanctuaries. Since there are no parks, forests, preserves, refuges, or sanctuaries located within or adjacent to the proposed Paris-Danville abandonment, SEA determined that there would be no impacts to this type of resource.

Preliminary Recommended Mitigation: Paris to Danville Rail Line Abandonment

Due to Best Management Practices used in the railroad's construction specifications and regulatory programs governing effects on wetlands, water resources and protected species it is SEA's preliminary determination that no mitigation is necessary. However, as a condition of

approval, SEA would require CSX to conform to its standard specifications during salvage. These standard specifications are presented in Chapter 3, Section 3.15 "Natural Resources."

5-IL.16 ILLINOIS LAND USE/SOCIOECONOMICS

For the land use/socioeconomics analysis, SEA evaluated potential changes in the physical environment related to the proposed Conrail Acquisition. The issues included consistency with current land use plans and existing Coastal Zone Management plans, potential effects on prime farmland, and suitability of abandoned rights-of-way for alternative public uses.

SEA has found that, in the State of Illinois, the sites of the proposed rail line abandonment and the new rail line connection constructions associated with the proposed Conrail Acquisition are not within coastal zones. According to the Bureau of Indian Affairs, there are no Federally recognized Native American tribes or reservations in Illinois. All other land use impact analyses are discussed below by site.

SEA determined that potential impacts could occur to land use/socioeconomics at:

- 75th Street, SW Construction.
- Exermont Construction.
- Lincoln Avenue Construction.
- Kankakee Construction.
- Tolono Construction.
- Paris-Danville Abandonment.

5-IL.16.1 Summary of Potential Effects and Preliminary Recommended Mitigation for New Constructions

Construction: 75th Street, SW, Chicago Connection (Cook County, IL) (CSX)

The proposed action at the 75th Street site is the construction and operation of a new rail line connection between the existing B&OCT and Belt Railway rail lines.

The 75th Street site is located in the southern portion of the City of Chicago, with urban commercial and industrial land the dominant uses. The site is flat but elevated above the adjacent streets.

On the site of the proposed action, the land use would continue as rail activities but would switch from inactive to active status. CSX does not anticipate acquiring additional property at this location.

Land Use Plan/Zoning. Zoning for the site currently accommodates railroad uses.

Consistency with Local Land Use Plan. Based on the information available, the proposed construction would be consistent with the local land uses.

Prime Farmland. The local NRCS has not conducted a formal survey to classify soils and identify prime farmland soils for Chicago and most of Cook County. However, because the site is completely urban and the soils are heavily disturbed, SEA concluded that there are not likely to be any prime farmland soils, and therefore no impacts.

Based on the findings described above, it is SEA's preliminary determination that there would be no significant impacts to land use associated with the proposed Acquisition at the 75th Street site.

Construction: Exermont Connection (St. Clair County, IL) (CSX)

The proposed activity at the Exermont site is the construction and operation of a new rail line connection between the existing parallel CSX and Conrail tracks.

The proposed Exermont construction would involve the acquisition of approximately 5.3 acres of right-of-way in an area of relatively flat farmland between the parallel CSX and Conrail tracks. The general land uses bordering the existing CSX rail line consist primarily of agricultural and residential areas and one city park. The general land use bordering the existing Conrail line also consists of agricultural areas. The proposed construction would occur on farmland located between existing parallel tracks.

Consistency with Local Land Use Plan. Based on the information available, the proposed construction would be inconsistent with the local land uses. However, this activity would not change the character of the surrounding area. Adjacent land uses would continue as agriculture and rail uses. Therefore, this effect would not be significant.

Prime Farmland. NRCS classifies the soils at the proposed construction site as prime farmland. Approximately 5.3 acres of farmland, of which approximately 3.0 acres are considered prime farmland soils, would need to be acquired for the right-of-way. The removal of prime farmland would be insignificant, since it is only a small portion of the land currently in agricultural production in the county.

Based on the findings described above, it is SEA's preliminary determination that there would be no significant impacts to land use associated with the proposed Acquisition at the Exermont site. Because there are no significant impacts, SEA does not recommend mitigation.

Construction: Lincoln Avenue, Chicago Connection (Cook County, IL) (CSX)

The proposed action at the Lincoln Avenue site is the construction and operation of a new rail line connection between the existing B&OCT and IHB tracks.

The area of the proposed Lincoln Avenue construction site is generally urban, consisting of a mix of residential, commercial and industrial land uses. The proposed connection at Lincoln Avenue would be constructed within existing railroad rights-of-way.

Land Use Plan/Zoning. Zoning for the site currently accommodates railroad uses.

Consistency with Local Land Use Plan. Based on the information available, the proposed construction would be consistent with the local land uses.

Prime Farmland. The local NRCS has not conducted a formal survey to classify soils and identify prime farmland soils for Chicago and most of Cook County. Because the site is completely urban, there are not likely to be any prime farmland soils.

Based on the findings described above, it is SEA's preliminary determination that there would be no significant impacts to land use associated with the proposed Acquisition at the Lincoln Avenue site. Because there are no significant impacts, SEA does not recommend mitigation.

Construction: Kankakee Construction (Kankakee County, IL) (NS)

The proposed action at the Kankakee site is the construction and operation of a new rail line connection between the existing IC and Conrail tracks.

The proposed Kankakee construction site includes rail and utility uses. The proposed construction is located approximately one half mile north of the city's downtown area.

The construction of the new connection at Kankakee, would convert approximately 2.3 acres to rail line right-of-way. This land consists of disturbed areas adjacent to existing rail lines, a residence and open fields. NS will take a portion of a lawn area and garden of a residence approximately 400 feet east of the IC line and 100 feet south of the Conrail line.

Land Use Plan/Zoning. The land on the proposed construction site is currently zoned as industrial.

Consistency with Local Land Use Plan. According to the City of Kankakee, the proposed activity is consistent with the City's comprehensive plan, which classifies the zoning and proposed land use for the area as industrial although some residential properties are present.

Prime Farmland. NRCS classifies the soils at the proposed construction site as prime farmland (if drained). However, current land use patterns are not compatible with agricultural use. According to the City of Kankakee, the proposed activity would have little or no effect on agricultural land.

Although portions of a residential property would be taken for the construction, the City of Kankakee has indicated that this action would not be inconsistent with land use plans and zoning for the area. Based on this finding, it is SEA's preliminary determination that there would be no significant impacts to land use associated with the proposed Acquisition at the Kankakee site. Because there are no significant impacts, SEA does not recommend mitigation.

Construction: Tolono Connection (Champaign County, IL) (NS)

The proposed action at the Tolono site is the construction and operation of a new rail line connection between the existing IC and NS rail lines.

Daggy Street and Clark Street border the proposed construction on its eastern side. A residential area is located directly to the southeast of the proposed construction. The closest houses are between 125 and 150 feet east of the proposed construction site on Daggy and Clark Streets.

According to the Environmental Report, the proposed construction would not require the acquisition of land outside existing railroad rights-of-way. While there will be some effects on nearby land uses due to construction and operation of the new rail line, the use of the property has been and will continue to be railroad based. The proposed activity would be an expansion of the existing rail use, connecting the two existing rail lines.

Land Use Plan/Zoning. The area adjacent and to the southeast of the proposed construction is zoned medium-density residential. According to the Village of Tolono, the future land use classifications are the same as current classifications.

Consistency with Local Land Use Plan. Because the proposed construction would not require the acquisition of land outside the existing railroad rights-of-way, this activity would be consistent with the local land use plan.

Prime Farmland. The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) classifies the soils at the proposed construction site as prime farmland. However, the

land use within the existing rights-of-way is railroad. Therefore there would be no effect on prime farmlands in the area.

NS has stated that the railroad does not "anticipate" that the adjacent road structures and residences would be disturbed by the proposed construction. As indicated by comments from the local community, if the project were to expand beyond the railroad right-of-way, it would be inconsistent with the local land use plan. Based on the findings described above, SEA has determined that there would be no significant impacts to land use associated with the proposed action at Tolono so long as construction remains within existing railroad right-of-way. Because there are no significant impacts, SEA does not recommend mitigation.

As described above, the only potential for significant impact would occur if the road, structures, or residences outside of the railroad right-of-way are disturbed. It is SEA's preliminary recommendation that the Board state, as a condition, for approval of the Acquisition, that NS does not disturb Daggy Street or residential properties at this location.

5-IL.16.2 Summary of Potential Effects and Preliminary Recommended Mitigation of Rail Line Abandonments

Abandonment: Paris to Danville (Edgar and Vermilion Counties, IL) (CSX)

The proposed action at the Paris to Danville site is the abandonment of 29 miles of existing Conrail rail line between Paris and Danville.

The proposed abandonment is located in rural/agricultural areas of Edgar and Vermilion Counties. Portions of the rail line lie within the incorporated jurisdictions of Westville, Georgetown, Chrisman, and Paris.

Land uses within the right-of-way are limited to rail activities with an unimproved road segment sharing the right-of-way north of Chrisman. Land uses adjacent to the 29-mile rail line are predominantly rural, undeveloped and agricultural. Farmland, pasture and wooded fence rows occur along the rail line. Scattered residential and light industrial properties are also located along the rail line and two cemeteries lie adjacent to the right-of-way.

The proposed abandonment would change the land use of the estimated 230 acres within the right-of-way. The abandoned right-of-way is expected to be compatible with adjacent land uses.

Land Use Plan/Zoning. Vermilion County does not have zoning or a plan for land use for the subject area. The section of the proposed abandonment under the jurisdiction of the City of Paris is zoned rural agricultural. Edgar County and towns of Westville, Georgetown and Chrisman did not indicate current zoning along the rail line segment proposed for abandonment.

Consistency with Local Land Use Plan. The proposed abandonment is consistent with future land use plans of the City of Paris Plan Commission, the City of Georgetown, the Village of Westville, the City of Chrisman, and Edgar County. The County of Vermilion does not have zoning or a plan for land use for the subject area.

Prime Farmland. The Soil Surveys of Edgar and Vermilion Counties reveal that nearly the entire length of the rail line is located on or adjacent to soil series that NRCS has classified as prime farmland, or prime farmland where drained. Because the proposed abandonment would not remove any of this prime farmland from production, there would be no affect on prime farmland.

Alternative Uses. Local officials have indicated that various organizations along the proposed abandonment have expressed an interest in preserving the site for consideration as a rails-to-trails corridor. The Vermilion County Board also encourages use of the right-of-way for a rails-to-trails corridor. The Mayor of the City of Georgetown also requests that the property be used for other public uses, specifically trail use. Georgetown is interested in leaving the rail bed in place in some form to preserve the flood control benefits of the existing embankment. Westville suggests using the proposed abandonment in the village as a roadway to link numerous dead-end streets to improve circulation patterns. The Mayor of the City of Chrisman suggests using the rail line as a hiking and biking trail, while maintaining parts of the right-of-way in its present form as an access road to the City's dump.

Job Losses. There are no shippers along this line. Danville shippers would continue to be served via the CSX line. Paris would continue to be served via a local train from the remaining portion of the Danville Secondary from Terra Haute. There would be no direct job losses related to changes in the physical environment as a result of this proposed abandonment.

Based on the findings described above, it is SEA's preliminary determination that there would be no significant impacts to land use associated with the Acquisition-related abandonment at the Paris to Danville site. Because there are no significant impacts, SEA does not recommend mitigation.

5-IL.17 ILLINOIS ENVIRONMENTAL JUSTICE

As part of its analysis, SEA examined activities associated with the proposed Conrail Acquisition for environmental justice impacts (disproportionately high and adverse impacts to minority and low-income populations) in accordance with Executive Order 12898. As described in the Environmental Justice Methodology in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," SEA first categorized the nature of the populations in areas where Acquisition-related activities are proposed. SEA determined whether the population in such areas met the following environmental justice thresholds: (1) greater than 50 percent of the

population is minority or low-income, or (2) the minority or low-income population percentage is 10 percent greater than the minority or low-income population percentage in the county.

Next, SEA ascertained whether this population fell within an area of potential effect. SEA defined a typical zone on either side of a rail line segment or proposed construction site, or bordering a railroad intermodal facility or rail yard, as an area of potential effect. In general, the extent of an area of potential effect may vary depending on the nature of the changes in rail activity associated with it, but such areas typically extend 400 to 1500 feet out from the rail line segment or facility being analyzed.

SEA then evaluated these areas of potential effect for proposed Acquisition-related activities that would meet or exceed the Board's thresholds for environmental analysis. In this analysis, SEA evaluated potential impacts on safety, transportation, air quality, noise, cultural resources, hazardous waste sites, hazardous materials transport, natural resources, and land use/socioeconomic effects. SEA also visited the sites of proposed construction for new rail line connections, rail line segments, intermodal facilities, and rail yards.

SEA developed and executed expanded public outreach efforts for those jurisdictions that met both SEA's thresholds for environmental justice and the Board's thresholds for environmental significance. SEA designed the public outreach process to seek widespread notice and dissemination of SEA's environmental impact analysis; provide additional opportunities for community input to the NEPA process; solicit information about cumulative effects in minority and low-income communities; and allow minority and low-income communities to assist in fashioning appropriate alternatives and mitigation measures. SEA is placing additional copies of the Draft EIS in jurisdictions with high proportions of minority and low-income populations that do not have significant environmental impacts which could result from the proposed Acquisition.

This section presents the results of those evaluations and analysis. A complete list of all the sites analyzed for environmental justice impacts is presented in Appendix K.

5-IL.17.1 Illinois Environmental Justice Setting

There were no rail yards in Illinois with proposed changes in activity that met the Board's thresholds for further environmental justice analysis.

New Constructions

There are six new constructions proposed in Illinois, one of which is at Sidney, Illinois, and is one of the Seven Connections approved separately by the Board on November 26, 1997. The following table presents the existing minority and low-income composition of the area of effect

surrounding the two proposed new constructions that meet the environmental justice thresholds for further analysis: 75th Street (CC-01), located in Chicago and the Kankakee site (NC-01) in Kankakee.

Table 5-IL-30
Illinois Summary for New Constructions
that Meet Environmental Justice Thresholds

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of Concern	
				Minority Population	Low-Income Population
Cook County	5,105,067	42.89%	14.20%	NA	
75 th Street (CC-01)	4,610	90.69%	10.44%	Yes	No
Kankakee County	96,255	17.71%	13.30%	NA	
Kankakee (NC-01)	3,419	53.50%	38.22%	Yes	Yes

Intermodal Facilities

There are three intermodal facilities with proposed increases in truck traffic in Illinois, all located in Cook County. The following table presents the existing minority and low-income composition of the area of potential effect surrounding the 47th Street, 59th Street, and Landers intermodal facilities and associated truck routes.

Table 5-IL-31
Illinois Environmental Justice Intermodal Facilities Summary

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of Concern	
				Minority Population	Low-Income Population
Cook County	5,105,067	42.9%	14.2%	NA	
47 th Street (NM-03)	6,797	81.1%	36.5%	Yes	Yes
47 th Street Truck Routes (NM-03)	3961	67.8%	37.1%	Yes	Yes
59 th Street (CM-02)	9,382	98.3%	27.2%	Yes	Yes
59 th Street Truck Routes (CM-02)	69,473	71.6%	14.5%	Yes	No
Landers (NM-02)	4,029	42.2%	7.6%	No	No
Landers Truck Routes (NM-02)	82,596	84.2%	18.5%	Yes	No

Rail Line Segments

The following table presents the existing minority and low-income composition of the area of potential effect surrounding the two rail line segments in Illinois that meet the environmental justice population thresholds.

Table 5-IL-32
Illinois Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Population of Concern	
				Minority Population	Low-Income Population
Cook County	5,105,067	42.9%	14.2%	NA	
IC 95 St. - Pullman Jct. (N-030)	9,184	98.9%	22.7%	Yes	No
Barr Yd. - Blue Island Jct. (C-010)	2,048	73.2%	24.1%	Yes	No
Vermilion County, IL, Fountain, Tippecanoe, Warren Counties, IN	244,839	8.2%	14.2%	NA	
Lafayette, IN - Tilton, IL (N-045)	1,664	27.0%	27.7%	Yes	Yes

5-IL.17.2 Summary of Potential Effects and Preliminary Recommended Mitigation

The following table summarizes the sites and rail line segments that met either the minority or low-income population thresholds, and for which, based on currently available information and after reviewing the findings of each of the resource analyses (noise, air quality, transportation, etc.), SEA identified the following significant environmental effects. Sites and rail line segments that did not meet both of these criteria are not discussed further in this section.

Public Outreach efforts are described below for those sites or rail line segments for which significance thresholds have been exceeded. Mitigation strategies for Illinois are described at the end of this section, except for the 59th Street mitigation, which is described separately below the 59th Street potential impacts discussion.

Table 5-IL-33
Illinois Potential Environmental Justice Impacts Summary

Location (Area of Potential Effect)	Impact Area							
	Noise	Air Quality	Hazardous Materials Transport	Hazardous Materials	Natural Resources	Transport ation/Safet y	Land Use	Cultural Resources
New Constructions								
Kankakee (NC-01)	Y ^a	NA	NA	N	N	N	N	N
Intermodal Facilities								
59 th Street (CM-02)	Y ^a	NA	NA	NA	NA	N	NA	NA
Rail Line Segments								
IC 95 th Street - Pullman Jct. (N-030)	Y ^a	NA	N	N	NA	N	NA	NA
Barr Yard - Blue Island Jct. (C-010)	Y ^a	NA	N	N	NA	Y	NA	NA
Lafayette, IN - Tilton, IL (N-045)	Y ^a	NA	N	N	NA	N	NA	NA

Y^a = Impact that does not meet Board thresholds for Significance

Y = Impact that meets Board thresholds for Significance

N = No impact

NA = Not applicable/No Environmental Analysis according to Scope

Impact Analysis - New Constructions

Kankakee. Based on currently available information, SEA has identified noise effects in the vicinity of this new construction, which would connect the existing Illinois Central (IC) and Conrail tracks at this site northwest of Mulberry Street and west of Schuyler Avenue in Kankakee, Illinois, 70 miles south of Chicago. Up to 22 noise receptors could be affected by the train traffic operation over this new rail line segment, with 6 trains per day.

Populations along this new construction that exceed the environmental justice thresholds are located within Kankakee County. The population affected by the proposed action is approximately 53 percent African-American and approximately 38 percent low-income. The area of potential effect is characterized by mixed residential and industrial uses. Based on the environmental effects identified and the characteristics of the population potentially affected,

construction of this rail line connection may result in a potential environmental justice effect. In accordance with the Executive Order on Environmental Justice, SEA is conducting additional studies to determine if the environmental justice populations are impacted by noise.

Impacts Analysis - Intermodal Facilities

59th Street. Based on currently available information, SEA has made a preliminary identification of one effect two effects of the proposed intermodal facility at 59th Street at the site of the former Pennsylvania Railroad yard, extending from 56th Street to 75th Street in Chicago. This potential impact would be noise from additional truck traffic.

Low-income African-American and Hispanic populations were identified in the neighborhoods surrounding the proposed 59th Street Intermodal Facility and the traffic access routes to and from the site. Affected neighborhoods would include: 1) West Englewood, which is residential and primarily consists of lower/middle income African-American population; 2) Gage Park, which is a predominately lower/middle income Hispanic population; 3) Auburn Gresham, which is a predominately lower/middle income African-American population; and, 4) Chicago Lawn, which is a primarily lower/middle income African-American population.

Based on the environmental effects identified and the characteristics of the population affected, the increase in activity at the 59th Street intermodal facility may result in an environmental justice impact. In accordance with the requirements of the Executive Order on Environmental Justice, SEA conducted additional studies to determine if the environmental justice populations are impacted.

59th Street Mitigation

An independent draft mitigation agreement has been prepared between CSX and the communities surrounding the 59th Street intermodal facility in Chicago. The mitigation agreement is intended to mitigate and/or off-set the effects of the proposed action on residents in the 59th Street area of Chicago.

The primary impact in the 59th Street area would be noise. A noise wall is being considered in the vicinity to mitigate noise at two adjacent public schools and one park. Additional noise reduction measures may include a screen fence and landscaping. Additional measures are being considered for the design and operation of the intermodal facility to reduce effects on local residents.

As SEA continues to perform public outreach and additional site-specific noise analysis, SEA will determine the extent and nature of the potential environmental justice impacts. If an environmental justice impact exists, SEA will determine if mitigation would be practicable. This

coordination with the local community as part of the on-going community outreach process will be reported in the Final EIS.

Public Outreach

SEA identified low-income African-American and Hispanic populations in the neighborhoods surrounding the proposed 59th Street Intermodal Facility and the traffic access routes to and from the site in Chicago. SEA is conducting public outreach to notify potentially affected populations of the availability of the Draft EIS and of the environmental review process.

SEA will send copies of the Draft EIS to five local library branches. SEA will include a copy of the executive summary translated into Spanish. SEA also identified daily and weekly newspapers that target the African-American and Hispanic community in the potentially impacted area and will send legal notices to these newspapers announcing the release of the Draft EIS and identifying the location of copies available for review. SEA will also send notices to the bilingual papers in Spanish and English.

SEA identified several environmental justice and business organizations as conduits through which SEA could successfully contact the local communities. SEA will send fact sheets in English and Spanish describing the proposed facility, the Conrail acquisition, and the environmental review process. SEA will also send the fact sheets to local officials.

Impacts Analysis - Rail Line Segments

IC 95th Street - Pullman Junction. Based on currently available information, SEA has identified noise effects along this NS rail line segment, which runs west from BRC's South Chicago Yard to Illinois Central's 95th Street Junction. The rail line segment is located just south of the Chicago Skyway and north of Lake Calumet. There are six receptors that could be affected by the proposed increase in train traffic from 2 to 5.9 trains per day on this rail line segment.

Populations along this rail line segment that exceed the environmental justice thresholds are located in Chicago. The population affected by the proposed action is predominately African-American. The community is a mix of residential, commercial and industrial uses. Schools and churches are located in the general area. Based on the environmental effects identified and the characteristics of the population affected, the increase in activity along this rail line segment may result in a potential environmental justice effect. In accordance with the Executive Order on Environmental Justices, SEA is conducting additional studies to determine if the environmental justice population are impacted by noise.

Barr Yard - Blue Island Junction. Based on currently available information, SEA has identified noise effects along this CSX rail line segment, which begins at Barr Yard in Riverdale, Illinois and runs west-northwest to Blue Island Junction along the Calumet Canal in Blue Island, Illinois. Up to 75 noise receptors could be affected by the proposed increase in train traffic from 17 to 32.9 trains per day on this rail line segment. In addition, SEA has identified two significant at-grade crossing delay potential impacts along this rail line segment, at Dixie Highway and Broadway- 135th Street in downtown Chicago, that may require mitigation.

Populations along this rail line segment that exceed the environmental justice thresholds are located in Cook County. The population affected by the proposed action would be 73 percent African-American and mostly low-income. Based on the environmental effects identified and the characteristics of the population affected, increase in activity along this rail line segment may result in a potential environmental justice effect. In accordance with the Executive Order on Environmental Justice, SEA is conducting additional studies to determine if the environmental justice population are impacted by noise.

Public Outreach

SEA identified Blue Island, located on the Barr Yard to Blue Island (C-010) rail line segment, as having minority and/or low income populations potentially affected by the proposed transaction. Based on these findings, SEA is conducting notification efforts to reach these populations and allow for their input into the Draft EIS process. Because Blue Island is relatively small, SEA is including the entire city in its public outreach efforts.

SEA will send a copy of the Draft EIS to public libraries in Blue Island for placement in the reference section or other appropriate section. SEA will submit legal notices publicizing Draft EIS availability and locations in the weekly and daily newspapers. Because there are no radio stations located in Blue Island, SEA identified radio stations in Chicago that broadcast to Blue Island.

SEA will issue a fact sheet and notification of availability of the Draft EIS to business associations, neighborhood groups and special service groups within the City of Blue Island. SEA will also send a fact sheet and notification of Draft EIS availability to the Mayor and members of the Blue Island City Council to allow opportunity for comment.

Lafayette, IN - Tilton, IL. Based on currently available information, SEA has identified potential impacts along this NS rail line segment, that begins in Lafayette's City Center and continues southwest through Danville, Illinois to NS's Tilton Yard located southwest of Danville. There are approximately 200 noise receptors potentially affected by the proposed increase in train traffic, from 23.6 to 41 trains per day on this rail line segment.

At-grade crossing safety potential impacts exist at 7th Street, Romig Street, 4th Street (US 231), Smith Street near Lafayette, Indiana. In addition, at-grade crossing delay potential impacts exist at Ferry Street, Main Street, Columbia Street, South Street (State Route 26), 9th Street, and 4th Street (US 231) near Lafayette, Indiana.

Populations along this rail line segment that exceed the environmental justice thresholds are located predominately within the City of Danville, IL and the area of Tilton, IL. The affected population exceeds both the minority and low-income thresholds because the population is 10 percent greater than the county average. The affected communities are a mix of residential, commercial and industrial uses. Schools and churches are also located within these areas.

The majority of the traffic grade-crossing potential impacts are located in Lafayette, Indiana, several miles east of where higher concentrations of minority and low-income communities reside in the City of Danville in Vermilion County, Illinois. Therefore, the traffic grade-crossing delay and traffic accident potential impacts would not be disproportionate along this rail line segment and therefore, no environmental justice impacts exist for grade crossing. Based on the environmental effects identified and the characteristics of the population affected, the increase in activity along this rail line segment may still result in a potential environmental justice effect with respect to noise impacts. In accordance with the Executive Order on Environmental Justices, SEA is conducting additional studies to determine if the environmental justice population are impacted by noise.

Mitigation

SEA is currently developing additional mitigation strategies in coordination with the local communities in Illinois surrounding the sites and rail line segments and will report on these strategies in the Final EIS. As SEA continues to perform public outreach and additional site-specific noise analysis, SEA will determine the extent and nature of the potential environmental justice impacts. If an environmental justice impact exists, SEA will determine if mitigation would be practicable. This coordination with the local communities as part of the on-going public outreach process will be reported in the Final EIS.

5-IL.18 ILLINOIS CUMULATIVE EFFECTS

Within the State of Illinois, the Applicants propose the following activities that meet or exceed the Board's thresholds for environmental analysis: increased rail traffic along nine rail line segments, at two intermodal facilities, and at one rail yard; one abandonment; one intermodal facility construction project; and five proposed rail line construction projects.

The following table addresses other potential actions brought to SEA's attention that, when combined with the proposed Acquisition, could contribute to a cumulative impact. SEA was

made aware of these activities through site visits and public comment. Local agencies provided the information below to SEA within the schedule specified in the scope for review and analysis.

Table 5-IL-34
Information Provided to SEA About Other Activities or Projects

Action-Type	Site	Information from Site Visit or Public Comment	Relationship to Proposed Acquisition
Intermodal	59 th St. Chicago (IL)	CSX is constructing a new intermodal facility on a vacant Conrail rail yard.	Related. Potential cumulative issues of noise and community impacts are discussed in the EIS.
Abandonment	Paris to Danville (IL)	City of Georgetown, IL concern to maintain right-of-way levee intact for road base and flood control.	Related. Abandonment could affect levee.

Cumulative Effects Findings

SEA examined traffic from the 59th St. intermodal site. Construction activities and other potential effects not normally under the Board's jurisdiction were also analyzed as part of this Draft EIS. CSX has proposed a mitigation plan to address issues related to this construction.

As discussed in Chapter 6, "Agency Coordination and Public Outreach," SEA conducted extensive scoping and data collection for this Draft EIS. At this point in its investigation, SEA is unaware of any activities that would require a cumulative effects analysis. Therefore, based on its independent analysis and all information available to date, SEA has made a preliminary conclusion that there would be no significant cumulative effects associated with the proposed Acquisition in the State of Illinois.

Cumulative Effects Mitigation Measures

Due to a lack of cumulative effects, no mitigation measures are necessary.

5-IL.19 ILLINOIS AREAS OF CONCERN

This Draft EIS examines system-wide and site-specific issues. An important part of SEA's analysis of the proposed Acquisition is the evaluation and consideration of environmental comments. The following table provides a list of agencies and local governments that have submitted environmental comments for the State of Illinois. A complete list of entities that have

submitted environmental comments to SEA on or before October 31, 1997 is provided in Appendix O of this document.

Table 5-IL-35
Agencies in Illinois Submitting Environmental Comments

Entity	Nature of Comment(s)
Area Planning Commission of Tippecanoe County (IN)	Air quality, noise, and at-grade crossing safety
Barry Unified School District	At-grade crossing safety
Champaign County Department of Planning and Zoning	At-grade crossing safety
Chicago Department of Streets and Sanitation	At-grade crossing safety and land use
Commuter Rail Division of the Regional Transportation Authority	Commuter operations
Environmental Law and Policy Center	Commuter operations and safety
Georgetown, City of	Abandonment and land use
Illinois Environmental Protection Agency	Abandonment and water resources
Illinois Historic Preservation Society	Cultural resources
Illinois Department of Natural Resources	Biological resources, abandonment, and land use
Pike County Board	Noise and at-grade crossing safety
Tolono, Village of	Hazardous materials, at-grade crossing safety, traffic delay, emergency response, land use, and noise
U.S. Trackworks	Transportation

SEA appreciates these comments and considers all comments in its environmental analysis and the development of potential system-wide and/or site-specific mitigation. For issue areas that do not meet the Board's environmental analysis thresholds or are not Acquisition-related, SEA has not conducted detailed analysis. SEA encourages parties to submit site-specific, Acquisition-related comments. SEA will review all comments submitted during the 45-day comment period on this Draft EIS in the preparation of the Final EIS.

SEA recognizes special concerns raised in the city of Chicago, particularly in the area of the proposed CSX intermodal facility at 59th Street in Chicago. These concerns are addressed below.

5.IL.19.1 Chicago, Illinois

Introduction

Chicago plays a prominent role in the movement of freight via the transcontinental rail system, and serves as one of the main transfer points for east-west and north-south movements. According to the Applicants, the proposed Acquisition would provide opportunities to improve rail freight interchange activities within the Chicago area. Many existing intermodal transfers require unloading at one rail yard, transport by truck to another rail yard, and reloading onto a new train. This method of transfer has caused additional congestion to area highways and is highly inefficient for the rail freight industry. Increased rail-to-rail transfer would eliminate the need for extensive trucking between rail facilities and relieve much pressure from area highways.

Description of Existing Environment/Rail Operations

Chicago lies at the crossroads of shipping for the rail industry. A high volume of rail traffic also originates and terminates in the Chicago area, especially traffic related to local steel production and the heavy machinery manufacturing industry. Conrail, CSX, and NS all maintain several major rail yard facilities in the area, including:

Conrail

- Ashland Avenue Yard.
- Colehour Yard.
- Park Manor Intermodal Facility.
- 55th Street Support Intermodal Facility.

CSX

- Barr Yard.
- 48th Avenue Yard.
- East Chicago Yard.
- Chicago Yard at Whiting

Norfolk Southern

- Landers Intermodal Facility.
- Chicago TC Intermodal Facility.
- Calumet Yard.
- 97th Street Yard.
- Hegewisch Yard.
- Burnham Yard.
- Osborne Yard.
- Van Loon Yard.
- Hobart Yard.
- 47th Street Yard.

Intermodal traffic in the Chicago area is transferred between railroads by two methods: rail-to-rail interchange and trucks. The truck transfer consists of unloading the trailer or container at one railroad's intermodal terminal and trucking it locally via roadway to another railroad's intermodal terminal. In many cases, local transfer trucking is faster than direct rail-to-rail interchange, due to the inherent logistical problems and circuitous rail interchange routes in the congested Chicago terminal area. Using trucks for these interchange movements is also inefficient, however, because trucks use an already congested highway system, resulting in higher maintenance costs for public agencies with jurisdiction over these roads. This truck traffic also generates more local noise and air pollution.

Post -Acquisition Changes

According to the Applicants, the proposed Acquisition would create opportunities to improve the efficiency of rail traffic in the Chicago area. A summary of proposed rail operations changes is as follows:

Conrail:

- Existing Conrail 47th Street Intermodal Facility transferring to NS.

- Existing Conrail 63rd Street Intermodal Facility (Park Manor) transferring to CSX for three years, then to NS.
- Existing abandoned Conrail Facility at 59th Street transferred to CSX. CSX would construct a new intermodal facility.
- Existing Conrail Ashland Avenue Yard (conventional facility) transferring to NS.
- Existing Conrail Colehour Yard (conventional facility) transferring to NS.
- Existing Conrail lines accessing these facilities transferring to NS.

CSX:

- Increased rail traffic on three CSX rail line segments: 59th Street to Blue Island Junction; Blue Island Junction to Barr Yard; Barr Yard to Pine Junction, Indiana.
- Construction of a new intermodal facility at 59th Street in Chicago. CSX would construct this facility at an abandoned Conrail rail yard.
- Minor changes in truck activity at the existing CSX Bedford Park and Forest Hill intermodal facilities.
- Decreased truck activity during three-year interim use of the Conrail 63rd Street intermodal facility while 59th Street facility is being built.
- Minor changes in rail car activities at all freight yards. None of these proposed CSX changes exceed the Board's thresholds for environmental analysis.
- Construction of new rail connections at 75th Street in Chicago and at Lincoln Avenue in Elton.

Norfolk Southern:

- Increased traffic on three rail line segments: 95th Street (Illinois Central) to Pullman Junction; Conrail Colehour to Calumet Park; and Indiana Harbor to South Chicago.
- Increased truck activity at the existing NS Landers intermodal facility.

- Increased truck activity at the Conrail 47th Street facility where NS would assume ownership.
- Minor increase in truck activity at NS Calumet intermodal facility.
- Decreased truck activity during long term use of the Conrail 63rd Street intermodal facility.
- Changes in rail car activities at Conrail Colehour Yard, where NS would assume ownership.
- Minor changes in rail car activities at all other freight yards. The Colehour Yard is the only proposed NS yard in the Chicago area that would exceed the Board's thresholds for environmental analysis as a result of the proposed Acquisition.

Summary of Potential Effects

Safety - For rail line segments with increased train activity, SEA analyzed highway/rail at-grade crossings for delay and accident frequency. SEA studied two area crossings: 71st Street in Chicago and Dixie Highway in Blue Island. It is SEA's preliminary determination that the increased train traffic would have insignificant effects on vehicle delay and accident frequency at the highway/rail at-grade crossings on affected rail line segments.

Traffic - SEA studied the potential roadway traffic issues at intermodal facilities resulting from increased truck traffic using local and regional roadways. In addition, SEA evaluated CSX's traffic study for the proposed 59th Street intermodal facility and conducted numerous site visits. Impacts on roadway traffic from increased truck traffic at certain intermodal facilities would be partially offset by consolidating operations from truck-to-rail diversions. Construction of the new CSX 59th Street facility and improved NS and CSX connections in the Chicago area would result in a reduction of these local truck transfers between other railroads' intermodal terminals. SEA also conducted a traffic analysis for the 59th Street, 47th Street and Landers intermodal facilities. Truck traffic at the intermodal facilities is dispatched throughout the area and is distributed over a 24-hour period. Based on the CSX traffic study, SEA's independent analysis, and several site visits, it is SEA's preliminary conclusion that truck traffic increases associated with the operational changes at CSX and NS intermodal facilities would have insignificant effects on the local transportation system.

Air Quality - SEA conducted a county-wide analysis of potential air quality impacts, considering both rail and truck traffic increases due to intermodal facility changes. Because the net emissions would be reduced, it is SEA's preliminary conclusion that impacts to air quality county-wide would be insignificant.

Noise - Based on technical analysis, site visits, and evaluation of CSX's noise study for the proposed 59th Street facility, it is SEA's preliminary conclusion that several sensitive receptors on the east side of the 59th Street site may be affected by facility operations. These receptors include two public schools and a portion of nearby public park facilities. CSX has proposed to install noise walls and perform other noise abatement activities at locations along the east side of the project.

Passenger Rail - The proposed CSX rail line connection at 75th Street would cross an NS rail line on which METRA operates commuter service. This line, known as the Orland Park Line or the Southwest Line, currently has the worst on-time performance of all METRA commuter lines. Traffic on the CSX line segment at 75th Street is expected to increase from an average of 19.5 to 22.9 trains per day, including approximately 3 trains per day on the new connection. Because CSX controls all train movements through the 75th Street Interlocking, this increase in trains may cause adverse impacts on METRA commuter rail service. It is SEA's preliminary recommendation that CSX work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75th Street Interlocking. SEA recommends that the Board require CSX to report to SEA on the results of the discussion.

Environmental Justice - Many of the railroad facilities are located in mixed industrial, commercial and residential areas, the latter inhabited primarily by low-income African-American and Hispanic populations. SEA found that no adverse impacts would occur near any of the Chicago facilities except the neighborhood surrounding the proposed CSX 59th Street intermodal facility. SEA has conducted public outreach efforts to provide the opportunity for low-income and minority communities to comment. CSX has obtained zoning changes from the City of Chicago and has set up a neighborhood improvement fund to offset the potential effects of the new facility.

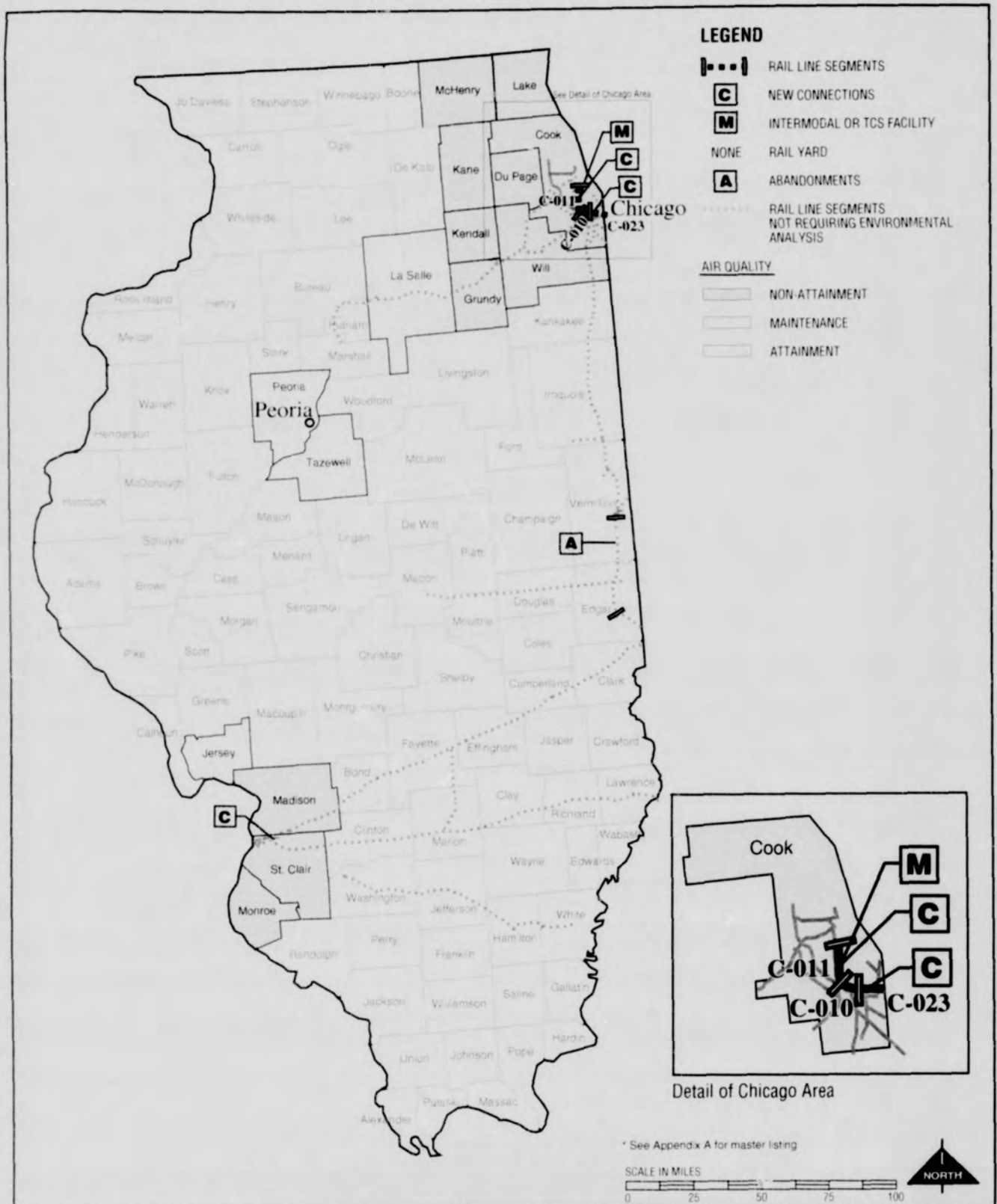
Preliminary Recommended Mitigation

59th Street Intermodal Construction - CSX proposes to construct and operate an intermodal facility at the abandoned 59th Street Conrail yard. In the development of this intermodal facility, CSX has applied to the City of Chicago for the appropriate construction permits. As described in its permit application, CSX has developed several mitigation and offsetting measures, including measures to abate noise and measures to stimulate economic development in the vicinity of the proposed 59th Street intermodal facility. These measures include the following:

- A noise wall to reduce noise impacts to two adjacent public schools and a nearby public park.
- Screen fences and landscaping to provide a physical barrier to the site.

- A neighborhood investment Fund Agreement to offset adverse impacts.
- An Intermodal Jobs Covenant to provide employment opportunities to the affected communities.

After reviewing information supplied by CSX and conducting an independent analysis, it is SEA's preliminary conclusion that these measures will address adverse impacts associated with the intermodal facility and should be implemented. SEA specifically recommends that CSX should meet with the community to reach a mutually-acceptable binding agreement on the implementation of appropriate mitigation measures prior to the release of the Final EIS. SEA invites public comments on appropriate alternative mitigation that the Board could require in the event the parties cannot reach a mutually-acceptable binding agreement. SEA may recommend that the Board, as a condition of the approval of the Application, direct the implementation of appropriate mitigation measures for these potential environmental impacts.



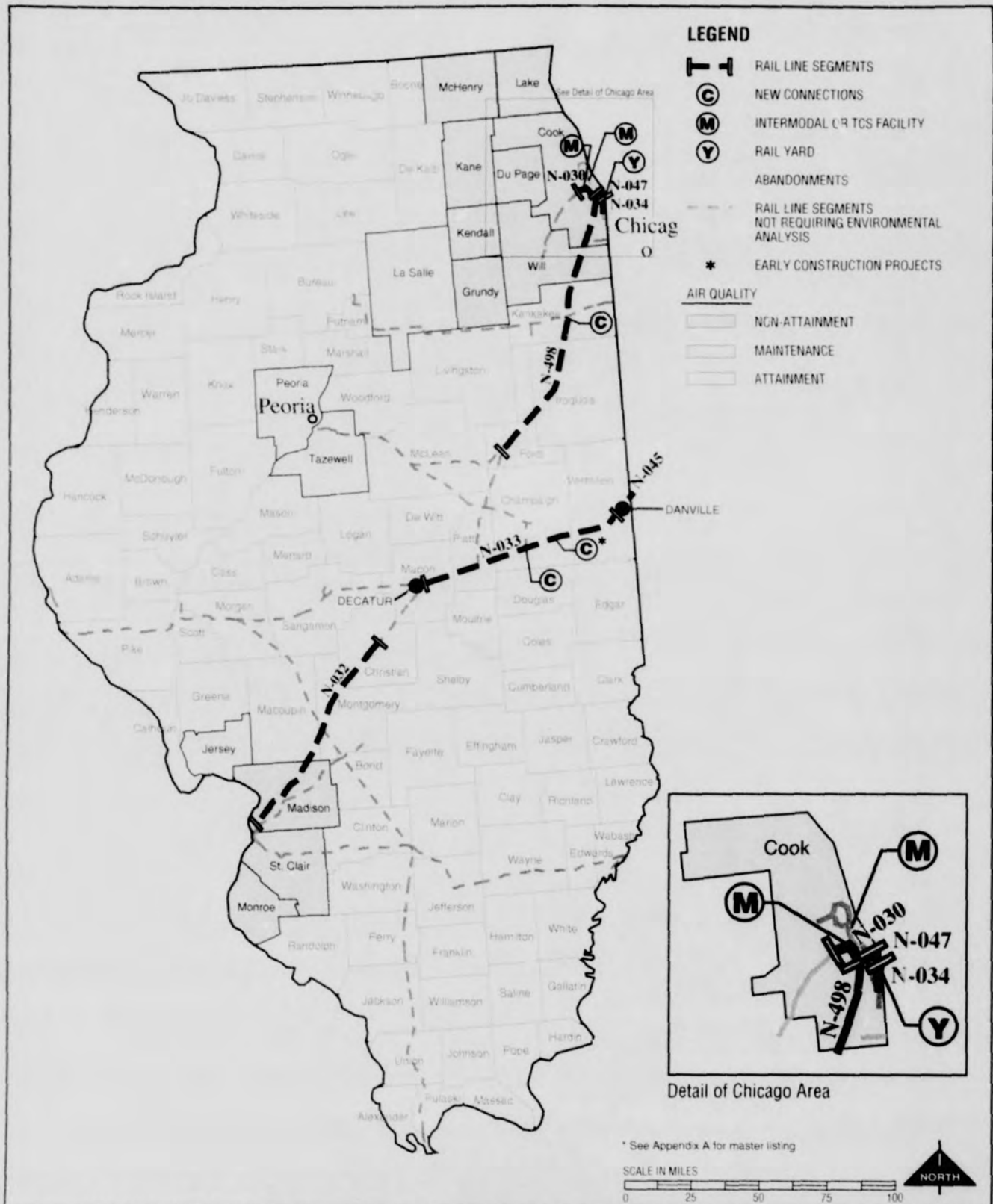
Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-1a

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS**

ILLINOIS - CSX

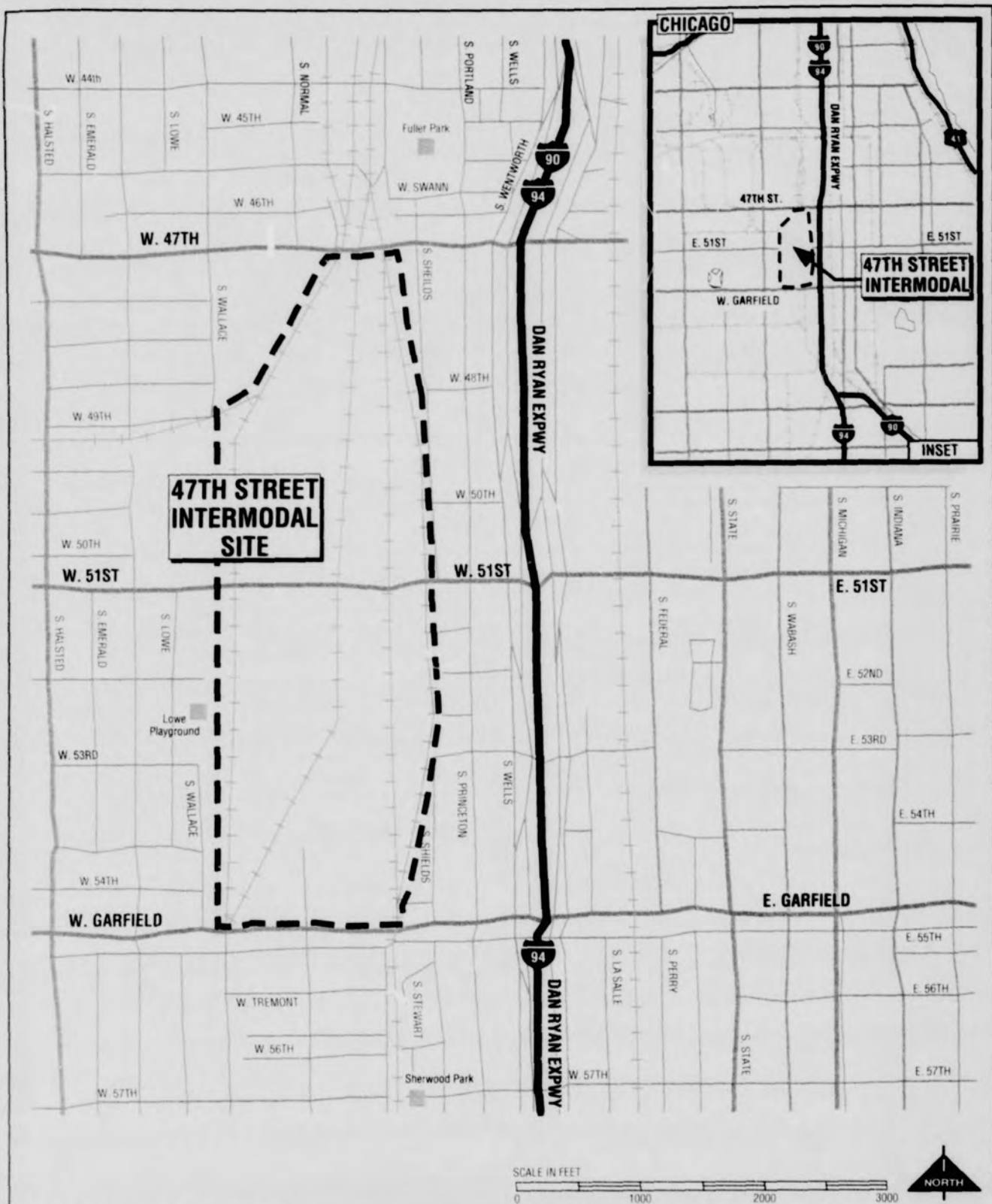


Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-1b

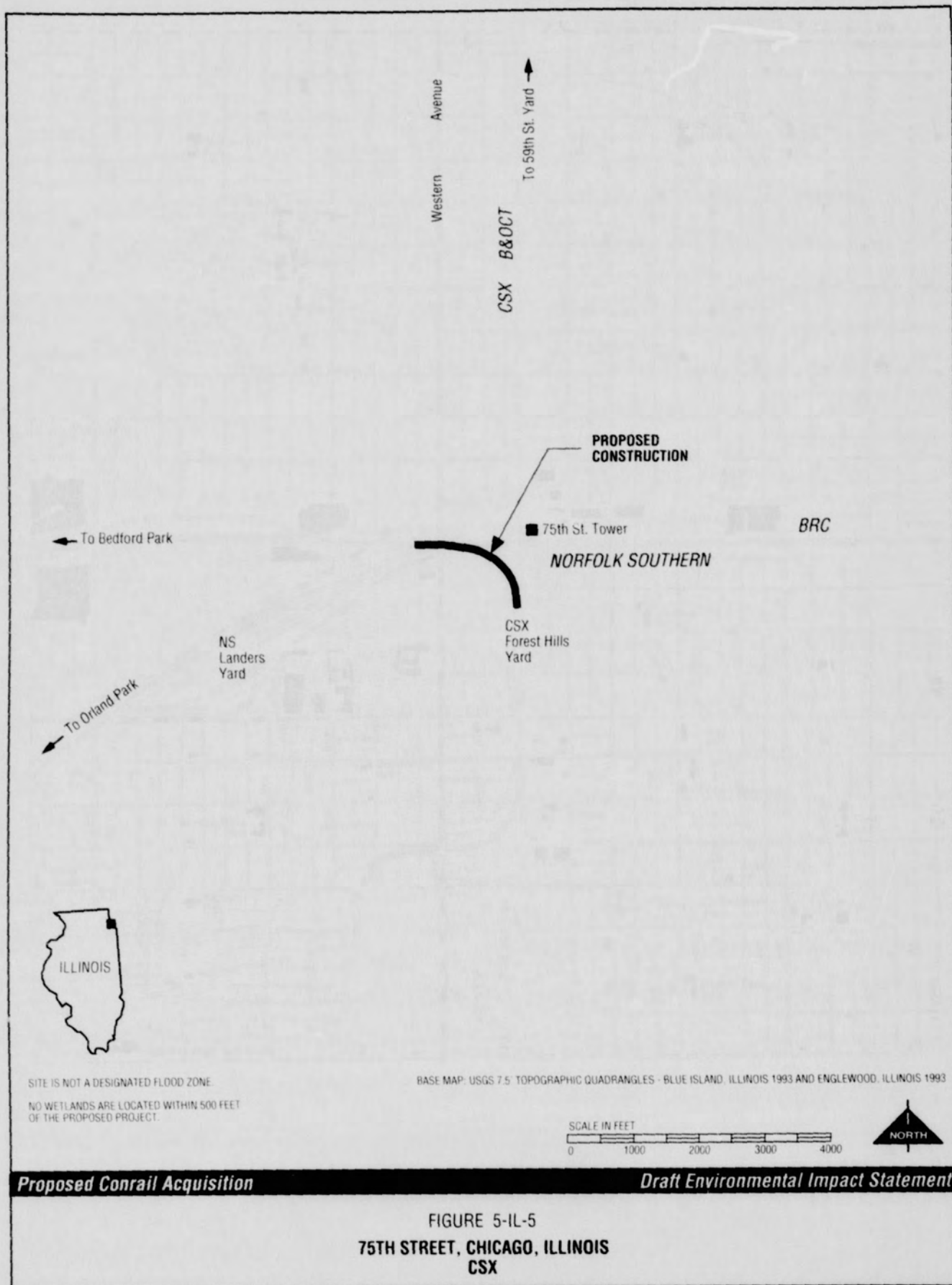
**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS
REQUIRING ENVIRONMENTAL ANALYSIS
ILLINOIS - NORFOLK SOUTHERN**

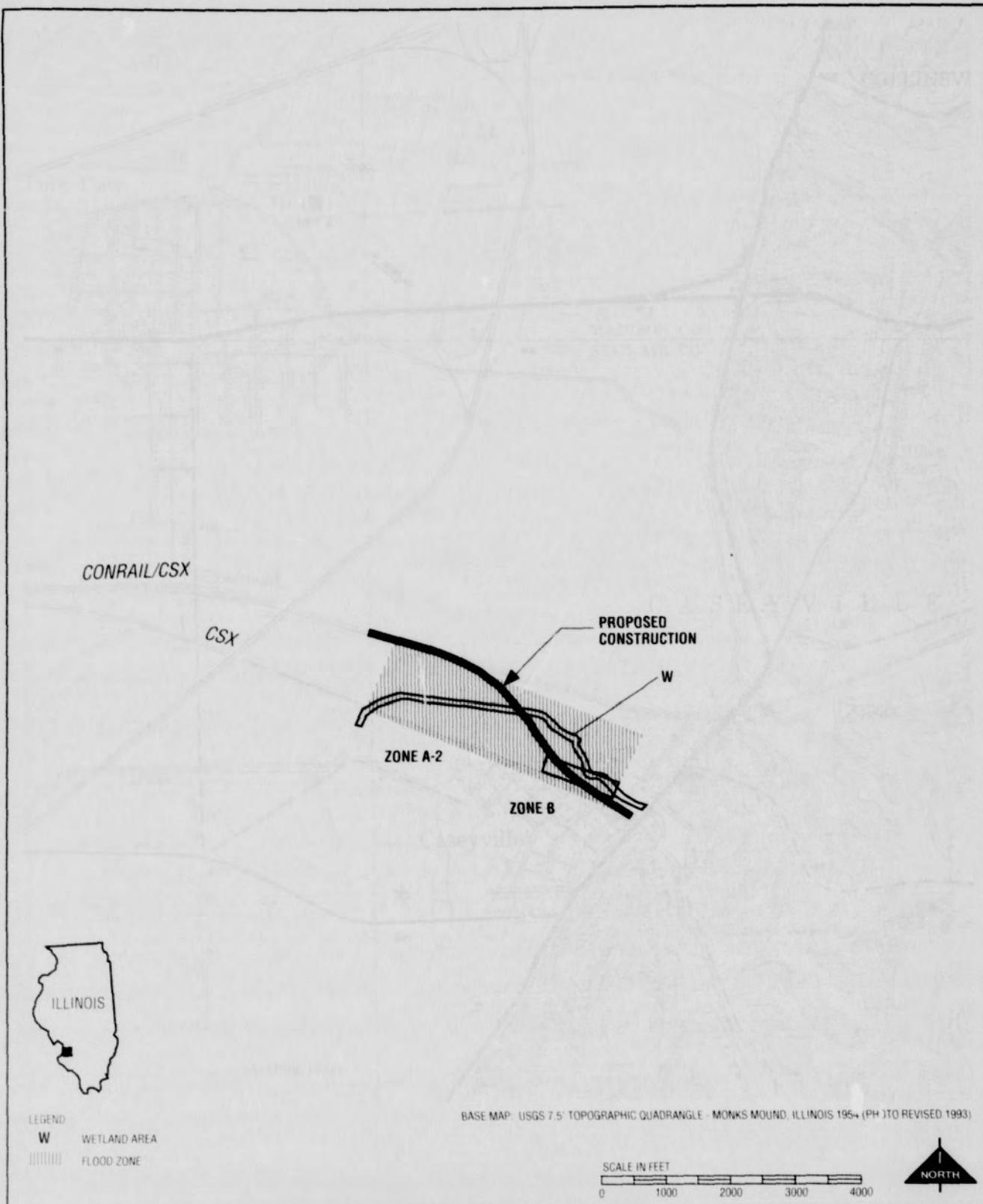


Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-4
47TH STREET INTERMODAL SITE, CHICAGO, ILLINOIS
NORFOLK SOUTHERN



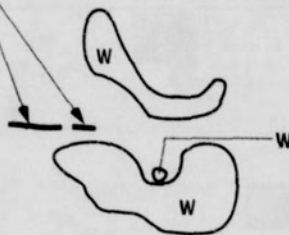


Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-6
EXERMONT, ST. CLAIR COUNTY, ILLINOIS
CSX

PROPOSED
CONSTRUCTION



LEGEND

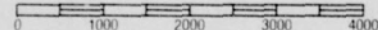
W WETLAND AREAS

SITE IS NOT A DESIGNATED FLOOD ZONE.

THERE ARE NO KNOWN HISTORIC SITES IMPACTED
BY THE PROPOSED CONSTRUCTION

BASE MAP: USGS 7.5' TOPOGRAPHIC QUADRANGLE - LAKE CALUMET, ILLINOIS - INDIANA 1991

SCALE IN FEET

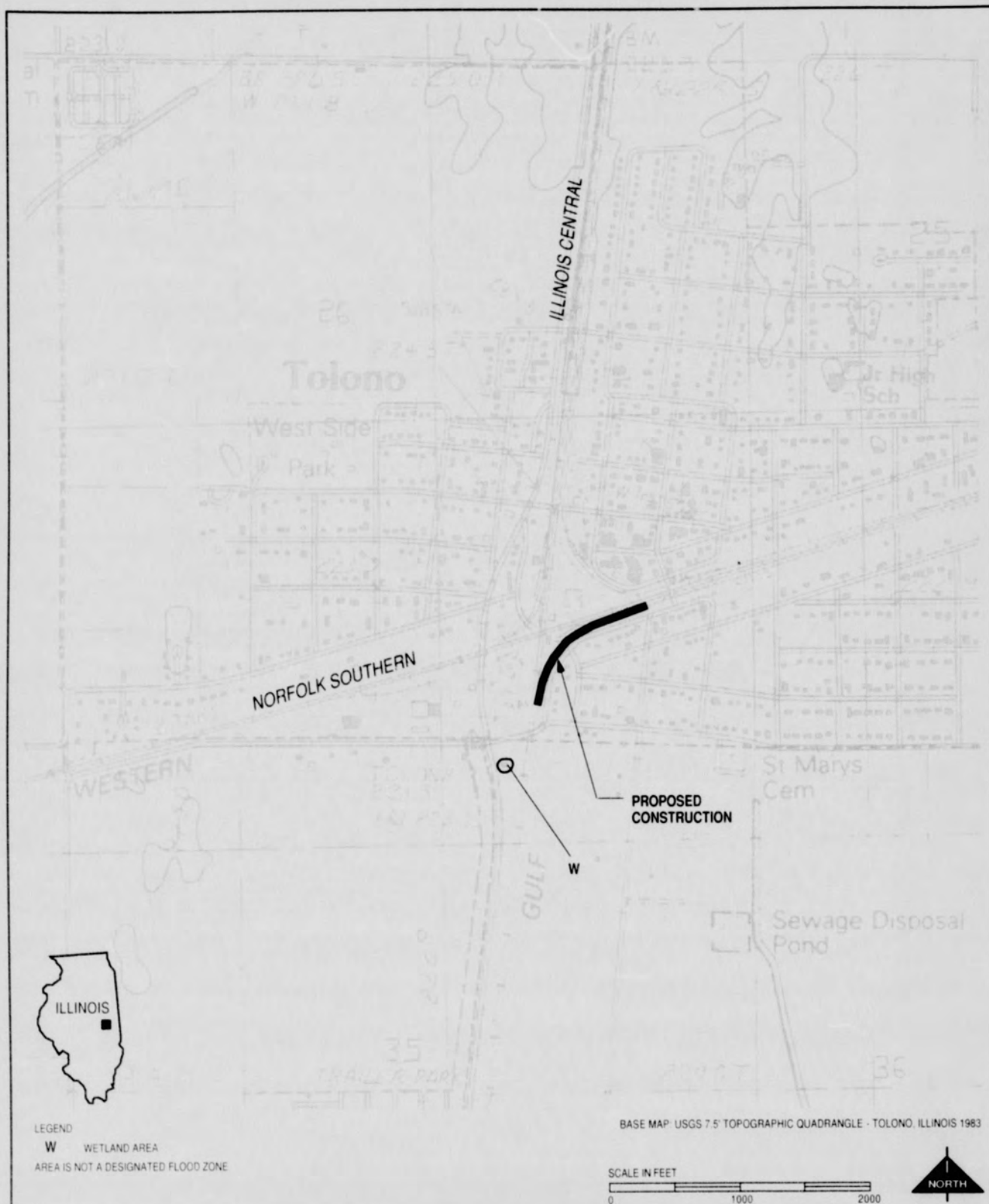


Proposed Conrail Acquisition

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FIGURE 5-IL-7
LINCOLN AVENUE, COOK COUNTY, ILLINOIS
CSX

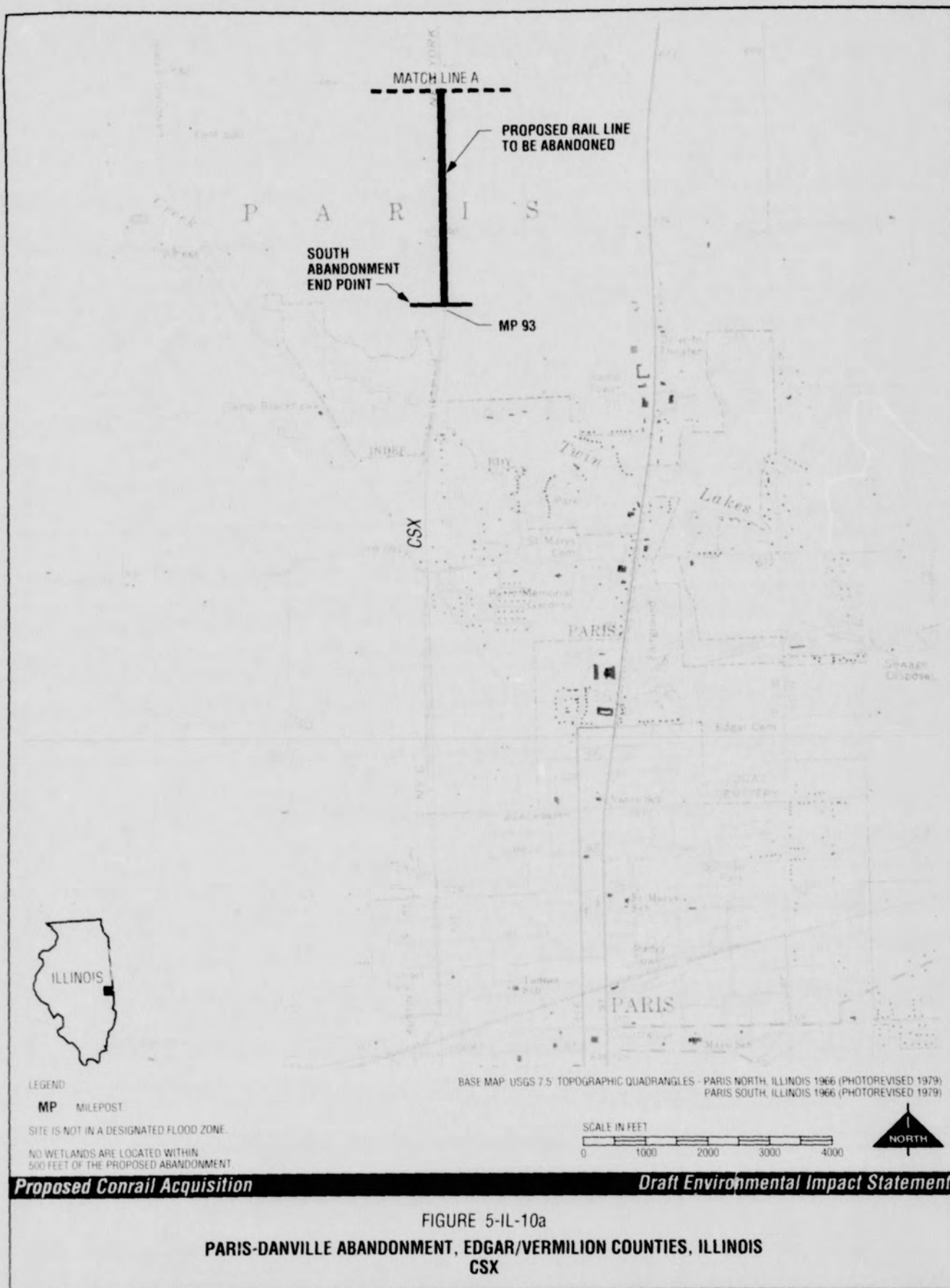
FIGURE 5-IL-8
KANKAKEE, KANKAKEE COUNTY, ILLINOIS
NORFOLK SOUTHERN

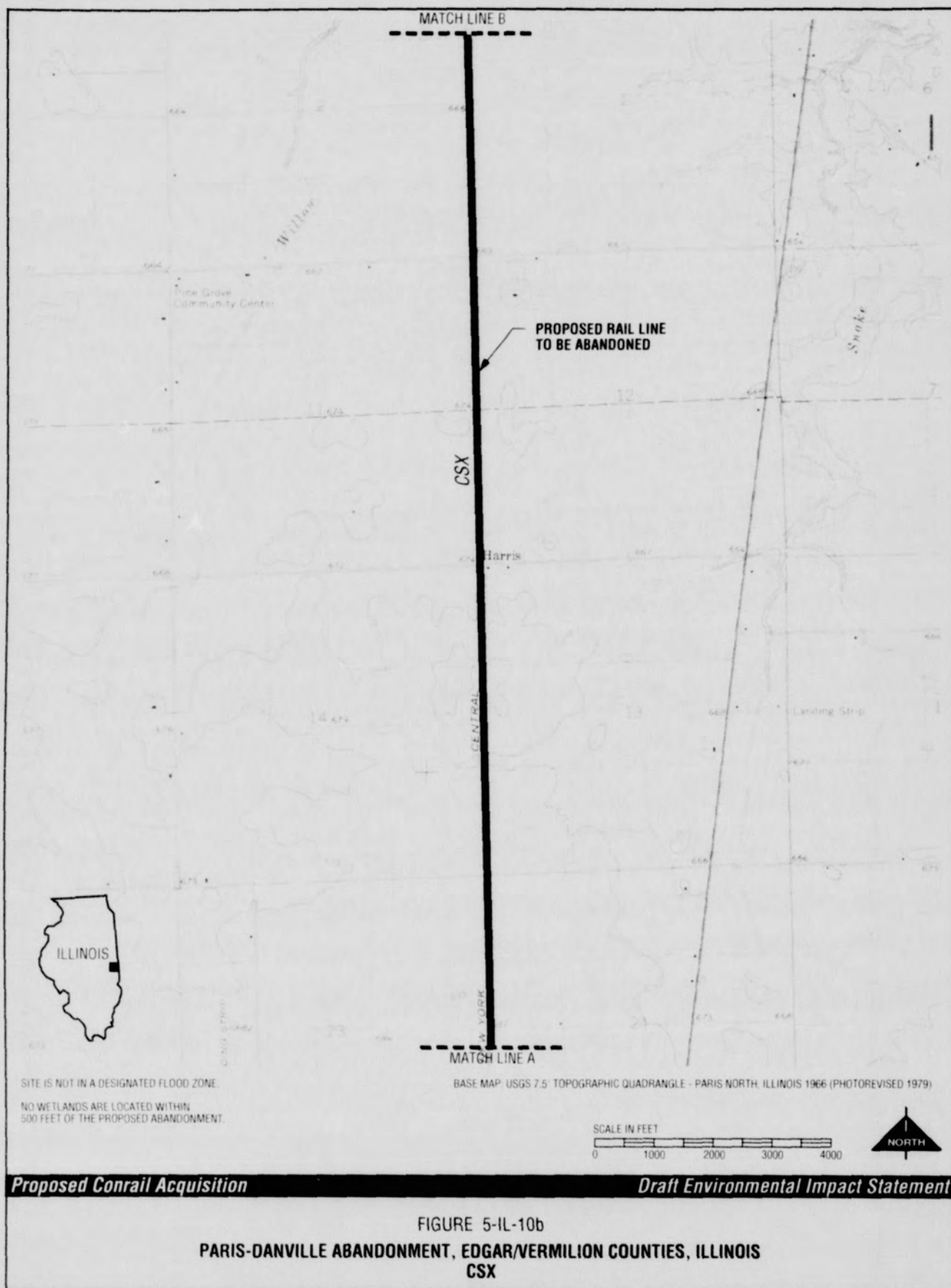


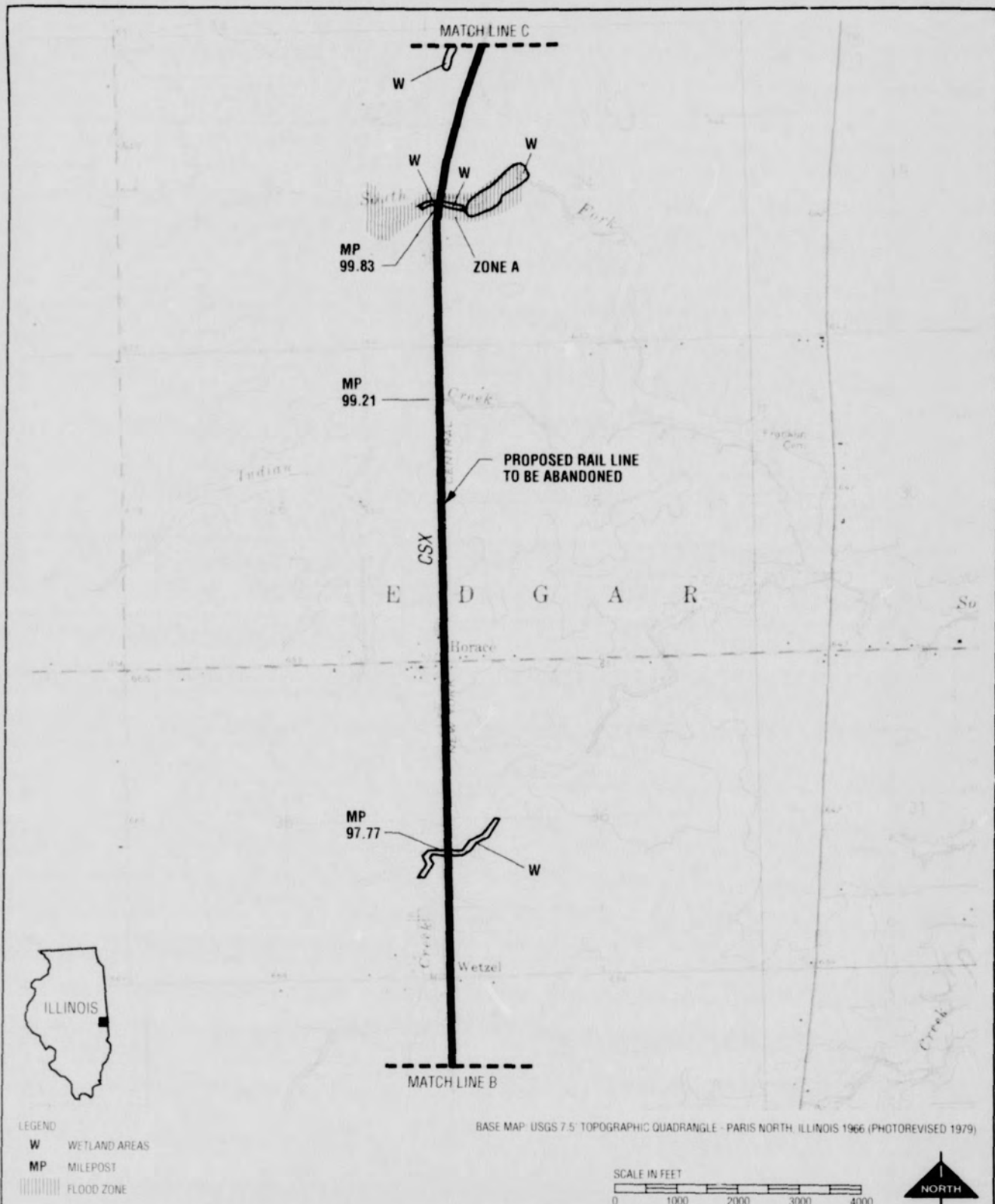
Proposed Conrail Acquisition

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FIGURE 5-IL-9
TOLONO, CHAMPAIGN COUNTY, ILLINOIS
NORFOLK SOUTHERN



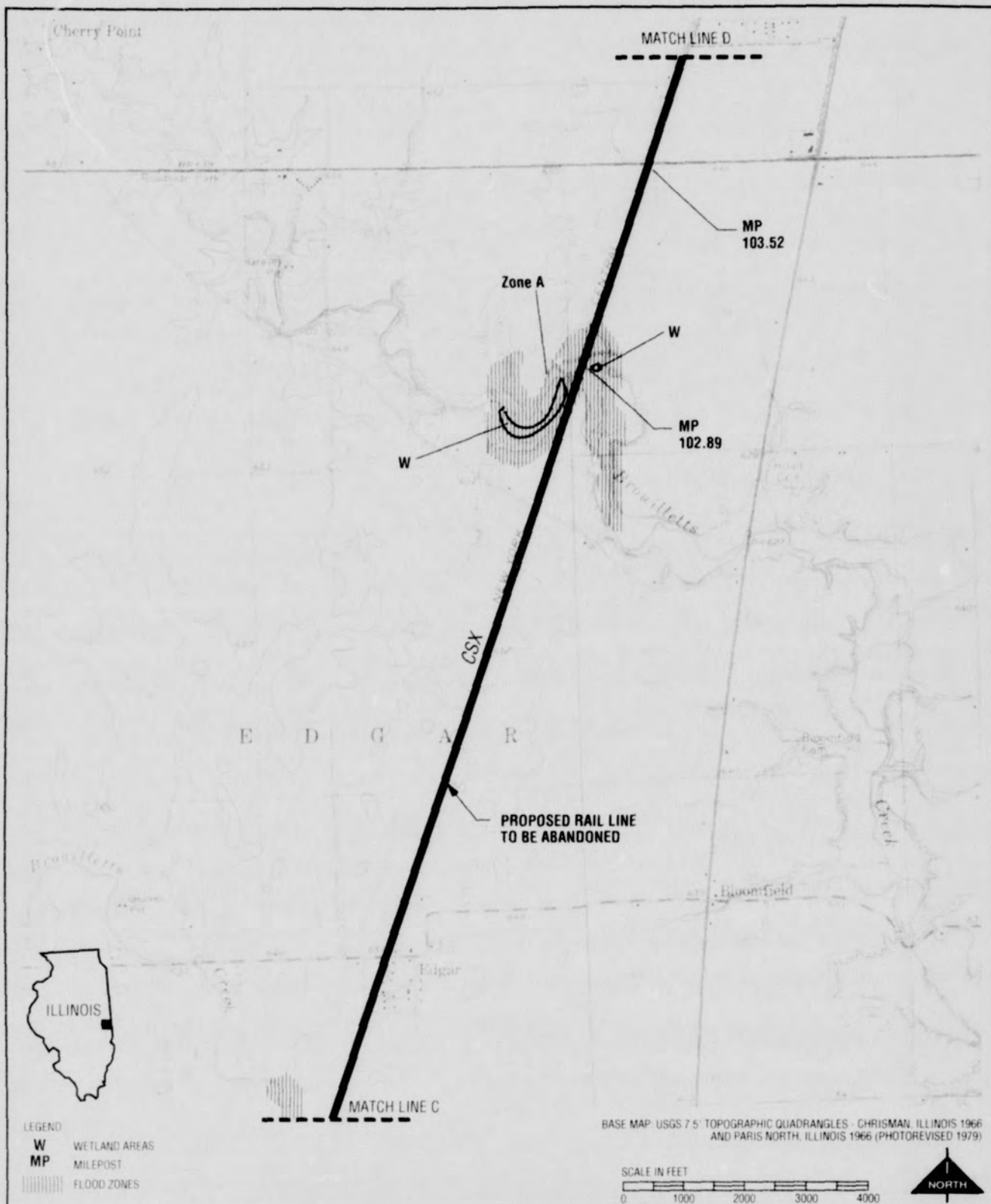




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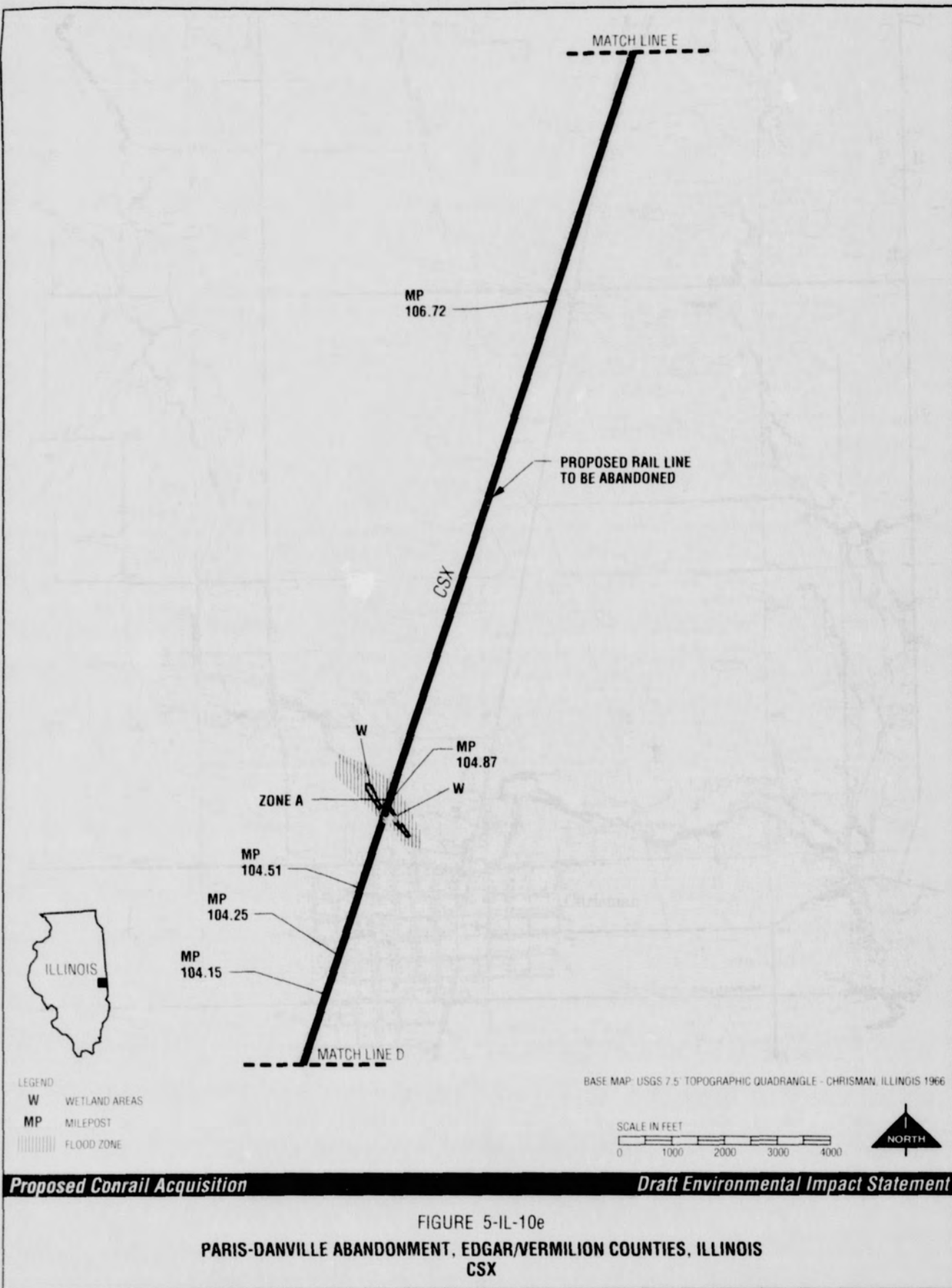
FIGURE 5-IL-10c
PARIS-DANVILLE ABANDONMENT, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX

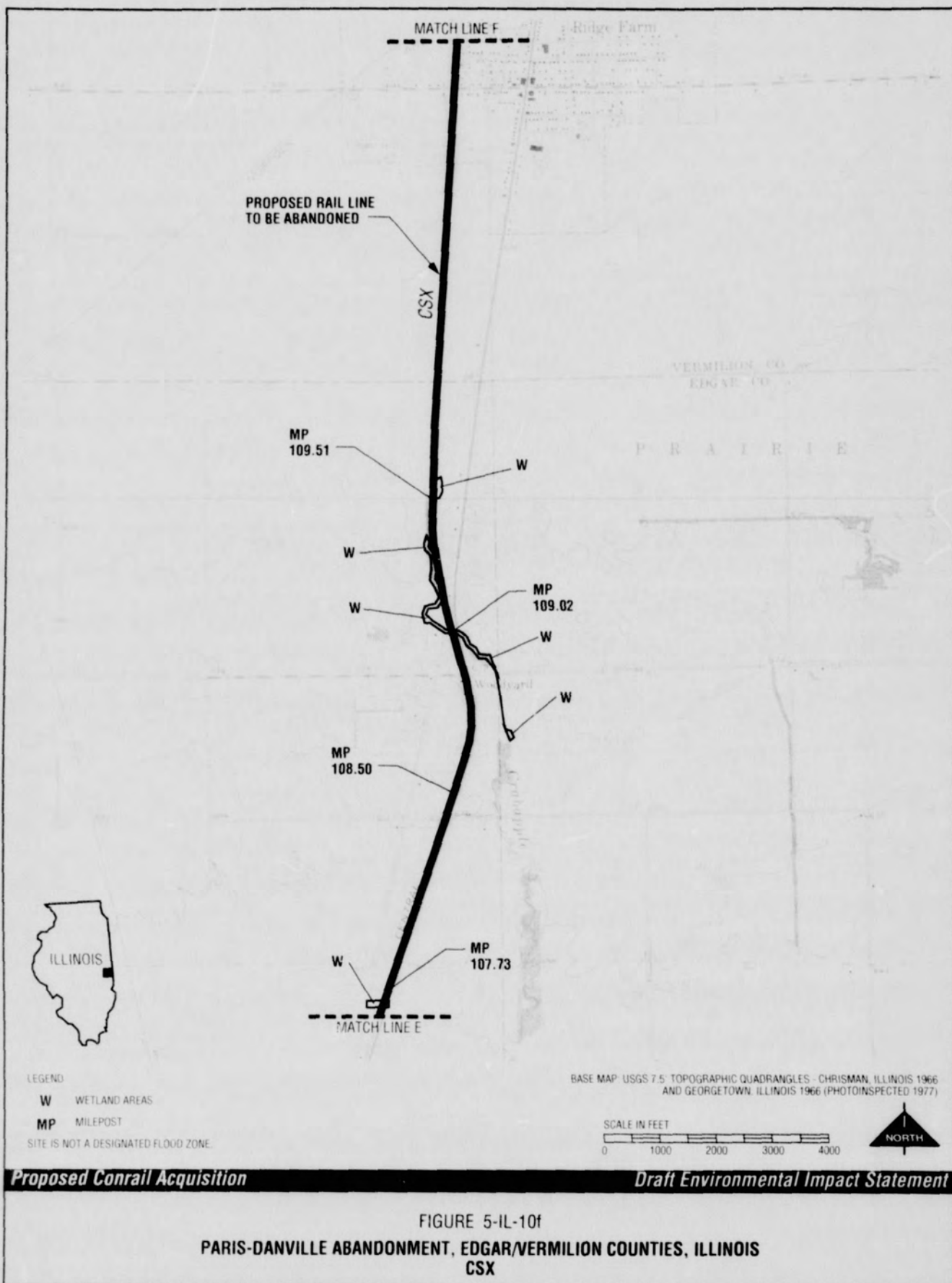


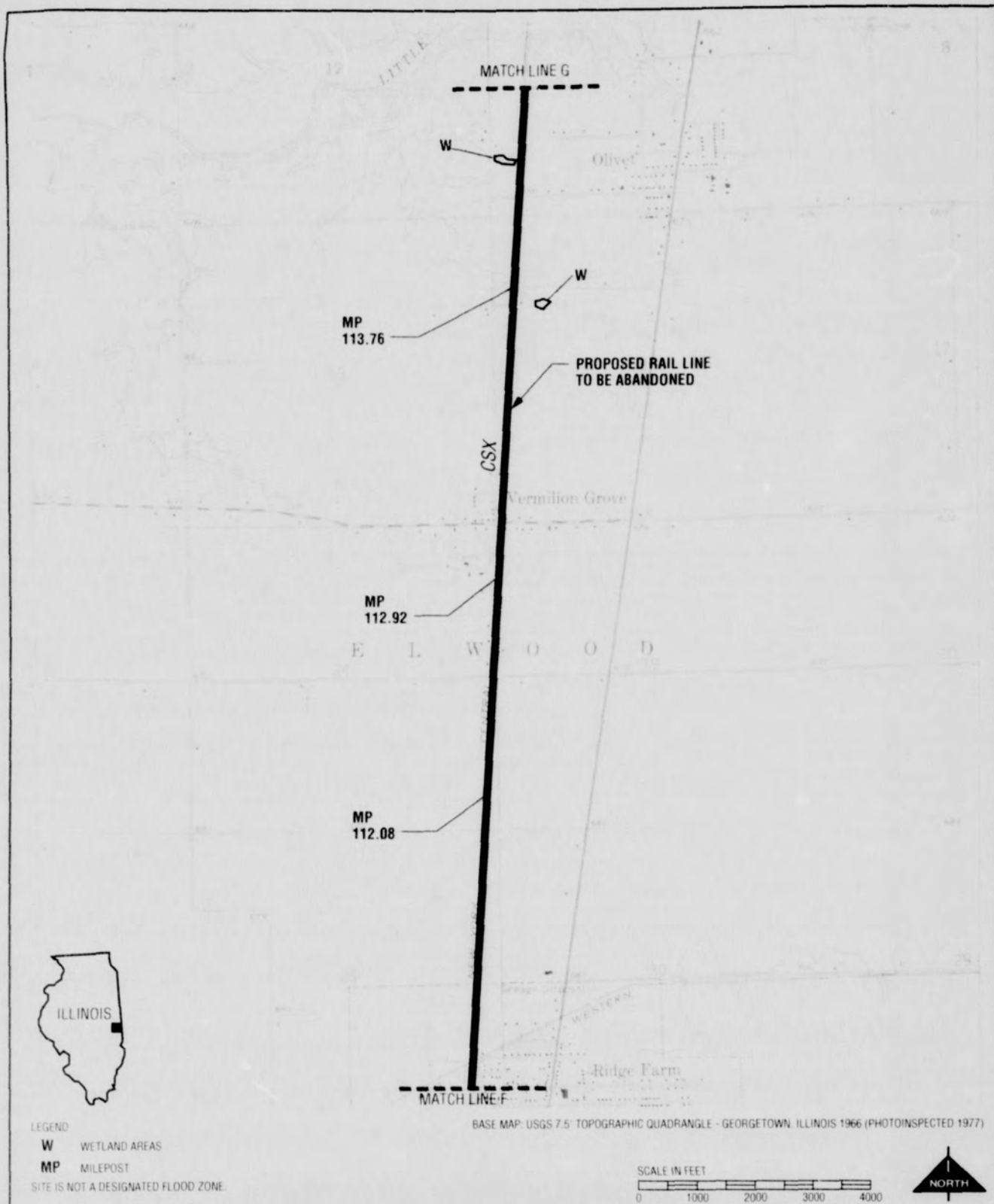
Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-10d
PARIS-DANVILLE ABANDONMENT, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX







Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-10g
PARIS-DANVILLE ABANDONMENT, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX

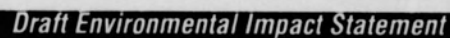
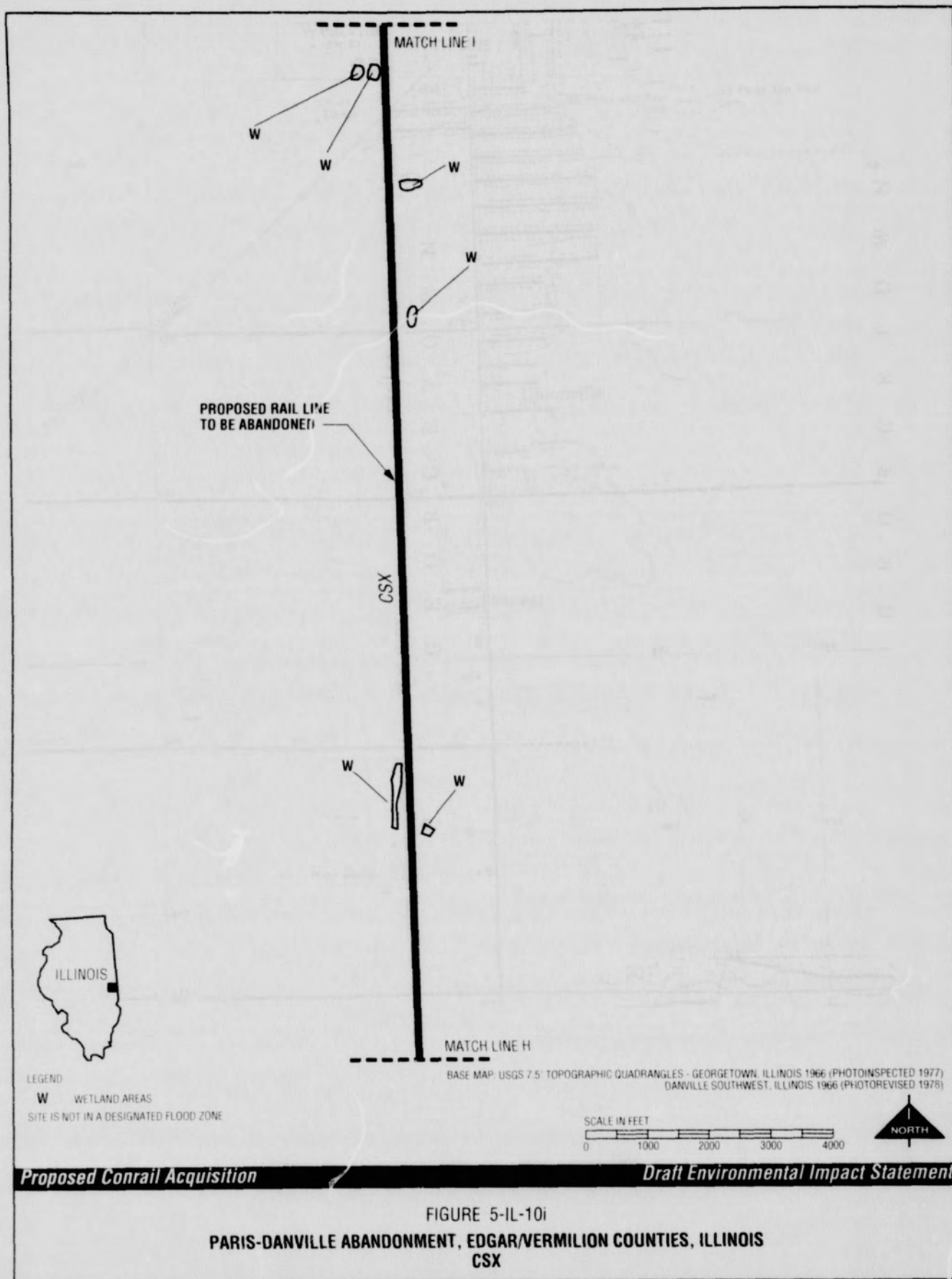
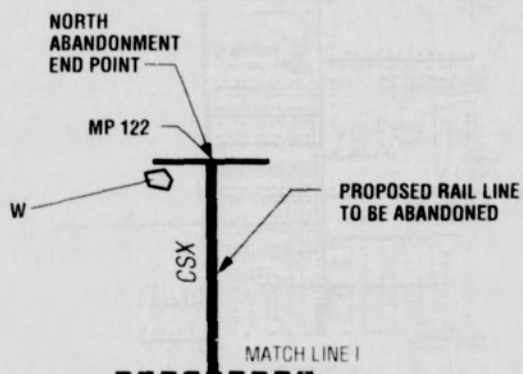
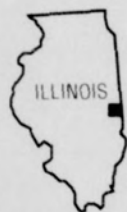


FIGURE 5-IL-10h
PARIS-DANVILLE ABANDONMENT, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX



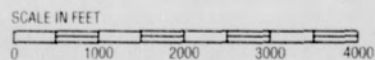


LEGEND

W WETLAND AREA
MP MILEPOST

SITE IS NOT IN A DESIGNATED FLOOD ZONE

BASE MAP: USGS 7.5' TOPOGRAPHIC QUADRANGLE - DANVILLE SOUTHWEST, ILLINOIS 1966 (PHOTOREVISED 1975)



Proposed Conrail Acquisition

Draft Environmental Impact Statement

FIGURE 5-IL-10j
PARIS-DANVILLE ABANDONMENT, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX

Table 5-IL-8
Illinois
Highway/Rail At-Grade Crossing Accident Frequency

County	Railroad Segment	FRA ID	Street Name	Present Safety Device	ADT	Number of Roadway Lanes	Maximum Speed	Total Accidents 1991-1995	Freight Trains		Accidents Per Year			
									Pre-Acquisition	Post Acquisition	Pre-Acquisition	Post Acquisition	Change	Post Acquisition With Mitigation
CHAMPAIGN	N-033	479895X	MAPLE	Gate	150	2	60	1	20.7	39.0	0.0494	0.0562	0.0068	
CHAMPAIGN	N-033	479896E	MAIN	Gate	3,900	4	60	0	20.7	39.0	0.0352	0.0435	0.0082	
CHAMPAIGN	N-033	479897L	ELLEN ST	Flasher	275	2	60	0	20.7	39.0	0.0232	0.0303	0.0071	
CHAMPAIGN	N-033	479898T	TR 312	Passive	109	2	60	0	20.7	39.0	0.0379	0.0489	0.0110	
CHAMPAIGN	N-033	479900S	CH 13	Flasher	250	2	60	0	20.7	39.0	0.0224	0.0294	0.0069	
CHAMPAIGN	N-033	479902F	TR 304	Passive	59	2	60	0	20.7	39.0	0.0317	0.0414	0.0098	
CHAMPAIGN	N-033	479903M	TR 286	Flasher	59	2	60	0	20.7	39.0	0.0134	0.0179	0.0046	
CHAMPAIGN	N-033	479905B	TR 274	Passive	59	2	60	0	20.7	39.0	0.0317	0.0414	0.0098	
CHAMPAIGN	N-033	479910X	DAVID ST/SR 522	Gate	600	2	60	0	20.7	39.0	0.0180	0.0231	0.0051	
CHAMPAIGN	N-033	479911E	DAVID ST/S DODD St	Flasher	950	2	60	0	20.7	39.0	0.0347	0.0440	0.0093	
CHAMPAIGN	N-033	479913T	TR 236	Flasher	59	2	60	0	20.7	39.0	0.0134	0.0179	0.0046	
CHAMPAIGN	N-033	479915G	TR 230	Passive	59	1	60	0	20.7	39.0	0.0175	0.0237	0.0062	
CHAMPAIGN	N-033	479916N	TWP RD 220	Flasher	100	2	60	0	20.7	39.0	0.0162	0.0216	0.0054	
CHAMPAIGN	N-033	479917V	HARRISON	Gate	750	2	60	1	20.7	39.0	0.0611	0.0708	0.0097	
CHAMPAIGN	N-033	479919J	ILL 130/ SR 130	Gate	3,500	2	60	1	20.7	39.0	0.0766	0.0894	0.0128	
CHAMPAIGN	N-033	479920D	TR 198	Passive	109	2	60	0	20.7	39.0	0.0379	0.0489	0.0110	
CHAMPAIGN	N-033	479921K	TR 182	Passive	109	2	60	0	20.7	39.0	0.0379	0.0489	0.0110	
CHAMPAIGN	N-033	479923Y	TR 255	Passive	89	2	60	0	20.7	39.0	0.0357	0.0463	0.0106	
CHAMPAIGN	N-033	479925M	TR 154	Gate	375	2	60	0	20.7	39.0	0.0159	0.0206	0.0047	
CHAMPAIGN	N-033	479927B	BOURNE ST	Gate	1,550	2	40	0	20.7	39.0	0.0252	0.0318	0.0067	
CHAMPAIGN	N-033	479930J	TR 134D	Gate	100	2	60	3	20.7	39.0	0.1187	0.1305	0.0118	
CHAMPAIGN	N-033	479933E	TR 126H	Gate	159	2	60	1	20.7	39.0	0.0497	0.0567	0.0069	
CHAMPAIGN	N-033	479935T	TR112-A	Passive	19	2	60	0	20.7	39.0	0.0223	0.0298	0.0075	
CHAMPAIGN	N-033	479937G	TR 94	Gate	89	2	60	0	20.7	39.0	0.0109	0.0142	0.0034	
CHAMPAIGN	N-033	479938N	CENTER	Gate	125	2	60	0	20.7	39.0	0.0119	0.0156	0.0036	
CHAMPAIGN	N-033	479940P	MILLS	Gate	800	2	60	0	20.7	39.0	0.0193	0.0248	0.0055	
CHAMPAIGN	N-033	479945Y	TR 58	Passive	89	2	60	0	20.7	39.0	0.0357	0.0463	0.0106	
CHAMPAIGN	N-033	479946F	TR 44A	Passive	59	2	60	0	20.7	39.0	0.0317	0.0414	0.0098	
CHAMPAIGN	N-033	479949B	TR34A	Passive	59	2	60	1	20.7	39.0	0.0899	0.1075	0.0176	
CHAMPAIGN	N-033	479950V	FAS532	Flasher	300	2	60	0	20.7	39.0	0.0239	0.0311	0.0073	
CHAMPAIGN	N-033	479951C	TR267A	Flasher	125	2	60	0	20.7	39.0	0.0176	0.0233	0.0057	
CHAMPAIGN	N-033	479952J	SANDFORD	Gate	150	2	60	0	20.7	39.0	0.0125	0.0163	0.0038	
COOK	C-010	163412M	ROLL	Passive	500	2	15	0	17.0	32.9	0.0645	0.0791	0.0145	
COOK	C-010	163413U	CHATHAM	Gate	500	2	30	2	17.0	32.9	0.1032	0.1179	0.0147	
COOK	C-010	163415H	DIXIE HWY	Gate	15,400	4	30	1	17.0	32.9	0.1176	0.1358	0.0181	
COOK	C-010	163416P	BROADWAY-135TH ST	Gate	7,250	2	30	0	17.0	32.9	0.0446	0.0543	0.0097	
MACON	N-033	479171C	TR 95	Flasher	100	2	60	1	20.7	39.0	0.0624	0.0735	0.0111	
MACON	N-033	479173R	CR 52	Flasher	700	2	60	0	20.7	39.0	0.0366	0.0462	0.0096	
MACON	N-033	479174X	CENTER ST	Flasher	50	2	60	0	20.7	39.0	0.0150	0.0200	0.0050	
MACON	N-033	479176L	SANGAMON RD	Gate	550	2	60	2	20.7	39.0	0.1060	0.1207	0.0146	

Table 5-IL-8
Illinois
Highway/Rail At-Grade Crossing Accident Frequency

County	Railroad Segment	FRA ID	Street Name	Present Safety Device	ADT	Number of Roadway Lanes	Maximum Speed	Total Accidents 1991-1995	Freight Trains		Accidents Per Year			
									Pre-Acquisition	Post Acquisition	Pre-Acquisition	Post Acquisition	Change	Post Acquisition With Mitigation
PIATT	N-033	479156A	TR 60	Passive	79	1	60	0	20.7	39.0	0.0193	0.0260	0.0067	
PIATT	N-033	479157G	SR 7	Gate	600	2	60	0	20.7	39.0	0.0206	0.0263	0.0057	
PIATT	N-033	479160P	TR 28	Passive	59	1	60	0	20.7	39.0	0.0176	0.0238	0.0062	
PIATT	N-033	479162D	TR 20	Passive	59	1	60	1	20.7	39.0	0.0647	0.0759	0.0112	
PIATT	N-033	479164S	TR 14	Passive	59	1	60	0	20.7	39.0	0.0176	0.0238	0.0062	
PIATT	N-033	479165Y	JACKSON ST	Gate	1,600	2	60	0	20.7	39.0	0.0261	0.0329	0.0068	
PIATT	N-033	479166F	MONROE	Flasher	659	2	60	1	20.7	39.0	0.0924	0.1095	0.0170	
PIATT	N-033	479168U	JEFFERSON	Flasher	809	2	60	0	20.7	39.0	0.0382	0.0480	0.0098	
PIATT	N-033	479169B	LINCOLN	Flasher	859	2	60	0	20.7	39.0	0.0389	0.0488	0.0099	
PIATT	N-033	479956L	TR 178	Passive	100	1	60	0	20.7	39.0	0.0208	0.0279	0.0071	
PIATT	N-033	479957T	TR 145	Passive	59	1	60	2	20.7	39.0	0.1114	0.1275	0.0161	
PIATT	N-033	479958A	FAS1530	Passive	25	1	60	0	20.7	39.0	0.0131	0.0179	0.0048	
PIATT	N-033	479960B	TR 124A	Flasher	50	2	60	0	20.7	39.0	0.0126	0.0169	0.0043	
PIATT	N-033	479962P	TR 104	Passive	59	2	60	0	20.7	39.0	0.0317	0.0414	0.0098	
PIATT	N-033	479964D	TR 92	Passive	59	1	60	1	20.7	39.0	0.0645	0.0756	0.0111	
PIATT	N-033	479965K	CHAMPAIGN	Flasher	409	2	60	0	20.7	39.0	0.0309	0.0395	0.0086	
PIATT	N-033	479966S	PIATT	Flasher	759	2	60	0	20.7	39.0	0.0374	0.0471	0.0097	
PIATT	N-033	479967Y	MACON	Gate	5,800	2	60	0	20.7	39.0	0.0348	0.0430	0.0082	
PIATT	N-033	479969M	SANGAMON/MORGAN	Flasher	900	2	45	0	20.7	39.0	0.0393	0.0493	0.0099	
VERMILION	N-033	479872R	ROSS LANE	Passive	100	1	60	1	20.7	39.0	0.0704	0.0832	0.0128	
VERMILION	N-033	479874E	VERMILION	Gate	400	1	60	0	20.7	39.0	0.0143	0.0185	0.0043	
VERMILION	N-033	479875L	PARIS	Gate	2,250	2	60	0	20.7	39.0	0.0249	0.0315	0.0066	
VERMILION	N-033	479876T	SANDUSKY	Gate	1,259	2	60	0	20.7	39.0	0.0216	0.0276	0.0059	
VERMILION	N-033	479879N	TR 218	Passive	59	1	60	0	20.7	39.0	0.0175	0.0237	0.0062	
VERMILION	N-033	479880H	TR 158	Passive	79	1	60	0	20.7	39.0	0.0193	0.0260	0.0067	
VERMILION	N-033	479882W	TR 126	Gate	450	1	60	0	20.7	39.0	0.0147	0.0191	0.0044	
VERMILION	N-033	479883D	TR108-A	Passive	59	1	60	0	20.7	39.0	0.0175	0.0237	0.0062	
VERMILION	N-033	479884K	TR 84-A	Passive	59	2	60	0	20.7	39.0	0.0317	0.0414	0.0098	
VERMILION	N-033	479886Y	MAIN ST	Gate	4,050	2	60	1	20.7	39.0	0.0784	0.0914	0.0131	
VERMILION	N-033	479889U	TR 54	Passive	150	1	60	0	20.7	39.0	0.0237	0.0316	0.0079	
VERMILION	N-033	479891V	TR 32	Passive	59	1	60	0	20.7	39.0	0.0175	0.0237	0.0062	
VERMILION	N-033	479892C	TR 24	Passive	29	1	60	0	20.7	39.0	0.0138	0.0188	0.0050	
VERMILION	N-033	479893J	TR 12	Passive	59	1	60	0	20.7	39.0	0.0175	0.0237	0.0062	
VERMILION	N-045	479843F	ST LINE	Flasher	509	2	60	0	23.6	41.0	0.0301	0.0374	0.0073	
VERMILION	N-045	479844M	POLAND	Flasher	225	2	60	0	23.6	41.0	0.0229	0.0290	0.0061	
VERMILION	N-045	479847H	TR448	Passive	159	1	60	0	23.6	41.0	0.0256	0.0329	0.0072	
VERMILION	N-045	479848P	CAMPBELL XING/TR 450	Passive	100	2	60	2	23.6	41.0	0.1674	0.1925	0.0251	0.0122
VERMILION	N-045	479854T	VOORHEES	Gate	11,100	2	60	1	23.6	41.0	0.1019	0.1160	0.0140	
VERMILION	N-045	479855A	PRIES ST	Gate	59	2	60	0	23.6	41.0	0.0118	0.0149	0.0031	

Table 5-IL-8
Illinois
Highway/Rail At-Grade Crossing Accident Frequency

County	Railroad Segment	FRA ID	Street Name	Present Safety Device	ADT	Number of Roadway Lanes	Maximum Speed	Total Accidents 1991-1995	Freight Trains		Accidents Per Year			
									Pre-Acquisition	Post Acquisition	Pre-Acquisition	Post Acquisition	Change	Post Acquisition With Mitigation
VERMILION	N-045	479856G	BOWMAN ST	Gate	8,800	2	60	0	23.6	41.0	0.0398	0.0474	0.0076	
VERMILION	N-045	479857N	MARTIN ST	Flasher	559	2	60	0	23.6	41.0	0.0358	0.0440	0.0082	
VERMILION	N-045	479859C	WMS/WILLIAM ST	Gate	4,900	2	30	1	23.6	41.0	0.0901	0.1029	0.0128	
VERMILION	N-045	479861D	VAN BUREN	Gate	1,150	2	30	0	23.6	41.0	0.0252	0.0310	0.0057	
VERMILION	N-045	479862K	MAIN	Gate	15,600	4	30	1	23.6	41.0	0.1231	0.1384	0.0153	
VERMILION	N-045	479863S	S ST	Gate	5,600	4	30	1	23.6	41.0	0.1063	0.1207	0.0144	
VERMILION	N-045	479864Y	THIRD	Gate	1,100	2	30	0	23.6	41.0	0.0250	0.0307	0.0057	
VERMILION	N-045	479867U	14TH	Gate	2,550	2	30	0	23.6	41.0	0.0304	0.0369	0.0065	

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Cook	C-010	163415H	DIXIE HWY	4	15,400	17.0	20	6,000	711	30	4.73	26.18	D	32.9	20	6,200	1415	31	4.87	53.65	E	E (a)
Cook	C-010	163416P	BROADWAY-135TH ST	2	7,250	17.0	20	6,000	335	28	4.67	25.86	D	32.9	20	6,200	666	29	4.81	53.00	E	E (a)
Cook	C-011	163446G	71ST ST.	2	12,500	19.5	35	6,000	414	31	3.41	13.55	B	22.9	35	6,200	500	31	3.50	16.76	C	
Cook	C-011	163539B	MADISON FAU1419	4	10,500	19.5	25	6,000	459	17	3.66	19.19	C	22.9	25	6,200	554	17	3.76	23.82	C	
Cook	C-011	163423A	115TH ST	4	17,200	19.5	20	6,000	910	34	4.85	30.78	D	22.9	20	6,200	1100	35	4.99	38.28	D	
Cook	C-011	163425N	111TH ST	4	14,100	19.5	20	6,000	746	28	4.65	29.50	D	22.9	20	6,200	902	28	4.78	36.69	D	
Cook	C-011	163437H	87TH ST	6	27,000	19.5	20	6,000	1429	35	4.90	31.13	D	22.9	20	6,200	1727	36	5.04	38.71	D	
Cook	C-011	163433F	95TH ST	4	27,800	19.5	20	6,000	1472	54	5.69	26.13	D	22.9	20	6,200	1778	56	5.85	44.93	E	E (b)
Madison	N-032	480328C	PONTOON RD	4	7,700	10.0	50	4,869	86	6	1.76	2.35	A	15.0	50	5,000	131	6	1.79	3.66	A	
Madison	N-032	480327V	20TH ST	2	5,900	10.0	35	4,869	85	12	2.40	4.16	A	15.0	35	5,000	130	13	2.45	6.50	B	
Montgomery	N-032	480056S	UNION	2	10,800	10.0	40	4,869	141	20	2.49	3.90	A	15.0	40	5,000	216	21	2.54	6.09	B	
Piatt	N-033	479967Y	MACON	2	5,800	22.7	50	4,869	147	9	1.85	5.61	B	39.1	50	5,000	258	9	1.88	10.03	B	
Vermilion	N-045	479854T	VOORHEES	2	11,100	23.6	50	4,869	292	18	2.14	6.76	B	41.0	50	5,000	517	18	2.18	12.19	B	
Vermilion	N-045	479856G	BOWMAN	2	8,800	23.6	50	4,869	232	14	2.00	6.33	B	41.0	50	5,000	410	14	2.04	11.40	B	
Vermilion	N-045	479862K	MAIN	4	15,600	23.6	30	4,869	599	18	2.84	13.11	B	41.0	30	5,000	1063	19	2.90	23.74	C	
Vermilion	N-045	479863S	S ST.	4	5,600	23.6	30	4,869	215	7	2.50	11.53	B	41.0	30	5,000	382	7	2.56	20.89	C	

- (a) Recommend separated grade crossing.
(b) Recommend consultation between railroad and community.

Table 5-IL-15
Illinois
Elimination of Highway/Rail At-Grade Crossing Vehicle Delay and Queues Resulting From Proposed
Abandonments

County	Segment Limit		Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Veh. (sec/veh)	Level of Service
	From	To										
EDGAR	Paris	Danville	542421H	GROVER RD.	4	175	1	0	0	2.10	0.36	A
EDGAR	Paris	Danville	542423W	CO. RD. 1650 N	4	50	1	0	0	2.09	0.36	A
EDGAR	Paris	Danville	542425K	CO. RD. 1600 N	4	25	1	0	0	2.09	0.36	A
EDGAR	Paris	Danville	542427Y	WASHINGTON AVE.	4	750	1	1	1	2.11	0.37	A
EDGAR	Paris	Danville	542428F	MADISON AVE.	4	450	1	1	1	2.63	0.58	A
EDGAR	Paris	Danville	542429M	MONROE	4	300	1	1	0	2.63	0.57	A
EDGAR	Paris	Danville	542430G	MCKINLEY AVE.	4	50	1	0	0	2.62	0.57	A
EDGAR	Paris	Danville	542433C	CO. RD. 1160 N	4	75	1	0	0	2.62	0.57	A
EDGAR	Paris	Danville	542435R	CR 1075 N	4	150	1	0	0	2.63	0.57	A
EDGAR	Paris	Danville	542439T	CO. RD. 900 N	4	175	1	0	0	2.63	0.57	A
EDGAR	Paris	Danville	542442B	CR 700 N	4	50	1	0	0	2.62	0.57	A
EDGAR	Paris	Danville	542443H	CO. RD. 600 N	4	50	1	0	0	2.62	0.57	A
EDGAR	Paris	Danville	542445W	CO. RD. 500 N	4	150	1	0	0	2.63	0.57	A
EDGAR	Paris	Danville	542447K	CO. RD. 300N	4	100	1	0	0	2.62	0.57	A
EDGAR	Paris	Danville	542441U	CR 800 N	2	325	1	1	1	2.64	0.58	A
VERMILION	Paris	Danville	542392A		4	59	2	0	0	2.09	0.73	A
VERMILION	Paris	Danville	542394N	MAIN	4	2200	2	6	2	2.14	0.75	A
VERMILION	Paris	Danville	542395V	WESTVILLE LANE	4	200	2	1	0	2.10	0.73	A
VERMILION	Paris	Danville	542396C	CLINGIN'S LANE	4	175	2	1	0	2.10	0.73	A
VERMILION	Paris	Danville	542397J	CR 900N	4	500	2	1	1	2.10	0.73	A
VERMILION	Paris	Danville	542398R		2	300	2	1	1	2.11	0.73	A
VERMILION	Paris	Danville	542402D	CR 650N	4	1250	2	4	1	2.12	0.74	A
VERMILION	Paris	Danville	542409B	CR 500N	2	59	1	0	0	2.09	0.36	A
VERMILION	Paris	Danville	542411C	CR 400N	4	750	1	1	1	2.11	0.37	A
VERMILION	Paris	Danville	542412J	CR 350N	2	59	1	0	0	2.09	0.36	A
VERMILION	Paris	Danville	542413R	HESTERLANE	2	300	1	0	1	2.11	0.37	A
VERMILION	Paris	Danville	542415E	NORTH ST.	2	59	1	0	0	2.09	0.36	A
VERMILION	Paris	Danville	542416L	WEST ST	4	550	1	1	1	3.06	0.78	A
VERMILION	Paris	Danville	542417T	CEMETERY ST.	4	59	1	0	0	2.09	0.36	A

Table 5-IL-16
Illinois
Elimination of Highway/Rail At-Grade Crossing Accidents
Abandonments
Rail Segment : Paris to Danville

County	FRA ID	Street Name	Present Safety Device	ADT	Number of Roadway Lanes	Maximum Speed	Total Accidents 1991-1995	Freight Trains		Accidents Per Year	
								Pre- Acquisition	Post Acquisition	Pre- Acquisition	Post Acquisition
EDGAR	542421H	GROVER RD.	Flasher	175	2	50	0	1	0	0.0051	0.0000
EDGAR	542423W	CO. RD. 1650 N	Passive	50	2	50	0	1	0	0.0131	0.0000
EDGAR	542425K	CO. RD. 1600 N	Passive	25	2	50	0	1	0	0.0104	0.0000
EDGAR	542427Y	WASHINGTON AVE.	Flasher	750	2	50	1	1	0	0.0441	0.0000
EDGAR	542428F	MADISON AVE.	Flasher	450	2	30	0	1	0	0.0075	0.0000
EDGAR	542429M	MONROE	Passive	300	2	30	0	1	0	0.0207	0.0000
EDGAR	542430G	MCKINLEY AVE.	Passive	50	2	30	0	1	0	0.0104	0.0000
EDGAR	542433C	CO. RD. 1160 N	Passive	75	2	30	0	1	0	0.0131	0.0000
EDGAR	542435R	CR 1075 N	Flasher	150	2	30	0	1	0	0.0046	0.0000
EDGAR	542439T	CO. RD. 900 N	Passive	175	2	30	0	1	0	0.0174	0.0000
EDGAR	542441U	CR 800 N	Flasher	325	2	30	0	1	0	0.0066	0.0000
EDGAR	542442B	CR 700 N	Flasher	50	2	30	0	1	0	0.0029	0.0000
EDGAR	542443H	CO. RD. 600 N	Passive	50	2	30	0	1	0	0.0114	0.0000
EDGAR	542445W	CO. RD. 500 N	Passive	150	2	30	0	1	0	0.0165	0.0000
EDGAR	542447K	CO. RD. 300N	Passive	100	2	30	0	1	0	0.0144	0.0000
VERMILION	542392A	N/A	Passive	59	2	50	0	2	0	0.0193	0.0000
VERMILION	542394N	MAIN	Flasher	2200	2	50	0	2	0	0.0186	0.0000
VERMILION	542395V	WESTVILLE LANE	Passive	200	2	50	0	2	0	0.0284	0.0000
VERMILION	542396C	CLINGIN'S LANE	Passive	175	2	50	0	2	0	0.0272	0.0000
VERMILION	542397J	CR 900N	Passive	500	2	50	0	2	0	0.0373	0.0000
VERMILION	542398R	N/A	Passive	300	1	50	0	2	0	0.0178	0.0000
VERMILION	542402D	CR 650N	Flasher	1250	2	50	0	2	0	0.0152	0.0000
VERMILION	542409B	CR 500N	Passive	59	1	50	0	1	0	0.0073	0.0000
VERMILION	542411C	CR 400N	Flasher	750	2	50	0	1	0	0.0091	0.0000
VERMILION	542412J	CR 350N	Passive	59	1	50	0	1	0	0.0073	0.0000
VERMILION	542413R	HESTERLANE	Passive	300	1	50	0	1	0	0.0128	0.0000
VERMILION	542415E	NORTH ST.	Flasher	59	1	50	0	1	0	0.0028	0.0000
VERMILION	542416L	WEST ST	Flasher	550	2	25	0	1	0	0.0077	0.0000
VERMILION	542417T	CEMETERY ST.	Passive	59	2	50	0	1	0	0.0139	0.0000

5-IN INDIANA

5-IN INDIANA

This section provides background information for resources in Indiana. Tables list the proposed Conrail Acquisition-related activities in Indiana that meet or exceed the Board's thresholds for environmental analysis. This section also presents the various technical analyses conducted for the activities in Indiana. The analyses highlight the potential environmental impacts and proposed mitigation actions that SEA recommends as part of the Draft EIS study.

5-IN.1 INDIANA SETTING

Indiana is located in the midwestern United States. Principal products of Indiana include electrical equipment, primary metals, transportation equipment, corn, soybeans, hogs, dairy products, coal, and stone. The railroad network throughout the state provides a means of transporting and distributing many of these goods and for other products to be imported into the state.

Transportation Facilities

Major interstate highways in Indiana include I-74, an east/west facility; I-80/90, an east/west facility; I-70, an east/west facility; I-69, a north/south facility; and I-65, a north/south facility. Cities served by these routes include Indianapolis, Anderson, Terre Haute, Evansville, Marion, Fort Wayne, and Lafayette.

Railroad Facilities

Thirty-three railroads provide services in Indiana and cover 3,863 route miles. Of the total 3,863 route miles in the state:

- Conrail operates 1,000 route miles in Indiana, which is 26 percent of the state's total miles.
- CSX operates 1,226 route miles in Indiana, which is 30 percent of the state's total miles.

- NS operates 993 route miles in Indiana, which is 26 percent of the state's total miles.

Cities served by these railroads include Ft. Wayne, Lafayette, Indianapolis, Muncie, Anderson, Terre Haute, Gary, and South Bend. Conrail, CSX, and NS are three of the five Class I Railroads that operate within the state. The other Class I railroads are Grand Trunk Western Railroad Inc. and the Soo Line Division of Canadian Pacific Railroad.

Conrail operates an intermodal facility in Indianapolis and major freight car classification yards in Elkhart and Avon. CSX operates an intermodal facility in Evansville and other rail-related facilities in Lafayette, Garrett, Terre Haute, Crawfordsville, and Milford. NS operates rail-related facilities in Lafayette and Fort Wayne.

Intercity Passenger and Commuter Rail Services

Amtrak provides intercity passenger service in Indiana on four routes utilizing Conrail and CSX rail lines. Amtrak service on Conrail's Chicago Line serves Hammond-Whiting, South Bend, Elkhart, and Waterloo. Amtrak service on Conrail's Michigan Line serves Hammond-Whiting and Michigan City. Amtrak's Three Rivers train utilizes CSX's east-west route serving Hammond-Whiting and Nappanee. Amtrak's tri-weekly Cardinal train operates on CSX's route through Dyer, Rensselaer, Lafayette, Crawfordsville, Indianapolis and Connersville, but uses Conrail tracks between Crawfordsville and Indianapolis.

No commuter train service in Indiana is operated on the rail lines of the Applicants. The Northern Indiana Commuter Transportation District (NICTD) contracts with the Chicago, South Shore and South Bend Railroad for service to Chicago, Illinois from South Bend via Michigan City and Gary.

5-IN.2 PROPOSED CONRAIL ACQUISITION ACTIVITIES IN INDIANA

In the Operating Plans submitted to the Board, the Applicants indicate that the expanded CSX and NS systems would retain and enhance competition in Indiana. To facilitate such competition, the current NS Fort Wayne Line between Ft. Wayne, Ohio and Chicago, Illinois, would be sold to CSX, with NS retaining trackage rights over the line.

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

CSX would acquire all Conrail property and facilities in Indianapolis, including Avon, Transfer, and Hawthorne yards. The Avon Yard (west of Indianapolis) would have an essential role in

expediting traffic to the northeast. Indianapolis would become the new CSX regional headquarters.

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

NS would operate the major Conrail freight yard at Elkhart. NS would also offer service between Detroit and Chicago with a new connection at Butler, IN, and would maintain service to both the Chicago and Kansas City gateways on existing NS and Conrail main lines.

Triple Crown Services (TCS) an intermodal operator jointly owned by NS and Conrail, has headquarters at Fort Wayne. It currently competes with over-the-road trucks in the market for moving consumer goods and industrial material for just-in-time inventory management, particularly for the auto industry. NS, which would be the post-Acquisition sole owner, would promote TCS service throughout the expanded NS system.

The proposed Conrail Acquisition-related activities in Indiana that meet or exceed the Board's thresholds for environmental analysis include increased train operations on 19 rail line segments, construction of four rail line connections (two of which as part of the Seven Constructions), increased number of rail cars handled in two rail yards, and the abandonment of the NS branch line from Dillon Junction to South Bend, Indiana. In Indiana, there are no intermodal facilities that meet or exceed the Board's thresholds for environmental analysis.

Tables 5-IN-1 through 5-IN-4 show rail segments, rail yards, new connections, and proposed abandonments in Indiana that required environmental analysis. Following these tables are brief descriptions of the activities, where appropriate. Figures 5-IN-1a and 5-IN-1b, presented at the end of this state discussion, show the general location of these facilities.

Table 5-IN-1
Indiana Rail Line Segments Which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
C-020	Adams, IN	Ft. Wayne, IN	Conrail Crest Line, OH to Chicago	5	Allen	Suburban/Industrial

Table 5-IN-1
Indiana Rail Line Segments Which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
C-021	Evansville, IN	Amqui, TN	CSX Evansville to Nashville	9	Vanderburgh	Rural/Industrial
C-022	Ft. Wayne, IN	Warsaw, IN	Conrail Crest Line, OH to Chicago	11	Allen	Suburban
				11	Kosciusko	Rural with sporadic development.
				18	Whitley	Rural with sporadic development
C-023	Pine Jct, IN	Barr Yd, IL	CSX Chicago Metro	11	Lake	Urban/Industrial
C-024	Tolleston, IN	Clark Jct., IN	Conrail Crest Line, OH to Chicago	4	Lake	Urban/Industrial
C-025	Vincennes, IN	Evansville, IN	CSX Evansville to Terre Haute	24	Gibson	Rural with sporadic development/ Agriculture
				13	Knox	Suburban/Rural
				16	Vanderburgh	Suburban/Rural
C-026	Warsaw, IN	Tolleston, IN	Conrail Crest Line, OH to Chicago	13	Kosciusko	Rural with sporadic development
				12	La Porte	Rural with sporadic development
				4	Lake	Urban/Industrial
				21	Marshall	Rural with sporadic development
				12	Porter	Rural with sporadic development
				21	Starke	Rural with sporadic development

Table 5-IN-1
Indiana Rail Line Segments Which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
C-027	Willow Creek, IN	Pine Jct., IN	CSX Chicago to Gary, IN	10	Lake	Urban/Industrial
				2	Porter	Suburban
C-062	Bucyrus, OH	Adams, IN	Conrail Crest Line, OH to Bucyrus	15	Allen	Suburban/Industrial
C-066	Deshler, OH	Willow Creek, IN	CSX Fostoria, OH to Chicago	22	DeKalb	Rural with sporadic development
				5	Elkhart	Rural with sporadic development
				21	Kosciusko	Rural with sporadic development
				22	La Porte	Rural with sporadic development
				21	Marshall	Rural with sporadic development
				25	Noble	Rural with sporadic development
				10	Porter	Rural with sporadic development
				3	St. Joseph	Rural with sporadic development
N-040	Alexandria, IN	Muncie, IN	NS Muncie to Lafayette	5	Madison	Rural with sporadic development
				11	Delaware	Rural with sporadic development
N-041	Butler, IN	Ft. Wayne, IN	NS Ft. Wayne to Detroit	16	Allen	Suburban/Industrial/ Rural
				12	De Kalb	Rural with sporadic development
N-042	Control Pt 501, IN	Indiana Harbor, IN	Conrail Chicago to Gary	1	Lake	Urban/Industrial
N-043	Ft. Wayne TC, IN	Ft Wayne Yard, IN	NS Ft. Wayne	2	Allen	Suburban/Industrial

Table 5-IN-1
Indiana Rail Line Segments Which Meet or Exceed
Board Environmental Thresholds

Site ID	From	To	Description	Length in miles	County	Setting
N-044	Ft. Wayne, IN	Peru, IN	NS Ft. Wayne to Decatur	10	Allen	Rural with sporadic development
				19	Huntington	Rural with sporadic development
				7	Miami	Rural with sporadic development
				17	Wabash	Rural with sporadic development
N-045	Lafayette, IN	Tilton, IL	NS Lafayette to Decatur	9	Fountain	Rural with sporadic development
				15	Tippecanoe	Rural with sporadic development
				16	Warren	Rural with sporadic development
N-046	Peru, IN	Lafayette, IN	NS Ft. Wayne to Decatur	18	Carroll	Rural with sporadic development
				17	Cass	Rural with sporadic development
				5	Miami	Rural with sporadic development
				13	Tippecanoe	Rural with sporadic development
N-047	Indian Harbor, IN	South Chicago		6	Lake	

C = CSX

N = NS

Rail Yards

There are two rail yards in Indiana that meet or exceed the Board's thresholds for environmental analysis.

Curtis Rail Yard (Lake County, Indiana) (CSX). Curtis Yard, in Gary, Lake County, IN, is located between North Clark Road and North Buchanan Road.

Ft. Wayne Rail Yard (Allen County, Indiana) (NS). Ft. Wayne Yard in Ft. Wayne, Allen County, IN, is located south of Lincoln Highway (US 30) between Hartzell and Estellou roads.

Table 5-IN-2
Indiana Rail Yards Which Meet or Exceed Board Environmental Thresholds

Site ID	Location	County	Facility	Description	Setting
CY-02	Gary	Lake	Curtis	Increase of 35 rail cars per day	Industrial
NY-03	Ft. Wayne	Allen	Ft. Wayne	Increase of 300 rail cars per day	Urban

Construction

There are two construction projects in Indiana, the Butler and Tolleston connections, which are considered in this Draft EIS as new facilities. The other two constructions, the Willow Creek and Alexandria connections, were covered in separate Environmental Assessments. The Indiana constructions are shown in Table 5-IN-3.

Construction: Butler Connection (De Kalb County, IN) (NS). The proposed Butler connection would be located in De Kalb County, IN, 35 miles northeast of Fort Wayne, and would connect the existing Conrail (to be acquired by NS) and NS tracks, creating a new, more efficient, more direct route between Detroit, MI and Chicago, IL. The design would include new power turnouts on the NS main lines and approximately 1,700 feet of new rail line northeast of the existing crossing diamond. (See Figure 5-IN-2, presented at the end of this discussion.)

One option NS considered was to construct an alternative connection that would diverge from the east/west Conrail line and join the north/south NS track, east of 75th Road. The connection would be approximately 2,200 feet long and would cross US Highway 6 and parallel 75th Road. NS did not consider the alternative as a reasonable alternative as it would require purchase of a considerable amount of agricultural property; SEA concurs. The no-action alternative would not meet the purpose or need of the proposed action and NS did not consider it to be a reasonable alternative; SEA concurs.

Construction: Tolleston Connection (Lake County, IN) (NS). The proposed Tolleston connection would be located in Lake County near the Lake Michigan Shore Line, one mile west of Gary, Indiana. This connection would permit more efficient train service and provide an alternative route between Chicago, Illinois and Fort Wayne, Indiana. (See Figure 5-IN-3, presented at the end of this discussion.)

This new connection would be constructed between the existing, parallel NS and Conrail rail lines, branching from the NS line near Marshall Street and extending south, connecting to the